

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 7.00pm on 6 JUNE 2013**

Present: Councillors J Cheetham, K Artus, A Dean, D Jones, M Lemon and K Mackman.

Also present: Councillors C Cant, M Foley and E Godwin.
Peter Sanders and Brian Ross, SSE; William Martin, FedEx.

Officers in attendance

R Dobson (Democratic Services Officer), R Harborough (Director of Public Services) and J Pine (Planning Policy/DM Liaison Officer).

PRESENTATION BY STOP STANSTED EXPANSION ('SSE')

Peter Sanders and Brian Ross gave a presentation on SSE's response to the Airports Commission's inquiry into UK airport capacity. In addition to opposing unsustainable expansion of Stansted Airport, SSE was ensuring that its responses highlight those criteria which would weigh most heavily against expansion at Stansted Airport. In particular these criteria were the impact on landscape and cultural heritage; comparative economic and employment effects; urbanisation impacts; surface access infrastructure; and the need for any development proposal to be market-driven and commercially viable. SSE remained concerned that the Commission's main focus, when looking at environmental impacts, would be on aircraft noise and local air pollution, as far fewer people were affected by these impacts at Stansted than at Heathrow, Gatwick, Luton or Birmingham. SSE had questioned the Commission's aviation demand forecasting, and had put the view that aviation capacity in the UK was not holding back business. SSE had also emphasised the impact of aviation on climate change, in that it considered it was impossible for the Government to support unconstrained growth in aviation while at the same time being committed to reducing UK CO2 emissions by 80% by 2050, as required by the 2008 Climate Change Act.

The SSE campaign strategy was currently to engage fully with the Airports Commission, whilst trying to avoid creating concern in the community. Once the Airports Commission interim report was published, SSE would assess the threat to Stansted and if it considered it appropriate, would then run a high-profile campaign. SSE would seek to rely on the support of the Council at that stage.

Members asked questions on the following issues:

Q: Could managing airport capacity at certain times of the day be accomplished through varying the air passenger duty charged?

A: Whilst Heathrow is nearly at full runway capacity for all of the day, arguably this method could be used at Stansted.

Q: Is Ryanair still intending to quit Stansted?

A: Ryanair counts for a bigger percentage of Stansted's business than ever (now about 75%). The new owners are trying to diversify more. Neither Heathrow nor Gatwick operate dedicated freight aircraft. If Stansted didn't carry freight, it could increase passenger capacity by 4mppa.

Q: You refer to ATMs versus passenger numbers. Clearly larger aircraft mean fewer ATMs, but have surface access transport movements been taken into account in your response to the Commission?

A: We have not got to that stage. We have emphasised the importance of taking into account surface access but our understanding at this stage is that it won't be taken into account until a shortlist has been drawn up.

Q: Growth has in the past been forecast for the regions - surely it would make sense to have a hub airport in the North?

A: Birmingham Airport had argued that HS2 would connect them with London in 39 minutes. Emirates had started doing flights direct from Newcastle rather than going via Heathrow. 26 regional airports link to Schiphol now.

Q: Regarding your statement that emissions from ATMs are not going down, is this an argument that there is no such thing as improved engine efficiency? Where do we go from here? Is there anything you feel we could do to improve liaison between the District Council and SSE?

A: In the last campaign we had regular meetings with the Council. If Stansted were to be shortlisted as a hub option, it would be helpful to reinstate regular meetings as we also would with East Herts and with Essex County Council.

Regarding ATMs of course aircraft can become more fuel efficient with less carbon emissions, but this is offset by long haul traffic taking a bigger share. So the emissions per flight do not reduce. Predictions are that long haul will grow more than short haul traffic.

Comment: You refer to spare capacity on all runways except at Heathrow but quote the DfT's UK aviation forecasts, which predict unconstrained demand of 320mppa by 2030. This is a significant reduction from the 2011 forecasts, which begs the question how much faith can be placed in these figures.

Q: You are clearly undertaking much work – how robust is your funding at present?

A: Funding is comfortable but if we have to move to the next phase we will face a further campaign. At the moment we are contemplating a legal challenge regarding a possibility of apparent bias regarding one of

the appointed members of the Commission. This challenge would involve additional costs.

Q: How confident are you that if Stansted is not initially shortlisted it would escape being picked at the end of the process?

A: We would seek judicial review in those circumstances. The position as we see it is that Heathrow is campaigning hard for a third runway, with the support of the CBI, FSB etc. Gatwick is also arguing for a second runway; Birmingham wants a second hub; but Stansted has been keeping a relatively low profile and we would like to keep it that way. Of the Heathrow councils, three have already held referenda, indicating strong local opposition. Our policy therefore is to keep a low profile for the rest of this year and then see if we need to act.

Q: Regarding Gatwick's campaign to have a second runway, a major reason was economic because so many jobs in Crawley were airport related. If we assume that the area around Heathrow is heavily dependent on the airport, how much effect do you think that would have on where hubs could go? Employment for an area needs to be taken into account.

A: The Mayor has suggested "Boris Island" or another Outer Thames Estuary location, plus Stansted, and for those options to work, Heathrow would have to close. It would be unthinkable to lose 100,000 jobs at Heathrow. There are 50 global, international and national companies located within a commute of Heathrow, so re-locating a hub would mean not just moving 100,000 people but also persuading those companies to move. It could therefore be the case that a much bigger risk for Stansted is not being selected to be a hub, but having a second runway.

Q: There is a new M11 corridor initiative – is the Council liaising with SSE?

A: This body is the London Stansted Corridor Consortium which will shortly include Cambridge. Yes Uttlesford is engaged with this body. It should be noted that some parties have expansion ambitions, so it is useful to attend.

Q: There is an increasing problem with night flights over Thaxted, what is your policy?

A: There are two points we are working towards regarding night flights: we are trying to have night redefined as night (23:00 – 07:00) and we believe all night flights should be phased out gradually because of the amount of disturbance they cause.

Q: How realistic is that aim?

A: Stansted is presently allowed 12,000 night flights a year, twice as many as Heathrow. Stansted uses only 8,000 of them. FedEx are investing in quieter planes. We are engaged with the night flights

consultation. There is a commitment from MAG under the Section 106 Agreement that they are not allowed to lobby for an increase in night flights under the current regime. There is a possible risk that if the Commission give Heathrow a third runway they could sweeten that by banning night flights at Heathrow, which would likely have implications for Stansted.

We responded to the DfT's night flights consultation pointing out that Stansted has hardly ever used the carry over percentage they are allowed. The problem with carry over is it lessens certainty for residents.

The Chairman thanked Peter Sanders and Brian Ross for what had been a very interesting presentation, and suggested that there should be further meetings with SSE, separately to this Panel.

PRESENTATION BY FEDEX

William Martin, Managing Director of FedEx International Gateways and GTS, UK and Ireland gave a presentation on the operations of FedEx at Stansted Airport.

He said the business at Stansted Airport had been established in 1985, and now had 550 members of staff who processed 3,300 packages an hour, and 18 flight movements a day. The company was committed to sustainable growth and investment in people. The core business at Stansted involved flights arriving in the evening and at night until 4am, for packages to be sorted overnight. Stansted's excellent transport links were essential to the company's business, as it had good connections with London and by rail and road to the rest of the UK.

Mr Martin described the contribution of the growing express delivery business to the global economy, in which FedEx was a major player. A significant proportion of business in the UK relied on express services for a large part of their sales revenue. He commented on night flights that it was critical for the express delivery business to have night flights, as the service was defined by guaranteeing next day delivery. He explained the key stages of a typical express delivery. He concluded by saying that FedEx was a responsible business which took its involvement with the local community very seriously. The company invested in new technologies for ground and air travel such as electric trucks and Boeing 777F aircraft to ensure it was as clean and quiet as possible. FedEx also supported various charities such as KidsOut and Motorwise.

Questions and comments were as follows:

Q: The FedEx business operations rely on night flights, would that be a fair statement?

A: Yes. Without that connectivity we would not be able to provide next day delivery service due to distance and time. Much of the work has to be done overnight.

Q: A significant concern for residents in Thaxted is noise from night flights.

A: FedEx is working to upgrade the fleet to bring in quieter aircraft. The MD11 is being phased out.

Q: Wouldn't Birmingham be a better airport for express parcels?

A: No, connectivity with London is vital to our business. Stansted is a crucial part of our business plan because of its proximity to the London area, and other options are far less attractive.

Q: Is it realistic for the express business to rely on road or rail transport?

A: We are participating in the Euro Carex project which is looking at the use of rail between Frankfurt, Cologne and Charles de Gaulle, but this is dependent on government investment. We do use road transport alongside our existing operations.

The Chairman said it was very illuminating to see how the express business model worked and it was useful for the Panel to gain an insight into business operations at the Airport. The Panel had views on night flights, but understood the business perspective too.

Mr Martin said FedEx supported the use of quieter aircraft, and respected the Panel's intentions in providing an opportunity for him to attend a meeting. He said he would be pleased to be invited back.

The Chairman asked about the programme for phasing out the MD11s.

Mr Martin said FedEx were working on this programme but it was not yet imminent.

The Chairman thanked him for attending.

SAP27

APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors Perry, Rich and Rose and from Andrew Taylor (Assistant Director Planning and Building Control).

Councillor Cheetham declared her non pecuniary interest as a member of NWEHPA.

Councillor Dean declared his non pecuniary interest as a member of SSE.

SAP28

MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 11 April 2013 were received and signed by the Chairman as a correct record.

SAP29

MATTERS ARISING

(i) **Minute SAP26 – future meetings**

Councillor Dean asked whether an invitation had been issued to the new management at STAL. Members were reminded that Andrew Harrison had agreed to attend the next meeting on 18 July 2013.

(ii) **Minute SAP22(ii) – Davies Commission**

The Planning Policy/DM Liaison Officer said the Luton application was progressing and attempts to have it called in had so far been resisted by the Secretary of State.

(iii) **Minute SAP23 – DfT Nightflight restrictions consultation**

The Planning Policy/DM Liaison Officer said welcome support for the Council's response had been given by Sir Alan Haselhurst MP who had written to the Secretary of State. The Secretary of State had replied saying he would look closely at views on possible respite periods at night.

(iv) **Minute SAP25 – Crossrail 2**

The Planning Policy/DM Liaison Officer suggested this consultation should be an item on the agenda at the next meeting, as there could be implications for Stansted from a regional option.

SAP30

AVIATION CAPACITY IN THE UK – SHORT, MEDIUM AND LONG TERM OPTIONS UPDATE

The Panel considered a report presented by the Planning Policy/DM Liaison Officer. The report highlighted recommendations of the House of Commons Transport Committee (HoCTC) following its aviation inquiry which was launched in September 2012. The report also looked at the recent submissions to the Airports Commission by the London Assembly Transport Committee (LATC) and London First (LF) on short and medium term capacity options.

The Planning Policy/DM Liaison Officer drew attention to the request to Government by the HoCTC to develop a coherent surface access policy for UK airports. This would mean a dedicated express service for Stansted and the incorporation into future rail franchise agreements of the service requirements of major UK airports.

The Chairman said it would be important to be clear that there should not be a shortened journey from Stansted Airport to London at the expense of local passengers. It was important for local residents who did not use Stansted Airport that trains should stop at places such as Elsenham and Audley End. The Planning Policy/DM Liaison Officer said it was also important to be aware of possible frontloading of benefits to London.

He said there were proposals in Network Rail's Business Plan to improve the rail network between Angel Road and the newly opened Lea Bridge station north of Stratford, enabling 4 trains / hour to run between Angel Road and Stratford. It was therefore important to ensure that any subsequent capacity benefits were cascaded to Uttlesford, especially after Crossrail became operational.

Members commented on the report. Councillor Cheetham said she would be wary of implications of an estuary airport resulting in more flights over this district. Councillor Mackman said the views of the London Mayor favouring an estuary airport conflicted with the conclusions of the HoCTC. Councillor Dean said there appeared to be uncertainty as to the definition of a hub, which was the first time he had seen that sort of debate. This uncertainty therefore undermined the strength of the arguments over the last decade or so.

The Planning Policy/DM Liaison Officer said London had a strong local market and that it was also an important origin and destination in its own right, so Heathrow did not perhaps fit the traditional definition of a hub. There could be scope to get away from such definitions.

AGREED to note the report and to continue to support the Council's efforts to improve the rail service for all West Anglia rail users through its membership of the London Stansted Corridor Consortium and the West Anglia Routes Group.

SAP31

AVIATION CAPACITY IN THE UK – SHORT, MEDIUM AND LONG TERM OPTIONS UPDATE – SUPPLEMENTARY REPORT

The Panel considered a report on submissions made by the Mayor of London and the Manchester Airports Group to the Commission on short and medium term capacity options. Members noted the conclusions of the report that the common theme of all responses continued to be the need for improvements to Stansted's rail service. The Council was pressing for a package of investment measures to benefit all West Anglia rail users through its membership of the London Stansted Corridor Consortium and the West Anglia Routes Group.

Members agreed it would be necessary to closely monitor the situation regarding long term option assessments being put forward by the Mayor, and possibly others such as Make Architects. If the Mayor and / or others were to recommend long term expansion at Stansted beyond its

existing approved capacity, the Council would need to consider how it would respond.

SAP32 **AIRPORTS COMMISSION GUIDANCE DOCUMENT 02: LONG TERM CAPACITY OPTIONS: SIFT CRITERIA**

The Panel noted a report on the criteria the Airports Commission would apply to determine which options for additional long term airport capacity submitted by scheme proposers should be taken forward for more detailed development, should the Commission identify in its interim report that more capacity was required.

SAP33 **ANY OTHER BUSINESS**

The Planning Policy/DM Liaison Officer said that NATS had been working on designs for the LAMPS scheme. However, they now intended to defer work on the core LAMP region pending clarification at European level of the Transition Altitude, which is where pilots changed from international settings to locally derived ones. In the meantime, NATS would concentrate on changes to discrete parts of the LAMP area and issue a consultation on these changes later this year. Development of the core LAMP area would now take place after 2015.

SAP34 **DATE OF NEXT MEETING**

The date of the next meeting was Thursday 18 July 2013, and would be attended by Andrew Harrison, Managing Director Stansted Airport.

The meeting ended at 8.45pm.