

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 7.00pm on 11 APRIL 2013**

Present: Councillors K Artus, J Cheetham and M Lemon.

Officers in attendance

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

SAP20 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors Dean and Rich.

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

SAP21 MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 10 January 2012 were received and signed by the Chairman as a correct record.

SAP22 MATTERS ARISING

(i) Minute SAP15 – Inflight

The Assistant Director Planning and Building Control reported that a tour of Inflight had been arranged for Members of the Panel and the Planning Committee on Tuesday 16 July. The Chairman had also invited Councillor Rolfe to attend as Portfolio Holder for Communities and Partnerships.

(ii) Minute SAP18 – Davies Airport Commission

Regarding a reference to the expansion of Luton Airport, the Planning Policy/DM Liaison Officer reported that he had been contacted by Luton Borough Council about recommending consultants which this Council had used, as they were facing similar planning issues.

SAP23 DfT NIGHTFLIGHT RESTRICTIONS STAGE 1 CONSULTATION

The Planning Policy/DM Liaison Officer presented a report on the DfT's consultation on new night flying restrictions for Stansted, due to come into effect in November 2014. Members were requested to consider the proposed responses and put forward changes or any additional points they wished to be included in the response to the DfT. The deadline for the response to be submitted was 22 April 2013.

The Planning Policy/DM Liaison Officer said the Airport had operated comfortably within existing night flying restrictions since 2006. If airport

growth had continued rather than declined post-2008, it is possible that the airport's noise envelope would have been exceeded without specific action by the operator. The Panel agreed it was important to keep up the pressure on restricting noise.

The report commented on options for the proposed noise regime, noting the Government's endorsement of voluntary curfews, such as the one at Heathrow. The report also summarised the seven main impacts of night flights identified in the consultation, and referred to how the DfT was considering assessing the impact of any changes to the night flights regime. Reference was made to a 2011 report on the effects of a ban on night flights at Heathrow Airport. This was the CE Delft Report commissioned by HACAN ClearSkies, which examined the social, environmental and economic impacts of such a ban.

The Planning Policy/DM Liaison Officer referred to the summary of consultation questions. He advised Members that officers had considered points which had been raised by the County Council in its draft response, most of which were very similar to Uttlesford's draft responses.

Members commented on questions and draft responses. Regarding the number of QC/4 aircraft expected to be in operation over the next seven years during the night quota period, Members felt that as STAL had just changed owners there might be a move towards more longhaul flights and more freight carriers. The point should be made that these aircraft tended to be older and larger, and therefore probably more noisy.

It was agreed that movement and quota limits should be extended to the shoulder periods. A single restriction across the whole night period was not favoured as this could encourage more movements into the deep night. Separate restrictions should apply to the shoulder periods, in particular 06:00 – 06:30.

Councillor Artus said it was peak noise that caused problems not average noise, and that even the new Airbus when fully laden was not as quiet as its specifications claimed. Members noted that Stansted should be distinguished from provisions relevant to Heathrow, as background noise at Stansted was much lower than at Heathrow and at Stansted the need for aircraft to turn frequently meant there was significant throttle noise.

Members expressed dissatisfaction with Stansted's high level of headroom in its quota limit, including the provision for carry-over. If there were an increase in dedicated freight operations this could result in a disproportionate increase in noise experienced by local residents without exceeding the quota limit. This consultation by the Government aimed to strike a new balance and was an opportunity for the Panel to put forward its views as strongly as possible.

Councillor Cheetham said this opportunity should also be used to consider the Aviation Policy Framework. No progress had been made in

terms of noise measurement and the current averaging metrics were not fit for purpose, as they did not convey the true nuisance impact of noise.

The Director of Public Services said it should also be emphasised that different people have different sensitivities, and the current provisions were a little archaic.

Councillor Artus said the response to the consultation should emphasise the importance of compensation payments and mitigation measures, as these currently seemed low on the Government's priorities. The suggestion was made that payments of differential landing charges at night could be used for this purpose.

Councillor Lemon said he would forward to officers a report by Oxford Economics regarding the reliability of the Government's figures.

SAP24

AVIATION POLICY UPDATE

The Panel considered an update report on the Government's new Aviation Policy Framework and on progress made by the Davies Commission. The Panel welcomed the fact that the Government had recognised that people do not experience noise in an averaged manner.

The Planning Policy/DM Liaison Officer said the Council was invited to submit evidence and proposals to the Commission and that in consultation with the Chairman, the Council had sent its response to a demand forecasting paper on 7 March and would be responding to a connectivity paper by 19 April. The response to the climate change paper was to be submitted by 15 May, and officers would continue to analyse such discussion papers and provide draft comments for Members to consider and comment upon.

Members noted there would be a meeting of the London Stansted/Cambridge Corridor Consortium at Stansted, to which officers were invited. Details would be forwarded to Councillors Cheetham and Rolfe. It was agreed it was important that the Council should be represented as the majority of consortium members were London-oriented.

SAP25

ANY OTHER BUSINESS

The Chairman referred to an email she had received from SAGSIG regarding climate change. She was also aware of a forthcoming consultation which she said she thought London First had referred to.

The Planning Policy/DM Liaison Officer said the above consultation was to be carried out by TfL, and related to options for Crossrail 2, which would be a NE – SW suburban service with a link to Alexandra Palace. The Council should be involved because such a proposal would have implications for services to Stansted Airport.

The Planning Policy/DM Liaison Officer informed the Panel that confirmation had now been received that Greater Anglia's rail franchise had been extended to October 2016. The Panel welcomed this news despite this being a relatively short extension.

SAP26

NEXT MEETING

The Chairman asked that officers arrange for the new Managing Director of STAL to be invited to address the Panel at the soonest opportunity. Members agreed to invite all Councillors to that meeting.

The meeting ended at 7.45pm.