

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES  
LONDON ROAD SAFFRON WALDEN at 7.00pm on 29 OCTOBER  
2013**

Present: Councillors J Cheetham (Chairman), K Artus, D Jones and J Rose.

Officers in attendance:

R Dobson (Principal 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).

**SAP7 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST**

Apologies for absence were received from Councillors Dean and Perry.

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

**SAP8 MINUTES OF PREVIOUS MEETING**

The minutes of the meeting held on 18 July 2013 were received and signed by the Chairman as a correct record, subject to amending the reference to the date of the next meeting which was agreed to be at the end of the October as subsequently arranged.

**SAP9 MATTERS ARISING**

**(i) Presentation by Andrew Harrison**

Councillor Artus asked Members about their impression of what had been said.

The Panel commented on statements made in other public forums by Manchester Airports Group which were inconsistent with what had been said in the presentation. Members felt the owners were finding Stansted Airport a very different type of airport from those which they had experience in managing, in terms of the high percentage of passengers who arrived and departed using public transport, which was not the case at Manchester.

Councillor Cheetham said she had recently encountered an instance of lack of clear communication for passengers using the train services from the Airport. She said this incident seemed to be indicative of inexperience on the part of MAG in running an airport accessed by train. By contrast, the coach services were very good.

Councillor Artus said he would be attending a meeting of STACC the next evening, and asked whether Mr Harrison had given information about the sale of houses owned by the Airport.

The Assistant Director Planning and Building Control said the houses would not be sold until 2016 pending the Government decision on the Airports Commission report, which would be after the General Election.

**(ii) Minute SAP3 – National Air Traffic Services LAMPS workshop**

Councillor Cheetham asked for an update on the London Airspace Management Project. The Planning Policy/DM Liaison Officer said the current Phase 1 consultation concerned changes to flight paths in and out of Gatwick, Biggin Hill, London City and Southend Airports, including the use of Point Merges instead of holds. The current changes did not affect Stansted. NATS had stated that it would look at changing Dover departures from Stansted to Clacton, but there was now no reference to that, possibly because the Phase 1 changes only affected flights between 4,000 and 7,000 feet.

Councillor Artus said he had attended a meeting of the Noise and Track Keeping Working Group last week, and this issue was very much on the backburner.

The Planning Policy/DM Liaison Officer said the deadline for responses to the LAMPS consultation was 21 January 2014, and he would circulate a note to the Panel on any further updates.

**(iii) Minute SAP5 - Airports Commission**

Councillor Cheetham said she had attended the Local Government Association presentation given by Sir Howard Davies at which she had pressed him on the issue of blight. She said others had raised the issue of infrastructure.

SAP10

**AIRPORTS COMMISSION UPDATE AND RESPONSE TO SPEECH BY HOWARD DAVIES**

The Panel received a report on the Airports Commission and on a speech given by the Chairman of the Commission, Sir Howard Davies. The Panel was invited to add comments to the draft response to the speech, which had been entitled "Aviation capacity in the UK: emerging thinking".

The Planning Policy/DM Liaison Officer drew attention to the terms of reference of the Airports Commission and reminded members the Commission's interim report was to be published no later than the end of 2013. He described the long term options submitted to the Commission, which would be subject to shortlisting in the interim report, and

commented on a number of options relating to Stansted. He referred to a recent meeting at Stansted Airport between the Commission and a small group of members and officers from the Council.

Members noted the Commission's provisional indication via the Chairman's speech that additional net runway capacity in the SE would be needed in the coming decades. Sir Howard had given reasons why the Commission did not accept the four main arguments of those who thought new capacity was not required.

Regarding the Commission's counterargument to the assertion that regional airports could take up spare capacity, the Planning Policy/DM Liaison Officer pointed out a possibility that data obtained from the Airport Operational Models Discussion Paper 04 might be unreliable in that the wording of the question could be misleading. He said the question asked respondents about their journey origin, but could have been misinterpreted by some who broke their journey overnight in London. The Panel agreed its response to Sir Howard's speech should include a request to exercise caution in relation to this CAA passenger data.

The Panel commented on the predicted population statistics, which would require further interrogation.

Regarding HS2, the Planning Policy/DM Liaison Officer said the Government had again downgraded the benefits to costs ratio by about 8%.

The Panel noted that the issue of blight would be included in the interim report and would need to be looked at by Government.

Councillor Artus asked how the final report would be presented.

The Planning Policy/DM Liaison Officer said Sir Howard Davies would set out measures on how the UK could unlock the potential of existing airports, and would then shortlist several long term options to go forward for more detailed investigation. The interim report would likely rule out the least feasible options.

The Commission would set out a timetable for responding to the interim report, and the Commission had previously indicated that the development of Phase 2 long term options would include consultation by proposers with all interested stakeholders.

Councillor Artus said schemes which were omitted from the shortlist might challenge it.

The Panel discussed the position of other stakeholders such as Essex County Council, which seemed currently not to be definitely opposed to a second runway, and East Herts District Council. Councillor Cheetham said she and Councillor Ketteridge had written to the Leader of ECC to caution against revealing their stance at this stage. However ECC's

view was that if expansion were to go ahead then prior consideration should be given to infrastructure. East Herts District Council were said to be opposed to a second runway.

Members felt it would be helpful to convene a meeting of the Four Authorities Group in early January.

Councillor Artus said other stakeholders would be local business groups, which were normally supportive of expansion.

The Panel considered the draft response to the speech by Sir Howard Davies, expressing concern on the part of the Council at indications that some net additional runway capacity would be required in SE England in the coming decades.

Members agreed the draft response. Councillor Cheetham asked for a summary prepared for SASIG be circulated to the Panel, as it contained a helpful critique of the speech.

SAP11

## **PLANNING AND NOISE**

Councillor Artus said there was currently no practical procedure for taking noise into account in the planning process since the previous Planning Policy Guidance note (PPG24) was withdrawn. He asked members to consider how such a framework could be implemented and how it would be arbitrated. STACC had asked Government for its views on firming up the process from the planning perspective, but there was a need to agree planning measures.

The Planning Policy/DM Liaison Officer said the District Council was proposing to roll forward the PPG24 guidance into an appendix in its new Local Plan in the absence of anything better. Also, when MAG produced a revised version of the Airport's noise action plan it ought to be possible to include some form of alternative noise metric (such as N70) that was easier to understand and explain than LAeq..

Councillor Artus asked whether this would be a case of applying a scale or combining this with ground measurements, and how limits would be enforced from a planning perspective.

The Planning Policy/DM Liaison Officer said if there were to be a further planning application to expand the Airport, the Council at that point could seek to impose a noise envelope condition which would refer to the relevant N70. The process was reliant on publication of data by the Airport. In the new Aviation Policy Framework, the Government was recommending that LAeq should not be the only measure used when airports sought to explain how locations under flight paths were affected by aircraft noise. Airport operators were encouraged to use alternative measures which better reflected how aircraft noise was experienced in different localities. These measures should be developed in consultation with Consultative Committees and local communities. The content of

Stansted's next noise action plan could be included on the agenda for planning liaison meetings.

Councillor Artus said last time planning permission was granted in relation to the Airport, BAA itself had written the noise action plan, which had subsequently had to be revisited by the EIG. A stronger line should be taken with MAG. He said the issue should be considered through meetings between Uttlesford District Council, STACC and MAG.

Councillor Cheetham said the issue of a noise action plan should first be addressed in discussions between the local authority and MAG.

Councillor Artus said he could, via EIG, facilitate a group which would then have the backing of STACC.

Councillor Cheetham said she did not agree with this suggestion as it was for the local authority to talk directly with the Airport, and STACC was an organisation set up by the government, with comparatively weak terms of reference.

Councillor Artus said his concern was simply that a mechanism for addressing noise in the planning process be set up and that it was officially recognised. The expertise in this field rested with the same people but the issue would benefit from having a masthead.

Councillor Cheetham said the expertise in planning matters lay with Uttlesford District Council and that discussions had to start with Stansted.

SAP12

## **ANY OTHER BUSINESS**

### **TRAINS**

The Planning Policy/DM Liaison Officer referred to a recent study published by Nichols into strengthening the Stansted Express service. The study had been commissioned by London First. He said the aim was to speed up Stansted Express journeys by 7-8 minutes within the next control periods 2014-19 and 2019-24, and to improve incident recovery procedures. The study also considered platform utilisation at Liverpool Street after Crossrail opened, including diverting some WAML services to Liverpool Street via Stratford to reduce congestion on the approach to Liverpool Street.

The Planning Policy/DM Liaison Officer said some of the research did not appear to be as strong as it might have been. There were some questions about how this tied in with the services strengthening proposals that were being promoted for Inner London, and it was not entirely clear what the implications were for stopping patterns on trains to and from Liverpool Street, Stansted Airport and Cambridge. The Planning Policy/DM Liaison Officer had asked for this matter to be an agenda item at the next West Anglia Routes Group (WARG) meeting.

He said the initial view of WARG was that a reduction in journey time of only 7-8 minutes for the cost did not seem to represent good value for money. What the study did do was add to the argument that long term investment in the West Anglia route was essential. However, if it were to be referred to by Sir Howard Davies, the Panel should be aware of the report in case there was a need for comment.

Councillor Cheetham said the proposals if implemented would cause inconvenience to non-Airport passengers on the line, and would contradict what had been stated by Chris Wiggan regarding the Airport's intention not to inconvenience local train passengers.

The Planning Policy/DM Liaison Officer agreed the proposals were not the solution the district was looking for.

The Planning Policy/DM Liaison Officer said he would bring to the next meeting a summary of a report recently issued by Oxford Economics for the London Stansted Cambridge Consortium on the economic impact of Stansted scenarios..

## **STACC**

Councillor Artus asked if there were any items Members wished him to raise at STACC.

Councillor Cheetham said the "Meet the Buyers" event had been very good, but otherwise there was not much on the STACC agenda. Flights per annum had risen but not more than 100,000. Some new destinations had been introduced with much publicity, but it should also be noted that there were some closures of routes, such closures not being publicised.

Members commented on what type of airport MAG intended Stansted to become, whether a hub for the Middle East, or a hybrid, with a likely aim of securing routes to the US to benefit the Cambridgeshire economy.

SAP13

## **DATE OF NEXT MEETING**

It was agreed to hold the next meeting in the second week of January.

*Note: subsequently to the meeting the intention changed to hold the next meeting in the last week of January to enable officers to arrange the SASIG presentation in mid-January.*

The meeting ended at 8.10pm.