

STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES LONDON ROAD SAFFRON WALDEN at 7.00pm on 9 JUNE 2014

Present: Councillor J Cheetham (Chairman)
Councillor J Rich

Officers Present: R Harborough (Director of Public Services), J Pine (Planning Policy/ DM Liaison Officer) and A Rees (Democratic Services Support Officer)

Also Present: Councillor E Godwin

SAP1 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors Artus, Dean, Jones, Mackman, Perry and Rose.

Councillor Cheetham declared non-pecuniary interests as a member of NWEPPHA and of the Hatfield Forest Management Committee.

SAP2 MINUTES OF THE MEETING HELD ON 28 JANUARY 2014

The minutes were signed by the Chairman as a correct record.

SAP3 AIRPORTS COMMISSION – UPDATE

The Planning Policy/ DM Liaison Officer updated the Panel on work by the Airports Commission since it had published its interim report. In March, the Commission had published its terms of reference for four studies that would be carried out related to the Thames Estuary hub option. The Commission had also published its Appraisal Framework for consideration of the two shortlisted options for Heathrow and the one at Gatwick. It wanted to begin national consultation in autumn 2014. Summaries of the details recently submitted by the scheme sponsors were available on the relevant websites.

On 20 January, the Transport Select Committee held a one-off evidence session with Sir Howard Davies, the Commission Chairman. The letter he had written to the Committee was attached to the report. The letter referred to background analysis carried out by NATS. This analysis showed that the Inner Thames Estuary east to west runways option would necessitate closing Heathrow, London City and Southend Airports. It would increase the number of ATMs available within London airspace by 100,000, which was not sufficient to provide the extra runway capacity that the Commission says is required. The Inner Thames Estuary north east to south west runways option would require Gatwick and Southend Airports to close and a 50% reduction at London City Airport. This would increase the number of available ATMs by 400,000. This would accommodate the one additional runway

required in the south east by 2030. The third option increased capacity at Heathrow and Gatwick by one runway each, consistent with the Commission's shortlisting. The estimated cost of this was less than half of constructing a Thames Estuary hub. M.A.G had predicted that Stansted Airport would reach its 35 million passengers per annum cap by 2027. This was predicated on long term deals that had been secured with Ryanair and EasyJet.

Councillor Cheetham noted that the Stansted Sustainable Development Plan predicted 43 million passengers per annum (mppa) by 2040, although this was dependent on new deals. M.A.G seemed to prefer fully utilising one runway.

The Planning Policy/ DM Liaison Officer informed the Panel of a sixth discussion paper that had just been published by the Airports Commission entitled "Utilisation of the UK's Existing Airport Capacity". The focus of this paper is the connectivity and capacity provided by airports other than those shortlisted by the Commission for further consideration as long-term capacity options. He would send a draft response to the paper to Panel members. There was also consultation for Crossrail 2. A draft response to the consultation would also be sent to Panel members.

The Panel noted the report.

SAP4

LUTON AIRPORT EXPANSION

The Panel received a report for information from the Planning Policy/ DM Liaison Officer about the planning application to expand Luton Airport. The application had been approved, subject Section 106 obligations, and had not been called in by the Secretary of State. The main reason for not calling in the application was that the estimated increase in passenger throughput would be less than 10mppa, meaning that the proposal did not qualify as a Nationally Significant Infrastructure Project. Luton Borough Council was looking to impose a number of conditions, including the setting up of a quota count regime to control night noise, similar to the scheme operated at Heathrow, Gatwick and Stansted by the DfT. There would also be controls on maximum noise violation limits, and via published Leq 16 hour day and 8 hour night time contours. QC2 or noisier aircraft would be excluded from 11pm – 7am, six months after development commenced. QC1 aircraft would also be excluded eventually. It was not yet known how difficult the reductions caused by the conditions would be to meet.

In response to a question by Councillor Rich, the Planning Policy/ DM Liaison Officer said that although there were ways of reducing noise caused by aircraft, any effects could be marginal.

The Panel noted the report.

SAP5

SOUTHEND AIRPORT EXPANSION

The Panel received a report for information from the Planning Policy / DM Liaison Officer about the planning application for a runway extension at Southend Airport which was approved in 2010. He told the Panel that although the majority of the airport was within the District of Rochford, the land on which the runway extension was located was within the Borough of Southend. The main change caused by expansion was that larger short and medium range jets would be accommodated. These were primarily used by low fares airlines. He thought it unlikely that Southend Airport would compete with Stansted Airport to any significant degree. Southend-on-Sea Borough Council had negotiated noise restrictions with the operator via a Section 106 agreement. These included a quota count system but there was no quota counts ceiling. The system operated in a similar manner to the DfT's scheme for Stansted Airport.

Although there would be public transport contribution payments linked to mode share performance, these were unlikely to be triggered because the airport's existing mode share seemed to be above the trigger level.

In response to a question by Councillor Cheetham, the Planning Policy/ DM Liaison Officer said that he did not believe that the Airport had withdrawn from contributing to the 133 service.

The Panel noted the report.

SAP6

UNILATERAL UNDERTAKING – UPDATE

The Planning Policy/ DM Liaison Officer outlined the position of Stansted Airport in relation to the obligations it entered into following the Airport being given permission to expand to 35mppa. Since permission had been granted in 2008, passenger throughput had dropped from 24 mppa to 17.3 mppa. Many of the obligations had not been triggered because the 35mppa planning permission had not been implemented. This included all of the obligations surrounding air quality. M.A.G had been working on its master plan, as well as its surface access strategy. The new surface access strategy would be launched shortly. M.A.G had brought its own monitoring back in-house.

In response to questions by Councillor Cheetham, the Planning Policy/ DM Liaison Officer said that payments into the Community Trust were required under the Section 106 agreement in 4 x £100k indexed instalments. This funding would no longer be required after 2015. He would check at the next meeting of the airport's Highways Working Group, how much funding was still available for dealing with fly parking around the airport.

In relation to the 25mppa Section 106 agreement, the Planning Policy /DM Liaison Officer had asked M.A.G whether it intended to proceed with a visitor centre even though that particular obligation had not been triggered.

Start-up funding for new or enhanced bus links would be more likely to be viable when passenger throughput reached around 23 mppa.

The Panel noted the report.

SAP7

ANY OTHER BUSINESS

Stansted Airport was about to release the Stansted Airport Sustainable Development Plan, which should be discussed at a future meeting.

The Planning Policy/ DM Liaison Officer said that Runway UK was holding a seminar looking at land use issues, particularly relating to the Commission's shortlisted options. Sustainable Aviation were also attending to present its current thinking on this issue. He was attending using one of the free places for local authorities that were on offer.

SASIG was organising a meeting on noise related issues to see whether there was an opportunity to produce industry-wide guidance. This meeting would also involve Sustainable Aviation. At the SASIG AGM, the Commission's representative would need to be asked about progress with looking at lifting restrictions at Stansted Airport.

Network Rail was currently producing the Anglia Route Study. It looked at the long term future of rail travel in the region up until 2043. A draft study would be released for public consultation starting in October.

The meeting ended at 7.50pm.