

**STANSTED AIRPORT ADVISORY PANEL held at COUNCIL OFFICES
LONDON ROAD SAFFRON WALDEN at 7pm on 11 MAY 2017**

Present: Councillor K Artus (Chairman)
Councillors P Fairhurst and T Farthing

Officers in attendance: B Ferguson (Democratic Officer), J Pine (Planning Policy/DM Liaison Officer).

SP15 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

Apologies for absence were received from Councillors Davey, Foley, Lodge and Ryles.

SP16 MINUTES OF THE MEETING HELD ON 13 FEBRUARY 2017

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

SP17 UK AIRSPACE POLICY; PUBLIC CONSULTATION BY THE DEPARTMENT FOR TRANSPORT (DfT)

The Panel considered a report on the DfT consultation on UK Airspace Policy.

The Planning Policy/DM Liaison Officer presented the report. He explained the consultation period was from 2nd February 2017 with a closing date of 25th May 2017. The Planning Policy/DM Liaison Officer had attended a regional event on 20th April and gave an overview of the questions the DfT would like to be answered by consultees.

The Planning Policy/DM Liaison Officer said the DfT was seeking views on:

- The role of an Independent Commission on Civil Aviation Noise (ICCAN) to ensure noise impacts are openly considered;
- Guidance on how noise impacts on people should be assessed and used to inform decisions on airspace options;
- Bringing compensation policy for airspace changes in line with policy on changes to aviation infrastructure;
- Greater flexibility for London's major airports, so they can adapt noise management to the needs of their local communities.

The Planning Policy/DM Liaison Officer said that he intended to send the Council's response via the consultation portal by 23rd May.

Members heard the reasoning behind the consultation. It was explained that modernisation was required as UK airspace policy had only been changed in a piecemeal fashion for many decades, whilst the aviation industry had expanded enormously. Benefits of modernisation were identified as increased capacity;

reduced delays; reduced emissions and fuel consumption; reduced noise from overflying; and aviation safety enhancements.

The Planning Policy/DM Liaison Officer explained the 6 main themes of the consultation which were set out within the consultation document. The first, and most significant theme was the proposal to introduce 3 tiers of airspace change which were also included in the CAA's recent consultation on its revised airspace change process and its current consultation on its draft airspace design guidance.

Tier 1 – changes relating to the permanent structure of UK Airspace

Tier 2 – changes to air traffic control procedures

Tier 3 – changes which occur over a period of time which were noticeable to overflown residents

The Chairman said that he felt that the distinction between tiers was far from clear. A Tier 2 change could theoretically affect more people than a tier 1 change but would likely undergo a shorter consultation period, although the CAA has not yet been tasked by the DfT with producing a Tier 2 change procedure. However, replication of existing routes using modern navigational guidance should be a Tier 2 change with a proportionate consultation procedure.

It was agreed that there was a problem with the retrospective nature of Tier 3 changes. Whilst historical benchmarking data was useful, overflown residents could benefit from 'advanced modelling', where airports provided forecasts to show how communities would be affected in the future using a number of possible scenarios. Councillor Fairhurst agreed and said such data should be distributed to the public to keep them informed of the changes that would likely take place.

The Planning Policy / DM Liaison Officer explained that a key point would be identifying from the published data when a Tier 3 change had occurred, and what would be the outcome of the change. A possibility would be to require the preparation of a Route Action Plan (similar to a Noise Action Plan) which the newly proposed Independent Commission for Civil Aviation Noise (ICCAN) could help supervise and monitor.

The Chairman raised a point with regards to resourcing ICCAN, which could function as an advisory body to local authorities and who could call on its expertise. ICCAN needed a role that was midway between decision-taking and being just a tick-box organisation. It ought to be able to verify the accuracy of data submitted to local authorities so as to be able to give some kind of quality assurance. He was also concerned that setting ICCAN up as an independent body under the CAA might give the impression that it would be too sympathetic to the CAA's views.

The Planning Policy/DM Liaison Officer said it would be a good idea to recommend a three year review process initially, instead of a five year review as proposed by the consultation. Councillor Fairhurst added that a review should be held every three years and the Panel agreed this should be put

forward. The Planning Policy / DM Liaison Officer also mentioned a suggestion made at the DfT's recent Airspace and Noise Engagement Group meeting that ICCAN could have an ombudsman role for disputes that really had become deadlocked.

The Panel considered the issue of compensation, which was another important consultation theme. The consultation acknowledged the discrepancy between the treatment of noise impacts associated with new airport infrastructure (where compensation was payable upon completion of the development) and noise from airspace changes, where no statutory compensation rights exist. The Planning Policy/ DM Liaison Officer explained the four changes recommended by the consultation:

- i) change the policy wording so compensation is payable regardless of the type of change.
- ii) change the policy wording to allow for financial assistance towards insulation within the 63dB LAeq level or above to be applicable without the requirement for a 3dB minimum uplift to have taken place.
- iii) encourage an airspace change promoter to consider compensation for significantly increased overflight .
- iv) a requirement to offer a resident within the 69dB LAeq or higher contour an offer of full insulation to be paid for by the airport where that resident does not want to move.

The Panel agreed such changes were fair. Chairman Artus asked how would those affected by an increase in air traffic fit into the new compensation policy. The Planning Policy / DM Liaison officer said proposal 3 would be the most appropriate compensation route, and he mentioned that the CAA was preparing a definition of overflight for ratification by the DfT. Councillor Fairhurst said the operation of the compensation regime still needed to be structured around outcomes so that it was consistently applied. The Chairman recommended the use of N-above contours. Compensation should also be considered for Tier 3 changes..

In relation to the theme of making transparent airspace change decisions the Planning Policy/ DM Liaison Officer explained that the consultation admitted that was a need for:

- i) greater clarity on the Government's approach to whether single or multiple routes are better: and
- ii) a clear framework that allows the pros and cons of different options for route design to be compared against one another.

All members agreed transparent decision making was important and that the use of options analysis as set out in the consultation was the right process to use. The Panel noted that the CAA was also building options analysis into its revised airspace change process

The Panel discussed the theme of assessing aviation noise. The Chairman described the current dB measurement as 'one dimensional' as it did not take

into account the amount of people affected. Instead, a number of metrics should be used to give authorities a better understanding of the impact of airspace changes.

On the theme of ongoing noise management, it was explained to the Panel that the Government proposed a change to allow local authorities to become the competent authority for planning related noise restrictions at airports where the Secretary of State currently has that function, such as Stansted. For operating restrictions brought forward outside the planning process the CAA would be the competent authority. The Government was also proposing that noise controls such as departure noise limits and noise preferential routes should be set by the airports. The Chairman said this was unacceptable, such limits should be set in consultation with the local authority and asked the Officer to put this view forward in the consultation. The Chairman also queried the Government's wish to align decisions on operating restrictions with land-use planning when planning applications are submitted. There was a need to avoid situations where settlements close to airports could effectively become sterilised by those restrictions.

AGREED the Planning Policy/DM Liaison Officer would respond to the consultation as per the report's recommendations and the Panel's amendments.

SP18

DRAFT AIRSPACE NATIONAL POLICY STATEMENT

Members considered a report by the Planning Policy/DM Liaison Officer regarding the DfT's consultation on the Draft Airports National Policy Statement; new runway capacity and infrastructure at airports in the South East of England.

The Planning Policy/ DM Liaison Officer said the draft was Heathrow centric and only really related to national policy as it affected the construction of the third runway at Heathrow. Therefore detailed analysis was not warranted. It was explained that the Council's response should be light touch in nature and related to issues that might have "carry over" value for future proposals for airport expansion. Councillor Fairhurst said the outcome of the consultation could have an impact on the district in future. Members agreed that the paper was primarily focused on a third runway at Heathrow and therefore the impact on Uttlesford, for the time being, was limited.

AGREED the Planning Policy/DM Liaison Officer would respond to the consultation as per the report's recommendations.

SP19

AVIATION POLICY CONSULTATION PROGRAMME

The Planning Policy / DM Liaison Officer asked the Panel to take note of a consultation programme on Aviation Policy 2017-18. He briefly explained that an Officer response would be drawn up in relation to the guidance supporting airspace modernisation and, in particular, with reference to the 'Tier 3 change' procedure and what evidence/data would be required.

SP20

CHAIRMAN'S ITEM – CLACTON-DOVER ROUTE POST IMPLEMENTATION REVIEW

The Planning Policy/DM Liaison Officer gave a brief overview of the Council's position on the Clacton-Dover route change, which was implemented just over a year ago. A post-implementation review was now being carried out, although publicity concerning the review appeared sparse, with no reference to it on either the CAA's or Manchester Airport Group's websites. The Council had commented back in 2014 that the change would be premature pending wider consideration of SE airspace. The Chairman added that the review was not an official consultation, but the change had gone ahead without considering the impact on communities east of the airport. The Chairman explained that there was disagreement on the scale of the impact from the letters he had received from locals affected by the airspace change, although the change had resulted in an increase of complaints and action groups against the airport.

Members agreed that the route change had been premature and stood by their original consultation response. The Chairman said the letters he had received from individuals affected by the change would be reviewed and the Planning Policy/ DM Liaison Officer would draw up a response.

The meeting ended at 8pm.