

# DRAFT

## **STANSTED AIRPORT CONSULTATIVE COMMITTEE MINUTES OF THE MEETING HELD ON 30 APRIL 2014 AT ENTERPRISE HOUSE STANSTED AIRPORT**

### **ATTENDANCE**

Chairman – Stewart Ashurst\*

#### Users of Airport

Freight interests (1) – David Leigh

Passenger airline companies (2) Ian Clayton

Business passengers (1) - Peter Odrich\*

Passengers with (or with an interest in) restricted mobility - (1) Peter Lainson\*

Non Business passengers (1) Olivia Vandyk

#### Local authorities

Braintree District Council (1) – Julian Swift

East Hertfordshire District Council (1) – Gary Jones\*

Epping Forest District Council (1) - Mary Sartin

Essex County Council (1) – Rodney Bass \*

Harlow District Council (1) – Paul Schroder

Hertfordshire County Council (1) – Graham McAndrew\*

Uttlesford District Council (1) - Jackie Cheetham

#### Organisations with a locality interest

Environmental interests (1) – Carly Leonard\*

East Herts Association of Local Councils (1) - TBA

NWEEHPA (1) - Brian Ross\*

Commerce and Business interests (1) – David Burch

Tourism interests (1) – Keith Brown\*

Surface transport interests (1) – Rufus Barnes

Uttlesford Association of Local Councils (1) - Keith Artus\*

(\* present)

#### Advisers

Ms Zhanine Oates, Adviser Essex County Council\*

Martin Peachey Adviser \*

Representing Stansted Airport Limited (STAL)

Mr A Harrison - Managing Director

Mr N Robinson Corporate Affairs Director

Mr C Wiggan - Head of Public Affairs and Sustainable Development

Department for Transport  
Colin Dunn

Secretariat  
Frank Evans - Secretary and Technical Adviser to the Committee

## **1. APOLOGIES FOR ABSENCE**

Apologies for absence had been received from Julian Swift, Olivia Vandyk, Ian Clayton, Rodney Bass (represented by Eddie Johnston) Jackie Cheetham (represented by Jeremy Rose), David Burch and Rufus Barnes.

## **2. PUBLIC QUESTION TIME**

One Public Question had been received

**Richard Cheetham - Vice Chairman Takeley Parish Council**

***“My question is concerning the houses owned by Stansted Airport (MAG) and is divided into five parts.***

***1 What is the current policy regarding the disposal of these assets?***

***2 How many houses are currently owned by MAG and how many are in Takeley Parish?***

***3 How many have been sold during the past couple of years?***

***4 Is the boarding up of properties helpful to MAG in the pursuit of policy?***

***5 Are you happy about the condition of all your locally situated houses?”***

Although under the procedures for Public Question Time, only one question per person was permitted, the Chairman allowed the five questions albeit without setting a precedent.

In asking his question, Mr Cheetham stressed that, as the part of the airport site fell within the boundary of the Parish Council, airport developments were of particular importance both to the Council and residents.

In response, the Airport Management Team (AMT) advised that the issue of the houses (which had been inherited from the previous owners) was complicated. There were a number of factors which would need to be given proper and careful consideration in developing a long term strategy. The houses had a significant value of about £100m. A review was currently being undertaken to help determine the development of a future strategy.

In terms of the detail, the housing asset base covered 269 properties of which 190 were within Takeley. The condition of the houses varied – one was uninhabitable (Rose Cottage) and some needed structural repair. This had resulted in the boarding up of two properties (Rose Cottage and Highfield). 5 properties had been sold in 2011 and 10 in 2012.

The Chairman concluded that, in view of the importance of the issue, it would be helpful if the AMT could update the Committee at either its June or October meeting

## **3. MINUTES**

The Minutes of the Committee meeting held on the 29th of January 2014 were approved as a correct record. One Member recalled that it had been agreed that the issue of land compensation should be on the agenda. The AMT commented that they had advised that a report on the issue would be provided once it had undertaken a proper and responsible review. That review was still in

progress. It would therefore be inappropriate to comment especially if individual cases were involved.

#### **4. MATTERS ARISING**

All outstanding actions recorded in the Minutes of the meeting held on 29 January were covered elsewhere on the agenda.

#### **5. WORKING GROUPS: REPORTS OF MEETINGS**

The meeting received the Notes of the Environmental Issues Group meeting held on 12 February. The main current issues were the ongoing track keeping trial (which needed to be formally extended) and the Group's engagement with MAG on the development of the Group's Sustainability Report. It was noted that the Group would also receive a presentation from NATS on the London Airspace Consultation on 14 May (It had been planned that STACC should receive this presentation at this meeting but further work had been required.)

The meeting also received the Minutes of the User Experience Group held on 5 March 2014. The meeting had been informed of possible changes to the Express Set Down arrangements, had considered a number of PRM related issues and had received a progress report on the terminal redevelopment project.

#### **6. ENVIRONMENT/CLIMATE CHANGE STRATEGY**

The meeting received the attached joint STACC/Airport Management Team presentation. The first part of the presentation focused on how the airport managed its environmental impacts – both those within the airport's direct control and those of its partners. The development of the next stage of MAG's environment strategy - which would form part of the airport's proposed Sustainable Development Plan) (see Agenda Item 9)- would include action to ensure the airport became carbon neutral by 2015, greater use of renewables, building energy efficiency into airport growth and the use of the new technologies. The final part of the presentation highlighted the wider implications of climate change - where the Inter Governmental Panel on Climate Change (IPCC) was currently leading research. In conclusion it was noted that, if the Committee were to play a constructive role in helping to develop the airport's sustainability policies, there needed to be an effective two way dialogue with engagement upstream at the strategy development stage and regular progress reports against targets.

In discussion a number of points were raised:-

- The AMT advised that, whilst sustainability was at the core of its business, there was also a need to balance commercial considerations;
- It was noted that MAG would be publishing a corporate sustainability report in July reflecting performance achievement against targets. This corporate report would be supplemented by local plans specific to the airport.
- As far as the Stansted report was concerned, it was important that there was an effective interface process between the airport and STACC through the EIG;
- It was noted that sustainability benefits could be achieved if there was a greater use of rail services. Although the public transport share mode was high, the rail element was lower than in the past;

- On the operational front, consideration should be given to pollution related charges ie the most polluting operators made subject to premium charges whilst the least polluting operators received a discount. Greater use could also be made of GPUs to reduce emissions.

The Chairman thanked those involved in the presentation and particularly Committee member Carly Leonard for its orchestration.

## **7. MANAGING DIRECTOR'S REPORT**

The meeting received the attached report. It was noted that passenger growth continued with 17.99 passengers passing through Stansted in 2013/14 - this was above the airport's target of 17.5m. On the freight side, Qatar Airways would begin a five times weekly freighter service from early May. Cargolux had also recently started freight services. Later in the summer, Thomas Cook would be introducing holiday charter flights to Orlando, Cancun and Las Vegas - the first new long haul destinations since the change in ownership.

In discussion;-

- It was noted that in the past, the Committee had received a general report on complaints but this did not now happen. The AMT agreed to provide such reports for future meetings although the Committee appreciated it had no responsibility to deal with individual complaints.
- In terms of specific types of complaint, helicopter noise seemed to be an increasing area of concern for local residents. The AMT agreed to investigate the issue and to report back.
- The AMT were reminded that whilst the initial impression of the new PRM service provider was good, UEG had requested sight of the performance standards that the airport had placed upon the provider. It was agreed that the AMT would investigate and provide UEG with the requested information.

## **8. LONG TERM PLANNING AT STANSTED AIRPORT**

The meeting received the attached presentation from the AMT. It was noted that the last master plan had been produced by BAA - the previous owners. There was a need to review and update the plan - in particular to reflect the changed economic and business environment. Government policy had also been updated by the 2013 Aviation Policy Framework.

The proposed master plan would take the form of a Sustainable Development Plan comprising four sections - the Economy and Surface Access, Land Use, the Environment and the Community. In taking this forward, the AMT advised that they wished to have active engagement with the Committee before embarking on a full public consultation. It was agreed that there would be value in arranging an initial meeting between the AMT and the Committee to consider a broad first draft. The Secretary would canvass members as regards their availability towards the end of May and early June.

## **9. STACC AWAY DAY**

The Chairman reported that the Awayday had been very constructive and that he was grateful so many members had been able to attend. The meeting approved the whole of the Secretary's report including its recommendations. It was noted that the East Herts Association of Parish Councils no longer existed. It was agreed that contact should be made with the Hertfordshire Association of Parish and Town Councils to fill the existing vacancy on the Committee. The Secretary was asked to make initial contact.

## **10. DfT GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES**

The meeting noted the recently published and updated DfT Guidelines for Airport Consultative Committees. The Committee was gratified that it stood up well against the suggestions made in the new Guidelines. It was noted that whilst the Guidelines were advisory only, the Chairman had taken them into account in the refining of the Constitution as set out for consideration in the immediately following agenda item.

## **11. STACC CONSTITUTION**

The meeting noted the report of the Chairman about the need to consolidate and refine the Committee's Constitution primarily in the light of the DfT Guidelines and the recommendations made at the Awayday. The Committee then unanimously approved the revised Constitution.

## **12 DATE OF NEXT MEETING**

The next meeting of the Committee, which would include the Annual Meeting of the Committee, would take place on 25 June 2014.