

# **STANSTED AIRPORT CONSULTATIVE COMMITTEE**

## **Secretariat**

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## **ENVIRONMENTAL ISSUES GROUP**

**Meeting: 10.30 - 12.30 Wednesday 23 May 2018**

Venue: Dove Meeting Room Third Floor Enterprise House, Stansted Airport

### **Pre Meeting Tour**

Prior to the meeting, Members had visited the Habitation Creation Area (HCA) on the north side of the airport. Members found the list both helpful and informative in helping to understand the current environmental work being conducted by the airport.

### **AGENDA**

#### **1. Apologies for absence**

Duncan Smith.

#### **2. Notes of previous meeting**

The Group confirmed the notes of the meeting held on 21 November. NB – The notes had been received and endorsed at the STACC meeting on 25 April 2018.

#### **3. Action points**

Any action points are considered under specific agenda items.

#### **4. Waste and Landscape/Diversity**

i. The AMT made the attached presentation to the Group. Key themes that formed part of the Airport's current environmental included educating staff , running recycling weeks to heighten awareness, developing initiatives such as reusable cups, e-learning programmes and ecology. THE AMT were seeking to engage with all third parties especially retailers operating on the airport site.

ii. Action was being taken to discourage the use of plastic water bottles eg through the use of water fountains. Similarly the use of wax straws needed to be discouraged. In terms of food waste, bags were sold to retailers with pricing designed to encourage retailers to handle and sort their waste on an environmental basis. The most expensive bags were those for general waste. There

were two waste centres in the terminal. No waste was sent to landfill. Any non recyclable waste was sent to an incinerator. Members welcomed the information provided by the AMT. It was agreed that the Secretary and Technical Adviser should recirculate details of the AMT's future environmental presentations to the Group.

iii. Prior to the meeting, the issue of engine washing had been raised with the Secretary and Technical Adviser by City Flyer who wished to use a different system to that currently employed by the airport. The company had been seeking to persuade the airport for permission to use their own washing system. The AMT explained that they had some concerns about the integrity of the system advocated by City Flyer. It was agreed that the AMT would contact City Flyer again and advise the company of the current position on engine washing.

## **5. Future PBN routes**

i. It had been agreed at the previous meeting that the AMT should revisit their earlier briefing note and update where necessary. This would then be shared with EIG before presenting to the councils. In discussion it was pointed out engagement with the local stakeholders need to be carefully managed to ensure that the airspace change process was not formally triggered. If the process were initiated, this would involve setting out design principles and the establishment of a stakeholder reference group. There was also the need to avoid duplication of work.

ii. Members appreciated the implications of the new airspace change process. However they considered that there would be value in holding an informal meeting with local authorities ahead of the airspace change process. It would be important that the local authorities were provided in advance with a scoping document to help ensure an informed discussion about future PBN routes. It was agreed that EIG should have sight of the scoping document before it was sent to local authorities. It was hoped that action could proceed promptly.

## **6. Noise Action Plan (NAP)**

i. The AMT advised that as had been reported to the April STACC meeting, it had been agreed with both Defra and the DfT the Stansted NAP would not be submitted until the autumn. This would ensure that any relevant issues in the current planning application would be reflected in the NAP. The AMT then gave the Group a presentation on timelines and emerging issues. These included noise control, night noise, arrivals, ground noise, departures and mitigation. The noise limits which were used to determine criteria would also be revised. In terms of EIG engagement, the AMT would welcome any comments on the emerging themes. The Group would be presented with a draft plan at its next meeting in July. This would be followed by a public consultation in August/September. A final draft would be presented to the October STACC meeting

## **7. Surface Access - planning application**

- i. The issue had been discussed by a joint EIG/UEG meeting which resulted in a paper being presented and approved by the April STACC meeting. It was noted that the AMT would be making a presentation to the July meeting.
- ii. In discussion Members considered that there was a disconnect between local plans and the airport's plans. There was particular concern that surface access provision would be affected by new housing developments would result in increased car use (and emissions) This should be recognised in the airport's plans. The importance of the airport as a local transport hub should be fully recognised. This would help reduce the environmental impact and help reduce car use. The use of electric cars should be considered. The Group would welcome further information as to the viability of a second rail tunnel.
- iii. In summary, the Group considered that STAL should recognise that surface access provision went far wider than just the airport. More information was required on the interface between local authorities' plans covering all aspects of surface access provision and those of the airport. It was suggested that MAG needed to develop its enabler role. In the meantime, a draft terms of reference for a research study was being developed following the STACC meeting

## **8. Annual Report**

- i. The Secretary and Technical Adviser was asked to draft a short report on the Group's activities in the past year. This would part of a general report submitted to the Committee's Annual Meeting in June.

## **9. Date of Next Meeting**

25 July 2018

**Environmental Issues Group  
Stansted Airport Consultative Committee  
May 2018**

## **Action points**

- The Secretary and Technical Adviser should recirculate details of the AMT's future environmental presentations to the Group.
- The AMT should provide EIG with sight of the PBN scoping document before it was sent to local authorities.
- The AMT would welcome any comments from EIG on the emerging themes for the draft NAP
- The AMT would present the draft NAP to the July meeting. This would enable the Group to offer comments before the draft was issued for public consultation. A further revised draft would be presented to the October STACC meeting.
- The Group suggested that it would be helpful if more information was made available on the interface between local authorities' plans covering all aspects of surface access provision and those of the airport.
- The Secretary and Technical Adviser was asked to draft a short report on the Group's activities in the past year for presentation to STACC's Annual Meeting in June.
- The Secretary and Technical Adviser was asked to liaise with the AMT about the possibility of arranging for the Group to visit the NATS Control Tower preferably before the Group's next meeting.

## **Action points**

- The AMT to revise their initial note on PBN and let EIG have sight;

- The AMT to update their Track Density Report;
- The AMT to complete their revised draft noise action plan within a month and let EIG have sight before it went out for consultation.
- The AMT to confirm the environmental issues that they propose to cover as a part of EIG's forward programme.
- The Secretary and Technical Adviser to circulate a copy of the letter that the Chairman had sent to the the CAA relating to the Dover/Clacton route switch;
- The Chairman to provide an information briefing note on airspace issues to the April STACC meeting.

## **ACTION POINTS**

### **Future PBN routes**

- i. The note on future BZD options would be revised and shared with EIG.
- ii. A subsequent meeting would then be arranged with East Herts Council - possibly involving an Essex CC representative as well as meetings with other key stakeholders (eg the hospital).
- iii. A meeting would then arranged with the CAA.
- iv. EIG representatives would be invited to attend these meetings.
- v. It was suggested that there might be value in giving NATS a heads up before the February EIG meeting

### **Low Carbon**

- i. EIG would be provided with a copy of the presentation
- ii. EIG would be given an opportunity to comment on the draft strategy before it is finalised.
- iii. There would be an update on progress at the July 2018 EIG.

### **Benchmarking**

- i. The Secretary would provide the AMT with a copy of the draft proposal EIG had received and welcome comments as to priority areas for research

### **Environmental Issues**

- i. The AMT would provide the Secretary with a list of possible topics for future presentations at EIG meetings.

### **High Easters**

- i. The Chairman would write to the CAA following the unsatisfactory reply received in response to the Group's letter on the post implementation review of the DVR/CLN route change.
- ii. The Chairman would also write to Margaret Beer (High Easters residents)