

DRAFT

Version : 31 October 2019

STANSTED AIRPORT CONSULTATIVE COMMITTEE

MINUTES OF THE MEETING HELD ON 22 OCTOBER 2019 AT THE AERO-ZONE, STANSTED AIRPORT

ATTENDANCE

Chairman – Shena Winning*

Users of Airport

Freight interests (1) – David Leigh

Passenger airline companies (2) -

Business passengers (1) -

Passengers with (or with an interest in) restricted mobility - (1)

Peter Lainson*

Non Business passengers (1) -

Local passenger interests - Anthony Armon Jones*

Local authorities

Braintree District Council (1) – Hylton Johnson*

East Hertfordshire District Council (1) – Andrew Huggins*

Epping Forest District Council (1) - Paul Stalker

Essex County Council (1) – Simon Walsh*

Harlow District Council (1) – Danny Purton*

Hertfordshire County Council (1) – Graham McAndrew*

Uttlesford District Council (1) - Neil Reeve*

Organisations with a locality interest

Environmental interests (1) –

Hertfordshire Association of Local and Parish Councils -

Angela Alder *

Stop Stansted Expansion (1) - Brian Ross*

Commerce and Business interests (1) –

Business interests - John McGill*;

Invest Essex - David Rooke*

Tourism interests (1) – Luke Petherbridge

Surface transport interests (1) – John Pope*

Uttlesford Association of Local Councils (1) - Jackie Cheetham*

Also present at the meeting

Frank Evans - Secretary and Technical Adviser to STACC*

Representing Stansted Airport Limited (STAL)

Ken O'Toole - Chief Executive*

Jonathan Oates - Corporate Affairs Director*

Neil Robinson - CSR Director*

Nick Millar - Airside Operations Director*

John Twigg - MAG*

Alistair Andrew - MAG*

Department for Transport

Ian Greene

1. Apologies for Absence and Deputising Attenders

- a. It was noted that Hayden Jones had retired from the Committee.
- b. Apologies had been received from Graham McAndrew, Ian Greene and Paul Stalker

2. Public Question Time

a. Raymond Woodcock

"Surface vehicle parking bays has increased, an example, the new multi- story car park.

Stansted airport, STAL, is asked, how many parking bays are currently at the airport to include, short, medium and long-term, car hire, hotels, airport workers and all other vehicle parking bays broken down into their many categories? How many additional vehicle parking bays can be provided under the current planning consent and does the airport expect to need all these additional bays and by when?"

The airport advised that the position regarding car parking provision was as follows:-

Short stay -	7600
Mid stay -	5100
Long stay -	24000
Staff parking -	3600

Car rental village - 500 (car hire storage capacity - no passenger or staff cars can be 'parked' here)

As regards hotel parking, the airport advised that they did not hold up to date information on hotel parking as all hotels were owned by 3rd parties and layouts might have fluctuated over time since original planning permissions. However, the most recent hotel permission granted for the Hampton by Hilton included parking for 170 vehicles; that was unlikely to have changed to date.

There were no outstanding planning permissions for any car parking.

b. The following statement was tabled by **Michael Belcher** on the issue of land compensation. After consideration it was been decided to take this under a specific agenda item (Item 8 below) rather than under Public Question Time.

"STACC has been monitoring for the past 3 years the process set out by STAL in its Guide to Residents for dealing with compensation claims under Part 1 of the Land Compensation Act 1973 ("the Act"). This statement draws the Committee's attention to a serious problem that has recently been discovered in this process.

In the Guide to Residents published in 2016 and updated in 2018 STAL has failed to disclose the following significant airfield infrastructure works which it has built and brought into use in the period from 1999 to 2007:

a section of Taxiway Juliet (from Y to P), the Zulu (North) apron and stands and Runway Access Taxiway 5. This fact has come to light from a comparison of the airport layout plans included in the 1998 planning application with the airport layout plan included in the 2006 planning application. The 2013 aerial photograph of the airport at Appendix 1 of the Guide to Residents clearly shows that these airfield infrastructure works have been completed, but they are not referred to anywhere in that document.

As a result of this failure to disclose key information directly relevant to claims for compensation under the Act residents are unable to resolve their outstanding claims. Those claims which STAL has told the Committee it has already satisfactorily resolved have instead been settled in reliance on what some residents might consider to be a false prospectus. As a consequence the compensation process which STAL established on the basis of its Guide to Residents and which this Committee has been monitoring must be regarded as fatally flawed.

STACC is requested to consider whether in these circumstances a new process is required and to invite STAL to explain how it proposes take matters forward.

The following initial actions are suggested as an appropriate starting point:

- Write to all claimants and/or their agents to notify them of the non-disclosure.

- Make full disclosure to claimants and/or their agents of all airfield infrastructure works built since 1998.

- Extend the deadline for all claimants to refer their claims to the Lands Tribunal until at least 31 December 2020. This is to allow time for STAL to provide the information required and for claimants to consult with professional advisors and take appropriate action.

- Publish an updated Guide to Residents inviting residents who have not already done so to submit claims for compensation.

- It is hoped that STACC will continue to monitor on a regular basis STAL's progress in dealing with compensation claims fairly and transparently in accordance with the Act."

3. Minutes

The Committee **APPROVED** as a correct record the draft Minutes of the Committee meeting held on June 26th 2019.

4. Matters Arising

a. It was noted that a progress report on the Noise Action Plan was outstanding. It was explained that the EIG meeting to consider the report had been postponed at short notice. The report would now be considered at the next EIG meeting in November before circulating to STACC.

b. It was also noted that the proposed note on conflicts of interest had yet to be circulated. The Secretary explained that he was awaiting information from those Members who had yet to provide details. Once this information had been provided, a note would be circulated to Members.

c. Any other outstanding matters recorded in the Minutes of the previous meeting were to be considered elsewhere on the agenda.

5. Working Groups: Reports of meetings

The Committee **RECEIVED** and **ENDORSED** the Minutes of the following Working Group meetings held since the June 2019 meeting.

i. User Experience Group - 10 July and 18 September 2019;

These meetings had considered the airport's summer performance. It is apparent from the last UEG meeting that this year had been one of the most successful since MAG took over. Feedback had been very positive, and lessons learned from previous summers had been implemented. The UEG

committee were particularly impressed with the co-operation between Border Force and M.A.G in that a Border Force representative who had been working at the airport for 6 years said:

“it was the best summer they have ever experienced as there was very good collaboration and a joined-up approach”.

This with the new command and control room along with ambassadors being deployed throughout the airport had made significant strides in enhancing customer services.

The Group looked to further improvements throughout the year leading up to next summer building on this years success.

On the PRM front again the Group welcomed the good news the airport was performing well against ECAC metrics, but would suggested that future assessments should also include information about the quality of service.

ii. Environmental Issues Group - 24 July 2019 (the proposed meeting for 27 September was postponed due to the unavoidable unavailability of STAL representatives)

The Group had reviewed its future work programme and agreed that the focus of its activity should be:-

- Environmental Benchmarking with other Airports
- CAP1616 Implementation
- Noise Action Plan

6. Getting Fit For Summer

The meeting **RECEIVED** a presentation from Nick Millar (Airside Operations) on the airport's summer performance. (copy attached). This showed significant improvement in On Time Performance levels. This reflected the multilayered approach adopted after summer 18. The new baggage handling arrangements had contributed to the improved performance. It was also noted that there was good co-operation between the AMT and Border Force which had helped facilitate good performance levels

Preparations were in hand for the winter season. This covered training and availability of specialised equipment and materials. It was noted that icing fluid was recycled back into the system

7. Climate Change

The meeting **RECEIVED** a presentation (attached) from the AMT providing an overview of current developments. The airport had been carbon neutral for a number of years and introduced a number of initiatives. Most recently the airport had announced plans for recycling coffee grounds. It was also closely involved with Sustainable Aviation - the UK cross aviation body looking at sustainability issues. It was important to recognise that climate change was a global issue and as such required a global response. In the UK, the industry was subject to government regulation. The Government had set the target that the UK would bring all greenhouse gas emissions to net zero by 2050. Looking forward a number of initiatives could help meet this target :-

- Airspace modernisation could deliver a 14% reduction in emissions by 2050;
- 360 new aircraft are currently on order by UK airlines which will improve the fleet average fuel efficiency of UK aviation by 22% by 2050;
- Sustainable aviation fuels could deliver a reduction in emissions of up to 24% by 2050.
- In tackling the problem of climate change, it was stressed that local authorities also had a key role to play and it was noted a number were already actively engaged.

The meeting thanked the AMT for the informative presentation and looked forward to being updated appropriately at future meetings.

8. Land Compensation

As advised at Item 2b above, a question had been received from a local resident. It had been agreed that the airport would respond to this question under a separate agenda item rather than Public Question Time. The Chairman reminded the Committee that it had been agreed that STACC should take a general overview on progress of the resolution of the issue and not be involved in individual claims. The AMT commented that the issues involved related to the time before MAG had assumed ownership of the airport and documentation was not readily available and was still being researched. 376 offers had been made. A further 125 claims had been ruled ineligible or invalid. The AMT were currently seeking to resolve 54 claims of which 34 were the subject of legal discussion. Given that it had now become a legal issue between lawyers representing the agents and the airports, it would not therefore be appropriate to discuss the issue in a public forum such as STACC. The Chairman confirmed that as legal discussions were now taking place, it would not therefore be appropriate to discuss in public. STACC would continue to monitor developments on the settlement of claims regularly at future meetings.

9. Airport Management Matters

The Meeting **RECEIVED** the quarterly report of the Chief Executive and the accompanying traffic statistics. The following points were highlighted:-

- Air India would commence a thrice weekly flight to Amritsar, London Stansted's first ever direct flight to India on October 31 and would be the only direct service between London and Amritsar, operated by Boeing 787 Dreamliners.
- Research showed that London Stansted's catchment area was responsible for more than half of all UK demand to some of the world's most popular destinations. According to new data from Skyscanner, over 50% of all UK searches for flights to top locations including Beijing, Hong Kong, New York and Tokyo originated from within the London Stansted catchment area.
- It was understood that TUI and Jet 2 were expected to take up capacity released by the collapse of Thomas Cook.

10. Socio Impact Study

The Chairman updated the Committee on progress on the development of the study. The Committee **APPROVED** the recommendation to develop the work further. It was intended that a small group of Members should oversee work. Members were therefore asked to inform the Secretary and Technical Adviser if they wished to join this group with a view to appointing consultants. It was noted that there was a considerable amount of material available from local authorities and it would be important not to duplicate work. It was confirmed that the airport had agreed to provide appropriate funding.

11. Induction

The Meeting **NOTED** the attached paper on the recent induction event. This had been a successful event and welcomed by Members. It was proposed to hold another event for those Members who had been unable to attend the October event. It was suggested that the airside tour should also include a tour of the terminal.

12. Date of next meeting

It is proposed that the Committee should meet on the following dates in 2020:-

- Wednesday 29 January;
- Wednesday 29 April;
- Wednesday 24 June;
- Wednesday 30 September

**Stansted Airport Consultative Committee
October 2019**