

**Stansted Airport
Independent Consultative Committee (ICC)**

Environmental Issues Group

**Wednesday 6th September 2023
13:30-15:30**

HYBRID MEETING / Dove Meeting Room

Present:

Title	Name	Initial
Chair	Andrew Huggins (Teams from 1400)	AH
Independent Secretariat	Carol Pull	CP
	Cllr Martin Foley (Deputising on Teams)	
Uttlesford Assoc of Local Councils	Jackie Cheetham (Teams)	
	Shena Winning (Chair until 1400)	
Herts County Council / UEG Chair	Graham McAndrew (Teams)	GA
	Cllr Alex Daar (Teams)	
	Aubrey Holt (Teams)	

MAG:

Title	Name	Initial
Head of ESG and Environmental Strategy	Adam Freeman	AF
Community Engagement Manager	Daniel Burford	DB
Planning Manager	Andy Thompson	AT
Group Environment & Energy Manager	Martin Churley	MC
	Emma Welch	EW
MAG Flight Evaluation Unit Manager	Duncan Smith	DS

Apologies & Absences	Name	Initial
	Frank Evans	
	Cllr John Evans (Cllr Foley attended)	
	Zhanine Smith	
	Cllr Tom Cunningham	

Agenda Item	Description
1	Apologies for Absence and Deputising Attenders Frank Evans, Cllr Cunningham, Cllr Evans, Zhanine Smith
2	Minutes of Meeting held on 27th May 2023 The minutes were accepted as a true and accurate reflection of the meeting. Actions from Previous Meeting All actions are covered in today's agenda, including previous action on air holding during runway holding which will be picked up during item 6.

	Note: The agenda item on recycling and waste management has unavoidably been deferred to the next meeting.
3	Matters arising None
4	New member introduction to EIG <i>Terms of Reference, Ways of working and interactions with other groups, Topics of interest to the Group, Previous presentations, Annual cycles.</i> The above items were added to the agenda as necessary to be discussed with new members by way of an introduction. The Chair asked new and long-standing members for their feedback in areas where training, refresher training or additional support is needed. An existing member suggested refreshers on net zero and carbon emissions. The Chair asked how up to date the committee felt with the topic of airport-related noise. The member suggested it would be beneficial to have a conversation about noise. Another existing member suggested briefing new members on each topic covered by EIG. A new member agreed with this idea. A member suggested providing an overview of how the Airport works, including regularly used terms and phrases which could be shared with all members. The Chair suggested that members visit the Airport and that time be arranged for this. AF advised he will take member feedback away, prioritise and put a plan together. He agreed that it's good to understand the geography and operational side of the Airport. As one member stated, ecology and biodiversity are very important and the Airport can arrange for site visits in this area. In terms of the meetings, presentations are available for some topics which can be included as agenda items or sent to individuals. The Airport can issue papers well in advance to give members time to read and digest. He suggested that national and local context could be added to papers. They will ensure plain English is used and where possible acronyms are avoided. An acronym list can also be created and shared. He addressed the new member's question on night flights and confirmed that these operate at all 3 MAG and other UK airports and that levels vary per airport. The Sustainable Development Plan (SDP) will be presented to members over the coming months. This document comes around every 5-10 years and will be a catalyst for certain subjects to be covered. The Chair gave a brief overview of the benchmarking project which is on the agenda at item 10 and that inductions will be carried out with each user group. The Chair added to the above comments on night flights. Heathrow, Gatwick and Stansted are controlled centrally and other airports plan independently. New members agreed with the topics suggested by existing members and will ask should anything else become apparent. All members should send their suggestions to the Chair by email and a structure will be put in place.

5	Airspace Modernisation Update, to include DVOR phase-out update EW gave an overview of the project for new members. The Air Space Change team are still working towards stage 3. Most of the current work is technical and the team are working towards the public consultation and how this will work. Learnings on how to consult will be taken from the Scottish airports which will start the process in Autumn 2023. A member asked if there is a priority order for airports in the process. EW responded that all airports are working together. Stansted will work closely with Luton in some areas. If some details cannot be worked out this way, they will look at the cumulative impact and what works best overall. The Chair stated that the learnings from the Scottish airports would be limited and asked which airports are involved in the Manchester terminal movement area, as this is likely to give more information. EW responded that Manchester, East Midlands, Liverpool and possibly Leeds Bradford would be involved. This group will provide more learning than the Scottish airports. He asked if the Government signals a possible change in attitude to airport expansion means certain airports may have to leave the process. EW advised that there are certain airports which will have to leave the process for several reasons. Other airports that have invested and put work in will be safeguarded and a strong case would be put in for this. Stansted is very keen to progress and have worked very hard on the project so far. Various ways are being looked at for airports to be able to remain involved to keep the project alive. The Chair responded that Gatwick's expansion would outweigh the benefits that come with route optimisation which flaws the whole process. A member asked at what point STACC would be involved. EW advised said it won't be for a while but the Airport will keep them informed. A member asked for clarity on the aim of modernisation. Emma responded that the aim is to impact fewer people and provide a far more efficient and environmentally effective system. The Chair offered to provide all new members with further information should they need it. A direct link for future airspace is available through the STACC website. A link to further information is below. Future Airspace London Stansted Airport
6	Noise Action Plan Update (NAP) DS provided an update to members. The public consultation is now closed. The local council's comments period has been extended till 20 September 2023. Comments will then be reviewed and a summary document written to respond to all comments. This will be submitted to Defra in late September/early October 2023.

	The Chair asked if it's possible to have visibility of the comments. DS responded that there is a wide range of comments which need to be reviewed before this is possible. A member stated that many residents weren't aware of this consultation due to a lack of printed press being available. He suggested in future using wider consultation. DS responded that the Airport previously used its database of previous complainants to contact people, however, GDPR restraints mean they can no longer do this. The Airport Customer Service team actively point people towards the future air space programme so that they're aware of what's going on. The member stated that results from more rural people won't be collected due to them being unaware. He suggested using town social media pages. DS agreed that this was a good idea. He added that a flyer was also distributed to Parish Councils by the Airport at local events. The Airport will always go out for a broader public consultation which isn't easy but is necessary and have reached out to all possible contacts and always asked members to also share the news. The deadline for Parish Councils was also extended. A member commented on the timing and duration of the consultation affecting the number of responses. DS provided an update on air holding during the runway upgrade. He advised members that the 2 holding paths are referred to as Abbott and Laurel. The comparison details are below: Jan-Mar 2019 total arrivals between 2330-0600 totalled 1651. Zero aircraft entered Laurel hold 23 entered the Abbott hold There were 23 circuits The total time in hold was 145 minutes which equates to 1.39% of arrivals Jan-Mar 2023 total arrivals between 2300-0600 totalled 918 18 aircraft entered Laurel hold There were circuits 23 The total time in hold was 129 minutes 22 aircraft entered Abbott hold There were 25 circuits The total time in hold was 162 minutes. 4.35% of arrivals The total time in hold was 291 minutes. The Chair thanked the Airport for providing this data.
7	STP Environmental Considerations AT introduced himself and took members through a presentation which will be circulated with the minutes. A member asked if the capacity for solar options on existing and planned buildings has been considered to reach the 2035 renewable target. The Airport responded that there are a lot of safeguarding risks around installing solar on existing buildings and that for this reason the terminal building has been discounted. The Chair asked again for a copy of the report showing this assessment. He stated that other airport locations have solar panels on the north side and that as the Stansted terminal is on the south side, it shouldn't be affected. The member advised the Airport needs to use forward thinking with regard to using other methods for generating and harvesting electricity outside of solar panels. AF advised that the Airport would gather information on this and come back to members.

	Action: The Airport to provide information on “glint and glare” and the regulations and bring this back to members at a future meeting A member asked what the current use of the land being benchmarked for biodiversity. The Airport confirmed that the land is currently a community-maintained grassland. He also asked if there is a framework for the correct disposal of the additional waste generated during the development. Is there a plan to use the waste as hardcore to prevent it from being brought back on-site which would have an added impact? AT responded that waste management strategy is part of the planning application and the CSR commitment as part of the sustainability strategy. He is unable to provide specific details but this was one of the planning conditions. A member asked what the biodiversity plans for the section of land and who currently owns this land AT confirmed the land is owned by the Airport. Details around use are still to be clarified but will be part of planning conditions. MC advised the plans must be a like-for-like replacement of what’s currently there. She also asked if the Airport has thought of putting solar panels in the car parks. AT responded that car parks weren’t in the scope of this application, however, the planning team are always looking at site-wide energy options. The Chair questioned how a net gain is achieved by having a like-for-like replacement on an area of the same size. MC responded the Airport is working with ecologists who plan to increase the biodiversity use of the area which can then be demonstrated. The Chair stated that the committee would return to this point at a later stage. Action: The Chair and Airport to bring the topic of solar options to a future meeting The Chair noted that there was nothing in the presentation regarding the broader net zero strategy to improve heating consumption for the building. DS advised that heating and cooling of the terminal is part of the very detailed design at stage 2 which is now being looked at. A member stated that a draft of the SDP is usually provided to the committee before it goes for general consultation and requested a presentation for members. STACC members will be asked for their views. AF suggested arranging a separate meeting to go through this. Action: AF to arrange a meeting to discuss the SDP before general consultation
8	Environment Report A paper was circulated in advance of the meeting. AF provided some background on the report for new members and talked through the highlights. The first version of the annual CSR report has been received and this will be brought to a future meeting. A member praised the Airport for the additional data now included in the report. The Chair asked members to make him aware of any requests for additional information. A new member thanked the Airport for the report which was simple to follow. AF will feed this back to the team who created the report.

	The Chair believes this information will also help local residents when on the STACC website. AF stated that this report cannot be made public until the CSR report is in the public domain so asked the Chair to refrain from putting this on the website. The Chair confirmed and also advised he'll ask members not to share this information. A member asked if the train timetable had been restored to the previous timetable. AF confirmed the service isn't permanently back to 4 trains per hour. DB advised the Airport is campaigning to have the timetable restored, however, it is a Government decision as to whether the timetable is fully restored. Rail industrial action is also causing issues with the service. A member asked if tapping Oyster cards would be available. MD and the corporate affairs team are working hard to have this implemented, but it is out of the hands of the Airport.
9	Future priorities for EIG work The Chair asked members to share any items they would like to add to the agenda. DB highlighted the note regarding the waste agenda being deferred due to staff issues. A member stated that the benchmarking project may bring about some additional items.
10	Benchmarking Project A paper was circulated in advance of the meeting. Graham provided an update on the progress of the project. Shena explained that it's important to understand that if the information gained from Gatwick is valuable, other airports' information can be used to create a framework going forward. A member asked if past Gatwick records are being looked at and agreed that using other airports going forward will be very interesting. Graham confirmed that records from 1997-2016 are being used. The Chair stated that Gatwick was chosen as an airport where cultures are similar over time and gives the closest comparator. Other airports including European can be looked at in the future, considering their cultural differences. Graham advised that comments can be submitted before the next STACC. Shena added that one of the most valuable pieces was the analysis of issues surrounding a specific airport. The commentary will be very useful in the next phase of the project.
11	Any other Business None
12	Date and Time of Next Meeting: Wednesday 6th December 2023 (14:00-16:00)

The meeting closed at 1520