

		AGENDA ITEM 5
		PSEG/01/15
Committee:	Place Services and Economic Growth Scrutiny Committee	
Date:	26 March 2015	
STANSTED AIRPORT: SUSTAINABLE DEVELOPMENT PLAN		
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On 26 February 2015 the Committee's activity day comprised a visit to Stansted Airport including a tour of the Airport Terminal and a presentation on the Operator's Sustainable Development Plan (SDP). Councillors Dave Harris, Valerie Metcalfe, Chris Pond, Kay Twitchen, and Simon Walsh attended on the day.

The purpose of the visit was to:

- Give Members an insight into the airport, and the transformation programme that MAG have been investing in.
- Provide Members with an appreciation of the ECC view on aviation;
- Explain how ECC Members and officers work with our airports, and other relevant stakeholders;
- Provide Members with an overview of the comments that ECC supplied to MAG Stansted regarding their draft Sustainable Development Plan; and Highlight emerging national and local aviation work that may be of interest to the Committee

### **Tour of the Airport**

On arrival everyone present had to be issued with an authorised security pass in order to gain access to both the land side and air side parts of the airport terminal building for the first part of the visit.

Since the Manchester Airport Group (MAG), the Airport Operator, had completed its acquisition of Stansted Airport in February 2013, it has been undertaking a major programme to modernise the Airport. Members were given a tour of the Airport Terminal highlighting the significant changes taking place in its layout as well as its overall operation. The need for modernisation has been influenced by the way that air travel has been changing over recent years both in general terms as well as the specific requirements of the airlines operating out of Stansted for instance a high percentage of passengers travel with hand luggage only. By way of example the ratio of space on the air side is now greater than land side due to such factors as more passenger 'dwell time' is now spent in that area; less time and space is

required for checking in hold luggage; changes in layout to support the airlines demand for reduced aircraft turnaround times; and modern customer service requirements and expectations.

During the tour Members learned how the Airport managed its customer services, and its performance measures and targets. The modernisation seeks to address both the current changes already taking place, and those anticipated in the future. There was a lot of emphasis placed upon ensuring both efficient and effective systems were in place to ensure that the 'customer experience' was enhanced by their smooth flow of travel throughout the Terminal. Coupled with this aspiration was close attention to staff training and development, and it was noted that the Airport is a large regional employer with 58% of its workforce being Essex residents.

Throughout the tour the MAG representatives described in detail what Members were witnessing, and answered their questions. It gave those Members present a memorable insight into the way that air travel is managed, and the specific characteristics of the Airport that is situated in Essex.

## **Sustainable Development Plan**

Following the tour Members' attention was diverted to the Airport's SDP that was to be published in March.

In May 2006 the Stansted Airport Interim Master Plan was published by BAA as the previous operator and owner of Stansted Airport. The Interim Master Plan set out the strategic direction for Stansted as a single runway airport up to 2015 by which time the airport was anticipated to be serving 35 million passengers per annum. Since the publication of the Interim Master Plan the aviation industry and wider UK and global economy has undergone some substantial changes. These changes have had an impact on UK and Stansted aviation growth.

Following its acquisition of the Stansted Airport MAG announced ambitious plans for Stansted. In the short term, the growth strategy would be based on Stansted's historic customer base: the point-to-point leisure traveller with a budget airline ticket to a European destination. MAG also expressed an interest in attracting a wider variety of carriers and customers, including those flying long-distance routes and offering first and business-class cabins.

MAG is now seeking to articulate their vision for the future of Stansted Airport in the new SDP. The Plan represents a framework for growth of the airport based upon the capacity of the single runway (maximum use 40-45 mppa) and sets out the strategic context for the business as well as some of the key challenges. It will provide guidance and information to airport users, occupiers, developers, statutory agencies and the local community.

The Plan is split into five individual plans as follows:

- Summary
- Community
- Economy and Surface Access
- Environment

- Land Use

The Plan was published by MAG on 4 March 2015 and may be viewed on the Stansted Airport website. The link to this web page is:

<http://www.stanstedairport.com/developmentplan>

In a covering email announcing the publication of the final SDP Andrew Harrison, Managing Director, Stansted Airport, set out the following information:

'Dear all,

You may remember that late last year we launched a draft version of Stansted Airport's Sustainable Development Plan (SDP) – a document which sets out how the airport will be developed over the next 10-15 years to make use of the existing single runway. Today, we have published a final version of our SDP which is available at [www.stanstedairport.com/developmentplan](http://www.stanstedairport.com/developmentplan). The Plan is split into sections, including an overarching summary section followed by sections on Community, Economy and Surface Access, Land Use and Environment.

### **Consultation**

We consulted thoroughly from June to November, engaging with local authorities, politicians, business groups, staff and the general public.

As a result of the consultation period, we received feedback from a variety of groups including 11 local authorities, 10 parish councils and 14 business groups and members of the public. The consultation website pages also received over 4,000 visits. We were encouraged by the response and would like to thank you for your interest, support and feedback during this process. The feedback we received was reviewed and where appropriate changes and amends have been made to the draft version of the SDP, resulting in an improved final version of the Plan.

The majority of respondents recognised the value of making use of the existing runway capacity at Stansted and offered their support, subject to appropriate mitigation measures being in place to minimise environmental impacts. Many also noted how Stansted's community outreach programme and approach to partnership working were positive changes under M.A.G ownership.

Getting passengers to and from the airport was another key priority for stakeholders, in particular the rail journey times between Stansted Airport and London. There was strong support for the partnership approach being taken by the airport to working with Department for Transport and Network Rail to identify ways to speed up rail services on the West Anglia Main Line, both for airport passengers and other users. I am delighted these efforts have already been recognised with the creation of the West Anglia Taskforce.

### **What's changed?**

Hopefully you are already familiar with the contents of the draft Plan. Today's publication of the final version may give rise to questions as to what has changed. As a result of the consultation process, changes to the SDP that Stansted has introduced include:

- A renewed commitment to work in close partnership with neighbouring authorities, the London Boroughs, the Greater London Authority and transport providers to develop robust business cases to secure investment in transport infrastructure including the West Anglia Mainline, A120 and M11
- To work with partners including community groups, airlines, air traffic control and Government to understand and minimise the impact of all aspects of noise and drive forward change with our aim and commitment to provide transparent reporting of air noise impacts as well as to manage, mitigate and reduce where possible the number of people affected by noise
- The continuation of a Community Trust Fund to support social, economic and environmental projects. In the last financial year (2013-14), Stansted Airport contributed over £112,000 to the Community Trust Fund.
- An extension to MAG apprenticeship programmes to increase the number of new recruits to 10 a year and work with on-airport partners to increase or introduce apprenticeship opportunities across the airport
- An increase in the reach of our employment and education projects to North and East London Boroughs

The final documents are now available to view at [www.stanstedairport.com/developmentplan](http://www.stanstedairport.com/developmentplan) and I would encourage you to share these with any other colleagues that you think may benefit from the information contained within the Plan.

If you have any questions or would like any further information please do not hesitate to get in touch with my team at [developmentplan@stanstedairport.com](mailto:developmentplan@stanstedairport.com) ‘

On the visit MAG representatives emphasised that they welcomed the positive working relationship that was developing with Essex County Council (ECC) and other local partners, and that that co-operation was reflected in the content of the final Plan. In response to a Member's enquiry as to how the County Council could add value to the way that the Airport evolves in the future, two issues were highlighted:

- To reach agreement on highways improvements and to work together with the Highways Agency to deliver those improvements, and
- To work together to release the local economic growth potential associated with the Airport.

## **An Essex County Council Perspective**

Following the Airport's overview of its SDP, Members met alone with Council Officers (Dominic Collins, Head of Commissioning Growing Essex Future Development; and Zhanine Oates, Principal Spatial Planner) for an overview of the County Council's own Strategic Aviation Policy, its work with the operators of Stansted and Southend Airports, and emerging national and local aviation work.

- Davies Commission

In 2012 the Government established an independent Commission chaired by Sir Howard Davies that was tasked with identifying and recommending options for maintaining the UK's status as an international hub for aviation. The publication of its final report is anticipated in the summer of 2015, and will set out the Commission's recommendations on how to meet any need for additional airport capacity in the longer term.

In September 2013 ECC produced "Flights of Fancy: Getting Real on Aviation" to articulate the organisation's position on airport capacity for submission to the Airport Commission.

The document clarifies that ECC supports sensible growth at Stansted in the short to medium term by maximising use of its existing runway to its operational capacity of 45 million passengers per annum. It recognises that additional runway capacity may be required at Stansted in the longer term, but that a robust business case would be needed and massive investments in road and rail infrastructure would be required.

In addition 'Flights of Fancy' highlights that ECC does not believe that either a new super hub at Stansted or in the Thames Estuary are viable options.

- Partnership Working

ECC works with the Essex airports and relevant stakeholders both formally and informally on an ongoing basis for instance the Airport Consultative Committees, Airport Transport Forums, local authority liaison groups, and Essex Skills Board.

Attention was drawn to the positive partnership working that has been evolving with MAG at Stansted. Aside from the Airport's operation, it is one of the largest regional employers as well as being significant for economic growth.

The Airport Surface Access Study is an example where ECC is undertaking work that will inform its response to the Davies Commission's final report, and assist partners too. It has commissioned Jacobs to undertake the Study to:

- Identify the potential surface access investment requirements needed to facilitate growth at Stansted and Southend Airports.
- Highlight the extent and characteristics of the forecast capacity issues associated with passenger growth on key corridors within the vicinity of the airports.

A second study may then be required to identify a preferred package of transport measures required to accommodate future growth, supported by rational for investment.

This work will then be used to inform ECC and partners lobbying and investment strategies to secure and direct funding in support of surface access capacity improvements.

- Stansted Sustainable Development Plan

In general the Council aims to inform and shape emerging spatial and aviation policy, which reflects its role as a social, community and physical infrastructure provider for the local living, working, visiting and investing Essex community. Its approach is to support and work collaboratively with the operators of the Essex airports, as well as other relevant stakeholders. It is important for ECC to ensure that there is widespread awareness of the existing and future connectivity and capacity available at our airports, and shapes future aviation and spatial policies to take full advantage of this, and promote appropriate physical infrastructure and development to support our airports now and in the future.

While the Stansted SDP is the Airport's Plan, Members learned how ECC has influenced its content because MAG has taken on board its advice and incorporated its comments. Some of the key issues raised were:

#### Surface Access and Economy

- Stansted's Role as a Major Transport Hub;
- Review of the Airport Surface Access Strategy element of the SDP;
- Future freight forecast at Stansted;
- Economic Importance of Essex and key locations;
- Stansted business survey key findings;
- Early Years and Child Care at Stansted;
- Articulate the key surface access investments required to facilitate growth in capacity;
- Skills and Training (discussed in the Community Section).

#### Land Use

- Articulate the economic strength of Essex.
- Air Freight Services and Future Trends.
- Relationship with Minerals and Waste Planning.
- Market Potential – diversification of Stansted operations to offer a wider choice of airlines, in particular medium and long haul carriers.

#### Community

- Essex Employment and Skills Board (ESB) Shared Priorities.
- Early Years and Child Care Provision.
- 'Aerozone' and the relationship with the ESB.
- Essex Apprenticeship Programmes.
- Graduate Opportunities.
- Essex Education and Industry Programme.
- Stansted Airport Employment and Skills Academy.
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## Environment

- Noise – Continued joint working with Uttlesford District Council and MAG Stansted to determine appropriate metrics and approaches to minimising noise impacts for our local community.
- Water Management – ECC welcomes the inclusion of rainwater harvesting and suggests other approaches to ensure Stansted is consistent with ECC Sustainable Drainage Design Guide.
- Archaeology and Heritage – ECC highlighted the need for further consideration for managing the historic environment.

At today's meeting Dominic Collins, Head of Commissioning Growing Essex Future Development; and Zhanine Oates, Principal Spatial Planner, will provide the Committee with an overview of the County Council's work around Essex Airports, and the Stansted Airport Sustainable Development Plan.

## **Action required by the Committee at this meeting:**

The Committee is asked to note the updated information on Stansted Airport and Aviation Policy, that may be used to inform other matters in the Committee's work programme in the future.

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