

NORTH WEST ESSEX AND EAST HERTS PRESERVATION ASSOCIATION (NWEHHPA)

Minutes of the 53rd NWEHHPA AGM held 14th June 2018 in Priors Green Community Hall.

Present: John Brothers, Richard Cheetham, Sarah Cousins, Jonathan Howarth, Irene Jones, Ken McDonald, Billy Rolph, Brian Ross, Peter Sanders (Chairman) and Ray Woodcock.

Peter Sanders opened the meeting and welcomed everyone to the 53rd AGM of NWEHHPA and extended his thanks to those unable to be with us.

1. Apologies for absence.

David Aldridge, Tricia Barber, Jackie Cheetham, Roger Clark, Jonathan Fox, Janice McDonald, Martin Peachey, Linda Peake, Suzanne and Robert Walker, Janet Rolfe, Denise Williams and Mike Young.

2. Minutes of the last meeting.

The minutes of the previous AGM of 28th June 2017 were approved as an accurate record. There were no matters arising

3. Matters arising NOT on the agenda.

Richard Cheetham questioned the progress of the sale of MAG's portfolio of houses. Brian confirmed that sales were ongoing and, should there be conditions to the sale being written into the contract, then that was between the buyer and MAG. It should not be of our concern, our priority being that the houses be sold.

Billy Rolfe expressed his amazement at the lack of minute or note taking at the meetings between MAG and UDC. Brian confirmed that this had been addressed in our Press Release and suggested that the result of this lack of transparency was that UDC has left itself exposed to criticism and mistrust.

4. Chairman's Report.

"Last year I reported to you that the Government had decided to accept the recommendation of the Airports Commission that there should be one extra runway in the South East by 2030 and that it should be at Heathrow. Whether this runway will ever get built, and if so when, is very uncertain - it is bound to be subject to many legal challenges - but, for the time being at least, there is no question of a second runway being built at Stansted. Let me put that into context. In the White Paper of 2003 the then Labour Government said that there should be more runways in the South East, that the first of these should be at Stansted, and that this runway should be operative by 2010. We've held that at bay, so far. It's safe to say that we've held it off for at least one generation. If at a later stage there is a need for yet another runway then a second runway at Stansted may be one of the options to be taken into consideration.

But – and there is always a "but" - this month the Government published *Beyond the horizon. The future of UK aviation*. This was sub-titled *Making best use of existing runways*. And in this the Government declares that it is 'supportive of airports beyond Heathrow making best use of their existing runways', subject to all relevant considerations, particularly economic and environmental impacts and proposed mitigations. So support in principle, but each case must be judged on its merits.

One of the airports that the Government had in mind – in fact the airport it probably had most in mind – was clearly Stansted, because, as you know, Stansted Airport has submitted an application to the Uttlesford District Council for permission to make more use of its existing runway. At present it has planning permission for 35mppa (millions of passenger movements per annum) and 274K flights – Air Transport Movements. In 2017 throughput at the airport was roughly 26mppa and 190,000 flights. So they've a long way to go before they reach their present limit of 35mppa – 2023 they reckon.

In June last year the Airport applied for an increase to 'about' 44.5 mppa and to 285K flights. In October it revised these limits downwards to 43mpa and 274K. We would normally have expected the Airport to apply for an increase of 10mppa, which is to 45mppa, and for a corresponding increase in flights. But the Airport clearly wants to have the application decided locally, and is working on the mistaken belief that any application for less than an increase in *throughput* of 10mppa figure fails to qualify as a Nationally Significant Infrastructure Project and so can be dealt with locally, by Uttlesford, and not centrally by the Secretary of State. In fact any application to increase the *capacity* of the airport by 10mppa qualifies as a Nationally Significant Infrastructure Project.

In fact the application is of great significance nationally. If the application is approved there will be a 66% increase in the number of passenger movements (43mppa) and a 44% increase in flights (274K) - based on the throughput figures for 2017. And there will be massive increases in the numbers of people travelling to and from the airport, in the volume of noise, in air pollution and in carbon emissions. (For the past 15 years Stansted Airport has not been allowed to lobby Government for an increase in night flights, and hidden away in its present application is a proposal that it should be released from this restriction.)

So we have written to the Secretary of State asking him to treat the application as a Nationally Significant Infrastructure Project and to call it in, and at the time of writing we are still waiting for his substantive reply and we are about to threaten legal action.

In the meantime Uttlesford is moving forward with its consideration of the Airport's application, and, without prejudice to our argument that the application should be considered by the Secretary of State, we are responding to the application as addressed to Uttlesford. In particular we have submitted a long and detailed criticism of the Airport's Environmental Statement, and at a meeting earlier this week we met with Uttlesford's planning officers to put our arguments in person. At the same time we have been working to make sure that Uttlesford's Local Plan does not contain anything that can be construed as giving support to the application. .

We are also arguing that the application is premature. There is no need for such a rush. According to the Airport's own figures it will be 2023 before the current planning limit of 35mppa is reached.

What is disturbing, however, is that UDC is going along with the Airport's unnecessary rush, and has entered into a pre-planning agreement with STAL whereby STAL pays £117,781 + VAT in return for a fast track timetable.

In conclusion, if the planning application should secure approval, we will argue for conditions, especially for a ban on all night flights, and for a moratorium on a second runway amongst others.

Details of all these twistings and turnings can be found in the press releases on SSE's website.

Other issues on which I reported last year are progressing slowly:

- Compensation: This is now being taken forward by the claimants themselves.
- Sale of houses: MAG have approximately 60 of their housing portfolio remaining, the rest having now been sold.
- Noise: The Government is still reviewing.
- Airspace: There continue to be large increases in complaints about noise via the complaints form on the SSE website.

Before I close, I should like to thank the following key players of our organisation:-

Martin Peachey is very active on everything to do with noise and flight paths and deals with many of the other campaign groups. He speaks with real authority, and his knowledge and hard work add considerably to SSE's reputation.

Peter Riding continues to maintain our excellent website and is once again preparing our calendar.

Ray Woodcock and his volunteers have rolled out our trailer at various fetes and festivals, and Ray has sold an amazing number of calendars not just from the trailer but from knocking on doors as well.

Denise Williams continues to keep our books balanced and in order from her home way up north in Northumberland.

Sarah runs our campaign office with efficiency and enthusiasm and it is always a pleasure working with her.

Maggie has continued to provide much appreciated hospitality for our committee meetings.

Brian. It is difficult to know what to say about Brian. His grasp of the issues and his presentation of the arguments are outstanding, and we are extremely lucky to have such a powerful campaigner as SSE's Deputy Chairman.

Carol offers invaluable assistance at strategic campaign interventions.

And my thanks to all of you and our membership of both NWEHPA and SSE. Your continued support encourages and allows us to continue to fight for what we all believe in."

5. Treasurer's Report and Approval of Accounts.

Sarah read out the Treasurer's Report for the NWEHPA/SSE Accounts for the year ending 30th September 2017 as prepared by Denise Williams as follows:

INCOME

While membership subscriptions, donations from members, parish councils and societies showed little change, a significant increase in the net proceeds from fundraising activities resulted in a total income for the year of £75,730 against £57,008 in the previous year.

The proceeds from the sale of the SSE Community Calendar account for most of this increase, for which Ray Woodcock should be thanked once more for his tremendous efforts.

The figure for Interest is gross (i.e. including tax, which is shown as a separate item under expenditure at a rate of 20%).

EXPENDITURE

The increase in expenditure was largely due to consultancy fees in respect of departure route changes (£8,140), and STAL's scoping report/43mppa planning application (£20,599), attendance at the 2017 party political conferences, and membership mailouts.

SUMMARY

While Income was up £18,722, Expenditure was also up by £34,290, reducing the surplus for the year to £3,613 (from £19,181).

BALANCE SHEET

The increase in Bank balances (from £213,089 to £228,944) is reduced by campaign expenses owing of £28,815, to produce Net Assets of £200,129 (up from £196,516 the year before).

Peter expressed his gratification that we should have such a robust "war chest" since we will no doubt be having to dig into it the further we progress with resisting MAG's planning application.

Sarah explained that the accounts had already been approved by the NWEHPA Board at their March 2018 meeting but that it was now required that the participants of the AGM adopt them. Since no-one had any questions, Billy Rolfe proposed that the accounts be adopted and Richard Cheetham seconded the motion and the Accounts were duly accepted.

A copy of the Accounts and Bird Luckin's report will be available shortly on the SSE website at: <http://stopstanstedexpansion.com/accounts.html>

6. Election of Officers and the Board.

Irene Jones confirmed that Peter Sanders would be willing to stand again as **Chairman** for a further year. This was proposed by Brian Ross and seconded by Ken McDonald and Peter was duly elected.

Peter Sanders confirmed that Irene Jones would be willing to stand again as **vice-Chair**. This was proposed by Sarah Cousins and seconded by Brian Ross and Irene was duly elected.

Peter Sanders confirmed that Denise Williams would be willing to stand again as **Treasurer**. This was proposed by Richard Cheetham and seconded by Ray Woodcock and Denise was duly elected.

Peter Sanders confirmed that Sarah Cousins would be willing to stand again as Secretary. This was proposed by Billy Rolfe and seconded by Ray Woodcock and Sarah was duly elected.

Peter Sanders suggested that the other members be re-elected en bloc. This was proposed by Ken McDonald and seconded by Richard Cheetham. **NWEHPA Board members** therefore are Jangu Banatvala, Martin Peachey, Maggie Sutton, Brian Ross and Ray Woodcock.

7. Any other business.

- a. Ray Woodcock expressed his concern that Stansted airport is the largest single employer in the region and, should it fail in the future, being heavily reliant upon one airline, it could have a huge detrimental effect upon the local economy and employment. Brian reassured Ray that SSE's submission to UDC points out such concerns. Also, most people at the airport work for the various organisations who operate there: baggage handling companies, retail outlets and caterers, etc. rather than being employed by STAL and the majority of those employees actually live away from the region, only about 18% actually residing in Uttlesford itself.

- b. The Hundred Parishes: An Introduction by Ken McDonald. Ken brought along copies of his new book which will be on sale very soon from outlets to be confirmed. The book and its high quality photos highlight just how beautiful this part of the country really is.

8. Conclusion of the meeting.

Peter closed the meeting, thanking everyone for attending.