

SPOKEN REPRESENTATION BY CLLR ALAN DEAN ON STAL APPLICATION AT EXTRAORDINARY PLANNING COMMITTEE ON 7 NOVEMBER 2018

Colleagues and visitors

I represent Stansted North on this Council. I recognise the benefits to people in my ward of employment at the airport and of local trading with it. Yesterday and today we have heard heart-felt pride from airport people.

But I also represent those who are concerned about negative effects on the local environment, and on the overall wellbeing of residents.

The government wants to see best use made of existing South-east airports. The Council must ensure it knows what best use actually means. That may require scrutinising a potential passenger throughput of something like 55 mppa; not 43 mppa.

This Council has spent the past 32 years that I have been a Member dealing with a salami-sliced, tactical approach to airport growth. Uttlesford has never looked at the long-term potential capacity and its consequences. So, we have had expansion by stealth.

A master plan of what real best use would mean should be demanded. We should all know what that would mean for all roads and railways, our towns, villages, and countryside? We might or might not like what it shows. But we all deserve to know the potential consequences.

Knocking off one year's projected growth, as the applicant has done, to hover just below the 10 mppa uplift threshold of what is really a nationally strategic project, again amounts to looking at yet another slice of that illusive whole salami sausage.

No authority can plan properly in this cloak and dagger way!

Take local roads in Stansted Mountfitchet. What will local congestion and air quality be like with 55 million passengers, a major commercial development on the north side of the runway, plus around 100,000 additional people living within several miles of the airport? It's time now to assess how we - or those who will follow us - would all cope.

Oh, and please don't forget to achieve solutions to the blight of airport passenger fly-parking.

Finally, carbon emissions; the driver of frightening climate change.

Uttlesford needs a quantified verification from HMG of Stansted's compatibility with UK commitments to rapid reductions in carbon emissions. As it seems that Stansted's projected emissions will exceed Central Government assumptions, the Council must have a dialogue with the DfT and others. Your report side-steps this. UDC must think and act locally, but also nationally and globally.

I urge the committee either to defer the application for further evidence to be presented on local and global issues; or simply refuse it as being premature as well as incomplete.

Alan Dean