

**MINUTES OF A JOINT MEETING OF THE MACCLESFIELD BOROUGH COUNCIL
AIRPORT PANEL AND CHESHIRE EAST AIRPORT SUB TASK GROUP HELD IN THE
BOARD ROOM, TOWN HALL, MACCLESFIELD ON 11 NOVEMBER 2008**

PRESENT: Councillor W J Macrae in the Chair.

Councillors	W J Macrae	MBC&CE
	L Gilbert	CE
	R Watson	MBC
	G M Walton	MBC & CE
	D Neilson	MBC&CE
	C Thorley	CE
	S Broadhurst	MBC
	R W Menlove	MBC

Officers Present:	Gareth Roberts	C&NBC
	John Knight	MBC
	Cedric Knipe	MBC
	David Kidd	MBC
	John Twigg	Manchester Airport
	John Bottomley	Manchester Airport

ACTION

APOLOGIES

Apologies for absence were received from Alan Millington.

2 APPOINTMENT OF CHAIRMAN FOR THE MEETING

RESOLVED

That Councillor W J Macrae be appointed as Chairman for the meeting.

Introduction

The Chairman reported that Macclesfield Borough Council had set up an Airport Panel, to advise Cabinet on matters relating to Manchester Airport, which also provided the opportunity for representatives from the Airport to update Members in respect of issues relating to the Airport and its development. The Cheshire East Places Advisory Panel had now set up a SubTask Group to consider these matters.

3 AIRPORT MASTER PLAN BRIEFING

Representatives from Manchester Airport attended the meeting and provided a briefing in respect of the Manchester Airport Master Plan. It was noted that Members of the Macclesfield Borough Council Airport Panel had been provided with copies of the Master Plan documents and Executive Summaries, which could be circulated to the Cheshire East Task Group Members in CD form on request.

The Aviation White Paper 2003 required airports to produce a Master Plan document to inform airport development and other planning documents. This required the industry to meet environmental costs and sustainable growth and required the recognition of environmental responsibilities. In the case of Manchester Airport, Government stated that Manchester was to remain the major airport outside the South East and national policy supported growth to the capacity of two runways. The Airport's vision was to be internationally recognised as a leading 21st century airport, whilst helping to regenerate the North West and make it a better place to live, work and visit; with a commitment to sustainable growth, maximising economic and social benefits and minimising environmental and social harm and to deliver outstanding customer service.

Details of the Airport's long term strategy were reported. The Airport had produced a Master Plan to 2030, which was an integral part of the broader corporate approach and was heavily influenced by sustainable development considerations. The document focused as much on external issues as on site issues. The Master Plan consisted of a series of documents, including a Community Plan, Environment Plan, Ground Transport Plan and Land Use Plan and details were provided to the Group in respect of these documents.

It was noted the Master Plan should be reflected, as appropriate, in Local Development Frameworks, to deliver national policy and would contribute to the statutory planning work of Manchester City and Cheshire East Councils. It would influence other plans and investment programmes. The document would be kept under regular review and the Ground Transport Plan would need to be reviewed following the Greater Manchester Transport Innovation Fund decision. In addition, it was noted that, whilst there had been an increase in heavy rail, more local rail services were going to be reduced and it was considered that the Crewe Gateway was particularly important in this respect and needed to be put onto the regional agenda.

4 SECTION 106 AGREEMENT MONITORING AND NEXT STEPS

Consideration was given to the 14th annual report relating to the monitoring of the Section 106 Agreement between the County Council and Manchester Airport. The Agreement, which dated from 1994, constituted an agreed environmental mitigation package, associated with the development of the second runway. It was noted that the Agreement would run out in 2011, but contained a provision whereby the parties of the Agreement were required to undertake negotiations, with a view to agreement upon alteration of the obligations, so that the existing Agreement was, as far as possible, maintained in scope. Early discussions, towards this end, had commenced with the Airport Company and MBC CCC and the Cheshire East Shadow Council. A detailed account of progress on current obligations was attached as an appendix to the report and a performance table on baseline numerical data was also appended to the report. There had been some preliminary discussions between Macclesfield Borough Council and the Airport as to how this issue should be taken forward and how the areas previously

included in the Section 106 Agreement should be covered. This matter would need to be considered at the Cheshire East Airport Task Group and would need to be included on its Work Programme as a matter of priority. With regard to the timetable for this, it was suggested that a fact finding exercise should take place by March 2009, to include the production of a list of topics for consideration by the Task Group.

CK

5 **LGR - FUTURE ARRANGEMENTS FOR SUPPORT TO THE MANCHESTER AIRPORT CONSULTATIVE COMMITTEE AND ITS SUB GROUPS**

It was noted that, under a longstanding agreement, Cheshire County Council provided the secretarial support to the Manchester Airport Consultative Committee and its Sub Groups. The Committee met quarterly, as did the Airport Users Group and the Technical Advisory Group. The Community Trust Fund was another group directly linked to the Consultative Committee, but support to that group was provided by the Airport. An annual fee was paid by, the Airport Company, to the County Council in respect of this work and appropriate County Council staff were made available to carry out the function. It was noted that the Airport was partly located in the Cheshire East area. Under the Civil Aviation Act 1982, airport operators were under a duty to provide local consultative arrangements, generally through a Consultative Committee mechanism. The Consultative Committee had noted the position at this stage, however, it would be necessary to clarify and confirm the arrangements, which would need to be in place from April 2009 to ensure the continuing support to the Consultative Committee's operations.

There were currently 8 Members appointed to the Committee by the outgoing Councils, namely Cheshire (3), Macclesfield (3), Congleton (1) and Vale Royal (1). From 1 April 2009 alternative arrangements would be needed for representation from the East and West Cheshire Councils. Currently the Committee consisted of 33 Members, including the Chairman, of whom 18 were Local Authority representatives. It was noted that the current option being considered was to replace the outgoing Cheshire Council membership by 6 or 7 Members, including a representative from Warrington and for Cheshire East Council to have three or four seats.

All four of the outgoing Councils had one Member appointed to the Community Trust Fund and alternative arrangements would also be needed for appointments to this body. Discussions took place in respect of the appropriate Community Trust Fund representatives and it was considered that there should be two Cheshire East representatives one of whom may be as long as the substitute could be a Trustee.

With regard to servicing arrangements, it was considered that it would be logical for secretarial support to be provided to the Consultative Committee by the Cheshire East Council, subject to settlement and negotiation on funding arrangements.

6 **DEFRA NOISE ACTION PLAN CONSULTATION**

Consideration was given to a report which set out the Strategic Aviation Special Interest Group's (SASIG) response to the consultation by DEFRA on the guidance for airport operators to provide action plans under the terms of the Environmental Noise Directive. SASIG, in common with a wide range of organisations, had been consulted by DEFRA on the draft guidance for airport operators who were required to produce noise action plans. Responses were required to be submitted by Friday 28 November 2008. Details of SASIG's comments on the consultation were set out in the report.

7 AIRSPACE CHANGE CONSULTATION

A paper had been circulated, which detailed the National Air Traffic Service's consultation on proposals to make changes to the Manchester Control Zone. There had not been enough time to analyse the information, in order to assist the Cheshire East Council in its response to the consultation and it was suggested that views be sought from the Airport representatives present at the meeting.

It was noted that the changes related mainly to airspace for light (General Aviation) aircraft to allow easier flow around airport airspace. Some of the impacts would be to reduce light aircraft over Warrington. The consultation ended in January 2009 and NATS were seeking views from local authorities, amenity groups and aviation groups. It was considered that the main commercial activity of Manchester Airport would not be affected.

Cheshire East Council had not originally been a consultee, but this had now been rectified. It was suggested that Congleton Borough Council and the Peak Park should also have been consultees.

8 SASIG UPDATE

An update was not given at the meeting, however the Chairman undertook to circulate the SASIG papers to Members, highlighting the main issues discussed.

It was considered, by Members, that the Cheshire East Authority should be represented on SASIG and there would need to be budget provision for this.

9 TASK GROUP VISIT TO MANCHESTER AIRPORT

It was noted that a visit to the Airport would form part of the fact finding exercise in respect of the replacements for the Section 106 Agreement and would, therefore, need to take place before March 2009. The visit would be primarily for the Cheshire East Task Group Members, but other invitees could be considered. The date would be agreed and circulated.

CK/JK/JN

10 DATES FOR FUTURE MEETINGS

To be agreed and circulated.

CK/JK/JN

The meeting terminated 10.50am.