

# LONDON BOROUGH OF BROMLEY

## MINUTES

of the proceedings of the Special Meeting of the  
Council of the Borough  
held at 7.00 pm on 21 March 2011

Present:

**The Worshipful the Mayor  
Councillor George Taylor**

**The Deputy Mayor  
Councillor Ruth Bennett**

### Councillors

Reg Adams	Peter Fortune	Russell Mellor
Graham Arthur	John Getgood	Alexa Michael
Douglas Auld	Julian Grainger	Nick Milner
Kathy Bance	Ellie Harmer	Peter Morgan
Jane Beckley	Will Harmer	Ernest Noad
Julian Benington	David Hastings	Gordon Norrie
Nicholas Bennett J.P.	Brian Humphrys	Tony Owen
Eric Bosshard	Samaris Huntington-	Ian F. Payne
Katy Boughey	Thresher	Sarah Phillips
Lydia Buttinger	William Huntington-	Neil Reddin
John Canvin	Thresher	Richard Scoates
Stephen Carr	John Ince	Colin Smith
Roger Charsley	Russell Jackson	Diane Smith
Peter Dean	Charles Joel	Tim Stevens
Judi Ellis	Kate Lymer	Harry Stranger
Robert Evans	Paul Lynch	Michael Tickner
Roxy Fawthrop	Diana MacMull	Michael Turner
Simon Fawthrop	Mrs Anne Manning	Stephen Wells
Peter Fookes	David McBride	

The meeting was opened with prayers

In the Chair  
The Mayor  
Councillor George Taylor

## 56 APOLOGIES

Apologies for absence were received from Councillors Tom Papworth, Catherine Rideout, Charles Rideout and Pauline Tunnicliffe.

**57            DECLARATIONS OF INTEREST**

Councillors Benington, Bossard, Evans, Joel and Scoates all declared interests as they lived under one of the flight paths for Biggin Hill Airport.

**58            ORAL QUESTIONS BY MEMBERS**

The Mayor announced that he would take Members questions first.

The Oral and Written Questions are attached as Appendices A and B.

**59            ORAL QUESTIONS BY MEMBERS OF THE PUBLIC**

The Mayor advised that in view of the public interest he would be taking all the oral public questions that had been received in order of priority. He advised that in respect of this debate that the proceedings should be followed correctly and reminded everyone that supplementary questions should be questions and that he would not allow statements to be read out.

The Oral and Written Questions are attached as Appendices C and D.

**60            BIGGIN HILL AIRPORT OLYMPIC PROPOSALS**

The Mayor emphasised that this was a special meeting of Council called to discuss this one item only and that was the application by Biggin Hill Airport Limited to vary the lease with the Council on two aspects during the period of the 2012 Olympics and Paralympics from 13<sup>th</sup> July to 23<sup>rd</sup> September 2012. The Airport wished to secure additional flights and business expected to be generated by the Olympics and specifically requested a temporary relaxation of the user clause to permit fare paying passengers and an extension to the operating hours of the airport for that period. For legal reasons the Council would not be making the final decision that would be made by the Executive who would meet immediately following the close of the Council Meeting. The Executive wished to hear the views expressed by members and any recommendations from the Council beforehand to inform its decision later on.

The Mayor highlighted the position in respect of members of the Executive who were present to listen to the debate. He advised that they could speak at the meeting but that it would be appropriate for them to consider refraining from voting or supporting any recommendations during the Council discussion, although it was a matter for the individual member to decide for themselves.

The Mayor asked the Leader of the Council and Chairman of the Executive, Councillor Stephen Carr, if he wished to speak before opening up the debate.

Councillor Carr said that he would listen closely to the views of the Council before concluding his own position. He added that the Council had received a single application from BHAL and he would advise the Executive and

members that it should be treated as such by either supporting or opposing the application as a whole. He outlined the two distinct parts of the Lease as detailed in the report to the Executive that BHAL were requesting temporary amendment of. Councillor Carr further referred to the issues around setting any precedent as described in the officer report that should be borne in mind whilst deliberating on the application. He emphasised that the Council decision needed to be taken in its capacity as both a local authority as well as a Landlord.

Members debated the proposals as put forward by Biggin Hill Airport with the aim of informing the Executive of the overriding views of the Council which could be taken into consideration at its meeting later that evening.

The following Motion was moved by Councillor Simon Fawthrop and seconded by Councillor Tony Owen:-

“This Council recommends that the Executive rejects the Biggin Hill Olympic Airport proposals on one or more of the following grounds:-

- 1) The proposals are not consistent with the lease and the High Court judgement A3/2000/3691 CHANF Court of Appeal (Civil Division 11 July 2001 - 2001 WL 753350 in that the application is not for Business Aviation.
- 2) The impact of such a proposal would be detrimental to Bromley residents and particularly those that live under the Biggin Hill Airport flight paths.
- 3) There is negligible financial benefit to the Bromley residents (Council Tax payers) which would outweigh the detrimental effect on the quality of life of residents under the flight path and be outweighed by any costs that Bromley Council would need to expend to monitor the proposed variation.
- 4) Biggin Airport Ltd is not proposing to finance and allow independent monitoring of flights to ensure that only those with valid tickets or passes are additional passengers travelling to the airport, neither before, during or after the Olympic and Paralympic Games.
- 5) Biggin Hill Airport Ltd has not agreed to indemnify Bromley Council against any additional costs, e.g. such as immigration and asylum, costs which may fall on the Bromley Council Tax payer if there is a move away from Business Aviation.
- 6) The Council believe that both London City Airport and Southend Airport are closer to the Olympic site and better placed to serve travellers to the Olympic Games.
- 7) There are insufficient ground based transport links at Biggin Hill Airport to properly serve as a link to the Olympic Site, particularly when compared to alternative airports.
- 8) The existing lease is not restrictive of business aviation or air taxi services (flights) which BHAL may wish to carry out for the purposes of the Olympic Games.”

*Council*  
*21 March 2011*

Councillor Fawthrop subsequently accepted a suggested amendment to the wording of paragraph (6) above to read:

'6) The Council believe that both London City Airport and Southend Airport are *better sited* for the Olympics and better placed to serve travellers to the Olympic Games.'

**The amended Motion was put to the vote and was CARRIED.**

Voting on this matter was recorded as follows:

For the Motion:

Councillors Adams, Auld, Ruth Bennett, Bossard, Boughey, Buttinger, Charsley, Ellis, Evans, Ruth Fawthrop, Simon Fawthrop, Fortune, Grainger, Harmer, Hastings, Samaris Huntington-Thresher, William Huntington-Thresher, Ince, Jackson, Joel, Lymer, Lynch, MacMull, Mrs Manning, McBride, Mellor, Michael, Milner, Norrie, Owen, Payne, Phillips, Scoates, Diane Smith, Stevens, Stranger and Wells (37).

Against the Motion:

Councillors Bance, Beckley, Canvin, Dean, Fookes, Getgood, Tickner and Turner (8).

Abstaining from Voting:

The Mayor, Councillors Arthur, Benington, Nicholas Bennett JP, Carr, Harmer, Morgan, Noad, Reddin and Colin Smith (10).

(Councillor Humphrys was absent from the Chamber)

Mayor

The Meeting ended at 9.30 pm

# Minute Annex

Appendix A

## MEETING

21<sup>st</sup> MARCH 2011

### ORAL QUESTIONS BY MEMBERS OF THE COUNCIL

#### 1. From Councillor Tim Stevens of the Leader of the Council

Could the Leader please tell me by ward how many e-mails/letters were in support or against re the recent consultation on the Olympic proposals by Biggin Hill Airport?

#### **Reply:**

The Leader advised that where addresses had been provided, the areas were recorded. A copy of the analysis had been circulated at the meeting (appended to these minutes).

*Councillor Stevens indicated that he had no supplementary question. However he did want to hand in a petition on the subject but was advised by the Mayor that this was not procedurally correct and that it should be dealt with outside of this meeting. There were new rules covering petitions which the Council adopted last year.*

#### 2. From Councillor Simon Fawthrop of the Leader of the Council

- 1) What is the largest airplane that
  - a) can physically land at Biggin Hill Airport by Volume?
  - b) is allowed to land at Biggin Hill Airport under the terms of the lease by volume?

#### **Reply:**

Councillor Carr responded that the size of planes that could use the airport was limited by the length of the runway and the ability of the plane to take off in that distance. A Boeing 757 could, in theory, operate from the airport, but only for a short distance flight as the runway was not long enough for it to take off with full fuel tanks. A 737 or Airbus 319 could also operate from the airport. However, BHAL had indicated that they would not take planes of that size over the Olympic period because they took up too much parking space and restricted other uses of the airport.

There was no restriction on plane size in the current Lease.

### **Supplementary Question:**

Councillor Fawthrop asked if the Leader would agree with him that when looking at the various planes using Biggin Hill Airport we should aim to minimise the risk to residents of the Borough of extra large aircraft.

### **Reply:**

Councillor Carr replied that the safety and well being of residents obviously came top of our priorities whether in connection with the Airport or any thing else. He was not personally convinced that the size of the aircraft was an issue but rather the environmental impact and noise would be the areas that were potentially more damaging to the welfare of residents. However, he did take the point around infrastructure and that if larger planes with more passengers were used in the future there would be further implications although that was not permissible under the current terms.

### **3. From Councillor Nicholas Bennett JP of the Leader of the Council**

How many of the 2107 responses to the consultation on the application by BHAL were identically worded or on pro forma cards?

### **Reply:**

Councillor Carr advised that of the total 2192 responses eventually received, 694 responses used one of a series of standard letters or alternatively, a standard paragraph was used with the same wording, contained within a wider letter.

*Councillor Bennett did not have a supplementary question.*

### **4. From Councillor Simon Fawthrop of the Leader of the Council**

What is the frequency of public transport service at Biggin Hill Airport at the following times

- (i) between 6.30am and 7.30am on a weekday morning
- (ii) after 9.00pm on a week day
- (iii) before 9.00am on a weekend
- (iv) after 8.00pm on a weekend

### **Reply:**

Councillor Carr replied that the main bus route was the 320; the 246 bus followed a round about and longer route to Bromley via Keston and Hayes. The 320 ran every 12 minutes on weekdays and Saturdays and 20 minutes in the evenings and Sundays.

**Supplementary Question:**

Councillor Fawthrop asked whether the Leader agreed that the level of service provided by public transport was inconsistent with an Airport that had aspirations to be used for the Olympics.

**Reply:**

Councillor Carr did not agree entirely with the comment or that it was an issue. However he felt that should there be more passengers using public transport then it would require the service to be upgraded.

**5. From Councillor Simon Fawthrop of the Leader of the Council**

3) What is the quickest journey time from Biggin Hill Airport to Bromley South railway station?

**Reply:**

Councillor Carr responded that it would depend on who was driving but it was probably reasonable to say about 20-25 minutes journey time.

**Supplementary Question:**

Councillor Fawthrop asked whether the Leader agreed with him that public transport journey times from Southend Airport and London City Airport to the nearest railway underground stations were much more attractive to visitors to the Olympic Games than Biggin Hill.

**Reply:**

Councillor Carr replied that it may have certain attractions. He could only speak personally having travelled to and from Stansted Airport, for example into the city, which was a route he would not want to use. He considered that as the City Airport was on the fringes of the Olympic Village and although not familiar with the modes of transport into the Olympics Games he felt it would be an easier route.

**Reply to Question 1**

**Consultation analysis re Biggin Hill Airport Limited proposals**

Responses by area and whether in favour of proposals.

<b>AREA</b>	<b>No</b>	<b>Yes</b>	<b>Total</b>
Beckenham	9	2	11
Bickley	2	1	3
Biggin Hill	131	43	174
Bromley	41	6	47
Chelsfield	13	0	13
Chislehurst	200	3	203
Cudham	82	1	83
Downe	34	1	35
Eltham	1	0	1
Epsom	0	1	1
Farnborough	203	2	205
Halstead	6	0	6
Hayes	75	5	80
Keston	148	1	149
Knockholt	82	0	82
Locksbottom	18	0	18
Mottingham	2	0	2
Orpington	548	7	555
Petts Wood	176	4	180
Sevenoaks	10	0	10
Sidcup	4	0	4
St Paul's Cray	1	0	1
Surrey	8	2	10
Tatsfield	2	0	2
Warlingham	4	0	4
West Wickham	30	0	30
Westerham	35	2	37
Anonymous	216	30	246
<b>TOTAL</b>	<b>2081</b>	<b>111</b>	<b>2192</b>

**COUNCIL MEETING****21<sup>st</sup> MARCH 2011****WRITTEN QUESTIONS BY MEMBERS OF THE COUNCIL****From Councillor Simon Fawthrop of the Leader of the Council**

1) What Covenants apply to the land at Biggin Hill other than those contained within the Lease between Bromley Council and BHAL?

**Reply:**

The freehold title contains a number of covenants that have been imposed on various parts of the airport site in the past. All that exist bind BHAL as lessee insofar as they are relevant to their occupation. None directly affect the operation of the airport or have any bearing on this request by BHAL. Very briefly, the covenant covers the following areas:

- Covenants relating to the construction of permanent buildings on part of the airport;
- Covenants relating to boundaries, advertising hoardings, excavations and the value of dwelling houses;
- Covenants not to build on a certain area of the site and protecting the line of a gas main;
- Covenants relating to the use of an area near the West Camp; the maintenance of boundary fencing; and restricting the use of part of the site to airport use;
- Covenants protecting the line of electricity cabling;

(The Council's title is registered and copies of the title can be obtained from the Land Registry at a small fee).

2) Can a table please be provided showing the following information about BHAL:-

<b>Year</b>	<b>Turnover Reported to Companies House</b>	<b>Profit reported to Companies House</b>	<b>Audited Turnover Certificate presented to Bromley Council</b>	<b>Amount paid to Bromley Council as Turnover Rent, as specified in first Schedule paragraph 3 of the lease</b>	<b>Audited Net Profit Certificate presented to Bromley Council</b>	<b>Amount paid to Bromley Council as Net Profit Rent, as specified in first Schedule, part 2 paragraph 3 of the lease</b>
2000						
2001						
2002						

2003						
2004						
2005						
2006						
2007						
2008						
2009						
2010						

Where the information is not available please specify not available.

**Reply:**

Year	Reported to Companies House		Audited Turnover		Audited Net Profit	
	(Gross) Turnover £000	(Net) Profit (after tax) £000	Certificate presented to LBB £000	Turnover rent paid (1st schedule para 3 of lease) £000	Certificate presented to LBB £000	Net profit rent paid (1st schedule, Part 2, para 3 of lease) £000
1999/00	3,454	57	2,502	16	168	0
2000/01	4,005	-103	2,761	22	21	0
2001/02	4,326	87	2,915	26	227	0
2002/03	4,624	197	3,036	28	340	0
2003/04	4,638	105	2,934	23	250	0
2004/05	5,438	201	3,279	32	376	0
2005/06	6,892	243	3,782	45	496	0
2006/07	7,550	229	4,426	61	483	0
2007/08	9,971	406	5,928	103	791	0
2008/09	11,009	302	5,992	107	586	0
2009/10	8,828	250	5,476	86	515	0

3) In accordance with the 3rd Schedule can the following information be provided.

Part (e) a list of the Council's approved noise criteria.

**Reply:**

The Operating Criteria for the Airport are contained in the 3<sup>rd</sup> Schedule of the Lease. In clause (e) of that schedule the lessee has to limit aircraft using the airport to those complying with the Council's approved noise criteria for the airport as detailed in that clause. Clause (f) of that schedule states that the Council will not permit any movements by aircraft which the Council has prescribed as being excessively noisy having regard to measured noise data tests undertaken by the Council's Chief Environmental Health Officer, operating experience, representations received from persons living in the area or surrounding the airport, the users of the airport and the views of Biggin Hill Airport Consultative Committee.

In answer to part of this query we can reproduce Clause (e) of the 3<sup>rd</sup> Schedule although I believe Councillor Simon Fawthrop has a copy of the Biggin Hill Airport lease.

Part (f) a list of aircraft prescribed by the Council as being excessively noisy.

**Reply:**

There is no list of aircraft which are excessively noisy. The operating agreement works the other way round in prescribing only those aircraft that meet the noise criteria as permitted to use the airport. Based on the Criteria, the Airport has produced a list of aircraft which are Approved but the requirement on them to keep this up-to-date is unclear and there is no specified time period for revisions. Consequently, the list as last notified to the Council may be over twenty years old. Even at the time of production it would have been incomplete as it included only those aircraft which were known to use the airport, and was never intended as a comprehensive list of every aircraft in service which would be permitted to. Compliance with the Criteria is self-regulating on the part of the airport as in many cases it is not the make/model of the aircraft which determines compliance, but rather subsequent modification, engine replacement or the fitting of "hush kits"; information which would only be available from the aircraft's individual Certification documents.

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## COUNCIL MEETING

21<sup>st</sup> MARCH 2011ORAL PUBLIC QUESTIONS FOR REPLY BY  
THE LEADER OF THE COUNCIL

## 1) Question for oral reply from Dr Harry J Ivey

The Permitted User Clause of the Airport Lease specifically prohibits use of Biggin Hill Airport by individual fare-paying passengers. Will you now confirm that Bromley Council is under no obligation to permit such passengers – whether temporarily for the Olympics or more permanently for any further proposals concerning ‘wider variations’?

**Reply:**

The Leader replied that he could confirm this. The position in relation to the user clause was explained in paragraph 3.4 (under the heading ‘the user clause’) of the report to be considered by the Executive. He also drew attention to paragraph 3.1 of the report which stated that permitted uses included business aviation as defined by the Court of Appeal which allows hired air taxis.

**Supplementary Question:**

Dr Ivey stated that the new Manager of Biggin Hill Airport Ltd, Jennifer Monro, had written to all Bromley Councillors earlier this month about the Airport’s Olympic proposals. He referred to Ms Monro’s Question 11 (and quoted from it) and asked would the Council also confirm for the public to hear that in her letter she had said that the proposals were ‘not the thin end of the wedge’ but then said ‘the Airport will at some point want to review opening hours on a more permanent basis’. He asked in the light of this if the Council would now confirm that another request may be made by the Airport for permanent change.

***The Mayor interjected and said that this was not a question but a statement and he had already asked Councillors and members of the public to refrain from making statements. He then asked whether Councillor Carr wanted to respond to it.***

**Reply:**

Councillor Carr felt it was clearly a question for the Airport as to what they might want to do in the future. So far as the Council’s position was concerned he felt the best way was to deal with it on a case by case basis.

## **2) Question for oral reply from Mr Nicholas Voisey**

As an ex-pilot, I am concerned at the mixture of aircraft operating at Biggin Hill. This is difficult to manage and makes it a very dangerous airport. What assurances can you give that increasing the hours of operation and mix of aircraft will not increase the danger to the population?

### **Reply:**

The Leader replied that the Council was not in a position to give assurances on such matters. BHAL were required to maintain the operating licence of the airport as a term of the lease; this licence was issued by the CAA who were responsible for overseeing air safety issues in the UK.

### **Supplementary Question:**

Mr Voisey referred to the safety of the public and asked about security arrangements. He referred to a record of theft from aircraft and the ease of entry to the airport perimeter and asked what measures would be taken and what assurances could be given that Biggin Hill Airport would not become the terrorist's Airport of choice for the Olympics.

### **Reply:**

Councillor Carr commented that such remarks and other similar references he had heard over the period of the consultation were he felt scaremongering. However, he did take seriously the safety and security of all residents in the Bromley. It was the responsibility of all Council members along with the Police to secure the safety and well being of all residents and that would be a first priority at all times.

## **3) Question for oral reply from Mr Colin Cadman**

Could the Council please inform the meeting how it monitors, on a day to day basis, Biggin Hill Airport's adherence to all the Operating Criteria as set out in the Lease between the Council and the Airport?

### **Reply:**

The Leader responded that the Council had neither the expertise nor the manpower to monitor compliance on a day to day basis. BHAL were bound by the terms of the lease and, having granted them a long lease, it was not appropriate for the Council to attempt to micromanage the operation of the airport. However, when questions of any breach of the lease terms were raised the Council always investigated as appropriate.

### **Supplementary Question:**

Mr Cadman said that London City Airport and Newham Council had always cooperated over monitoring. It was reported that Biggin Hill Airport had not

allowed the Council to install monitoring equipment for security reasons. What security reason did BHAL have that London City do not have and would the Council continue to fail to monitor the airport (referring to ground running).

**Reply:**

Councillor Carr said that he was not sure he could satisfy the questioner on this matter. He had at all times where appropriate sought to try and resolve this issue so far as monitoring was concerned. As a Council we would look to rectify the situation and this was an issue that needed consideration but he did not think it related directly to the discussions at this meeting. As with any organisation the Council would try and ensure there were no breaches of the terms and conditions.

**4) Question for oral reply from Mr Michael Latham (on behalf of the Directors and Committee of Farnborough Park Estate)**

Will you acknowledge that the Chief Executive of the Princess Royal University Hospital Trust wrote to you on 22.09.04 and 3.03.05 seeking an assurance that the present lease and its content and operating hours will not be amended or extended as the patient care environment would be seriously affected?

**Reply:**

The Leader confirmed that the then Chief Executive of the Princess Royal University Hospital wrote to the Council seeking the assurances referred to.

**Supplementary Question:**

*Mr Latham began reading his supplementary question related to the Hospital and the disturbance to patients and Doctors as the flight path passed over the building. The Mayor repeatedly requested him to ask his question as opposed to making a statement and subsequently as it was taking more time asked Mr Latham to stop or he would have to leave the meeting. The Mayor then outlined the procedure in the Constitution which provided for members of the public to ask a question and were then allowed one supplementary question. It did not provide for the making of statements by questioners and he would not allow that to happen. The Mayor said he would move to the next questioner.*

**5) Question for oral reply from Mr Tony Trinick**

The Council Officers report to the Executive confirms that the 'Financial Implications' are impossible to assess. But have the Officers evaluated the extra cost to the borough for policing and paying for the costs associated with the entry of illegal asylum seekers as part of this proposal?

**Reply:**

The Leader replied that he suspected that Mr Trinick knew the answer to the question which was that the Council was not able to assess the likelihood of there being any illegal asylum seekers as a result of any alteration to the airport lease terms; nor was it able to make any assessment of the cost of policing or otherwise dealing with such matters.

**Supplementary Question:**

Mr Trinick said that the Executive report was not able to quantify neither the financial benefits nor the losses to the Borough from the proposal; nor give reassurances of additional permanent jobs to be created. Given that the temporary change to the lease could at a later date be construed as a precedent he asked why as reported the Leader supported this proposal?

**Reply:**

Councillor Carr referred to the first part of Mr Trinick's question and agreed that he was quite right that all these matters needed to be taken into account by the Council and the Executive as part of their deliberations. So far as the second part of the question was concerned he could categorically say that he had never in public either supported or opposed this application. Where ever Mr Trinick had got that information from it was wrong and the Leader found it offensive as it was untrue.

*Mr Trinick wanted to reply but was advised by the Mayor that this was not permitted.*

**6) Question for oral reply from Mr Ray Watson**

Will the Council acknowledge that Biggin Hill Airport (BHA) already enjoys far superior operating conditions than London City Airport (LCA) – for example, LCA shuts down 24 hours every winter weekend and 26 hours every summer weekend while BHA remains open?

**Reply:**

The Leader advised that the Council did not have a stated position on this. The operating hours of London City Airport were a matter for the operators and owners of that airport. The Council was bound by the terms of the lease of Biggin Hill airport and must act accordingly within those limitations.

**Supplementary Question:**

Mr Watson asked if the Council would further acknowledge that Biggin Hill airport's advantages did not stop there helicopters, single engine aircraft and recreation flights were all banded at London City but permitted at Biggin Hill.

**Reply:**

Councillor Carr responded that he was not sure that it was a question of benefiting or otherwise. It was simply a matter of the terms and conditions of the current lease and that the matter would be dealt with within those parameters.

**7) Question for oral reply from Mr Chris Cadzow, Chairman of Cudham Residents Association**

Will the Council now confirm that 95% of local residents and 85% of Residents' Associations and other local groups responding to the consultation, are against the Airport's Olympic proposals, with 4 of the 5 groups in favour also being aviation-related and based at the airport?"

**Reply:**

The Leader replied that on the basis of a total of 2192 responses, almost 95% of responders did not support the BHAL proposal and with a total of 37 groups responding, just about 80% of these groups were also against the proposal. The updated report confirmed that aviation businesses were in favour of the proposal.

**Supplementary Question:**

Mr Cadzow asked whether the Council would confirm that the more than 2000 responses to the consultations was a very strong measure of the serious concern felt by local residents and was remarkable given the indecently short time made available by the Council to respond.

**Reply:**

Councillor Carr thought it was a significant response but did not accept that it had been an indecently short time to reply to the consultation.

**8) Question for oral reply from Mr Hugh Bunce**

In creating an announcement of the airport's proposals to commence the consultation process, how has Bromley Council decided to pinpoint the most important features of the scheme?

**Reply:**

The Leader replied that we didn't the Council asked for comments and feedback and gave an open-ended opportunity based on the exact wording and information supplied by Biggin Hill Airport. Respondents could then see the proposals in full as they were presented to the Council.

**Supplementary Question:**

Mr Bunce said that he wanted to focus on the Hospital which had already been referred to – if it was so important, serving 300,000 people in this area, why did the Council not send details of the application to the South London Health Care NH Trust? Was this deliberate to avoid further opposition or did you just forget?

**Reply:**

Councillor Carr said the cynic might reverse the question and ask why the Trust built the hospital under the flight path originally. The Council had not taken any action to prevent any consultation with any party or any body. The Leader said he had recently been trying to contact the Hospital Trust to get a more formal view from them but had been unable to substantiate that. He considered it unfair to criticise the Council or suspect any kind of foul play.

**9) Question for oral reply from Jennifer Munro, Managing Director, Biggin Hill Airport**

We understand that Councillors will want to make a balanced decision, weighing up the advantages and disadvantages of this proposal to all members of the Bromley community, and that they will wish to take account of the economic contribution which Airport businesses make to the local community. Will the members be supporting our bid to create an estimated 75 additional jobs in the area, which is closely aligned to Mayor Boris Johnson's visions for jobs for London?

**Reply:**

The Leader said that was a correct observation, the Council would be seeking to make a balanced decision weighing up the advantages and disadvantages of the proposal. The Airport was an important and a valued contributor to the Borough's economy and, where appropriate, the Council would of course seek to support investment and job creation at the Airport. The Council's decision on whether or not to support the Olympic proposals would be taken by the Executive Committee following the debate at Full Council and subsequent debate at the Executive Committee meeting this evening.

**Supplementary Question:**

Ms Munro asked whether the officers and members had had sight of the study presented to the Council in August 2010 which showed the Airport generated 1060 jobs locally and 1310 jobs across London.

**Reply:**

Councillor Carr replied that he could not speak for all Councillors but he personally had seen it.

**10) Question for oral reply from Jennifer Munro, Managing Director, Biggin Hill Airport**

If the broad principles of the changes being discussed today are acceptable, could we work in conjunction with the Council to agree a set of parameters which would mitigate any remaining concerns about the acceptance of fare paying passengers, for the duration of the Games?

**Reply:**

The Leader replied that subject to the decision of Members, the Council would of course meet with the Airport to discuss the Council's response including any concerns we may have.

*Ms Munro did not have a supplementary question.*

**11) Question for oral reply from Jennifer Munro, Managing Director, Biggin Hill Airport**

Are councillors and officers satisfied that agreeing to the changes being put forward today can be viewed as a one-off, short term proposal driven by a genuine desire for the airport, its employees and tenants to benefit from this once-in-a-lifetime event of the Olympic Games for London?

**Reply:**

The Leader responded that the report made it clear that any decision made would, by itself, not set a precedent in determining how the Council would have to decide any future requests to vary the lease. It would be a decision on a specific one-off, short-term request, relating to a rare and unlikely to be repeated situation. If a future request were made to extend the hours or alter the use at the airport, Members would be able to consider and determine that request on its own merits at that time and would not be obliged to make the same decision as they make in this case. However, if consent were granted to this request and the extended hours then went ahead without any problems or serious complaints from residents, Members would need to be able to fully justify a refusal to a future request to extend the hours of the airport.

Councillor Carr said if he might ask a question in return - can you confirm that if your "one-off" proposal was agreed, BHAL would not come back to the Council requesting a permanent change of hours in the foreseeable future?

***The Mayor advised that Ms Munro did not have to answer that question and could go on to her supplementary question.***

**Reply from Ms Munro**

Ms Munro stated that it was clear that what we were discussing this evening was a one off request for the period of the Olympic Games which was a one off event for London. The Airport wanted to support this as much as they wanted to support the local Borough and show case our Airport and our

Borough in this important event for everyone. Any future requests to look at the operating hours or any other conditions would be in made isolation through the proper procedures.

**Supplementary Question:**

Ms Munro asked if the officers and Councillors had had sight of the documentation issued by her Office last week which clearly stated that this was a one off temporary application and distinct from any other or future applications which would be considered on their own merits.

**Reply:**

Councillor Carr responded to the first point and suggested Ms Munro might consider a future career in politics.

In reply to her question the Leader advised that he could only speak for himself and that he had seen the documentation and he knew it had been circulated to all members.

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**COUNCIL MEETING**

**21<sup>st</sup> March 2011**

**PUBLIC WRITTEN QUESTION**

**1) Question for written reply from Mr Barry Hall**

Since the extra 683 Olympics flights, as forecast by BHAL in the Government Report, were based on the existing Lease-permitted Operating Hours, will the Council confirm that the Airport is already able to participate in this Olympics-forecast air traffic fully within the Lease-Permitted Operating Hours?

**Reply:**

The fact that BHAL have the capacity to operate additional flights within their existing hours is made in the report to the Executive for this meeting. The Council does not however know if the restriction on hours at the beginning and end of each day may affect the ability of the airport to host long distance flights.

**2) Question for written reply from Mr Douglas Pope, Chairman Farnborough Park Estate Ltd.**

As confirmed by Government to a local resident and subsequently notified to all 60 Bromley Councillors, when considering the Airports Olympic Proposals will the Council now take fully into account the fact that the Governmental Report by Atkins neither assumed nor considered any extension of existing operating hours at the Airport?

**Reply:**

The Council is considering the request made by its lessee to amend the lease: it is not bound by any considerations in the Atkins report.

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