



Planning Application by BAA for Full Use of the Stansted Runway

Presentation to Uttlesford District Council
Development Control Committee

Introduction – Brian Ross

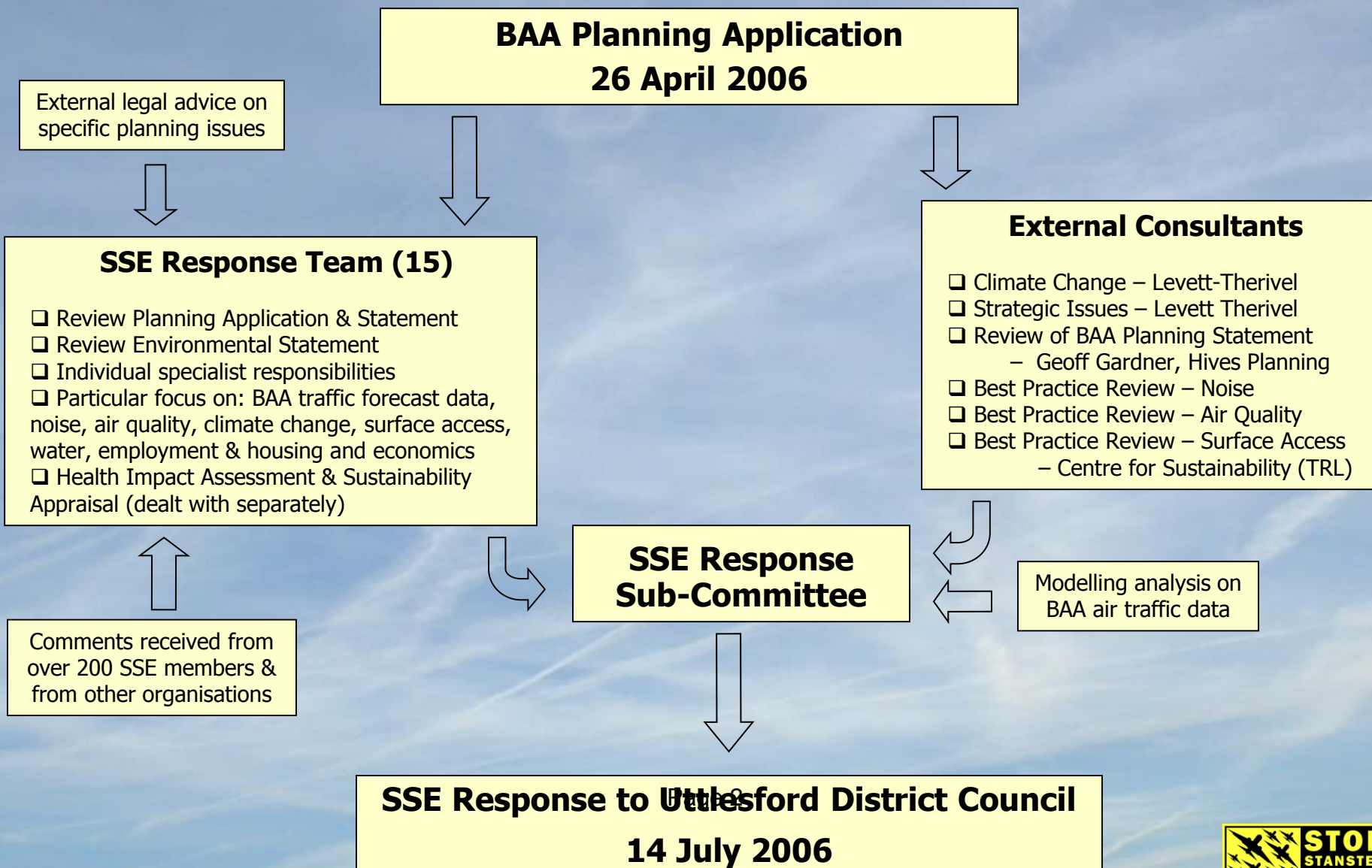
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Stop Stansted Expansion - July 2006





Preparation of SSE Response





Today's Presentation

- **Introduction & BAA Forecasts** – Brian Ross
- **Surface Access Strategy** – Ken McDonald
- **Noise Impacts** – Chris Bennett
- **Climate Change** – Carol Barbone
- **Economics, Employment & Housing** – Brian Ross
- **Close/Questions**



Introduction

- **BAA planning application is in conflict with many aspects of national/regional/local planning policy**
- **Environmental Statement is unreliable/inadequate. Omits key information including input data used to support its many dubious assertions/assumptions**
- **Even on the basis of the information we presently have available, the impacts are wholly unacceptable**
- **If BAA provides the information it has so far avoided providing – the reasons for refusing this application become even more apparent**



Introduction cont'd

Information shortcomings largely arise as a result of BAA's disregard for much of Council's Scoping Opinion

- **No overall masterplan – material omission**
- **Key projections only to 2014 but RSS planning horizon = 2021 and ATWP horizon = 2030**
- **No quality of life assessment**
- **BAA's refusal to quantify carbon emissions impact**

BAA's assessment of the environmental impacts is superficial - gilding the lily and hiding the skeletons



Introduction cont'd

BAA has manipulated data to suit its arguments, including misquoting official sources (simple errors?) and has hidden 'unhelpful' data. Examples:

- Projected increase in foreign visitors overstated x2
- Surface access mode shares manipulated – even baseline data is not in line with official CAA stats (2004 PT = 40.2%, not 37.5%)
- Baseline water use (2004) = 1.69 MLD but already 1.95 MLD
- ATM baseline for 2004 uses unrealistic cargo and PATM assumptions
- MPPA projections for 2014 use unrealistically low PATM assumptions
- Stansted jobs profile lacks credibility and outdated data used for critical employment supply side projections



Introduction cont'd

BAA overstates its 25mppa baseline and understates projections beyond that so as to minimise difference between the two.

Presents impacts as 'one extra cornflake for breakfast' but don't lose sight of real impacts of:

- Extra 80,000 ATMs a year compared to now ¹**
- Potential capacity to handle 40mppa in 2014; 45mppa in 2021 and 50mppa in 2030**

BAA has a poor track record on forecasting – just refer back to data provided for last planning application

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¹ *264,000 ATMs applied for vs 183,629 ATMs in 12 months to 31 May 2006*

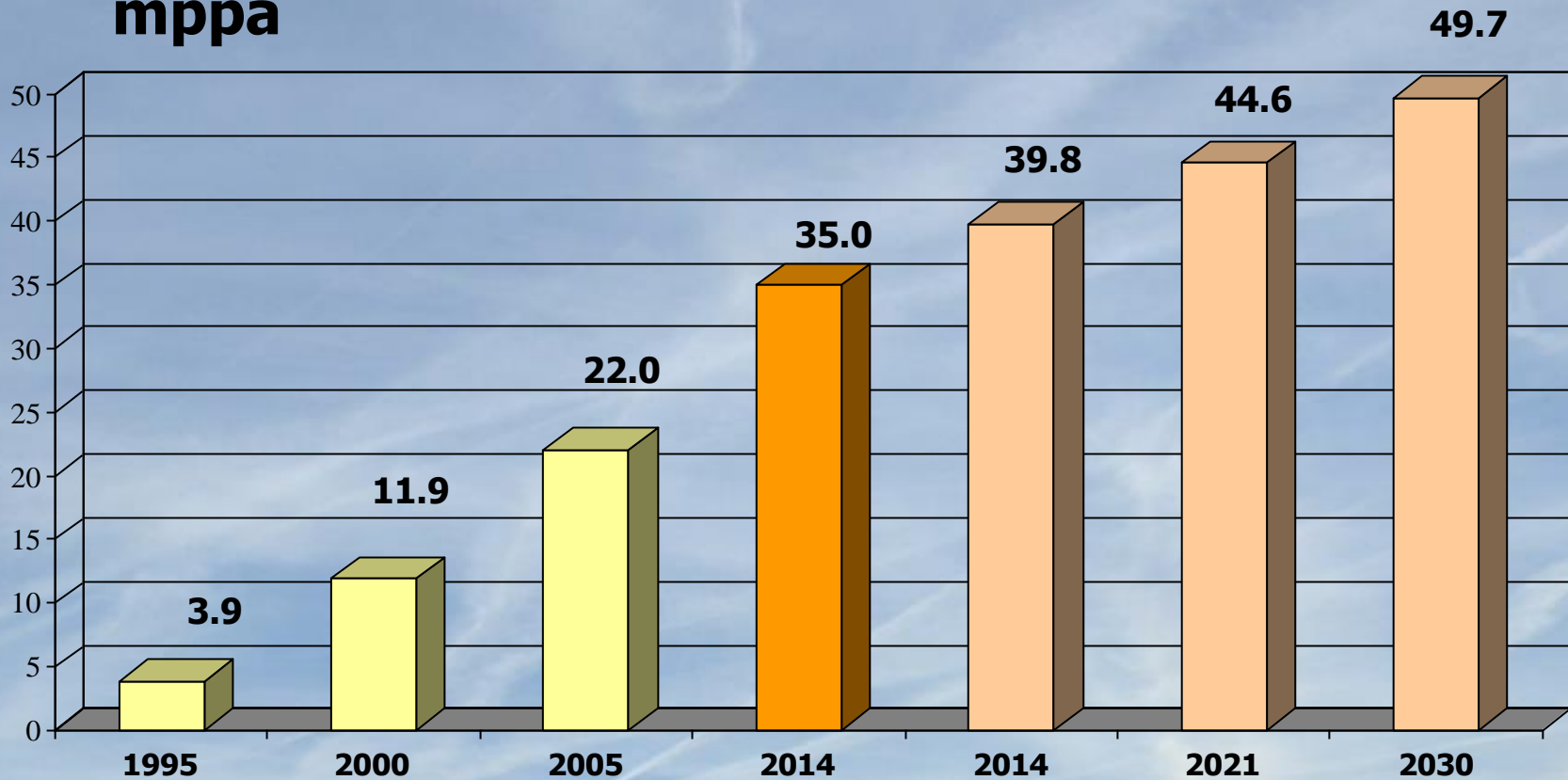




Expansion Potential

If this planning application were to be approved

mppa



Note: BAA sensitivity test for 2014 = 37.5mppa

-  = Actual
-  = BAA Projection
-  = SSE Projections (capacity of R1)





Surface Access Impacts

Ken McDonald
Stop Stansted Expansion

Grinding to a Halt

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Surface Access

Background:

- **Stansted v Heathrow**
- **History of under-estimate**
- **Not the only development to be considered**
- **Policy to reduce the need to travel, especially by car**



Surface Access

Environmental Statement inadequate and unreliable:

- **One slice only – worst-case 25mppa to best-case 35mppa**
- **Overstatement of transfer passengers**
- **Understatement of growth from London**
- **Garbage in – Garbage out**
- **The final straw**
- **Failure to test Lo-car strategy concepts**



Surface Access

Unacceptable environmental impacts:

- **M11 overload**
- **A120 cross-over**
- **Congestion at roundabouts**
- **Lanes and village streets**
- **Rail capacity**
- **Railcar availability**
- **Safety at congested stations**
- **Quality of life**



Surface Access

Conclusions:

- **ES incomplete, misleading & unreliable**
- **Fails to adequately test the full impacts**
- **Fails to address reduction of car travel**
- **Minimal proposals for mitigation**
- **Unacceptable impacts**



Surface Access Impacts

Ken McDonald
Stop Stansted Expansion

Grinding to a Halt



Noise

Chris Bennett
Stop Stansted Expansion

Revealing the Real Impacts



Imperceptible and Insignificant

- ***"When the 35 mppa case is compared against the most recent baseline data, there are no locations which would see an increase in noise exposure of more than 2 dB and that 250 people would experience increases of between 1 and 2 dB. Government Planning Guidance considers that a change of 3 dB is the minimum perceptible under normal circumstances."***

[Non-Technical Summary, para 5.1.5]

- ***"The Government has identified that a change in noise levels of less than 3 decibels is imperceptible and not considered to be significant"***

Page 16 [BAA Plane Talk, April/May 2006]





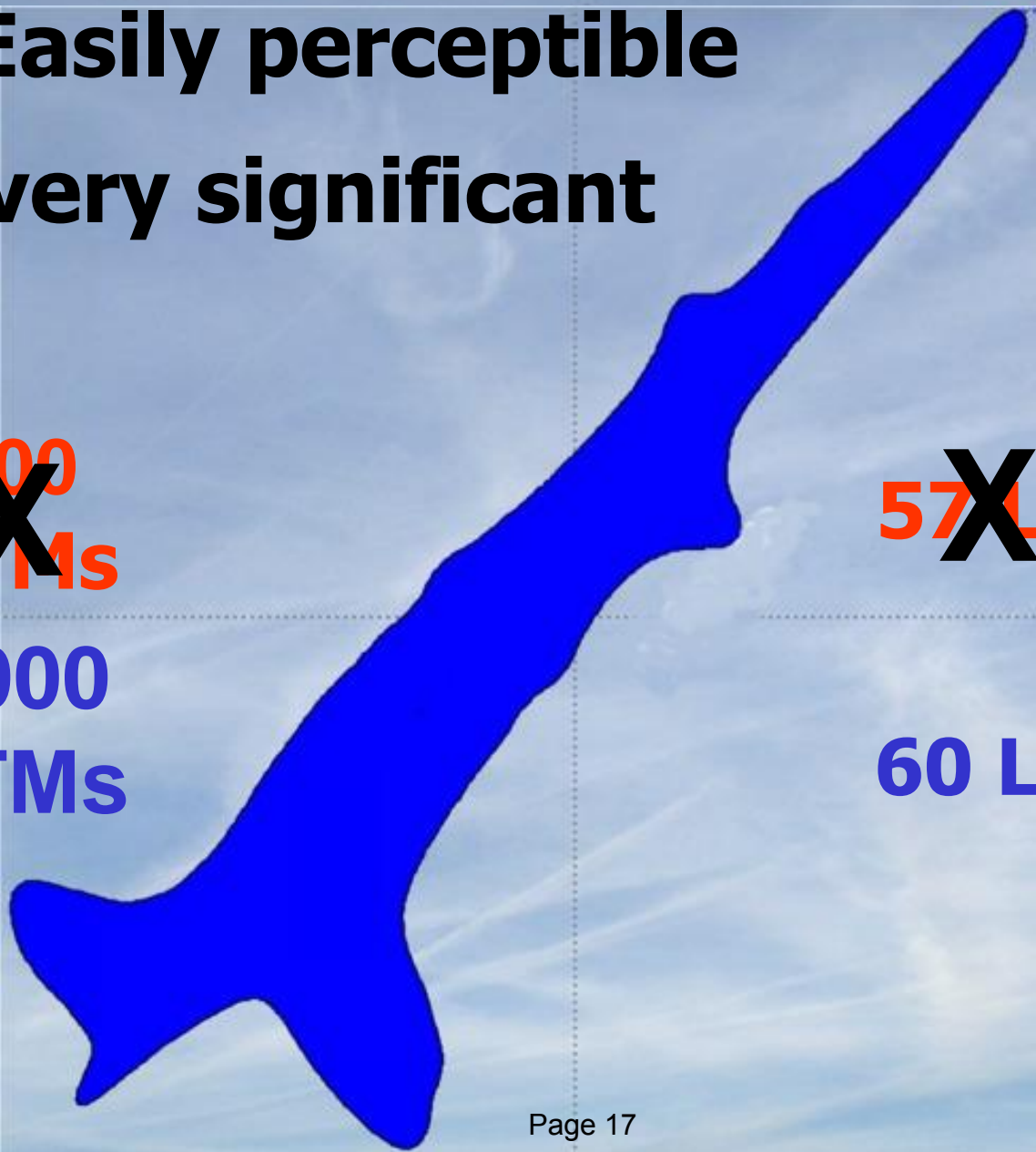
Easily perceptible and very significant

~~500
ATMs~~

~~57 Leq~~

1000
ATMs

60 Leq





The mystery of the missing complaints

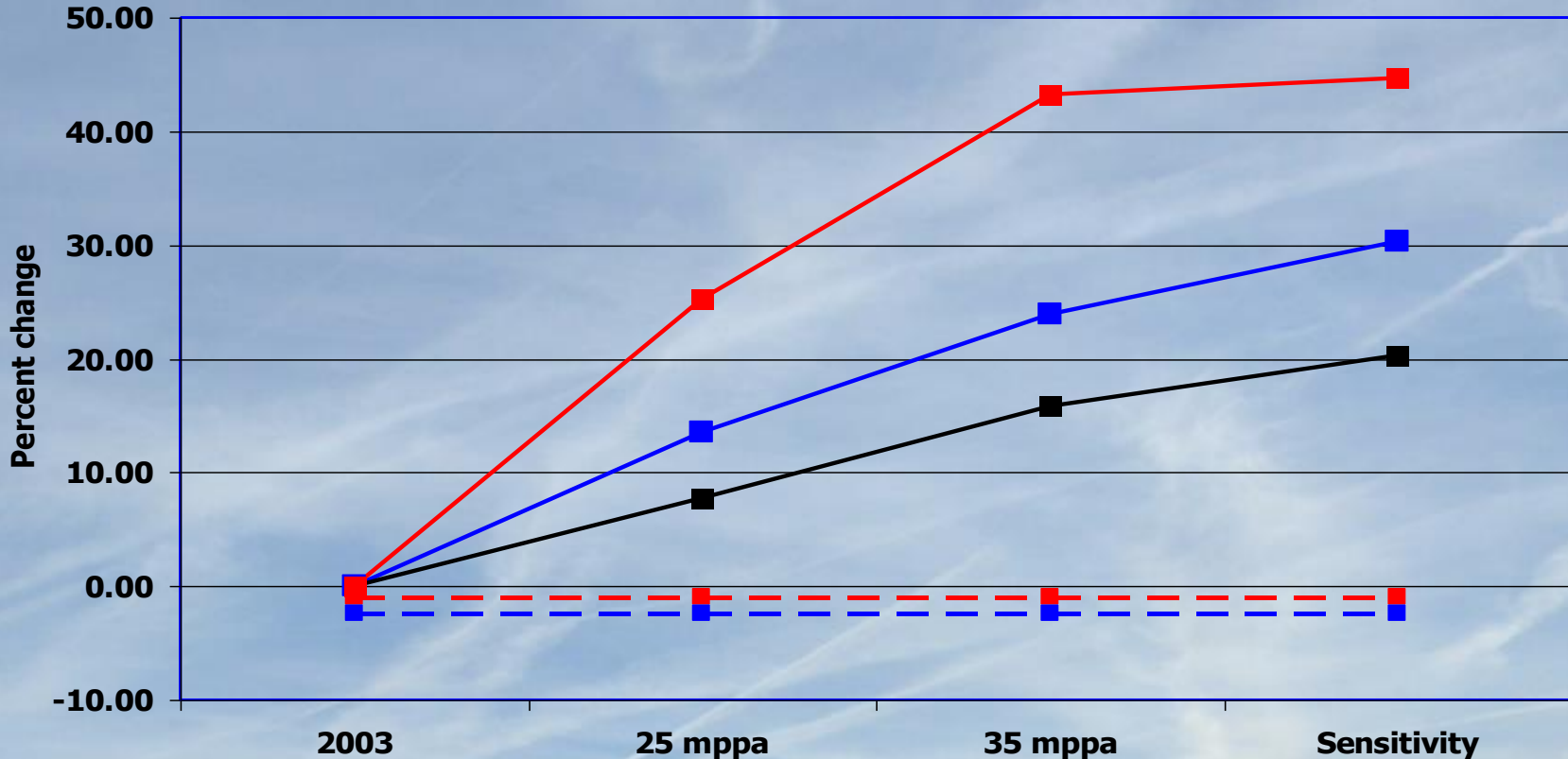
"Arriving aircraft tend to generate fewer noise complaints compared to departure noise (in the last quarter of 2005 there were zero arrivals-related noise complaints compared to almost 400 departure 'complaints')."

[ES Vol2: para 10.5.5]



Night noise increases

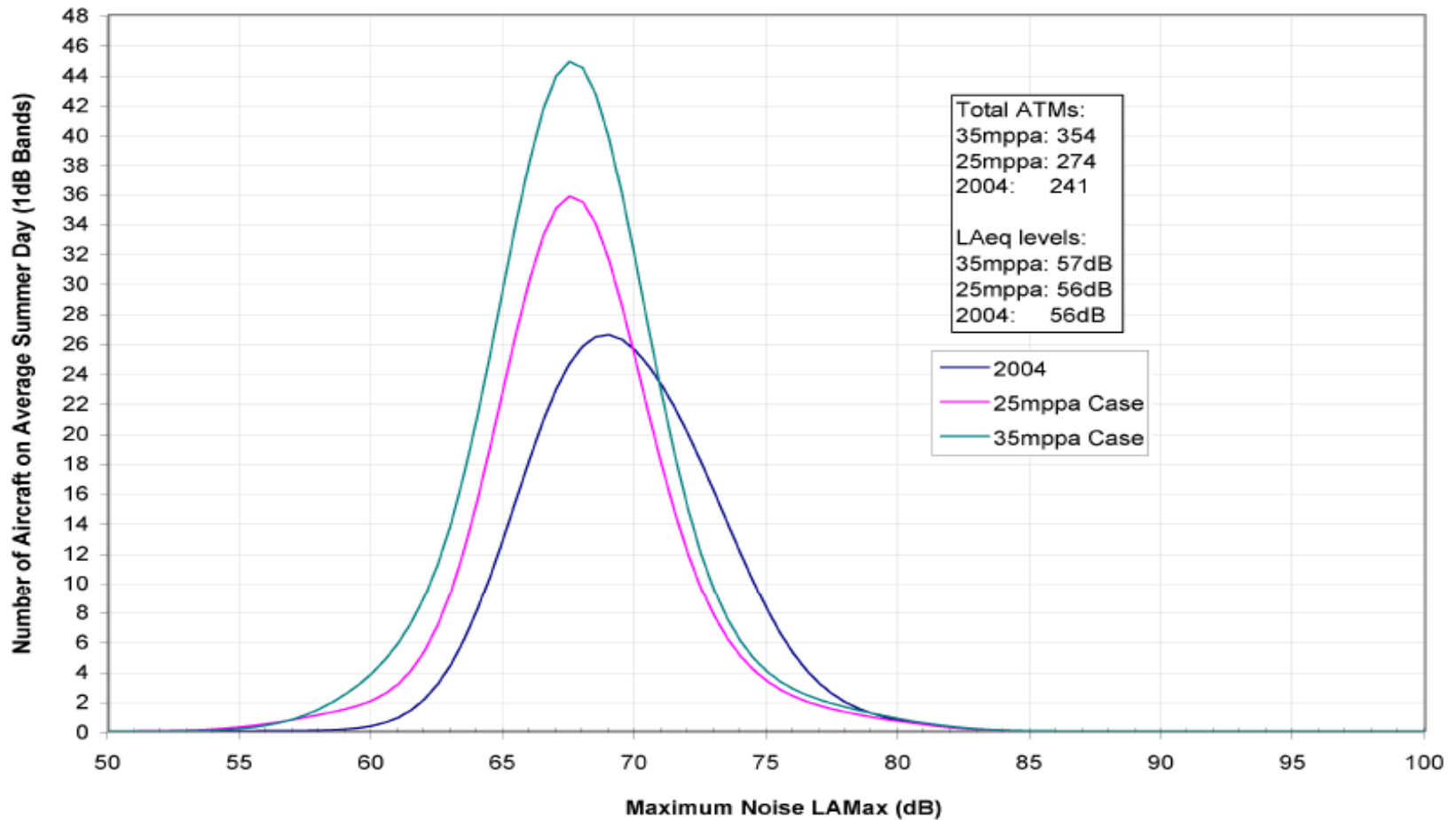
Noise and ATMs changes (8 hour night (2300-0700 basis)
Data from ES & DfT Night Flying Restrictions, 2004-5 consultations
2003 used as basecase (2004 data unavailable)



QC total	Land area >50 LNight
Total ATMs	DfT ATMs proposed cap for 8 hr NQP
DfT QC proposed cap for 8 hr NQP	

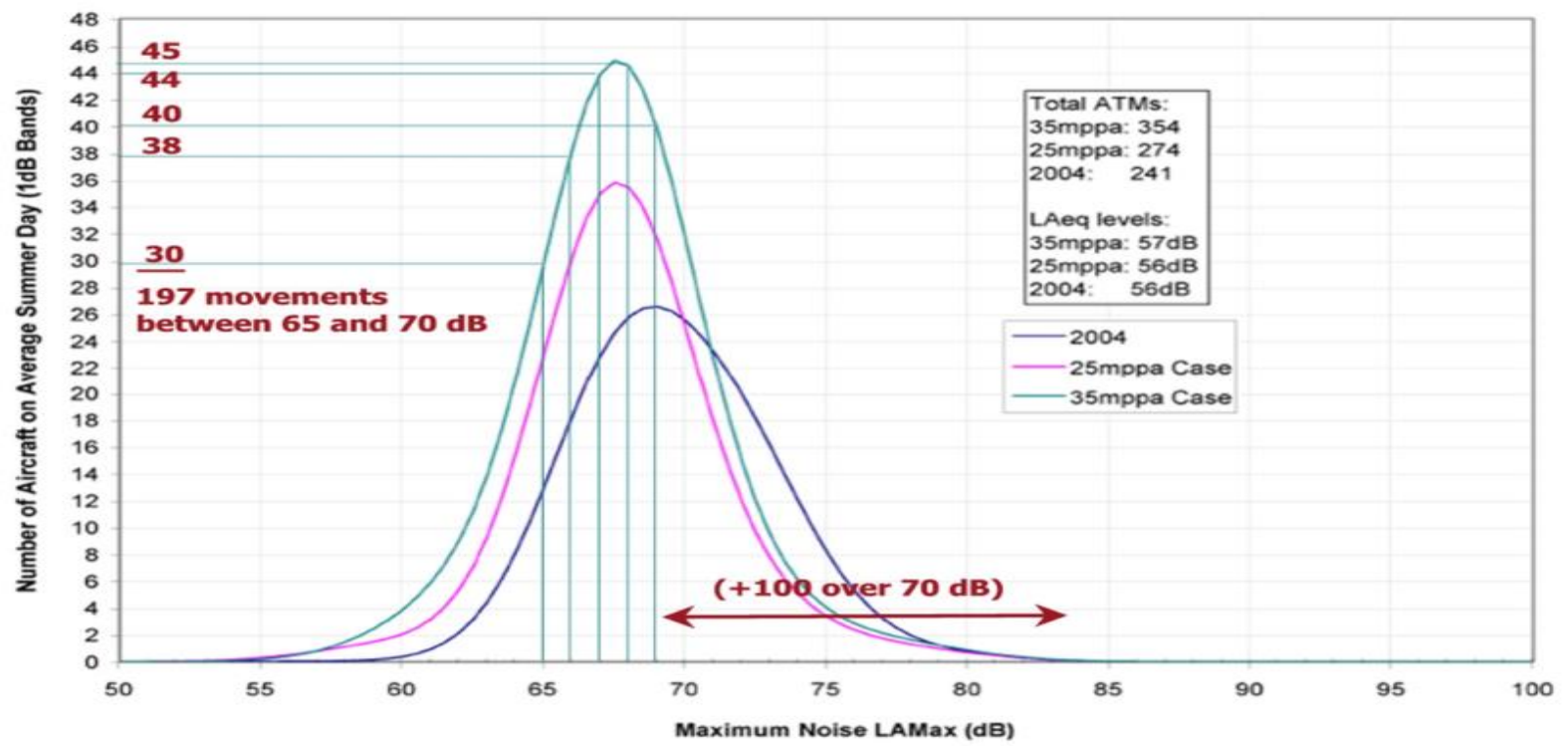


LAmax impacts at Thaxted



O'Leary's Adagio for Strings & Boeing 737s

Thaxted Arrivals (16 hour summer day)



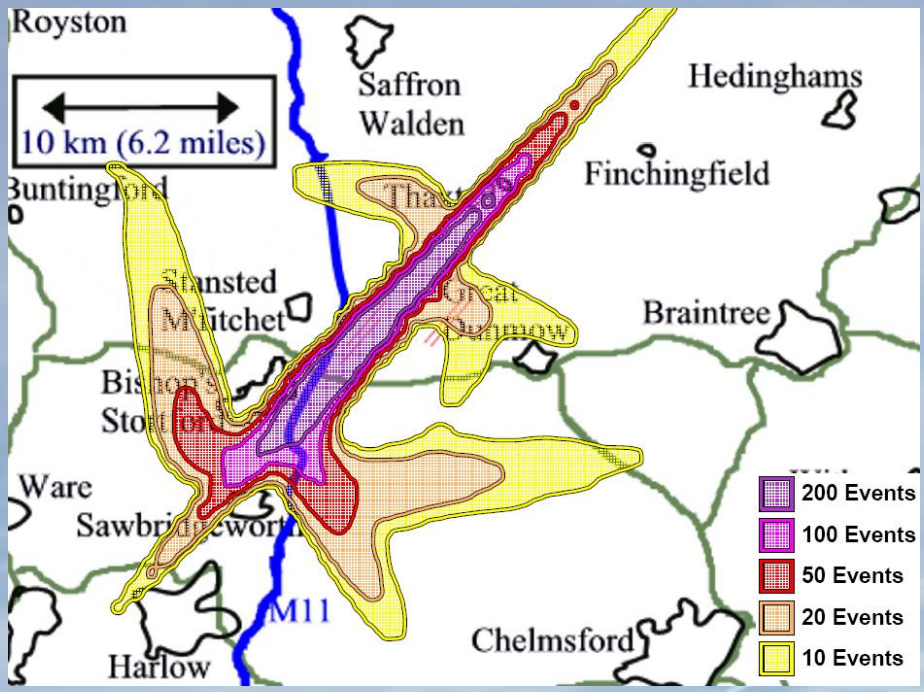
One interruption every 3 to 4 minutes



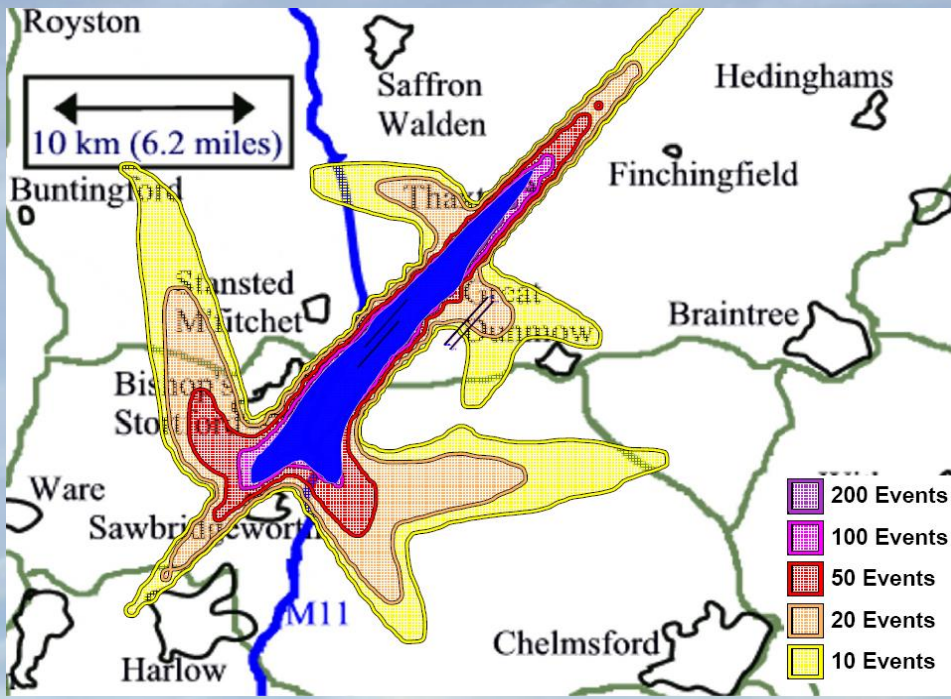


Number of events above 65 dB

**SERAS 2015 scenario: 769 daily ATMs
(based on old data, for illustrative purposes only)**



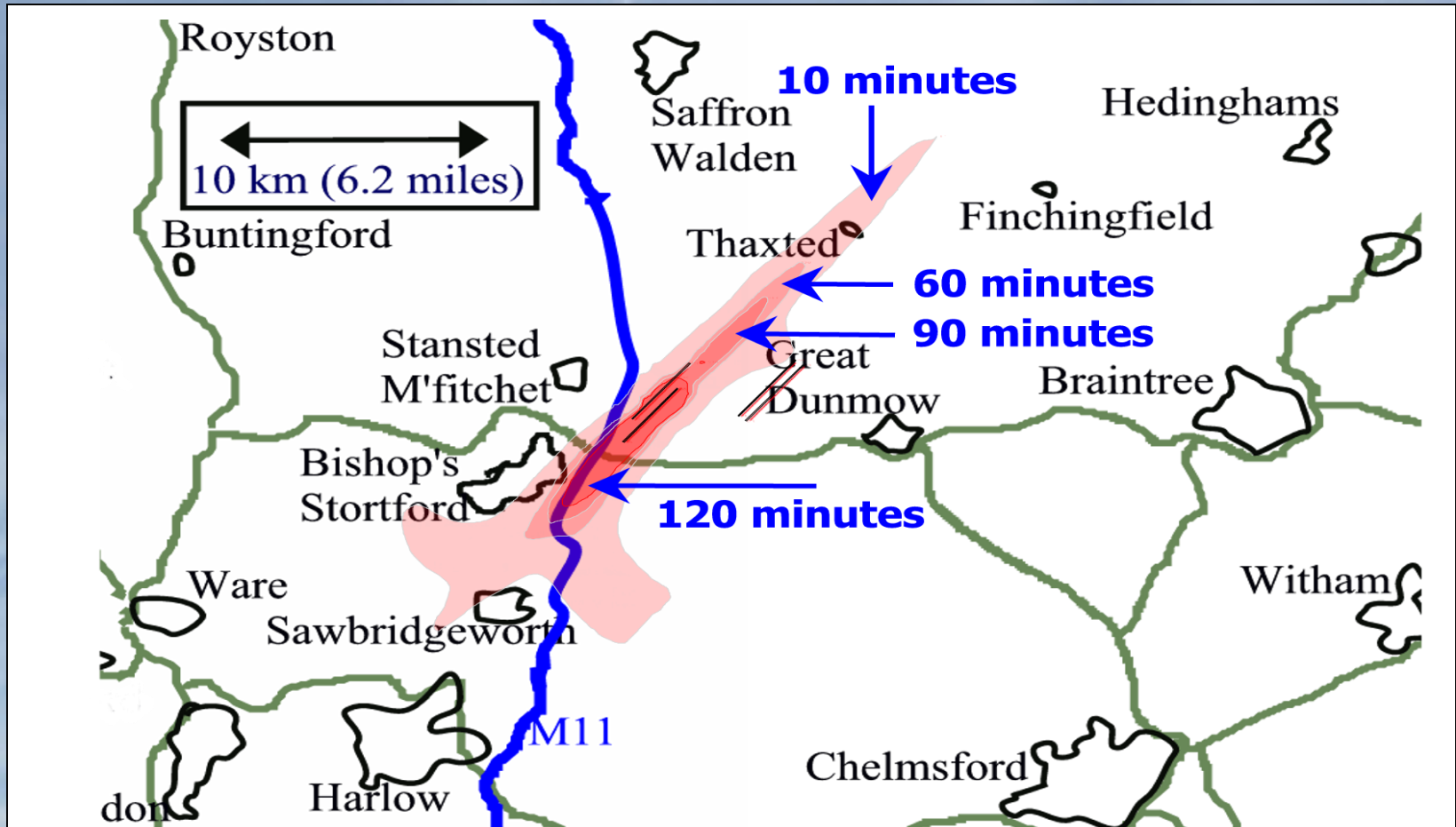
Events per 16h day > 65 dB



57 Leq superimposed



Alternative noise maps: Time above 65 dBA



SERAS 2015 scenario: 769 daily ATMs
(based on old data, for illustrative purposes only)





Conclusion

“year on year improvements in noise pollution should be a strategic goal”

[RPG 9]

(Quoted by BAA in ES Vol 2: Para 7.4.5)



Noise

Chris Bennett
Stop Stansted Expansion

Revealing the Real Impacts



Climate Change

Carol Barbone
Stop Stansted Expansion

Cheap Flights cost the Earth



Climate Change

"Climate change is the greatest challenge facing Britain and the World in the 21st century."

The Prime Minister

"Climate change is a far greater threat to the World than international terrorism."

Government Chief Scientific Adviser, Sir David King

BAA's response can be measured by its inclusion of only 4 inadequate pages on climate change in its 2,000 page Planning Application



Climate Change

- **UDC's responsibility to take account of sustainability issues in line with national and regional policy – and statutory duty:**

"The person or body must exercise the [planning] function with the objective of contributing to the achievement of sustainable development."

Planning & Compulsory Purchase Act 2004, S39(2)

- **First major test of contradictory Government policies on aviation and climate change**



Climate Change

"Local development frameworks and other statutory and non-statutory strategies relevant to spatial planning within the region will aim to ... adopt a precautionary approach to climate change by avoiding or minimising potential contributions to adverse change and incorporating measures which adapt as far as possible to unavoidable change."

**Report of the Panel, Examination in Public, East of England Plan
Paragraph 4.28 [our emphasis]**



Climate Change

BAA's reduction targets only scratch the surface ...

- **Improve on-airport emissions efficiency
.... but disregard 99.5% of the issue**
 - **Stansted aviation's impacts would rise to the
equivalent of 12 million tonnes p.a. of CO2
(vs 60,000 tonnes on-airport)**
- ➔ Narrow focus distorts and fails to show real
impacts**



Climate Change

BAA's reliance on Emissions Trading

- **Reliance on aspirational policy of an Emissions Trading Scheme (2013?) to solve everything**
- **But would it? Why is 'business as usual' assumed?**

"Generally, we perceive a growing recognition of the seriousness of the issues of climate change, traffic growth, congestion and pollution. If the challenge is not met, the aims of the whole RSS will be undermined, and "sustainable development" will appear as a hollow notion." [Para 8.12]

Report of the Panel, Examination in Public, East of England Plan

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Climate Change

BAA and national CO2 reduction strategies

- **Conflict with other Government policies**
- **Reliance on other industries to bail out aviation is naïve and selfish**
- **Growth will outstrip technological progress**



Climate Change

What the BAA Environmental Statement should be telling you:

- **Consistency of the proposed project with policy statements giving protection to the environment**
- **Full assessment of climate change impacts - i.e. quantification of carbon emissions from extra flights (as previously requested by UDC)**
- **If Stansted carbon emissions are allowed to increase 70%, what should be sacrificed so that the target of achieving a UK reduction of 60% is not compromised?**



Climate Change

Concluding Points:

- **Distant and uncertain prospect of a partial ETS is a wholly inadequate mitigation proposal**
- **Sustainable Development is defined (by DEFRA) as: *"Development which meets the needs of the present without compromising the ability of future generations to meet their own needs"***
- **Does this planning proposal have sufficient other merits to justify compromising our climate change and sustainability objectives?**



Climate Change

Carol Barbone
Stop Stansted Expansion

Cheap Flights cost the Earth



Economics & Employment

Brian Ross

Stop Stansted Expansion

**Environmental Pain for
no Economic Gain**



Economics & Employment

Regional & Local Policy Context

- ***"To achieve ... economic diversity... a broadly based and balanced economy to increase its resilience to external changes and pressures including geo-political changes to the global economy and impacts of climate change" ¹***
- ***"To achieve a sustainable relationship between jobs, housing and services at the strategic and local level" ²***
- ***"To ensure that a range of employment opportunities is available at key locations across the district and that alternative employment exists other than in the concentration on the airport at Stansted ." ³***

1 East of England Regional Plan, Policy E5

2 Ibid, PolicySS1

3 Uttlesford Local Plan, Vision



Economics & Employment

Dependency, Balance & Sustainability

- **Two airlines account for 86% of passenger traffic**
- **16%-22% of Uttlesford jobs depend upon Airport
Increases to 26%- 37% if BAA application approved**
- **Unskilled jobs created v local skill-base – jobs mismatch ¹**
- **Preparing Uttlesford for knowledge-based global economy
requires focus on highly skilled jobs**
- **Double commuting & inward migration**

1 Not only Uttlesford - throughout Stansted 'inner' and 'outer' areas



Macroeconomic Impacts

National & Regional

- **81% of Stansted Business is leisure travel**
- **Stansted transports 4 tourists overseas from East of England Region for every one overseas visitor attracted**
- **Air tourism deficit = £13.9bn for UK and £1.9bn for East of England Region (2004). Cost of deficit needs to be offset via sterling exchange rate or interest rates, or both.**
- **Deficit would increase by £2.9bn nationally and £1.6bn regionally if application approved.**
- **In the case of cheap flights – supply creates demand**
- **BAA claims £400m Stansted contribution to regional GVA but tourism deficit would become eg £30 £1.6bn if application approved**



Employment – Key Questions

- 1. What would be the degree of dependency of the local jobs market, and thereby the local economy, upon Stansted jobs?**
- 2. To what extent would type of additional jobs created match skills and qualifications of local workforce?**
- 3. Are there any regional employment displacement implications?**
- 4. What would be the effect upon the local labour market in terms of availability of employees and wage pressures?**
- 5. What would be the effect upon the local housing market, including additional local demand for new affordable housing?**
- 6. What would be the implications for commuting?**



Employment Impacts

Displacement Impacts

- **Regional Tourism - 185,000 regional jobs depend on tourism – mostly rural and coastal areas, Tourism contributes £5bn to regional GDP**
- **Luton Airport – direct competition with Stansted – but vastly different local economic & employment circumstances**
- **Discouragement of inward investment in Stansted area. Key issues are quality of life and available local labour force**
- **ETS potential for displacement of other industries - 'cuckoo-in-the-nest' syndrome if aviation joins EU ETS**



Economics & Employment

Other impacts

- **Double commuting – conflicts with sustainable communities plan and policy of reducing the need to travel**
- **Affordable housing – Uttlesford needs to welcome and integrate new migrant workforce. Quantification needed**
- **What price is an affordable home for a £6.50 an hour airport employee?**
- **Economic cost of local housing blight**
- **Skills drain as Uttlesford quality of life deteriorates**



Economics & Employment

Summary

- **BAA has failed to provide economic and employment analysis requested by UDC and quality of information provided is very poor – unsupported by evidence and full of inaccuracies**
- **Economic and employment impacts are likely to be negative – locally, regionally and probably also nationally**
- **Over-dependency on airport jobs would run directly counter to objective of achieving sustainable economic development**

Regional Policy E14 states: It is vital that the future growth of airports in the region achieves an acceptable balance between economic, employment and other benefits and environmental and other considerations"

- **If economic and employment impacts are negative then a "balance" with environmental damage is unachievable.**



Economics & Employment

Brian Ross

Stop Stansted Expansion

**Environmental Pain for
no Economic Gain**



Questions

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Annexes



Air Quality

- 25 mppa and 35 mppa scenarios: no real explanation of basis for different forecasts
- Concerns over modelling basis for NOX and NO2 since last permission
- Inadequate baseline measurement data – Burton End already in excess on NO2; other marginal areas are now not even measured (e.g. Start Hill/Great Hallingbury)
- Road/air responsibility not directly relevant – if expansion results in NO2 exceedances then its a planning roadblock
- Hatfield Forest
- Breaches in PM10 levels in context of EU Air Quality Directive for 2010: a barrier to expansion



Table 1: Actual Traffic Data – Stansted 2000-2005

	2000	2001	2002	2003	2004	2005
Passenger ATMs	132,445	138,681	141,873	158,910	165,722	166,755
Cargo ATMs	11,189	11,884	10,562	10,309	11,047	11,257
Total ATMs	143,634	150,565	152,435	169,219	176,769	178,012
Passengers ('000)	11,860	13,654	16,049	18,716	20,907	21,992
Passengers per PATM	90	99	113	118	126	132

Source: CAA airport statistics in Tables 1 & 6 at

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<http://www.caa.co.uk/default.aspx?categoryid=80&pagetype=88&pageid=3&sglid=3>





Table 2: BAA's Projected Traffic Data – Stansted 2014

	25mppa in 2014	35mppa in 2014	BAA 'Sensitivity' 2014	Current Planning Limit
Passenger ATMs	180,000	242,750	243,500	218,500*
Cargo ATMs	22,500	20,500	20,459	22,500
Total ATMs	202,500	263,250	263,959	241,000
Passengers ('000)	25,000	35,000	37,500	25,000
Passengers per PATM	139	144	154	n/a

Source: BAA Environmental Statement, Volumes 1 and 16 Page 49

* The current planning consent allows 241,000 ATMs of which no more than 22,500 can be cargo ATMs.





Table 3: Comparison of PATMs

	Heathrow	Gatwick	Stansted
2005	144	131	132
2014	180	151	139
<i>Increase 2014 vs 2004</i>	25%	15%	5%

Sources: 2005 data from official CAA Airport statistics; 2014 Stansted data from BAA Environmental Statement; 2014 Heathrow data from Heathrow masterplans using 2014/15 projections which are for the 12 month period to 31 March 2015 (i.e. nearest available to 2014 calendar year); Gatwick masterplan projections only go as far as 2013/14 and we have extrapolated to the following year using the annual growth trend shown in its masterplan.

Comparison of BAA and SSE Projections

(A) BAA Projections

- - - - - If application approved - - - - -

	Existing planning consent 2014	2014 Base case	2014 Sensitivity	BAA has not provided air traffic projections beyond 2014
PATMs	180,000	242,750	243,500	
Load factor	81%	79%	79%	
Pax per PATM	139	144	154	
MPPA	25.0	35.0	37.5	

(B) SSE Analysis

- - - - - If application approved - - - - -

	Existing planning consent 2014	2014	2021	2030
PATMs	161,500	243,500	243,500	243,500
Load factor	80%	80%	81%	82%
Pax per PATM	154	163	183	204
MPPA	25.0	39.8	44.6	49.7



Comparison of BAA and SSE Projections Water Consumption

	Current 2005/06 Actual	25mppa BAA Base case	35mppa in 2014	40mppa in 2014	45mppa in 2021	50mppa in 2030
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(A) BAA Projections

Water usage (M litres/day)	1.96	2.02	2.83	3.32	n/a	n/a
Litres per passenger	32.2	29.5	29.5	29.5	n/a	n/a

(B) SSE Projections

Water usage (M litres/day)	1.96	2.20	3.08	3.52	3.96	4.40
Litres per passenger	32.2	32.1	32.1	32.1	32.1	32.1

Source: Actual data for 2005/06 from BAA Corporate Responsibility Report 2005/06, Jun 2006 and BAA passenger statistics. BAA data from Environmental Statement, Vol. 14; SSE projections based on SSE analysis using BAA assumption of no water efficiency improvements i.e. consumption per passenger remains unchanged.

Comparison of mode share data provided by BAA with actual CAA data

Mode	Percentage by Mode	
	Data provided by BAA 2004	Official CAA Data 2004
Private car	50.1	48.4
Hire car	3.1	3.4
Taxi	7.7	7.7
Car & taxi	62.6	59.5
Bus/coach	11.1	11.4
Rail	26.4	28.8
Public transport	37.5	40.2
Other	0	0.3
Total	100.0	100.0

BAA data is from Table 4.1 in Volume 11 of ES where source is given as "CAA data re-expanded and rounded"
 Actual CAA data for 2004 is shown in right hand column; source: CAA Passenger Survey Report 2004, Table 9





UK Tourism Deficit: 1998-2004 (air leisure travel only)

Year	Tourist visits (million)			Tourism spending (£bn)		
	In	Out	Deficit	In	Out	Deficit
1998	11.9	28.2	16.3	5.9	10.8	4.9
1999	11.8	31.1	19.3	5.8	12.7	6.9
2000	12.0	34.4	22.4	6.1	14.7	8.5
2001	10.9	36.7	25.8	5.4	16.0	10.5
2002	11.8	37.7	25.9	5.7	17.1	11.4
2003	12.5	40.8	28.3	6.0	19.0	13.0
2004	14.5	43.8	29.1	6.8	20.7	13.9
<i>Change since 1998</i>	21%.	55%	79%	16%	91%	181%





Stansted International Passenger Journeys 2004

	Overseas trips by UK residents	Visits to the UK by foreign residents
Number of trips	5194 (4442 leisure + 752 business)	2816 (2299 leisure + 517 business)
Per capita spend per trip	£517	£541
Total spend	£2685m	£1253m

Sources: International trips data from CAA Passenger Survey Report 2004: Table 4 (note that CAA numbers need to be divided by two because arrival and return journeys are both counted). Spending data provided directly by ONS MQ6 Travel & Tourism section.





Stansted: Passenger Journeys to/from East of England Region 2004

Origin/Destination	UK residents '000		Foreign visitors '000		Total
	Leisure	Business	Leisure	Business	
Cambridgeshire	622	202	242	97	1163
Norfolk	324	66	66	23	479
Suffolk	349	151	80	59	640
Bedfordshire	146	37	38	20	242
Essex	1332	382	304	82	2099
Hertfordshire	762	151	154	63	1129
Total Region	3535	989	884	344	5751
Share of total	61.5%	17.2%	15.4%	6.0%	100.0%



Stansted: Total Passenger Journeys in 2004

Origin/Destination	UK residents '000		Foreign visitors '000		Total
	Leisure	Business	Leisure	Business	
International	4443	751	2299	516	8010
Domestic	645	427	46	14	1132
Total	5088	1178	2345	530	9142
Share of total	56%	13%	26%	6%	100%

Source: CAA Passenger Survey Report 2004: Table 4

Comparative unemployment rates - 2005

District	Unemployment rate %
Uttlesford	3.4%
East Herts	2.8%
Braintree	2.5%
Harlow	5.2%
Inner Area	3.2%
Chelmsford	3.7%
Epping Forest	3.5%
Colchester	4.2%
St Edmundsbury	1.0%
South Cambs	3.0%
Cambridge	4.3%
North Herts	4.7%
Outer Area	3.6%
Stansted area: Inner + Outer	3.5%
Luton	6.5%





Labour Market Statistics for North & East London Boroughs

Borough	Size of workforce '000	In employment (including self employment) %	Unemployment rate %	Without qualifications %
Newham	94.9	55.0%	9.4%	23.2%
Tower Hamlets	84.6	54.0%	13.2%	26.6%
Hackney	87.2	55.5%	11.3%	22.3%
Haringey	103.1	62.0%	10.4%	25.3%
Waltham Forest	97.4	64.3%	8.8%	17.8%
Barking & Dagenham	67.7	62.2%	9.6%	23.3%
Total	534.9	58.9%	10.4%	23.0%
Uttlesford + East Herts	105.1	81.0%	3.0%	13.7%

Source: 'Official Labour Market Statistics', NOMIS - Local authority labour force survey (Mar 2003-Feb 2004)
 Percentages are based on the population of working age. The difference between 100% and the employed + unemployed added together is accounted for by those of working age who are not 'economically active'.

