



Uttlesford District Council

Chief Executive: Dawn French

SUPPLEMENTARY LIST OF REPRESENTATIONS

Extraordinary Planning Committee

Date: Wednesday, 14th November, 2018

Time: 10.00 am

Venue: Council Chamber - Council Offices, London Road, Saffron Walden,
CB11 4ER

Chairman: Councillor A Mills

Members: Councillors R Chambers, P Fairhurst, R Freeman, A Gerard,
E Hicks, M Lemon, J Loughlin (Vice-Chair), H Ryles and L Wells

ITEMS WITH SUPPLEMENTARY INFORMATION PART 1

Open to Public and Press

2 Public Speaking Sessions - Representations 3 - 196

To consider the representations received during the public speaking sessions on 6 and 7 November 2018.



Uttlesford District Council

Chief Executive: Dawn French

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UTTLESFORD DISTRICT COUNCIL

PLANNING COMMITTEE

SUPPLEMENTARY LIST OF REPRESENTATIONS

14 November 2018

3. UTT/18/0460/FUL – STANSTED AIRPORT

Planning Officer Summary:

Paragraph 9.65 (page 24) of the officer's report is amended for clarity.

9.65 The 2008 planning permission for 35mppa (UTT/0717/06/FUL) included a RAT and RET for 25mppa (both now constructed), and two further RATs at both the NE and SW ends of the runway for 35mppa, none of which have been constructed. The RATs at the NE end of the runway are a carryover from the Phase 2 layout for expansion from 8-15mppa in 1998. Also included in the Phase 2 layout was a RET close to the SW end of the runway which was not constructed and which was superseded by existing and proposed RAT layout. The current proposal would provide one of the RATs at the NE end of the runway and would effectively reinstate the RET, but in a location closer to the midpoint of the runway. The current runway infrastructure proposals are comparable to the extent previously proposed, but better reflect the way the airport operates today.

Representations:

40 additional letters of support have been received raising no new issues

15 additional letters of objection have been received raising no new issues

Parish Council Comments:

The Great Dunmow Town Council comments of 30 April 2018 were mistakenly omitted from the original Consultations – Supplementary Pack. A copy is attached.

Consultations:

Natural England: A further response has been received from Natural England in respect of the Appropriate Assessment. A copy is attached.

East Herts District Council: Concerned that the representations made by the Council have not been fully taken into account in the Committee report's consideration of pertinent matters.

Key outstanding areas and actions are:

2. Rapid electric vehicle chargers to be installed in both Bishop's Stortford and at the airport (in locations and numbers to be agreed with the local authorities), to encourage usage of EVs, particularly for EV taxis.

However, in the event that the inclusion of such mitigations cannot be agreed within the S.106, East Herts Council would recommend refusal of the application on air quality grounds, due to insignificant information being provided to enable the full assessment of the impacts on air quality.

While the issue of EV charging points is discussed in the report, it does not mention the need for these to be rapid; provision of charging points to be included in Bishop's Stortford; the taxi reference; or the recommendation of refusal without such mitigations.

UDC response: The request of East Herts District Council was noted and taken into consideration. However, the installation of electric charging points in Bishop's Stortford would not address the air quality issue at Hockerill which would still occur due to the level of congestion at that junction. In addition, the issue of impacts on air quality at this junction as a result of the proposals was stringently tested, as set out in the addendum. The Council's consultant on air quality advised they were satisfied with the conclusions that there would be negligible impacts on the Hockerill junction arising

from the proposals. In order to address air quality issues generally there is a condition requiring the installation of electric vehicle charging points at the airport.

Notwithstanding this, at the present time there is no identified scheme for the installation of electric charging points in Bishop's Stortford, although it is acknowledged that East Herts District Council wish to install rapid electric charging points at the taxi rank. Given the fact that there is no specific and costed scheme there is no mechanism for securing any financial contribution from the applicant in respect of this matter at this stage. However, such funding could be appropriate from the Transport Levy to address sustainable transport measures from the Stansted Area Transport Forum and its working groups. To reflect this it is proposed to amend the Transport Levy to be a Sustainable Transport Levy and to clarify that this is to encompass the potential for funding of alternative modes of transport (in addition to public transport) and to encourage the use of new vehicle technologies.

3. A demand responsive ULEV bus service to be introduced to include, as a minimum, a radius around the airport which encompasses the whole of Bishop's Stortford and Sawbridgeworth areas, which should be fully funded for a period of 5 years.

However, in the event that the inclusion of such mitigations cannot be agreed within the S.106, East Herts Council would recommend refusal of the application on air quality grounds, due to insignificant information being provided to enable the full assessment of the impacts on air quality.

The Committee report does not refer to on-demand bus services to address AQMA issues, or to East Herts Council's recommendation of refusal of application if the specified mitigations are not provided.

UDC response: As stated above, there was a further analysis of potential impacts on the AQMA at Hockerill and the conclusions were that negligible impacts would arise as a result of the proposals. Therefore, the proposed demand responsive ULEV bus service as mitigation would fail to meet the CIL Regulations. Notwithstanding this, East Herts District Council can put forward the proposals to the Bus and Coach Working Group and this would be the appropriate pathway for securing such mitigation measures. Both East Herts District Council and Hertfordshire County Council have representation in this group. A similar approach has been agreed with Essex County Council in respect of service routes they identified as potentially being required to mitigate highway impacts.

4. A new east-west express, limited stop, coach service linking St Albans, Hatfield, Stevenage, Welwyn Garden City, Hertford, Ware and Stansted Airport. Such provision should be a regular service, which should accommodate the varied working shift patterns at the airport, especially in respect of early morning/late night operations.

Comprehensive marketing of the service, coupled with targeted employee recruitment advertising within the towns it serves, should be included as part of its provision.

While the report does discuss this proposal, it dismisses the concept based on employment data showing a low number of employees from Hertfordshire (outside of Bishop's Stortford). What this current position fails to take into account is the high levels of housing development planned along this part of the A414 corridor where around 50,000 new dwellings are planned within a five mile radius of that route in the period up to 2033, which would coincide with the expansion of the airport's operations. This planned growth could significantly open up the market for both employees and passengers and potentially also serve a latent demand that is not currently obvious (such as young workers without the independent means to travel to the airport around shift patterns) and serve to reduce car borne journeys, which would assist the airport's modal share targets. The promotion of increased bus travel along the A414 corridor features in Hertfordshire County Council's recently published Local Transport Plan (4) and the two themes would therefore merit further joint investigation through S.106 provisions.

UDC response: As discussed above, the provision of new routes and services should be discussed via the Bus and Coach Working Group.

5. Contribute to the construction of the Little Hadham Bypass.

It seems to be a grave omission that this scheme is not included at all in the report or proposed mitigations. Without inclusion in the proposed mitigations there is a risk that contributions secured through the previous permission (currently at circa £360,000) would be lost entirely should the applicant view any permission granted through this application as superseding the previous agreement. Officer discussions to date had indicated that this item would be rolled forward to the new S.106 requirements.

UDC response: This issue is not covered in the officer's report. Early meetings with East Herts District Council did discuss the potential for all existing s106 Legal Obligations to be rolled forward into one new obligation. However, it has now been decided that the existing s106 Legal Obligations will

remain in place and a new Obligation would be prepared to cover the current proposal should planning permission be granted. Therefore, the current funding for the Little Hadham Bypass is still secured by existing Obligation and can be paid once works commence.

6. Enhanced local road schemes funding to support local road, walking and cycling schemes and to address future impact uncertainty (including, inter alia, impacts at Hockerill Junction).

While it is recognised that the Local Roads Network Fund could potentially be used as a mechanism to achieve these aims, it is questioned why ECC's sought sum of £800,000 is specifically detailed in the report, but HCC's request that the overall amount to cover needs in both counties be set at £1.2m is not mentioned at all.

8. Contribute towards cycling and walking schemes including (but not limited to):

a. Parsonage Lane cycle route (PR30);

b. Warwick Road cycle route (PR41);

c. Bishop's Stortford to Stansted cycleway to add to National Cycle Route No.16. (SM10);

d. A1250 Dunmow Road cycle route (SM15);

e. Strategic cycle route from Stansted Airport linking Bishop's Stortford, Sawbridgeworth, Harlow, Gilston, Ware and Hoddesdon to add to National Cycle Route No. 11.

While the Committee report makes mention of the airport's Cycling and Walking Strategy (2016), which the above measures could potentially be considered under, without any specific provision for cycling and walking schemes detailed at all in either the proposed conditions or the S.106, there would be no form of redress should the applicant, or indeed any potential future owner, be disinclined to fund such schemes.

UDC: The Hertfordshire County Council request for £1.2m related only to cycle and walking strategies and not for proposed highway works. A ring fenced pot for cycle and walking schemes identified would not be appropriate mitigation as it would fail the CIL Regulations as it would not be "fairly and reasonably related in scale and kind to the development." Such schemes are only likely to benefit potential or existing employees and currently cycling and walking mode shares are around 1%. Notwithstanding this, the Sustainable Transport Levy is available for funding of appropriate schemes and East Herts District Council and Hertfordshire County Council have representatives on the Transport Forum who allocate the funding.

9. Ensure the continued operation of the airport as a sustainable transport hub, with associated provision of facilities, passenger information systems and marketing, as appropriate.

While the airport has a secondary sub-regional role as a transport hub, this area is not discussed at all in the report. Likewise there are no specific provisions in the proposed conditions or S.106 to protect this function going forward.

UDC response: This is set out in the s106 Heads of Terms.

Hertfordshire County Council:

Central and south-west Hertfordshire to Airport bus service

The County Council's 25th September representation proposes a central and south-west Hertfordshire to Airport bus service be secured by means of s106 contributions. The proposal is dismissed in the Committee report on the basis that 'However, employment data clearly identifies that there is no significant demand for bus routes from these locations with very low numbers of employees coming from the Hertfordshire area outside of Bishop's Stortford, which is well served by public transport links to the airport.'

The proposal was not proposed by the County Council as a means only for employee access to the/from the airport, but for passenger access to/from the west.

Essex County Council has requested £8 million s106 contribution to bus/coach services, but the Committee report does not appear to mention this. The collective bus/coach ask of the two highway authorities is managed within the report by advising Committee that the applicant's proposed £1 million top-up to the bus fund to take the total fund to £2 million and funding that can be accessed from the Transport Levy would be sufficient to manage future bus/coach enhancement.

It is understood that the applicant has agreed to a commitment that the Transport Levy would be accessed to provide additional support for bus and coach services if necessary and that ECC is content with this proposed arrangement. The County Council confirms it is content with this approach.

Hockerill Street Junction Air Quality Management Area

The Committee report does not appear to fully advise on the representations made by EHDC and the County Council in relation to the potential implications of the proposal on the Hockerill Street Junction

Air Quality Management Area. The County Council's 25th September representation identifies and costs a number of options available and discussed with EHDC to assist in addressing air quality issues – junction improvements, demand based ULEV bus service, rapid EV charging points. Paragraph 9.273 of the Committee report states that 'The scheme would increase pollutant emissions as a result of additional vehicle movements within the Bishop's Stortford Air Quality Management Area where levels of pollutants are already above the level where health effects are likely to be observed in the most sensitive members of the population. These health effects should be considered against the benefits of the scheme and an appropriate balance of mitigation sought.'

The report does not satisfactorily explain how the health effects are balanced against the benefits of the scheme or what specific mitigation is proposed in relation to Hockerill (see County Council representation dated 30th August 2018). The County Council supports the position of EHDC, set out in its letter dated 8th November 2018, that Committee needs to be fully informed of the Hockerill air quality issues and any potential measures and mitigation, as necessary, to address these.

Local Road Schemes

The County Council's 25th September representation refers to and costs up a number of current potential local walking and cycling schemes in the Bishops Stortford area. These are dismissed by the Committee report as inappropriate as they are not directly attributable to the Airport. The direct relationship issue is accepted, but the report fails to acknowledge that the schemes are also simply used as a means to identify a potential funding figure for future potential local road schemes that may be required to address local road issues that are currently unforeseen and could be directly attributable in some way to growth of the Airport.

Paragraph 9.109 accepts the ECC proposal for £800,000 to be secured to resolve issues on potential hot spots on local roads within Essex, but does not then go on to identify where these hotspots are and what the issues are. Despite this, the report states that this mitigation would also cover the concerns of the Hertfordshire County Council. On the basis of information within the report it is not clear how this conclusion can be reached.

Little Hadham Bypass

The County Council's 25th September representation calls for the commitment within the current s106 agreement to contribute to the construction of the Little Hadham Bypass to be index linked (currently at circa £360,000) and rolled forward into any new s106 agreement (in line with existing commitment from the applicant to do so). The report does not appear to advise committee on this issue.

Essex County Council:

ECC issued a letter dated 2 November 2018 seeking further clarification on various issues, predominantly around the transport obligations in the Heads of Terms for the s106. A meeting was held to discuss the matters arising and amendments to the Heads of Terms are set out below which clarify those points.

An additional area of concern related to the mitigation for Early Years and Child Care impacts. The applicant has confirmed that they are in negotiations with a private operator seeking to establish a new nursery at a MAG owned property. An application is expected before the end of the year and will be determined on its merits.

Following the meeting ECC has issued a further letter on 12 November confirming their requirements. These are:

- Mode share targets to be included in HoTs
- Reasonable endeavours clause should targets not be met
- Updated wording regarding the updating, publishing and implementing the Surface Access Strategy (including daughter documents) and Travel Plan
- Sums for Sustainable Transport Levy to be included in HoTs and index linked
- Agree trigger for Express Set Down levy to be signing of obligation
- Need enshrined in s106 the rolling forward of unspent Levy monies
- £1m (indexed) to be ring fenced for the Local Bus Network improvements
- Local Bus Network improvements expenditure to be maintained to the point of 43mppa plus five years.
- £800k (indexed) for the Local Road Network Fund for Essex road schemes
- Monitoring of Airport and local roads to start from signing of s106
- Bus Station Improvements – remove word "commitment" and revise wording as requested

- Rapid Transport System – opportunities for all types of sustainable transport to be included in s106

AMENDED RECOMMENDATION (including requirements of East Herts District Council and Essex County Council):

Revised wording to s106 Heads of Terms:

ii) Transport

- a. **Providing capacity and safety improvements OR an equivalent funding for a package for the M11 and associated junctions**
- b. **Providing funding for a package of transport related improvements for:**
 - i. **Local Roads Network Fund £800,000 index linked (for roads in Essex)**
 - ii. **Local Bus Network Development Fund (£1,000,000 index linked) and to be made available for use up to 5 years after the 43mppa limit has been reached.**
- c. **Continue to provide the existing Transport Levy (25 pence per transaction from passenger parking, staff charging at £10 per annum) and increase it by the addition of a contribution of 10 pence from every transaction from the Express Set Down (forecourt) area, (all sums to be index linked)**
 - The Levy will be re-titled the 'sustainable transport levy' so as to encompass the potential for funding of alternative modes of transport (in addition to public transport) and to encourage the use of new vehicle technologies (which may include off-site provisions, as appropriate)
- d. **Rail users discount scheme, with a higher rate of discount and revised eligibility criteria**
- e. **Revised targets for public transport mode share and "kiss and fly" access for passengers, and staff access by single occupancy private car with reasonable endeavours clauses for missed targets**
 - **Public transport mode share of 50% for non-transfer air passengers**
 - **Non-transfer air passengers arriving and/or departing the airport by a private vehicle or taxi that would travel one way (either to or from the airport) with no passengers (kiss and ride) to 20% by 39mppa and to 12% by 43mppa**
 - **Maximum percentage of persons employed at the airport driving to and from the airport in vehicles occupied by a single person at 55% by 39mppa and to be maintained thereafter**
- f. **Update and revise working arrangements for the Transport Forum**
- g. **Update and revise Airport Surface Strategy, including daughter documents and Travel Plan and a revised production schedule for these documents**
- h. **Improve passenger facilities and capacity at bus and coach station**
- i. **Monitor STAL and local road network and provide mitigation if required as a result of adverse impacts arising on the local road network**

Condition 10 revised wording

10. Within 6 months from the date of this permission a scheme for the installation of **rapid** electric vehicle charging points at the airport shall be submitted to and approved in writing by the local planning authority. The scheme shall indicate the numbers, locations and programme for installation. Subsequently, the charging points shall be installed in accordance with the approved details and retained thereafter.

ISSUES ARISING FROM PUBLIC SPEAKING SESSIONS

SURFACE ACCESS	(Response)
J8 improvements only to 35mppa	43mppa mitigation proposed
B1256 + Parsonage Road not considered	In TA + Jacobs review
Airport parking charges	Commercial issue for MAG
Fund more residents' parking schemes	Can be candidates for funding from the £800k Local Road Fund
Insufficient rail capacity	Network Rail confirm no objections subject to introduction of higher capacity rolling stock
POLICY / PROCEDURE	
Premature (10mppa leeway) – not factoring in growth at other airports	<p>Lead-in time needed for investment decisions.</p> <p>Must be doubt about LHR3 delivery in 2026?</p> <ul style="list-style-type: none"> - Next consultation delayed by 3 months - CAA possible regulatory action re perceived lack of information on financing and timelines - HoC Transport Select Committee says "by 2030" - Five judicial reviews into ANPS to be heard in March - No DCO application yet submitted <p>Gatwick and Luton only at consultation stage – both likely to be DCO applications</p>
New WHO guidelines	Not Government policy – matter for Aviation Strategy Green Paper
Should be an NSIP	<p>SoS for DfT stated that the proposal was not NSIP</p> <p>MHCLG considering call-in. UDC requested not to issue any approval until requests for call-in have been fully assessed.</p>
Not informed by new white paper	Expected in mid-2019
No support from Government or UDC policy	Policy issues dealt with in report
MGB violations from airports	No physical works proposed beyond airport boundary
MAG paid for application to proceed	PPA agreed – standard industry practice for large schemes
No formal consultation on Noise Action Plan 2019-2023	A matter for MAG (and Defra)
Baroness Sugg's speech – not forgetting the communities we serve	She was addressing the aviation industry during that speech (Airport Operators' Association). Public engagement has been part of the planning process.
Assessment of impacts	Need to compare the impacts between the Do Minimum (35mppa consent) and proposals. ES does this and has been peer reviewed and found to be adequate
Regulation 19 Plan – Policy SP11	Paragraph 48 sets out that weight to be attached to emerging policies must be considered against the extent to which there are unresolved objections. Paragraph 9.31 of officers report sets out the range of objections to Policy SP11. These are viewed to be significant and therefore the draft policy

	has limited weight.
NOISE	
Ground noise from taxiways	Scoped into ES and considered. SIGS scheme
Shoulder period noise	Government imposes differential fines for breaches of noise limits in shoulder periods
Noise levels incorrect in report	Taken from Noise Policy Statement for England as required in paragraph 180 of the NPPF. SoNA and WHO guidelines not government policy. Noise impacts in ES have been assessed by specialist consultants for UDC
EMISSIONS	
Planning assumption (37.5mt in 2050). Cumulative impact	Beyond the Horizon (June 2018) confirms as an important environmental element which should be considered at a national level. Government thinks it likely that measures will be available to meet the planning assumption
FORECASTING	
Reliance on spillover	ES predicts continued catchment growth
Won't be a hub	Will remain a "point to point" airport with some "DIY" transfer
Divergence from DfT 2017 forecasts	DfT forecasts primarily for informing long term policy (para 1.3 of forecasts). DfT underestimating actual 2018 throughput
Improbable / impossible increase in plane numbers / worthless projections / increase in night flights	No increase in overall aircraft movements is proposed, but new infrastructure is proposed to accommodate flight profiling. No increase in night flights is proposed - MAG to continue with previous S106 commitment
AIRSPACE	
LAMP 1 change disturbance	Airspace change matter dealt with by CAA – UDC preferred status quo in its consultation response
RNP1 flights below 3,000ft	Matter for Noise & Track Keeping WG of STACC
Ashdon is a turning point	Normal pattern of Runway 04 and 22 arrivals involves some flights overflying Ashdon
OTHER ISSUES	
Water supply	Condition recommended following consultation with Environment Agency
Effect on Hatfield Forest	Natural England recommends continued monitoring as per Sustainable Development Plan
No needs assessment	Covered in MAG's Planning Statement and forecasts. ES was peer reviewed in any case
Conflict of interest (major employer)	The airport is an employment hub, but the applicant is only one of the on-site employers
Provision of social housing	Local plan issue
Health impacts	Considered in ES which has been peer reviewed. Consultees support Community Trust Fund for wellbeing projects
Fly parking	Requirement in existing UU to address this

Date: 25 October 2018
Our ref: 260784
Your ref: UTT/18/0460/FUL



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BY EMAIL ONLY

Dear Ms Denmark

Planning consultation: Airfield works comprising two new taxiway links to the existing runway (a Rapid Access Taxiway and a Rapid Exit Taxiway), six additional remote aircraft stands (adjacent Yankee taxiway); and three additional aircraft stands (extension of the Echo Apron) to enable combined airfield operations of 274,000 aircraft movements (of which not more than 16,000 movements would be Cargo Air Transport Movements (CATM)) and a throughput of 43 million terminal passengers, in a 12-month calendar period
Location: Stansted Airport, CM24 1QW

Thank you for your consultation on the above dated 04 October 2018 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Case law¹ and guidance² has stressed the need for a full set of environmental information to be available for consideration prior to a decision being taken on whether or not to grant planning permission. Annex A of the letter dated 10 May 2018 provides Natural England's advice on the scope of the Habitats Regulations Assessment including Appropriate Assessment for this development.

In addition to the following advice, Natural England refers you to our letter dated 31 August 2018 (reference 253766), 9 July 2018 (Reference DAS 3592) and 10 May 2018 (reference DAS 3592), as well as all other relevant consultation letters about this proposed development with more detailed advice.

These comments refer to the Appropriate Assessment (AA) by Essex Place Services (version 1.4 Final dated 11 October 2018) on behalf of Uttlesford District Council.

Stansted 35+ Appropriate Assessment

Natural England **broadly accepts** that the Stansted 35+ development can avoid an adverse effect on the integrity of the Epping Forest Special Area of Conservation (SAC), either alone or in-

¹ Harrison, J in R. v. Cornwall County Council ex parte Hardy (2001)

² Note on Environmental Impact Assessment Directive for Local Planning Authorities Office of the Deputy Prime Minister (April 2004) available from <http://webarchive.nationalarchives.gov.uk/+http://www.communities.gov.uk/planningandbuilding/planning/sustainability/environmental/environmentalimpactassessment/noteenvironmental/>

combination with other relevant plans or projects. Our conclusions are based on the available and submitted information at the time of consultation, set within the context of our letter dated 31 August 2018.

There are however a number of points of detail within the AA (as referenced above), that Natural England do not agree with; these are mostly matters advised about within our previous letters of August and July 2018. These are included within Annex 1 for all parties reference.

Furthermore, we would draw your attention to the final paragraph of section 'Likely Effect of Stansted Airport 35+ on SAC features 'in-combination'' of the letter dated August 2018 which refers to the impacts in relation to unit 105 of the Epping Forest Site of Special Scientific Interest (SSSI) and the other outstanding matter SSSI matters.

Having noted the proposed new heads of terms of the S106, Natural England welcomes the inclusion of monitoring for both East End Wood (Elsenham Woods SSSI) and Hatfield Forest. We would however request further clarification on the extent of this monitoring, in particular the period of which this will be undertaken, frequency etc. For clarity, Natural England would anticipate that this would be conducted for the lifetime of the application.

We also note that within the Officer's committee report, the conclusion that further monitoring will not be undertaken for Epping Forest in association with this application. Natural England has no further comment to make on this matter, but we anticipate that such monitoring will still be undertaken as part of the Local Plan process. For clarity, please be aware that the impacts in relation to the M25 should refer to junctions 26-27 as opposed to junctions 25-26

This concludes Natural England's advice at this stage which we hope you will find helpful.

We would be happy to comment further should the need arise, but if in the meantime you have any queries please do not hesitate to contact us.

For any queries relating to the specific advice in this letter only, please contact Heather Read on heather.read@naturalengland.org.uk. Or to provide further information on this consultation, please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely

Heather Read
Essex Area Delivery Team
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Annex 1

Natural England's advice about points of detail in the Habitats Regulations Assessment – Appropriate Assessment version 1.4 Final:

0.5 – The Habitats Regulations Assessment (HRA) has a detailed appropriate assessment of Air Quality effects, not disturbance effects.

4.2 – Natural England concludes AEOI (adverse effect on integrity) can be avoided, accounting for context of our letter dated 31 August 2018.

Table Evidence supporting conclusions (d) – The Stansted 35+ Development is predicted to increase M25 Junctions 26-27 > 1000 AADT and therefore is not regarded as insignificant in HRA terms (please letter dated 9th July 2018).

4.9 – Natural England notes the constraints of the assessment, as set out in section 2 of our letter dated 31 August 2018

4.11 – Natural England's position is set out in section 'Redistribution Traffic Modelling' of our letter dated 9th July 2018

4.14 – Natural England regards the additional 1,493 AADT movements per day on the M25 as significant in HRA terms consistent with DMRB guidelines

4.27 and 4.28 – Our detailed comments are provided within section 2 of our letters dated 9 July 2018 and 31st August 2018

4.30 – Natural England advises that the proportional area affected may be relatively low to the overall area of the SAC but this does not necessarily mean it should be regarded as *de minimis*.

4.31 – Bullet point 3 - Natural England advised throughout the consultation that this context is out of date and the unit 105 is very likely to be unfavourable for features. See section 2 of our letter dated 31 August 2018.

4.31 – Bullet point 4 – The low proportion of veteran trees is not necessarily insignificant (see section 2.2 of our letter dated 9th July 2018)

5.3 – Bullet point 3 – It is understood that this is ECCs position, but please note that Natural England advises there is not likely to be an adverse effect on the integrity of the SAC population of the Annex II species Stag beetle 'Lucanus Cervus'

5.3 – Bullet Point 4 – Natural England disagrees with this statement recognising that prolonged exceedance of critical levels and loads may cause changes to the composition of the SAC habitats over time, but at this stage it is difficult to definitively predict how significant these changes may be. Based on the context set out in our letter of 31 August 2018, Natural England advises that there is not likely to be an adverse effect on the integrity of the Annex I habitats for which the SAC was classified.

5.3 – Bullet point 5 – Natural England disagrees with this statement recognising that prolonged exceedance of critical levels and loads may effect chemical and biological processes, but at this stage, it is difficult to definitively confirm how significantly these processes will be interrupted or degraded. Based on the context set out in our letter of 31 August 2018 with reference to details in our letter of 9th July 2018, Natural England advise that there is not likely to be an adverse effect on the integrity of the physical, chemical or biological processes that support the Annex I habitats and Annex II species for which the SAC is classified.

5.7 – Natural England does not wholly agree with the statement in the first sentence. Our position is that the plan can avoid an AEOL of Epping Forest SAC either alone or in-combination

GREAT DUNMOW TOWN COUNCIL

CAROLINE FULLER Cert.HE , MILCM
Town Clerk
& Responsible Financial Officer



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30th April 2018

Stansted Airport Planning Application UTT/18/0460/FUL

The Town Council objects to the application on the basis that a 44% increase in annual flights compared with 2017 will have a significant detrimental impact on our residents through noise disturbance, air pollution and traffic congestion.

We strongly object to any removal of existing S106 agreements such as the 2003 s106 agreement which prevents the airport owner from lobbying the government for more night flights as this protection is important to our residents.

Furthermore, we object to the granting of further expansion until yet to be triggered agreements for road improvements from previous expansion consents are reviewed and our County Council and Highways take full advantage of mitigation afforded in these legal agreements, for the benefit of our community.

The Town Council has employed specialist consultants to help us understand the impact of a new town of 10,000 homes on the edge of our town, as outlined in UDC's Draft Local Plan. The new settlement would be situated on the edge of the airport Countryside Protection Zone and would have access onto the A120 trunk road between Great Dunmow and Stansted Airport. There is also an option for a direct road access to be created between the new settlement (Easton Park) and the airport. A new town in such close proximity to the airport will have a significant impact on airport growth and vice-versa.

Office Opening Times: Monday to Friday 9am – 1pm
Fax: 01371 878378
VAT Reg. No: 103 8041 17
www.greatdunmow-tc.gov.uk



Whilst we appreciate that only consented developments are assessed in this application, the planning authority must find a way for strategic considerations including its own local plan allocations to be taken into account, rather than considering each area of growth in isolation. In turn, major airport growth should be considered in a strategic way, at national level. Local councils should have the opportunity to comment on the cumulative impact of housing and airport growth on this scale.

Road congestion

As agreed at the UDC Parish Briefing on 26th March, please forward the attached letter from our Transport Consultant at Lawrence Walker Ltd, dated 22nd March, to the relevant person at Essex County Council.

As we mentioned in our letter dated 20th March, while the application is deficient in traffic terms, we request that an appropriate transport model is provided so that we can understand the true impact on the local road network. Once this evidence is provided, we ask for an opportunity to comment on that information.

Without this evidence, we cannot know the extent of required road improvements and that the costs will be met by the airport owner, nor can the County Council or Highways clearly identify works required to J8, A120 and the local road network to set out planning conditions for the costs to be fully met. It is equally important that realistic and enforceable trigger points are agreed in those planning conditions.

We are extremely disappointed to note the list of conditions and s106 requirements provided by Steer Davies Gleave in their Technical Note Appendices. It is evident that trigger points have been missed or are still to be met, which means that the airport has not paid its way for road improvements in the past and these should all be reviewed now, so that harm is mitigated correctly. It is crucial at this stage that the matter is rectified.

It is particularly concerning that financial contributions to County Councils are unpaid; a payment of £350,000 to Hertfordshire County Council for local road scheme improvements will be returned if not spent before 31st December 2018 and a contribution of £500,000 to Essex County Council has not been invoiced so there is a risk that monies will be unspent and returned by December 2025, schemes not delivered for roundabout and A120 improvements totalling £800,000 will be lost if not completed by 31st December 2018.

There will be a 66% increase in passenger numbers on the 2017 baseline and half of all visitors to the airport arrive and depart by car. The cost of road improvements to meet the increased traffic levels must be fully met by the airport owner. If improvements required for 25mppa have not been implemented, the harm from 43.5mppa must take the entire harm into account. Prior to granting of any new permission, all of these schemes must be identified and, if necessary, deadlines be extended so that our County Councils receive all the monies owed for essential highways improvements.

Noise, disturbance and air pollution

Extra taxiways and associated works will mean that more planes can take off per hour, allowing the airport to grow to the same size as Gatwick. Residents most affected by aircraft noise will be those under flightpaths to the east and west of the town. It should be noted that

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the Draft Local Plan garden community site allocation for 10,000 homes would be severely affected by this expansion plan because it is adjacent to the airport and under a flightpath.

A review of current noise mitigation agreements should be carried out, prior to consideration to grant this application, which should include a tightening of the noise contour previously set for the 35mppa consent. The 57dB LAeq 16-hour noise contour cap is now not the sole criteria for noise as it was during the G1 planning application. Please ensure that the new suite of noise metrics is utilised, to assess lower limits of annoyance. It is important that restrictions allow for only the newer, quieter aircraft and acknowledge that people are more affected by the increase in numbers of flights, not the average noise contour.

Night flights are a major concern to our community, with higher levels of harm to health and well-being attributed to sleep disturbance. Freight is a key component to night flights and the larger and older freight aircraft cause greater noise disturbance at a time when background noise is reduced. The current annual cap on night flights is 13.700, between the hours of 11.30pm and 6am. In the interest of our residents, it is essential that the airport owner is not permitted to lobby for an increase when the matter is next reviewed by the government.

Additional mitigation required

In addition to restrictions on noise and air pollution limits, mitigating conditions to benefit our community should include:

- Re-routing X10 and X30 bus services through Gt Dunmow with subsidy, if required, from the G1 approval s106 agreement contribution of £2,000,000 for public transport schemes, of which only £600,000 has been spent to date.
- We note a recent airport jobs fair advertisement that airport workers get up to 80% reduction in rail fares from Tottenham Hale. This concessionary rate scheme for airport workers should be extended to local bus routes, using part of the £2,000,000 contribution agreed for public transport schemes.
- Additional railway commuter parking on the airport site, at a subsidised local resident rate, or by means of a park and ride service
- Strict control of off-site airport parking and enforcement help for local residents where this is a problem,
- Phasing out night flights to give a full 8 hours respite to those under flight paths
- A moratorium on airport expansion for a generation (20 years)

Please take full consideration of the points raised above should the Council be minded to approve this application. Our view remains, that the application should be referred to the Secretary of State, so that proper scrutiny is afforded to this major infrastructure project. Some of the restrictions we feel are necessary to impose are not in the remit of a local authority. It is in the public interest to ensure that enhanced powers are used to impose and enforce robust planning conditions should permission be granted.

Yours sincerely

Jackie Deane

Deputy Town Clerk

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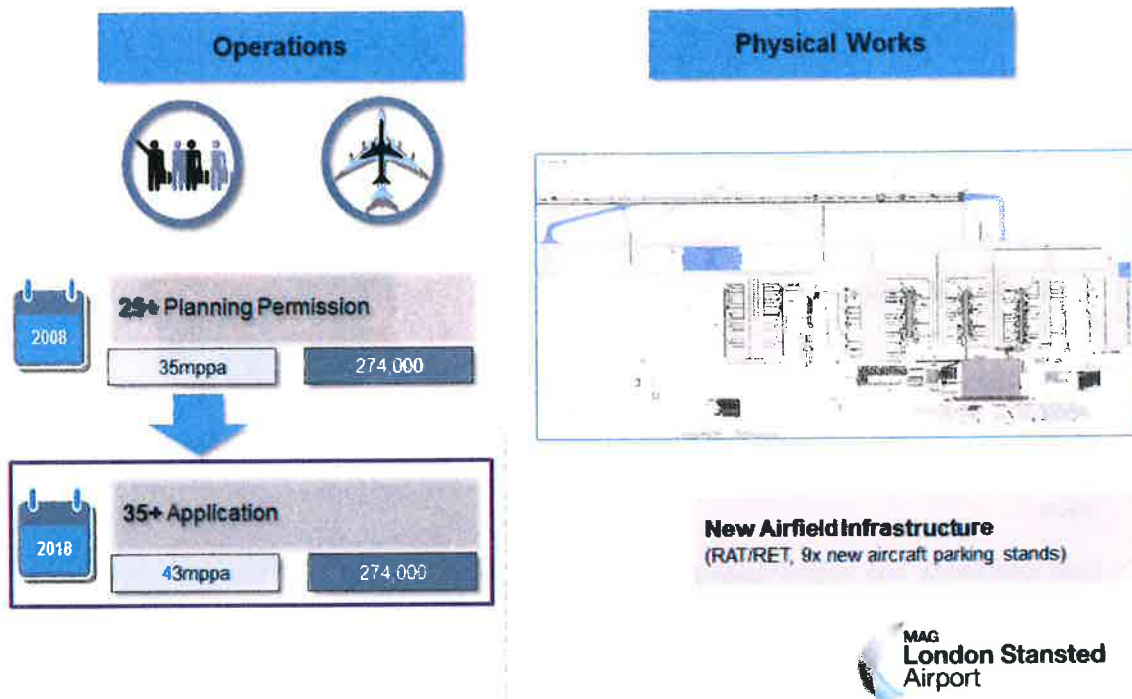
MAG – Presentation

STANSTED TODAY

- Passenger numbers up from 17.8mppa to 27mppa
- 40 new destinations; triple the number of airlines.
- Over £150 million to update our terminal and piers.
- 44% of our suppliers are based within 50 miles.
- New technology has helped reduce the population directly overflowed by 85% in the villages to the south.
- A range of new community programmes.
- Best UK airport for public transport now at 52%.



WHAT THE APPLICATION IS FOR



BUT ALSO:

- ✗ • No increase in the permitted number of aircraft movements.
- ✗ • No increase in the approved noise limit
- ✗ • No development outside the site.
- ✗ • No increase in night flights (and we will not be asking to relax the night-time flying controls)

• *And finally, its not about comparing today with 43mppa; the important test is to compare the 35mppa already permitted with 43mppa.*

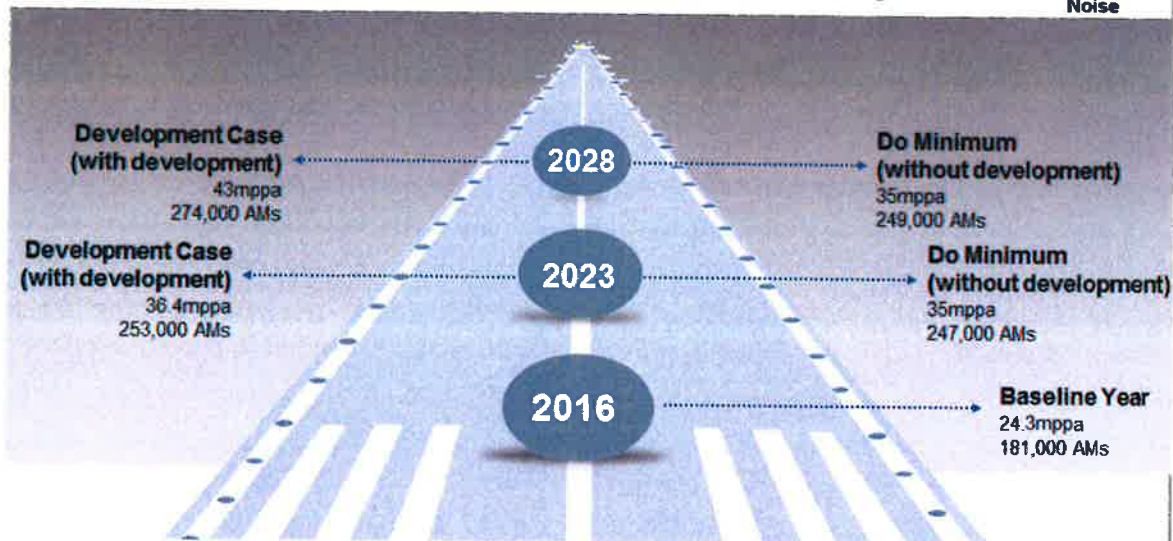
MAKING BEST USE: GOVERNMENT POLICY

*“Therefore the government is **supportive of airports beyond Heathrow making best use of their existing runways.** However, we recognise that the development of airports can have negative as well as positive local impacts, including on noise levels. We therefore consider that **any proposals should be judged by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts and proposed mitigations.**”*

HM Government, June 2018

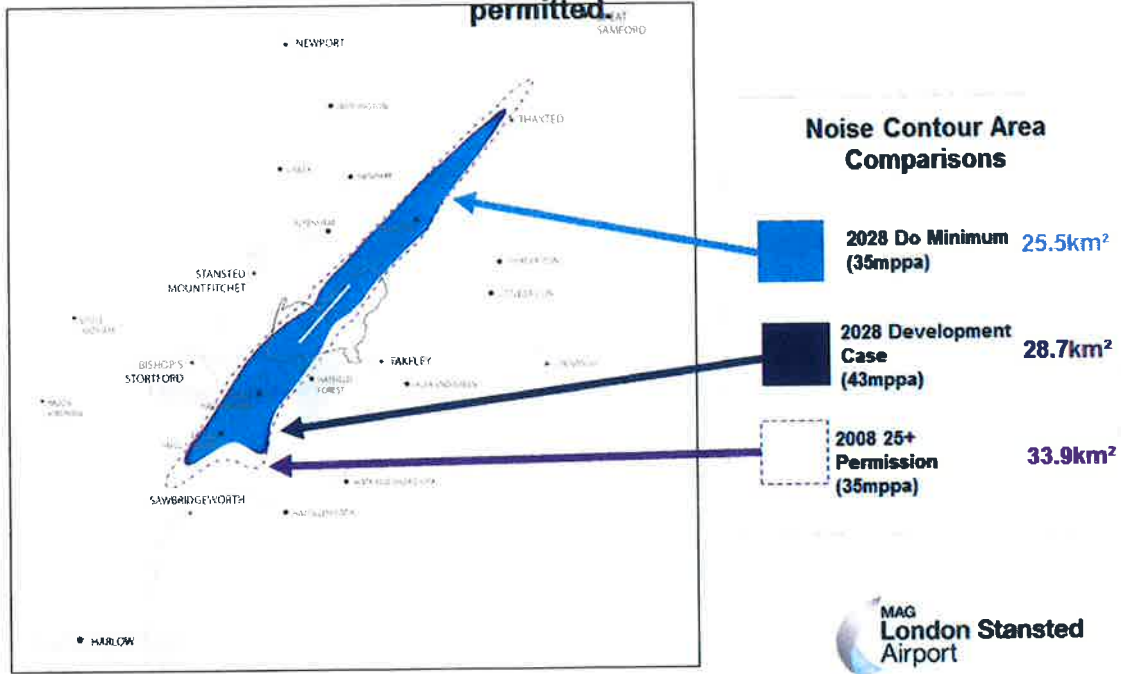


EIA ASSESSMENT



NOISE

The Noise Contour for 43mppa would be 5.2sqkm smaller than currently permitted.



TRANSPORT

- Best Performing in UK: 52% of passengers arrive by Public Transport
- Staff Mode share improved year on year since 2002
- Objectives for 43mppa:
 - Maintain at least 50% Public Transport Mode Share
 - Kiss and Fly reduction
 - Further 10% decrease in Staff single occupancy car use



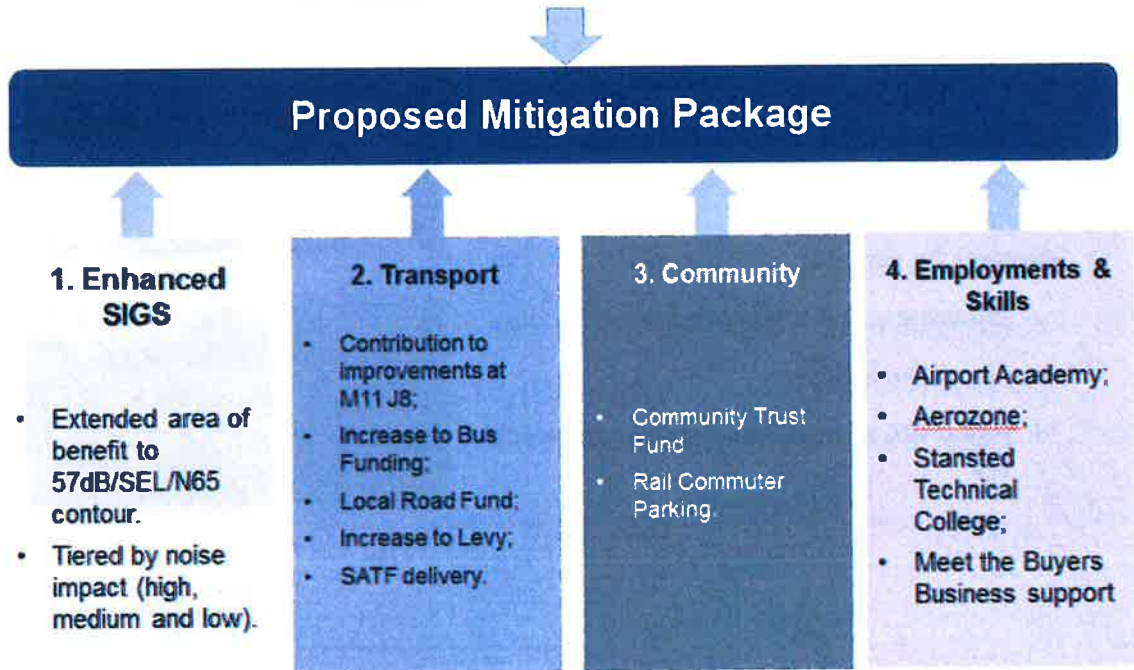
INVESTING IN OUR COMMUNITY

- We continue to invest in our local community through opportunities for young people
- Aerozone has welcomed 10,000 children to date
- Increased apprenticeships opportunities on-site through technical college and employment academy
- 12,000 employees on site
- Meet the Buyers has delivered over £21m of business to local firms since 2011
- Volunteering and grants.



MITIGATION: S106 COMMITMENTS

Current S106 Obligations Remain



Speech Tuesday 6 November 2018 (Ken O'Toole)

Thank you Chairman. Good morning ladies and gentlemen. My name is Ken O'Toole and I'm the Chief Executive Officer at Stansted. I'm very pleased to have the opportunity to open these 3 public speaking sessions and to introduce our planning application. I also know that you will hear over the next couple of day from many local interested parties who are supportive of our future and of the opportunities it will create for them, their businesses and their families. The level of support for our application has been overwhelming and is illustrative of the positive impact of the airport across all walks of life. I just want to make a few opening remarks before handing over to John Twigg, our Planning Director, who will describe our application in more detail.

Firstly we are ambitious for this region, and for the part our airport can play. Stansted is an important part of people's lives in this area – meeting their needs to travel, to trade, to find employment, to

develop their careers and to enjoy a prosperous future. We are a vital catalyst for the local economy; and a key transport interchange for air, rail, bus and coach.

I meet many airlines, businesses and investors who share our vision and ambition. They see the potential of this region and are keen to play their part. I've lost count of the number of times members of my staff have stopped me in the corridor to tell me how excited and enthusiastic they are for Stansted airport, and the opportunities being created for them and generations of their family members. Our growth over the last five years, since MAG acquired Stansted, has shown the opportunities and benefits that we can bring and gives perspective on what we can deliver in the future.

In recent years we have already added 40 new destinations to our departures board, giving local people more choice and opportunity to fly from their local airport. And to avoid the time consuming, unproductive and expensive journey to Gatwick or Heathrow. Our new route, with Emirates, to the global hub at Dubai, which launched in June, will see nearly 1/4m people enjoy travelling with one of the world's leading airlines this year. And that is just the start, as I am confident we can attract similar carriers to more than 25 new long haul destinations across the world including the US, Asia, India, China and beyond.

And as we grow, making best use of our existing runway and facilities, I want to assure you of the commitment of myself and my team, to delivering that growth in a sustainable way – maximising the social and economic benefits for the communities we serve, while being rigorous and responsible in the way we manage the environmental effects of our operation. I am proud of the way in which my staff, and the other businesses at Stansted have committed their time, knowledge and resources to supporting local communities; whether by awarding contracts to local businesses; volunteering in community projects or helping local children to achieve their ambitions.

We hope that when all the views and opinions have been heard, and the issues considered, that you will feel able to allow us to take the next step in the planned growth of Stansted by approving our application.

Thank you for listening; and can I now hand over to John Twigg who will cover in more detail the background and nature of our application.

Speech Tuesday 6 November 2018 (John Twigg)

35+ public sessions – STAL Intro session 6 November 2018 [John Twigg]

Good morning everybody.

STN today.

In the 5 years of MAG ownership we have brought in stronger competition and greater choice. We have seen:

- 40 new destinations and nearly tripled the number of airlines.
- Pax numbers grow from 17.8 mppa to 27.6mppa. We

have invested £150m, with a lot more to come.

And a new approach to working with the community;

- i. SDP
- ii. Aerozone
- iii. Our new technical College
- iv. Our community outreach programme

What the future holds

This region has great potential and an ambitious future; delivering growth and opportunities through its vibrant businesses, its strong academic sector and the talent of its people. Stansted sits at the heart of the LSCC – home to a rapidly expanding cluster of knowledge based industries eg life sciences, biomedical and digital who operate across international markets.

- A successful region needs a successful airport; and as the air gateway to the region we can support those ambitions; helping stimulate business growth; attracting investment and visitors through improved connectivity and offering routes to key destinations in Europe and beyond. And creating a further £1bn of GVA.
- And our growth can bring social as well as economic benefits. With better and more convenient connections for local people, travelling for holidays, visiting friends and family, for culture, education and sport. Our growth will see us adding over 5,000 new jobs, and exciting prospects for our young people; joining the 12,000 colleagues on site whose livelihoods already depend on Stansted. And all of this in a sustainable location.

And these benefits can be secured by using the spare runway capacity we already have - unlike Heathrow and Gatwick which are effectively full.

Planning

Our current permission dates from 2008. It limits us to 35m pax; no more than 274,00 aircraft movements; and with a wide range of controls, including limits on noise. But if we are to make best use of our existing runway we need to do 2 things. Hence this application.

We are seeking permission for

- Works within the airfield to create 9 new stands and build 2 new pieces of taxiway. AND
- to move our passenger limit from 35m to 43m pa But

perhaps its also important to explain what it isn't.

- There will be no increase in the permitted number of aircraft movements.
- There will be no increase in the approved noise contour - in fact a reduction is part of our commitment.
- We are not proposing an increase in night flights and we will not be lobbying or seeking to relax the Government's night flying controls.
- And finally, its not about comparing today with 43mppa (as some will urge you to do); the important test is to compare the 35mppa already permitted with 43mppa.

Consultation

- We have been regularly listening to our neighbours over the last 3 years; starting with our long term Sustainable Development Plan in 2015. Heard a variety of views. Gained valuable feedback. That has led us to modify our proposals; for example, by now retaining the current limit on aircraft movements.
- Your own consultation exercise has generated over 1,000 responses. You will hear from some of those people over the next two days; those objecting to our application, but also a large number of supporters.

Why do we need the new airfield works?

- The stands will give us space for remote parking of aircraft overnight, during our busy summer peak periods.
- The taxiways will enable aircraft to enter and leave the runway in a more efficient way – helping to reduce congestion, fuel burn and emissions and improve punctuality.

Why do we need to change the passenger limit?

- The growing demand in this region to fly – for business and leisure - means we are fast approaching our current passenger limit.
- And the region is discussing its future. We want to support the regional agenda for growth - and long term clarity is important for the region.
- Airports are long term infrastructure businesses. We too need to plan and invest for the future. But this requires certainty and confidence about our prospects and major infrastructure projects have long lead times.
- But it is not just the region and the airport that need to plan ahead. Airlines need certainty and time to negotiate long term agreements for new routes; to invest in new, quieter aircraft; facilities and recruit staff. In a competitive market, they need the confidence that their investment will be sustainable and offer the opportunity for future growth.

National policy

- Debates over last few years have settled down and Government's position is now clear. In line with the recommendations of the Airports Commission, and following further public consultation, in June this year the Government published two policy documents.
- One for a third runway at LHR (NPS) and – on the same day – one which sets out a complementary policy to support those airports which seek to make best use of their existing runways. Where this involves changing planning caps it requires the LPA to take careful account of all relevant considerations, particularly economic and environmental impacts and proposed mitigations

Env't Issues & assessment

The application is supported by a comprehensive EIA. This was carried out by independent specialists, and is based on robust forecasts and impact assessments. While some will seek to pick holes in the ES, I am confident that it represents a reliable set of conclusions. And it has had extensive professional assessment by your officers and consultees. It shows no significant harm.

Those EIA conclusions will help you make the planning judgement; and the test is one you are very familiar with; ie comparing STN at 2028 with the development compared to STN in 2028 without the development (ie sticking to our current 35mpa permission).

Noise is the issue that local residents talk to us about the most, so it deserves spending some time on. I will explain how we have assessed noise, and what we will do about it.

Across the industry, aircraft performance continues to improve – as it has been doing for many years. New engines, better technology, fewer emissions and less noise. The noise made by each aircraft continues to reduce. The new generation aircraft now coming in to service at STN have a noise footprint around half that of the current generation.

The two key measures of aircraft noise are how noisy each aircraft is; and how many times does the noise occur. The two are combined to produce the familiar 'noise contours' (joining up areas of equal noise).

- Our current permission limits the 57leq noise contour to an area of 33.9 sq kms. With the development we forecast that same contour will be 28.7 sq km. So, a reduction of 5.2 sqkms. That is because we are not seeking to increase the number of aircraft movements. But we will see the increasing benefits of new aircraft – with improved performance; better track keeping and a cleaner, quieter fleet.
- In terms of the numbers of aircraft, the development - if approved - will, by 2028, see an average summer peak day of 640 daily movements without the development, and 712 with the development. So, an increase of 72 movements across the day – 36 arrivals; and 36 departures, spread across our 3 departure routes.
- Let me reassure you please about night flights. The Government will continue to control the number of night flights, and the noise limits. And we are happy to retain the current legal obligation which prevents us seeking a relaxation of our night controls, as this has caused some local concerns.
- Our assessment hasn't just looked at the traditional 57leq noise contour. But also, for the first time, a wider range of emerging policy metrics - lower noise contours (51 & 54 leq); and additional 'Number above' contours which reflect how many aircraft pass over a particular area.
- On other topics, the ES contains detailed assessments of a wide range of environmental issues – air quality, water quality, carbon, climate change, ecology, ground noise and so on. These use the normal metrics and assessment measures that are recommended in planning and aviation policy. The results are set out in careful detail in your officer's report. And on none of these issues has the assessment shown a significant harmful impact as a result of the development

Transport

- As you would expect, this has had a huge amount of attention and careful detailed analysis by the statutory consultees and their consultants. It is also of obvious interest to local people.

Public transport

- STN is the best performing in the UK, and one of the best in Europe. Over 50% of our pax use public transport. That's because of the investment and joint working by, local authorities, bus, coach and train operators, ourselves and the widely recognised efforts of our Surface Access Forum over many years.
- And it's a similar picture for staff. Since 2002 single occupancy car use by staff has reduced by 23%; we expect a further 10% reduction to reach our target of 55%.
- We are committed to maintaining our high level of performance and setting tougher targets. Substantial funding will continue – especially to further improve the local bus and coach networks; complementing the investment in the new 12 car trains on the Stansted Express which will give us sufficient rail capacity to handle our growth.

Road traffic.

- The planned future housing growth in the area has been allowed for in our assessments. The conclusion of the highway authorities is that STN can grow to 43mppa without any detriment to the road network, so long as certain improvements are made. We agree with this and have reached agreement on the detail of those mitigation measures and our funding towards them.

Connectivity -

- our stakeholders want new airlines and routes to the places they want to travel to. We have made good progress, and more airlines are seeing the potential at STN and the strength of the market in Eastern England for both business and leisure travel. This is best shown by the new daily service to Dubai with Emirates. It is already hugely popular and is bringing major benefits to the area. We are confident that more long haul services will be developed. Jet 2 have been a big success and have seen major growth, with more aircraft based at STN since they started in March last year.

Employment – education & skills.

As a business we are committed to investing in the regions in which we operate. Around 12,000 people now work on what is the largest single employment site in Eastern England. And airports are notable for the variety and types of jobs they create – ft, pt; seasonal; highly skilled to entry level across a wide range of trades and professions and the long term careers they can offer. One new based aircraft will require dozens of new staff – pilots, cabin crew, engineers, check in staff, cleaners, security guards, baggage handlers, caterers - the list goes on.

- We are passionate about improving skills and raising educational standards; as shown by our volunteering, mentoring and community programmes. Alongside money from our two community funds, our colleagues have devoted nearly 5,000 hours of time in the last year supporting over 100 diverse projects in local communities. September saw the opening of our unique on site Technical College, designed to help bridge the skills gap in STEM subjects. 250 local students are already working towards careers in aviation, that number should increase to 550 next year.
- A word about our supply chain. Many local businesses provide goods and services and rely on STN for their livelihood. You will hear first hand from a number of them; and what further growth means for them, their staff and their families. Our annual 'Meet the buyers' event is increasingly successful; with over £21m of business captured by local firms since 2011. This year's event alone, delivered over £9.3m of local contracts.
- We have seen strong support for our application from many of the public and private sector agencies who are responsible for delivering a stronger economy and greater wealth and prosperity for the region. The evidence from across the globe is clear: good connectivity is crucial to attracting inward investors and overseas visitors; expanding trade and improving competitiveness. A well connected region is a successful region. Again, you will hear first-hand from businesses that rely on STN for moving people and goods.

Mitigation

- We have listened carefully to the many comments made on our application. In particular, we have sought to understand the issues that matter to local people and develop measures to deal with them. I believe we now have a full and comprehensive package of mitigation to deal with those concerns. They fall

under four broad headings: Noise; Transport; Community; Employment & Skills. I will briefly summarise each.

Noise

- **Noise reduction.** As well as reducing noise at source, and carefully controlling where aircraft fly; we want to better protect people in their homes.
 - i. We will bring in a new SIGS. We will now insulate down to a lower contour so nearly twice as many houses will benefit (up from c 1088 to c2050); there will be larger grants (of up to £10k) ; no contribution will now required from the householder; additional insulation will help energy savings. And funding will also be directed at 18 noise sensitive community facilities – incl 5 schools and 2 healthcare facilities.
 - ii. We will retain the legal clause which stops us seeking a relaxation of night time controls. This in response to community feedback. We will look to impose tighter limits and financial penalties on aircraft noise.
 - iii. And commit to a reduction in the legally binding permitted noise contour from its current 33.9 sq kms to a smaller, 28.7sq kms by 2028.

Overall, I believe this is a significantly better package of protection for residents.

- **Transport.**
 - i. From every car park transaction and staff parking permit we divert some of the income directly into our Transport Fund. We will now extend that system to ESD. Last year that generated c £550k. By 2028 that levy is expected to have generated a total of £12m to be invested by the Transport Forum in sustainable travel and support for public transport services and facilities.
 - ii. In addition; there will be a further £1m specifically ring fenced for funding local bus services, added to the £1m unspent from our current S106;
 - iii. We will fund an improvement scheme for J8, M11 that has been put forward by Highways England and Essex & Herts CCs.
 - iv. And we will provide £800k for improvements to local roads, safety, cycling and walking schemes.

- v. The transport system also receives significant revenue from the sale of Airport Travelcards to staff. We estimate this to be worth c £15m over the next ten years.
- vi. All of this investment is overseen and delivered through our on- going support and commitment to the highly successful multi partner Transport Forum whose remit will be enhanced.

- **Community**

We are proud of our community programme and the benefits it has brought locally.

We want our Community Trust Fund to do more; so we are increasing its funding to £150k pa (index linked); expanding its remit to cover health and well being and removing the restriction which prevents Parish Councils from applying. The extended area of benefit will remain focused on the areas around STN and especially those overflowed by aircraft. Over the next 10 years that is a further £1.5m of direct financial support sitting alongside our volunteering programmes.

- **Employment & skills**

We will fund and enhance our four flagship programmes :

- i. Aerozone is our primary school offer. Since 2015 -over 10,000 local kids now visited.
- ii. The new on site technical college.
- iii. Airport Academy – which successfully encourages and supports local people to find employment at STN
- iv. The annual Meet the Buyers event and Job Fairs (nearly 700 vacancies at last one)

In my view this all adds up to an appropriate and proportionate package of mitigation, related to the development, and which sits alongside the significant benefits. In total, these mitigation measures amount to over £30m of funding over the next 10 years.

Conclusion

In conclusion, this application is for modest airfield infrastructure and to move the limit on passengers from 35mppa to 43 mppa. In my opinion this is in overall accordance with the Development Plan; represents a form of sustainable development under NPPF, and will bring significant economic and social benefits without causing unacceptable environmental harm.

Those benefits include:

delivering on the Government's aviation policy objectives through making best use of existing airport capacity and being able to meet the growth in demand;

- delivering economic growth and regional competitiveness through improved connectivity;
- increased employment, including skills and education;
- greater choice and competition and the passenger and environmental benefits of avoiding long trips to Heathrow or Gatwick;

And all of this delivered within a well-established planning framework; with no significant adverse environmental impacts. We will continue to:

operate within the number of aircraft movements already permitted; sharing the benefits of new technology by offering a tighter noise contour limit than currently exists;

while expanding and improving a range of mitigation measures covering noise, community benefits, transport investment and social and economic initiatives.

Thank you Chairman

SSE Presentation to Members of UDC Planning Committee

Brian Ross, Geoff Gardner & Bruce Bamber

7 November 2018

Stop Stansted Expansion ('SSE') has some 7,500 members and registered online supporters including 150 parish and town councils, local residents' groups and national and local environmental organisations. SSE was established in 2002 in response to Government proposals for major expansion at Stansted Airport.

Introduction

Why the need for this presentation?¹

- SSE submitted 250 pages of evidence.
- However, it is not evident that the veracity of SSE's submissions has been properly tested and/or evaluated.
- Pressure on officers' resources is understood.

¹ Copy of slides will be provided to members after this presentation.





Planning Application – Summary

BR

- Raise cap to 43 million passengers per annum ('mppa')
- New Rapid Access Taxiway (RAT)
- New Rapid Exit Taxiway (RET)
- Nine new aircraft stands

The effects of the development must be compared to:

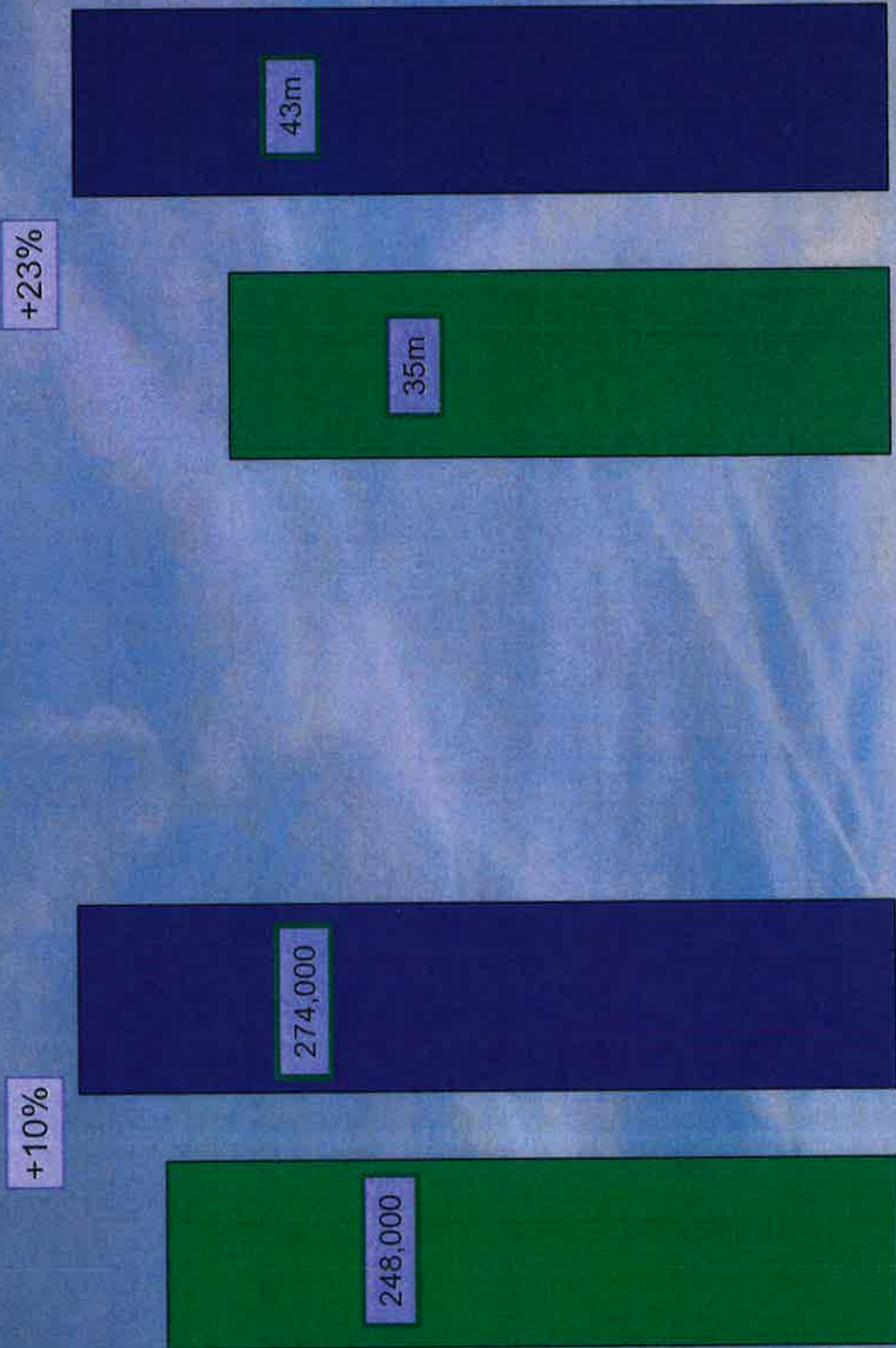
- **Current situation** ("baseline"); and
- **Current permission** ("base case")²

² Town & County Planning (Environmental Impact Assessment) Regulations 2017, Schedule 4, Clause 3.

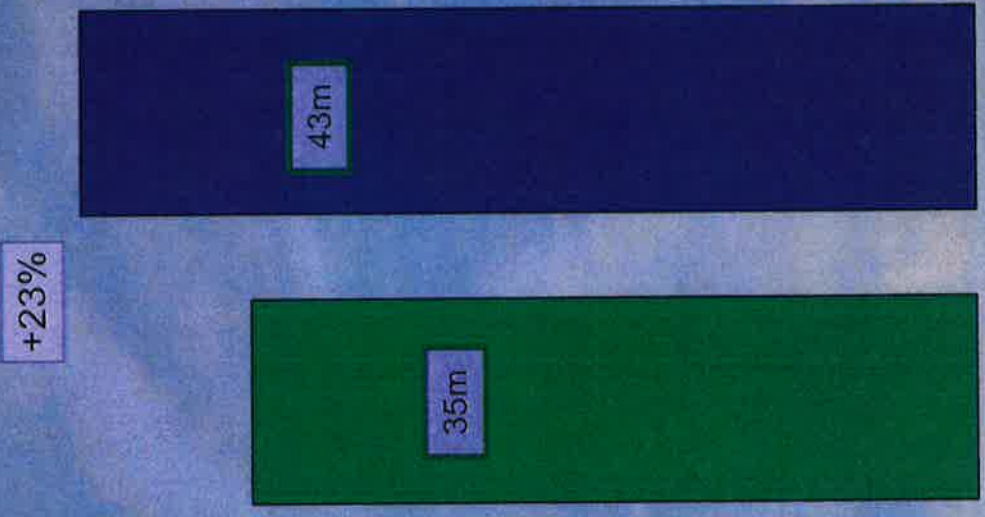
Impacts compared to Current Permission



Aircraft Movements



Airport Passengers



- Average of 69 extra flights per day
- Higher proportion of large, wide-bodied aircraft as long-haul increases
- Extra 11,000 passengers/day arriving/departing by car



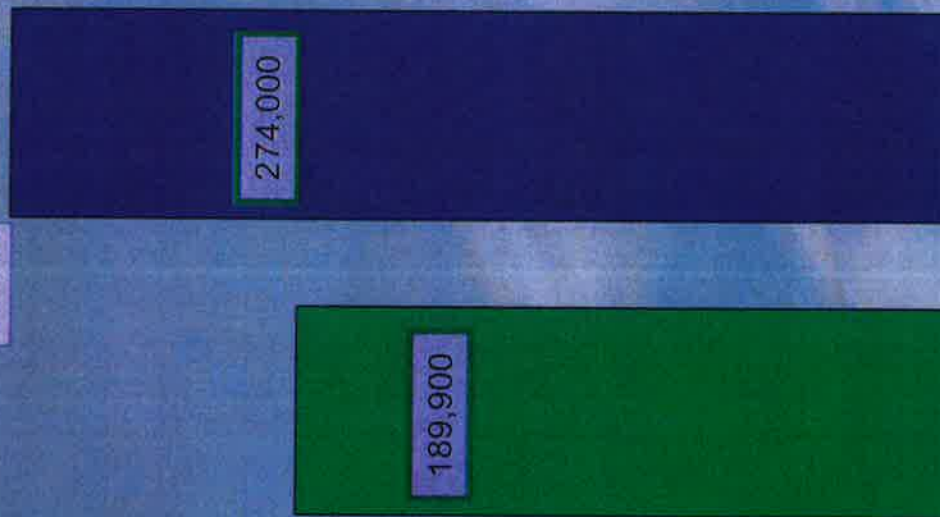


Impacts compared to 2017

BR

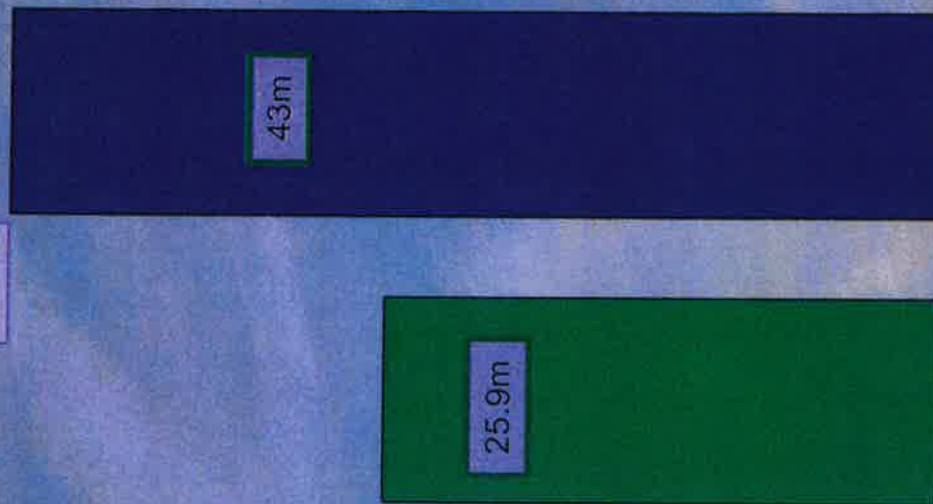
Aircraft Movements

+44%



Airport Passengers

+66%



- Average of 230 extra flights per day
- Higher proportion of large, wide-bodied aircraft as long-haul increases
- Extra 23,000 passengers/day arriving/departing by car



Forecasts

- MAG assumes competitors have minimal scope for growth and Stansted will capture almost 50% of all London airports' growth to 2028;
- MAG claims Stansted will reach 35mppa in 2023 but DfT projects not until 2033 – even later with third Heathrow runway (HR3);
- Heathrow Airport and DfT expect HR3 to be operational by 2026 whereas applicant assumes HR3 will not be operational until 2030;
- Gatwick projects 53mppa by 2023 and up to 61mppa by 2032/33 (2017=46m);
... and up to 70mppa by 2032/33 if allowed limited use of its standby runway.
- Luton projects 36-38mppa by 2040 (2017=16m).

Officers accept MAG's forecasts despite all evidence to contrary. They cite local knowledge to justify but disregard local knowledge (& DfT) regarding growth elsewhere.

Heathrow, Gatwick and Luton expansion proposals will all follow the NSIP process



Economic Impacts

- Using MAG's figures for inbound and outbound visitors and average spend, the proposal would have significant adverse impact on UK trade balance.

Scenario	UK residents' visits abroad	Foreign visits to UK	Difference	Annual Trade Deficit
Baseline (2016)	6.1	3.6	2.5	£1.75bn
35mppa Case 2028	10.1	4.7	5.4	£3.78bn
43mppa Case 2028	12.5	5.8	6.7	£4.69bn

Page 41

- No quantitative evidence provided for user benefits.
- No Brexit sensitivity analysis – either for GDP growth or a less liberal aviation market – noting dominance of Ryanair at Stansted.
- Around 1,300 extra jobs but minimal local unemployment³ and airport wages are well below local needs/aspirations. Fewer Uttlesford residents work at airport than 15 years ago.
- Also, would new jobs at Stansted be at the expense of jobs elsewhere?

³ Uttlesford claimant count Dec 2017 = 255 (0.5%); East Herts 605 (0.7%). For comparison: Luton 2,505 (2.3%).

Framework for Determination

“Planning applications have to be decided in line with the relevant local planning authority’s development plan, unless there is a very good reason not to do so.”⁴

Four main areas for consideration:

- 1) Adopted Local Plan & Emerging Local Plan;
- 2) National Planning Policy Framework;
- 3) National Aviation Policy; and
- 4) Balance of Harms versus Benefits.

⁴ https://www.planningportal.co.uk/info/200126/applications/58/the_decision-making_process/2.

Adopted Local Plan (ALP)

GG

The following policies were cited by UDC officers in 2006 decision to refuse 35mppa:

- **ENV7** – “Development proposals that adversely affect areas of nationally important nature conservation such as SSSIs and NNRs will not be permitted unless the need for the development outweighs the particular importance of the nature conservation value of site or reserve.”
- **ENV11** – “Noise generating development will not be permitted if it would be liable to affect adversely the reasonable occupation of existing or proposed noise sensitive development nearby, unless the need for the development outweighs the degree of noise generated.”
- **GEN1** – “Development will only be permitted if it meets all of the following criteria: ... [extract ‘b’] The traffic generated by the development must be capable of being accommodated on the surrounding transport network.”
- **GEN2** “Development will not be permitted unless ... [extract ‘i’] it would not have a materially adverse effect on the reasonable occupation and enjoyment of a residential or other sensitive property ...”

Emerging Local Plan (ELP)

- Advanced stage of Emerging Local Plan (ELP) means that it carries significant weight, especially in view of extensive consultation to date.
- Officers tried to change draft policy SP11 but UDC Cabinet (unanimously) and Full Council disagreed, knowing that this application had been submitted yet agreeing that the limit should stay. **The Officers' recommendation for approval disregards the position agreed by Council just 5 months ago (19th June).**

• Policy SP11 states that Stansted Airport development proposals will only be supported "where **all** of the following criteria are met." It then lists a number of criteria, at least two of which are not met by the current proposals:

3. *They are in accordance with the latest permission.*
4. *Do not result in a significant increase in ATMs [Air Traffic Movements] or air passenger numbers that would adversely affect the amenities of surrounding occupiers, or the local environment or transport networks...*

- *Proposals are clearly not "in accordance with latest permission" – i.e. 35mppa*
- *Proposals would result in "a significant increase in ATMs and air passenger numbers"*
- *This would "adversely affect the amenities of surrounding occupiers, the local environment and transport networks."*



National Planning Policy Framework (NPPF)

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- Presumption in favour of sustainable development defined as:
“Meeting the needs of the present without compromising the ability of future generations to meet their own needs”.
- An imperative of NPPF – and Government and international policy – is to reduce greenhouse gas emissions (paras 8(c), 148 and 150).

• Emphasis on low carbon, for example:

“The planning system should support the transition to a low carbon future in a changing climate ... It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions...” (para 148)

- Expanding Stansted to 43mppa would have opposite impact to this widely accepted policy. Government has made provision for modest increase in Stansted's carbon emissions but MAG's proposals are significantly in excess of that.

NPPF – Prematurity

NPPF provides for an application to be refused on the grounds of prematurity – but only in exceptional circumstances.

Exceptional circumstances *do* seem to apply in this case:

- New ‘Beyond the Horizon’ aviation strategy will be set out in a Green Paper in December 2018, with a White Paper planned by mid-2019.
- LPAs are required to take account of “any new environmental policies emerging from the Aviation Strategy”.⁵
- Emerging Local Plan (ELP) will be adopted in 2019 (SP11 is highly significant).
- There are significant unresolved issues in the Environmental Statement (ES)
- MAG would not suffer any significant harm since:
 - MAG does not expect to reach current 35mppa cap until 2023; and
 - There are no lengthy construction works involved (12 months)



Airports National Policy Statement

GG

- Not only Government policy but a legally binding document.
- Mostly about Heathrow R3 but has this to say about other airports:

“.. the Government accepts that it may well be possible for existing airports to demonstrate sufficient need for their proposals, additional to (or different from) the need which is met by the provision of a NW runway at Heathrow.”

- MAG has not demonstrated **“sufficient need for [its] proposals, additional to (or different from) the need which is met by ... NW runway at Heathrow.”**
- MAG's forecasts for Stansted are far more optimistic than DfT's forecasts and assume HR3 not open until 2030 (DfT says 2026). An applicant may be expected to talk up his application but DfT is the national Government Department.
- MAG mistakenly assumes minimal scope for growth at competitor airports.



Beyond the Horizon: Making Best Use of Existing Runways (June 2018)

- Officers' report refers 27 times to Government support for "airports making best use of their existing runways".
- Only once refers to the qualification, in the same BTH policy document, for LPAs to take account of "any new environmental policies emerging from the Aviation Strategy".
- Only once refers to the qualification, in the same BTH policy document, for LPAs "to consider each case on its merits".
- In any event, the BTH policy supports "**best use**" not "**better use**".

Annual Passengers

	2016	2023	2024	2028	2029
Original Proposal	24,300	35,200	37,000	43,000	44,500
Revised Proposal	24,300	36,370	38,100	43,000	???





Making Best Use of Existing Runways – cont'd

- With new RET, RAT and extra stands Stansted runway would have comparable capacity to Gatwick runway. Confirmed by the DfT:

*"Whilst we have not been able to independently validate the increase in maximum runway capacity to 55 hourly movements, the figure is consistent with comparable pieces of infrastructure such as the Gatwick Airport runway and therefore we have a reasonable degree of confidence in it."*⁶

- Gatwick expects to handle 53mppa by 2023, and up to 61mppa by 2032/33 based on 340,000 ATMs. By contrast, Stansted describes 43mppa as 'best use'
- MAG cannot claim '**best use**' policy support for planning application whilst limiting application to 43mppa.
- A Stansted application for best use would – without question – be a NSIP.

*applying for 99 1/2 million
as NSIP app is 95 million*

⁶ DfT Legal Submissions, August 2018

⁷ UDC officers' notes of meeting with MAG on 17 May 2017



Weighing Harms against Benefits

- Before even submitting its planning application and before even carrying out the Environmental Impact Assessment MAG stated:

“ ... no significant adverse environmental effects are predicted as a consequence of the proposed development”

- The Officers' Report echoes this conclusion:

“The ES has demonstrated that there would be negligible impacts arising from the proposals.” [!]

However – the devil is in the detail. SSE has forensically analysed this 4,000-page planning application and has concluded that:

- It would **undoubtedly** give rise to significant adverse environmental effects.
 - There is **insufficient evidence** of economic and/or employment benefits capable of outweighing the environmental harms.
- Logically the application must be refused.

Reason for Refusal (1) – Noise Impacts

Inadequate mitigation measures are proposed to address the effects of noise on the local community, to the detriment of the amenity of the occupiers of buildings in the vicinity of the airport, the cognitive development of school children and the health and wellbeing of local residents, contrary to policy GEN2 of the ALP and policy SP11 of the ELP.

Noise – Further Justification for Refusal

- MAG has assumed 57% of 'mainstay' Stansted PATMs (Ryanair/Jet 2/easyJet) will be 'Max/Neo' types by 2028, whereas order book evidence indicates 30%-35%.
 - Max/Neo types are modelled as **40%-50%** quieter than current B737/A319s.
 - Questions also about modelling assumptions for 'average summer day'⁸ contours.
 - Overall, SSE estimates that MAG's modelling of the noise impacts in 2028 has produced an underestimate of the order of 15%-20%.
- In addition:
- **Officers' report is based on erroneous figures** from the ES for SOAEL⁹ and NOAEL¹⁰ noise effect levels. The 'tolerance' values relied upon by officers are **far higher than the values in the Government's SoNA¹¹ report**. This has seriously skewed the officers' conclusions on air noise.¹²
 - **Officers' report ignores the new (far tighter) WHO guidelines for aviation noise which are expected to be taken into account in the Government's new Aviation Policy**

⁸ Average aircraft movements 16 Jun to 15 Sep, excluding night flights, ref; CAP 1616A.

⁹ Significant Observed Adverse Effect Level; ¹⁰ No Observed Adverse Effect Level;

¹¹ Survey of Noise Attitudes, DfT, 2014

¹² **Officers' report, para 9.179, e.g. this shows daytime SOAEL as 63-69dB LAeq. Should be 54dB LAeq.**



Noise – Further Justification for Refusal

BR

Policy SP 11 states that proposals for development will only be supported where they:

“Achieve further noise reduction or no increase in day or night time noise in accordance with the airport’s most recent Airport Noise Action Plan ...”

That is plainly not the case here:

Noise mapping shows population increase of 1,300 (18%) in the 55dB Lden contour compared to the most recent approved SoS Airport Noise Action Plan

Moreover, the EU Environmental Noise Directive under which Noise Action Plans are compiled defines its objective as follows:

“...to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise”

Noise – Further Justification for Refusal

Even based on MAG's own modelling in accordance with Government's lower 54dB level for significant community annoyance, more local residents would be adversely affected":

54dB LA _{eq} 16-hour contour	Area (Km ²)	Households	Population
2016 Baseline Year	45.4	2,250	5,700
2028 with 43mppa	53.0	2,400	6,150

And even using MAG's preferred noise metric and preferred basis for comparison more people would be adversely affected:

57dB LA _{eq} 16-hour contour	Area (Km ²)	Households	Population
2028 with 35mppa	25.5	650	1,750
2028 with 43mppa	28.7	1,100	2,800

Remember that above projections for 2028 are based on MAG's implausible assumption regarding 57% fleet replacement with new 'cleaner and quieter' aircraft by the end of 2027. The likely level of fleet replacement is 30%-35%.

Reason for Refusal (2) – Air Quality

Increased pollution arising from the increased levels of aircraft movements and road traffic movements consequential to the proposed development would give rise to an increased risk of vegetation damage in Hatfield Forest and East End Wood SSSIs.

It is not possible to make a reliable assessment on the basis of the data provided. As a consequence inadequate contingency, mitigation and/or compensation measures have been made, to the detriment of biodiversity and contrary to policy ENV7 of the ALP, policy SP11 of the ELP and to the provisions of the NPPF, para 175 (b).

Air Quality – Further Justification for Refusal

- Unrealistic assumptions for new aircraft also impact on AQ modelling.
- Modelling only considers emissions to 1,500 feet. ICAO recommends 3,000 feet.
- AQ modelling based on understated road traffic impacts. Vehicle emissions impact on sensitive receptors such as Hatfield Forest and Elsenham Wood SSSIs.
- **Officers' report acknowledges that Elsenham Wood SSSI "is already subject to nitrogen deposition that significantly exceeds the Critical load for its SSSI woodland habitat feature". Proposals would increase damage but no adequate mitigation is proposed (other than monitoring).**
- Cumulative road traffic impacts (i.e. allowing for new housing in parallel with airport expansion) have not been adequately assessed.



Reason for Refusal (3) Community Health & Wellbeing

BR

Health Impact Assessment (HIA) does not give due consideration to the impacts of the proposed development on the health & wellbeing of nearby communities. Evidence from consultees suggests these are significant.

Absence of a Quality of Life Assessment means that the effects on the cohesion of local communities caused by the pressures of a rapidly growing airport have not been given due consideration.

As a result the effect of the development on local communities is (at best) uncertain and no proportionate mitigation measures can be put forward, to the detriment of amenity and contrary to policy GEN2 of the ALP, policy SP11 of the ELP and paras 180, 204 and 205 of the NPPF.

Community Health & Wellbeing Further Justification for Refusal

- Understatement of noise, AQ and road traffic impacts means that effects upon community health and wellbeing are also understated.
- MAG concludes there are (net) health and wellbeing benefits because benefits of extra jobs and extra holidays across a broad geographic area outweigh adverse impacts on the local community.
- **MAG's refusal to carry out a Quality of Life Assessment – despite UDC formally asking for this. Without a Quality of Life assessment it is not possible to determine whether MAG's claims of wider geographical benefits outweigh the local harms.**





Reason for Refusal (4) – Road Traffic Impacts

BB

The proposed obligations and conditions do not provide adequate mitigation measures to prevent congestion on the local highway network to the detriment of the free flow of traffic, the amenity of local residents and highway safety, contrary to policy GEN 1 of the ALP, policy SP11 of the ELP and para 5.5 of the ANPS.

*In the case of J8 of the M11, the cumulative impacts of increased airport-related road traffic and proposed new housing in and around the A120 corridor would be severe – **even with the proposed mitigation.** For this reason, para 109 of the NPPF requires that the proposed development should be refused.*

Impact on Junction 8 of M11

Starting Point

- M11 Junction 8 already congested in peak periods;
- Traffic and congestion will increase even without the proposed development;
- Opportunities to increase capacity are limited;
- Concerns over the impact of airport expansion prompted Essex Highways (EH) to commission additional traffic modelling work by Jacobs.

Impact on Junction 8 of M11

Jacobs Report 25 September 2018

Only available 18 October 2018

- The report seeks to:
 - better understand impact;
 - assess junction interaction;
 - undertake sensitivity tests.
- The work allows for planned highway improvements and proposed additional mitigation measures.

Impact on Junction 8 of M11

Sensitivity Assumptions

- Jacobs report does not scrutinise the assumptions underlying the projected levels of trip generation
- A blanket 10% uplift in trip generation is applied
- No justification for the use of 10% is provided
- The distribution sensitivity test is based on information set out in Transport Assessment (TA) and is therefore, arguably, not a sensitivity test
- 5% more traffic is assumed to arrive from the A120 west with 2% and 3% less from the M11 north and south respectively



Impact on Junction 8 of M11

BB

Average Queue in 2033
(metres per junction arm)

M11 Junction 8 Queue Length	AM Peak		PM Peak	
	35mppa	43mppa	35mppa	43mppa
10% <u>uplift</u> in trip generation	347	362 (+4%)	369	461 (+25%)
5% <u>shift</u> in trip distribution	347	380 (+10%)	369	441 (+20%)

35mppa assumes current permission and current planned J8 work

43mppa assumes proposed expansion and proposed additional mitigation



Impact on Junction 8 of M11

Mitigation?

- Officers' recommendation is misleading
- Mitigation is required because of the severe impact predicted at J8
- Sensitivity testing shows that proposed improvements are **likely to fail to mitigate** the severe impact
- How likely it is that mitigation will fail?



Impact on Junction 8 of M11

Inadequacy of Sensitivity Tests

SSE's response 18 September 2018 to TAA included Table SSE1, listing under-estimates identified by Railton TPC. These include:

- Assumed 30% reduction in 'Kiss & Fly'
- Optimistic profile of daily passenger movements, especially in morning peak
- Failure to consider Friday peak or extended Summer period peaks
- Staff car movements include understated attendance, understated peak movements and optimistic changes to mode share and car occupancy
- Cumulative effect of all sources of under-estimation is very significant and much more than 10%
- Modelling fails to account for changes in Birchanger Services access, A1250 constraints and emerging Local Plans

Impact on Junction 8 of M11

Essex Highways and Highways England Responses

- EH has ignored issues that have been identified by SSE/Railton TPC
- EH's view is that all concerns can be addressed through requirement for three targets
- One of the targets is not even a target (public transport use to stay at 50%)
- Very heavy reliance on shift from 'Kiss & Fly' to use of car parks
- Threat of 'penalties' does not guarantee compliance
- HE's response makes no reference to the implications of the Jacobs report

Impact on Junction 8 of M11

Conclusions on J8 Impacts

- Jacobs report shows that very small changes in underlying assumptions have a very significant impact on the operation of Junction 8 and surrounding network
- Officer's recommendation is misleading
- It is clear that it is extremely likely that the impact of the development on J8 and the surrounding highway network will be severe



Reason for Refusal (5) – Impact on Rail Services

The proposed mitigation measures will not be sufficient to prevent severe congestion on West Anglia Main Line at peak periods, to the detriment of the amenity of local residents and contrary to policy GEN 1 of the ALP, policy SP11 of the ELP and para 5.5 of the ANPS.

There is the risk that excessive crowding on WAML rail services during the morning (southbound) and evening (northbound) commuter peaks will give rise to increased use of less sustainable modes of transport, contrary to the policies referred to above and also contrary to the principles set down in Chapter 9 of the NPPF 'Promoting Sustainable Transport'.

Impact on Rail Services Further Justification for Refusal

- Application does not promote sustainable modes of transport. Indeed, it projects a decline in public transport mode share.
- Loadings between Harlow and Tottenham Hale show trains to be already almost full at peak. Even at 35mppa, additional capacity (12-car trains) will be needed to cater for airport growth plus housing growth over next 10-15 years in Uttlesford, East Herts and other districts served by the WAML.
- Passenger standing capacity on trains has been wrongly calculated giving assumed capacity 65% higher than seating capacity. This assumption is contrary to DfT PiXC¹³ guidance, wholly unrealistic and may well be physically incapable of being achieved.

¹³ PiXC = Passengers in Excess of Capacity, the standard DfT measurement of train overcrowding.

Reason for Refusal (6) – Economic Effects

The proposed development would have a detrimental impact upon the UK trade balance and the Applicant has provided no quantified evidence of compensatory user benefits nor any adequate evidence of wider economic benefits.

It cannot therefore be the case that economic benefits are so over-riding as to outweigh the environmental harms, with or without mitigation, to the detriment of the principles of sustainable development set down in the NPPF and contrary to the requirements of the APF and the BTH Government policy documents.

The estimated 1,300 additional jobs that would be provided would predominantly be low-skilled and low-paid, requiring out-of-area recruitment which would increase the need for commuting contrary to the sustainable development principles of the NPPF, and would also put further pressure on the local social housing market.



Economic Impacts

- Using MAG's figures for inbound and outbound visitors and average spend, the proposal would have significant adverse impact on UK trade balance.

Scenario	UK residents' visits abroad	Foreign visits to UK	Difference	Annual Trade Deficit
Baseline (2016)	6.1	3.6	2.5	£1.75bn
35mppa Case 2028	10.1	4.7	5.4	£3.78bn
43mppa Case 2028	12.5	5.8	6.7	£4.69bn

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- No quantitative evidence provided for user benefits.
- No Brexit sensitivity analysis – either for GDP growth or a less liberal aviation market – noting dominance of Ryanair at Stansted.
- Around 1,300 additional jobs but hardly any local unemployment³ and airport wages are well below local needs/aspirations. Hence why fewer Uttlesford residents work at airport than 15 years ago.
- Also, would any new jobs at Stansted be at the expense of jobs elsewhere?

³ Uttlesford claimant count Dec 2017 = 255 (0.5%); East Herts 605 (0.7%). For comparison: Luton 2,505 (2.3%).

Reason for Refusal (7) – Carbon Emissions

The statutory duty in the Climate Change Act to reduce UK emissions by 80% by 2050 requires contributions from all sectors of the UK economy. The planning assumption for the aviation sector is to keep CO₂ emissions below 37.5Mt by 2050. This includes an assumption for Stansted CO₂ emissions of 1.37Mt in 2028 rising to 1.64Mt in 2050.

The proposed development would give rise to CO₂ emissions at Stansted significantly in excess of the DfT/Government planning assumptions.

Having regard to the requirement for the planning system to contribute to the achievement of sustainable development, as set down in the NPPF, it would not be appropriate for an LPA to approve a carbon-intensive¹⁴ development proposal where the emissions would be substantially higher than the Government's planning assumptions.

¹⁴ Noting that, earlier this year the Secretary of State refused an open-cast mining proposal with estimated lifetime emissions of 7.2MtCO₂, compared to 67.8MtCO₂ in the case of this 43mppa application.



Carbon Emissions – Further Explanation

Year	DfT Planning Assumption (MtCO ₂)	Projected if 43mppa approved (MtCO ₂)	Excess
2023 (35mppa case)	1.45	2.30	+0.85 MtCO ₂ (+59%)
2028 (43mppa case)	1.37	2.50	+1.13 MtCO ₂ (+82%)
2050 (43mppa case)	1.64	2.19	+0.55 MtCO ₂ (+34%)
Cumulative 2023-50	38.9	67.8	+28.9 MtCO₂ (+74%)

Officers conclude that *“the application proposals will not materially impact on the ability of the government to meet its national carbon reduction target.”* We respectfully question whether officers are qualified to make this judgment.

- The net excess of **28.9MtCO₂** compared to DfT’s planning assumption for Stansted for the period 2023-50 is a highly material consideration.

Conclusions

- MAG has clearly submitted this application in the confident expectation that it would be approved locally with minimum fuss, delay or scrutiny. In its 250 pages of evidence SSE has identified **multiple errors, omissions and misrepresentations**.
- The proposal to lift Stansted's planning cap is contrary to Development Plan and relevant Government policy, and MAG has failed to demonstrate the **need for the development**.
- SSE has arrived at **seven¹⁵ solid reasons for refusal**:
 - Noise
 - Air Quality
 - Community Health & Wellbeing
 - Road Traffic
 - Rail Services
 - Economic Effects
 - Carbon Emissions
- Despite SSE's view that this application is a NSIP, we are confident that UDC Planning Committee – properly and fairly exercising its quasi-judicial role and having regard to the evidence – will conclude that **this application cannot reasonably be approved**.

¹⁵ In addition, there is the question of prematurity.

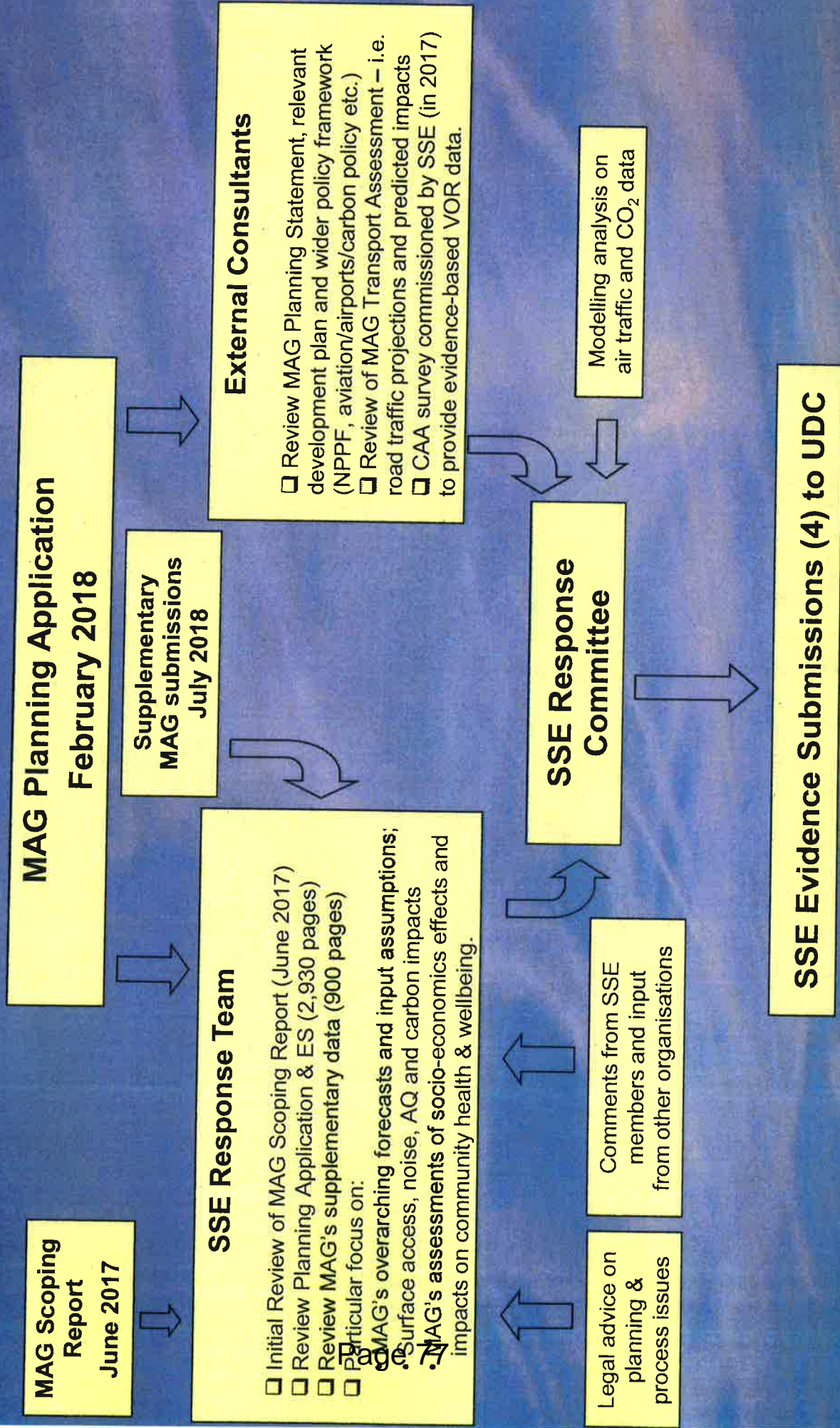
Thank You



Annex



Annex A - Preparation of SSE Response



Annex B – Statement of SSE Competence

Bruce Bamber BSc, MA, MSc, CMILT, MCIHT

Bruce Bamber is a Director of Railton TPC Ltd having previously been an Associate with RPS Planning and Development. He has 25 years' experience in the transport planning sector and is a Chartered Member of the Chartered Institute of Logistics and Transport and a Member of the Chartered Institution of Highways and Transportation.

Bruce has considerable experience in preparing Transport Assessments, Travel Plans and Transport Chapters for Environmental Statements for a wide range of development types including large infrastructure projects. Bruce has given evidence at Public Inquiries and presented to Local Plan Inquiries including the most recent Uttlesford Local Plan Review. He is very familiar with the local transport networks having given evidence at Public Inquiries dealing with major proposed housing development at Elsenham as well as other housing proposals at Henham and Saffron Walden. He has also prepared evidence for a Public Inquiry relating to a site in Takeley.

Carol Barbone MSc, CIPR

Carol Barbone is a senior consultant in environmental issues management. Her career has involved provision of high level counsel and advocacy on programmes and campaigns for blue chip companies, membership organisations, and governmental bodies. Since 2011 she has provided strategic advice and managed regulatory and stakeholder liaison for a series of multinational oil and gas corporations, including BG, CNR, and Shell, for high profile offshore decommissioning projects. For over eight years Carol served as SSE's campaign director, winning the All-Party Parliamentary Group Award for Sustainable Aviation ('Best Community Campaign') and the PR Week award for 'Best Public Affairs Campaign'. In her earlier career she worked with chemical, waste and pharmaceutical industries with a particular emphasis on community engagement and constructive dialogue. She also served as head of public relations for the City of London Corporation and for the UK Government's participation in the European Year of the Environment. Carol has an MSc with Distinction in environmental partnership management and is currently preparing for a PhD specialising in governance issues. She has been a Member of the Chartered Institute of Public Relations since 1992.

Professor Jangu Banatvala CBE, MA, MD (Cantab), FRCP, FRCPath, FMedSci, DPH
Professor Banatvala is Emeritus Professor of Clinical Virology, Guy's, King's and St Thomas' School of Medicine and Dentistry. As Vice President of the Royal College of Pathologists from 1985-87, and as Chairman SAC in Medical Microbiology from 1989-93. He has served on various working parties for Royal College of Pathologists, Royal College of Obstetricians & Gynaecologists, and Royal College of Surgeons. From 1984-92 he was a Member of the Joint Committee on Vaccination and Immunisation and from 1990-98 he was Chairman of the Department of Health Advisory Group on Hepatitis and a member of Safety of Medicines (Biological Products). He served on the Medical Research Council as Chairman of its Sub-Committee on Measles, Mumps and Rubella Vaccines from 1985-95 and was Honorary Consultant, Pathology, to the Army from 1992 to 1998. He was a Member of the Public Health Laboratory Service Board from 1995 to 2001 and he has been an Examiner in Pathology at the universities of Cambridge, London, Colombo, West Indies (MB) and various other universities in the UK and overseas. Professor Banatvala, now retired, is a longstanding Henham resident and has acted as SSE Health Advisor since 2002.

Ian Bruce MA (Cantab)

Ian Bruce has an MA in Mechanical Sciences. He spent 33 years working in the field of computer systems. Ian Bruce has been closely involved with SSE since 2002 and he has carried out research and analysis on behalf of SSE across a wide range of issues relating to the expansion of Stansted Airport.

Dr Patricia Elliott MD, MFOM, DPH, DIH

Dr Elliott is a Doctor of Medicine and a Member of the Faculty of Occupational Medicine, and she holds Diplomas in Public Health and Occupational Health. Now retired, Dr Elliott was formerly the Medical Director of Harlow Occupational Health Service, providing occupational health and hygiene services to locally-based businesses and public authorities in Harlow, Bishop's Stortford and Hoddesdon. She has also been Occupational Health Adviser to Kings College Hospital, London. Dr Elliott lived in the local area for most of her life but has now retired and lives in London. However, she continues to be closely involved with SSE and has advised SSE on air quality issues for some 15 years.

Annex B – Statement of SSE Competence

Geoff Gardner MSc, DMS, MRTPI, MCiWM

Geoff Gardner is a Chartered Town Planner with 40 years' experience. He has an MSc in Policy Studies from Bristol University, a Diploma in Management Studies and is a Member of the Chartered Institution of Wastes Management. Geoff has been the principal of Gardner Planning Ltd since 2014. He was previously a Director of Hives Planning (2006-14) and before that he was Head of Planning at Essex County Council. Geoff Gardner lives locally and acts for many local clients such as Parish Councils as well as for major developers elsewhere in Southern England on large scale planning proposals. He regularly appears at Local Plan Examinations and as an expert witness at Planning Inquiries, in Court and at Tribunals. In the public sector he has produced statutory plans and policy documents, given evidence at many Planning Inquiries and participated at Examinations-in-Public. He has chaired teams preparing strategies including urban expansion in growth areas and has been appointed to Government policy working parties.

Ken McDonald FCA

Ken McDonald is a Fellow of the Institute of Chartered Accountants in England and Wales and has lived in Stansted Mountfitchet for 37 years. He was Financial Director of medium-sized businesses in the oil industry for over 20 years, and for much of that time also served as Company Secretary.

Ken is now retired but he has been closely involved with SSE since 2002, mainly in the capacity of advising on airport surface access issues, particularly the road traffic implications of airport expansion. Ken also provides a wider statistical service to SSE.

Ken is Secretary of The Hundred Parishes Society, a registered charity that seeks to increase awareness, enjoyment and care of an area of 450 square miles of Essex, Hertfordshire and Cambridgeshire that is characterised by its rich and diverse heritage.

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Martin Peachey MA (Cantab)

Martin Peachey has an MA in Mechanical Sciences. He served 11 years as an engineer officer in the Royal Navy before 35 years in business development and management for aviation companies. Martin is now retired and has served as SSE's principal adviser on airspace and noise matters for the past 12 years. Martin has served on the Department for Transport's Aircraft Noise Management Advisory Committee ('ANMAC') and has been the noise adviser to the Stansted Airport Noise and Track Keeping Working Group ('NTKWG') and the Stansted Airport Consultative Committee ('STACC'). Martin is currently a Community Groups' representative on the Department for Transport's Airspace and Noise Engagement Group ('ANEG'), the formal communication channel at a strategic policy level between the Department and airspace and airport noise stakeholders. He is a member of the Aviation Environment Federation ('AEF'), a U.K. non-governmental organisation ('NGO'). He represents SSE on AirportWatch, the UK umbrella organisation and the Aviation Communities Forum ('ACF') which represents about 40 U.K. airport community groups.

John Rhodes MA (Oxon)

John Rhodes has a first class honours degree in Modern History from Oxford University. For the earlier part of his working life he was a career civil servant, working mainly in the Department of the Environment, the Cabinet Office and the Department for Transport where his responsibilities included financial oversight of the British Railways Board. From 1988-92 John was Director General of West Yorkshire Passenger Transport Executive and led the PTE's successful bid for Government funding for the electrification of the local rail network. From 1993-1999 he was Passenger Services Director and Board Member at the Office of the Rail Regulator and prior to that he was a senior executive at the British Railways Board. From 1999-2014 he was an independent public transport consultant, specialising mainly in strategies, organisational structures and regulatory aspects of railways. This included ten years until 2014 as independent Chairman of the railway industry's Delay Attribution Board. John therefore has extensive experience of the rail industry from a range of perspectives – financial management, purchaser of services, senior executive, regulator, consultant, and not least as a former regular commuter on the West Anglia Main Line. Since 2005 he has been closely involved with SSE, mostly in the capacity of advising on the rail service implications of airport expansion. John is also the President of the Bishop's Stortford Civic Federation.

Annex B – Statement of SSE Competence

Brian Ross B Com, MBA, FRSA

Brian Ross has a B Com (hons) degree from the University of Edinburgh and an MBA with Distinction from City University, London. He is also an alumnus of the Executive Programme at Stanford University Business School, California and a Fellow of the Royal Society of Arts. He has 25 years' experience with a major UK plc in operational and corporate finance roles, interrupted by two and a half years in the Prime Minister's Office advising on efficiency matters within Government. Brian then went on to establish his own consulting business, initially advising on cross-border mergers and acquisitions before being given assignments relating to airport economic, regulatory and financial matters on behalf of clients in the financial services sector. Brian Ross has lived in the local area for 33 years and has been closely involved with SSE since the organisation was established in 2002. He is now Deputy Chairman of SSE and a member of the board of SSE's parent organisation, the North West Essex and East Herts Preservation Association (NWEHHPA).

Peter Sanders CBE, MA, D Phil

Peter Sanders has an Oxford honours degree in 'Greats' and an Oxford doctorate in history. He spent nearly 30 years in the Civil Service, both overseas and in this country, retiring in 1993 when he was Chief Executive of the Commission for Racial Equality. In the same year he was awarded a CBE. Immediately following his retirement he was appointed Treasurer of the United Nations Association (UK) until 2003. Peter has been Chairman of SSE for 14 years, and before that he chaired SSE's Response Committee from 2002 to 2004. He is also a long-standing member of SSE's parent organisation, the North West Essex and East Herts Preservation Association (NWEHHPA), and he is presently also the Chairman of NWEHHPA. He has been a local resident for 36 years, having lived in Stansted Mountfitchet, Widdington and now Saffron Walden. Peter Sanders is the author of several books on African history and poetry and, in 2016, he published 'On the Beaten Track: a History of Stansted Mountfitchet'.

Maggie Sutton

Maggie Sutton has lived in the local area for 22 years with her husband, bringing up five children. She first lived in Broxted until compelled to move because of the growing impact of the airport and now lives in Lindsell. Since moving to the local area in the mid-1990s, Stansted Airport has grown to handle more than five times as many passengers as when she and her family first arrived. Maggie has long been an active member of the local community and gave evidence on behalf of SSE to the 2007 Stansted G1 Inquiry on the impacts of airport expansion upon the local community. Maggie Sutton is a former legal secretary with a major law firm and a former school governor. She has served on the SSE Executive Committee as Community Representative since 2003.

Michael Young BA, FCA

Mike Young has a BA (hons) and is a Fellow of the Institute of Chartered Accountants in England and Wales. Most of his career was with a major international oil company in a variety of senior management positions. He is now retired. A former district councillor in Chelmsford for 14 years, Mike Young moved to Uttlesford in 1991.

Mike Young is involved in a number of local organisations, including serving as Chairman of Wimbish Parish Council and as a Trustee of the Hundred Parishes Society. He has been closely involved with SSE since it was established in 2002 and acts as SSE's liaison point with the Aviation Environment Federation ('AEF') on aviation emissions and climate change issues.



Speech Tuesday 6 November 2018 (Daren Bathram)

Stansted, the future and what it means to me:

I think my primary focus is on career opportunities, local community support, business opportunities and increased customer choices for us all.

The growth of Stansted secures a future for all our family, friends, neighbours and colleagues in a vibrant diverse industry offering many career choices and skill sets.

The new on site college is a pioneering statement of intent, the first of its kind in the country, to bring in the local community of today into the workforce of the future. I see this as a great opportunity to drive variety in local employment facilitating both full and part time working options to suit all individual needs, a prosperous future for all.

Career opportunities will continue to grow across mechanical, electrical, Airfield Operations, Security, IT, Fire Service and Customer Service to name a few, as well as fully integrated apprenticeship and graduate programmes.

I have great pride in personally engaging and supporting our local community relations events, primarily in school mentoring programmes, promoting the variety of career opportunities that exist within an airport operation, preparing our local school leavers with interview coaching techniques and personal growth in whatever carrier path they wish to choose.

Stansted's growth plans also offer great opportunities to the local business supply chain, boosting the local economy in many ways as well as adding further employment opportunities for all.

Public transport has always been key to the airport success and the growth will allow these services to secure and or expand their operations with an element of investment certainty, further serving and improving the needs of our local community and surrounding areas. I see this as a really key enabler to ensure that all our surrounding villages and towns have sustainable transport options and links for the foreseeable future.

A successful planning application will enable the airport to grow and widen the airline base, giving all our customers variety of choice and a broader destination base offering - Stansted is my local airport and my personal wish is to be able to fly anywhere from Stansted as my first choice.

Stansted's growth plans maintain a sustainable and environmentally responsible approach, working in partnership and promoting our local community, business partners and service providers.

Thank you

Daren Barthram

Speech Tuesday 6 November 2018 (James von der Fecht)

My name is James, and I look after Operations Planning and Resourcing for Stansted Airport. I moved to Stansted earlier this year.

I grew up in Cambridgeshire, but ten years ago moved to London to find a role which provided me with an opportunity to fulfil my career ambitions. The recent growth of Stansted provided me with

an opportunity to move back to my local airport. My local council invested in me, they educated me for 14 years. But for the previous 10 years, I have been paying council tax to the councils of West London.

Providing employment opportunities close to where we grow up is something I consider to be very important. It helps communities to flourish, it provides a sense of belonging and creates pride in our region. I didn't want to live in London, it's not where I call home. I want to raise a family in East Anglia, and employment at Stansted Airport enables me to do that.

Approval of this application will create 5,000 new jobsⁱ, and I was delighted to see the opening of Stansted Airport College last September, the first of its kindⁱⁱ, and a tangible demonstration of the airport's genuine commitment to establishing a path between the classroom and the boardroom.

I, like many people in this room, am becoming increasingly conscious of the environment around me. I believe that we all have a part to play, and aviation is no exception.

Aircraft are getting more efficient and airlines are looking at alternative fuels. Last month, Virgin Atlantic flew from Gatwick to Orlando using fuel which was mixed with Biofuel. The Biofuel had been made from industrial waste gases, it's supplier claims it reduces greenhouse gases by at least 65%ⁱⁱⁱ.

I currently rent in Burton End, so I'm particularly interested in aircraft noise. Again, this is something that I believe both aircraft manufacturers and airlines are addressing.

The new generation of Boeing 737s, the Ryanair workhorse, are registering 40% reductions in noise footprints^{iv}. And two weeks ago EasyJet announced that it expects to be flying planes powered by batteries rather than jet fuel within a decade^v.

ⁱ <http://www.ourstansted.com/#register-your-support>

ⁱⁱ <https://www.harlow-college.ac.uk/apply/stansted-airport-college/stansted-airport-college-news/326-ambitious-plans-for-uk-s-first-on-site-airport-college-submitted-2>

ⁱⁱⁱ <https://www.theguardian.com/business/2018/oct/03/first-commercial-flight-partly-fuelled-by-recycled-waste-lands-in-uk>

^{iv} <https://www.boeing.com/commercial/737max/by-design/#/noise-footprint>

^v <https://www.theguardian.com/business/2017/sep/27/easyjet-electric-planes-wright-electric-flights>

Speech Tuesday 6 November 2018 (George Kieffer)

Submitted on behalf of Haven Gateway Partnership

I am George Kieffer, Chairman of Haven Gateway Partnership and Vice Chair of the South East Local Enterprise Partnership. London Stansted Airport is a core member of the Haven Gateway Partnership, although Uttlesford District Council is not. I am a Fellow of the Royal Aeronautical Society and have been involved in aerospace and aviation for a number of years.

Airports are recognised as engines of economic growth and are essential to the national competitiveness of the UK. London and the South East are acknowledged to lack capacity currently and expansion of London Heathrow and London Gatwick will take many years to deliver as these involve major infrastructure provision through additional runways.

London Stansted is capable of increasing passenger numbers to 43 million p.a. without the need to construct a second runway and by making some adjustments to taxiways to allow aircraft to enter and exit the runway more quickly thus reducing fuel consumption and also air pollution.

This in itself will generate £62 billion of gross value added over 17 years, based on an independent economic impact assessment, as well as creating additional jobs. The airport has already invested in the Stansted Airport College, supported by the South East Local Enterprise Partnership, to train local talent in the skills required by the airport operator and ancillary businesses at the airport over the longer term.

Finally, a greater proportion of passengers arrive by public transport at London Stansted than any other London airport and this planning application does not seek to increase aircraft movements.

In conclusion, London Stansted Airport is investing £600 million and will be creating some 5,000 jobs as a result of the planning permission and I urge the Committee to approve.

Speech Tuesday 6 November 2018 (Vincent Thompson)

Good morning.

My name is Vincent Thompson and I am a resident of Little Easton where my wife and I have lived for 23 years.

I believe that this Application is premature and without foundation and so should be rejected.

You have been swamped by papers and detail. My objective is to cut through this overload and get to the fundamentals.

The MAG Application is, of course, based on its projections for future growth. The MAG projections are highly ambitious. They contradict those of the Department of Transport; and defy common sense. If the projections make no sense, the Application must be rejected.

MAG's Environmental Statement shows passenger numbers growing to 36m by 2023 and to 43m by 2028. This is largely due to the number of passenger planes increasing by **44% to 2023 and by 66% to 2028**. That is an increase of 67,000 and 101,000 planes a year, or 184 and 277 a day.

That by any standards is a massive increase in the number of planes which seems **improbable** in an era of major economic uncertainty.

More to the point, however, it looks **impossible**. Stansted is dominated by Ryanair whose share increased from 68% in 2011 to 82% in 2016. easyJet accounts for a further 10%.

So, over 90% of Stansted traffic is the low-cost model, based on short haul flights, setting off in the morning, returning and departing in the middle of the day, and returning at the end of the day. At these peak times, Stansted is running at full capacity.

Now the idea that the number of flights can be increased 44%, let alone 66%, by squeezing them into these busy periods or into the brief lulls between the peaks is ridiculous. It cannot be done!

So, either these projections are worthless, **OR**, MAG's undisclosed objective is to increase dramatically the number of night flights. Either way, the Application must be rejected.

Following the unfortunate passing of the draft Local Plan in June, the Council is in danger of losing all credibility. Forget the hundreds of pages; focus on the fundamentals; and reject this Application.

Thank you

Speech Tuesday 6 November 2018 (Quintus Benziger)

SUBMISSION FOR STANSTED AIRPORT EXPANSION CONSULTATION

I represent Saffron Choral Prompt, a small, thriving business in Great Sampford, supplying tutorial CDs to customers in this country and abroad.

We regularly make new recordings of music for singers to learn their individual parts or instrumentalists to use for rehearsal purposes, and these recordings are made in Great Sampford. As they are generated acoustically, it is essential that there is the minimum amount of disturbance whilst we are recording them, and we are therefore concerned that noise pollution from incoming flights to Stansted are kept to a minimum. A large increase in daytime flights would mean that we would be unable to create new recordings.

This would be a particular loss to our many blind and partially-sighted customers, who rely heavily on our products, and who would otherwise be unable to sing in their choirs, the activity of which is so vital for their health and well-being. We are the only supplier of such sung tutorial aids in the country, and we are well-known for being able to supply the exact needs of blind and partially-sighted singers and instrumentalists. Many of our recordings are then sent to the RNIB library for further distribution to those who apply to use them.

Meanwhile, we are also concerned at the present level of noise pollution at night, particularly between 23.00 and 1am. This is already causing significant disturbance to the sleep patterns of countless people in the area. We maintain that no additional aviation activity should be permitted during the hours of 2300 and 6am in the future.

Quintus Benziger, ARCO, GRSM, LRAM, hon ARAM
Proprietor Saffron Choral PROMPT

Speech Tuesday 6 November 2018 (Jackie Cheetham)

My name is Jackie Cheetham and thank you for allowing me to speak at your committee meeting.

I would like to make the following comments on the application.

I think this application is premature for the following reasons

Infrastructure

The junction 8 roundabout cannot cope with the traffic now and the proposed improvements only take in the airport growing up to 35 million passengers per annum. We are concerned that if the airport grows beyond this, the A120 will get more crowded with airport traffic and then the people from Dunmow and the east will start to use the B1256 which goes through Takeley Village. This road will become even more congested and will slow traffic through the village to a standstill. We already have problems with Airport Express

coaches using the village as a rat run to get into the airport. The Takeley Four Ashes crossroads have problems with capacity now and expanding the airport from 35 to 43 mppa is going to put even more pressure on the route along Parsonage Road. Not enough work has been done with regard to the impact on local roads for this application, Therefore I think that this application does not meet the requirement of GEN 1 "the traffic generated by the development must be capable of being accommodated on the surrounding transport network.

Noise.

Because of the nature of the flights at Stansted Airport many flights use early and late slots, therefore the noise is more disturbing to the local residents. Once you have been woken up, early morning sleep patterns are disturbed and the chances of getting back to sleep are small. Health studies have found that broken sleep is very bad for humans and Government is now looking at this problem. Ground noise from the new taxiway is also a concern to the local residents.

I cannot see enough mitigation measures proposed to address the effects of noise on those living near the airport. The new WHO figures on noise shows that disturbance is now felt at a lower level than before and therefore this application is contrary to GEN2 and the emerging SP11.

There is not enough capacity in the rail network to accommodate expansion. Train tracks into London have to cope with the commuter Traffic as well as airport traffic and unless there is major work done, getting the extra passengers to arrive by train is going to be unattainable. There will have to be a "cheap rate" rail ticket in place or large families will not give up using their cars and parking on the streets in the local villages, they feel the airport car parks too expensive to use. The exit fee charged for drop off and pick up at the airport is also causing problems as taxis and cars wait in every spare space in the local villages before collecting their passengers.

I would like to finish with a quote from Baroness Sugg Aviation Minister when speaking at a conference.

"We must never forget the communities we serve. We need to consider those living in areas surrounding airports". I don't think this application or report adequately takes these principles into account

Thank you

Speech Tuesday 6 November 2018 (Richard Cheetham)

My name is Richard Cheetham and
I am speaking to register the main reasons why I am objecting to this
Planning application by Stansted Airport.

Noise impacts. Contrary to National Policies, the steps proposed to counter the adverse effects of increased noise on the local community, ie local residents as well as school children, are inadequate.

The increased numbers of landings and take-offs together with the increased levels of road traffic on an already inadequate local roads system will pose further additional risk to local vegetation(Hatfield Forest springs to mind).

Various experts in this field have expressed the view that it is not possible to assess the risks from the information given. Therefore it is not possible to be satisfied that the proposed measures of mitigation are adequate.

As no Quality of Life Assessment has been done, the true level of community pressures caused by further expansion has not been adequately considered.

I am a local resident living near the Airport in Takeley. I am adversely affected by the ever increasing levels of local traffic. Chaos is already frequently experienced along the B1256 towards the M11 Junction 8. Slow traffic, with frequent stationery pauses, add up to an increasing amount of air pollution particularly at rush hours when journey times can be 20 or 30 minutes. The proposed alterations to this junction appear to be minimal and should be recognised as being designed to cope with the existing Stansted Airport limit of 35 mppa. There are no plans which will help Takeley residents using the B1256 to use junction 8 in what might be termed a "normal manner."

I believe that airports currently having 20-30 million passengers per annum should be regarded as being, not a local airport, but of a size which surely can only be regarded as a Nationally Significant Infrastructure Project (NSIP). As such their expansion plans should be determined not by a hard pressed District Council but by National Government.

As the levels of noise pollution has been updated to one based, not on averages, but on experiences, there needs to be a greater regard paid to the level at which the on set of annoyance is caused. This would help in deciding the suitability of an increase in night flights (together with a move to define "night" as being between the hours of 2300 hours to 0700 hours) especially in this area of low ambient noise levels.

I therefore urge you to refuse this Planning Application

Speech Tuesday 6 November 2018 (Darren Haste)

Dear Councillors,

I'm Darren and the Deputy Head of Retail for a company called Moneycorp and I've been working at the airport daily since we first opened back on the 4th November 2004.

As a company we obviously have a vested interest in the airport being allowed to continue to grow in terms of its passenger numbers but another few million pounds profit in the pockets of our shareholders is not what I care about and I'm not going to talk facts & figures as I'm sure you have all of those already.

As I enter into my 15th year working at the airport, it's the colleagues and friends I've made along the way and what their jobs and the airport growing mean to them and me. I personally during my

15yrs on airport met and separated from the mother of my children and then found a new love – all within the four walls of the airport terminal.

As the airport grows and becomes busier it touches the lives of those within it – just within my teams I have witnessed several marriages between couples who met working in the airport, numerous relationship and several babies welcomed into the world, all due to the growing need for employees who meet or interact as they fulfil the thousands of jobs associated within, and around the airport terminal.

The jobs and job security provided by the airport have enabled many of those employees to live and thrive in the surrounding towns/parishes, buying or renting homes and contributing both economically and physically to their communities and councils.

With further growth in the number of passengers allowed, it affords those who work there even greater stability, further career opportunities and potentially offers thousands of new jobs for people in the surrounding towns/villages as more companies join the already 200 associated with the airport.

As a business operator with 80 employees on a permanent basis I have seen many start in the airport on the bottom rungs but go onto great careers as Retail Managers, working in Compliance Divisions of multi-nationals, Finance Assistants/Executives and many other skilled roles that came there way via the Head Offices & Support functions of airport businesses.

A growing and busy airport also has the potential to convince new and long haul operators that Stansted Airport is the place to launch new routes, bringing greater connectivity to the area for business and the people that live, work and play in the area. Not forgetting the additional tourist's new flights and routes bring into the area, and beyond, buoying the UK economy.

To finish it's my belief that Stansted is a great airport and you can see as an employee the sense of community within those walls. Allowing the airport to grow its passengers numbers up to 43m, provides clarity to all on the plans for growth and unleashes the investment to fulfil the airports ambitions to become the best airport in the UK and an even better place for people to grow in their careers, or simply be secure in the knowledge that they and the airport have a longer term future. As such I urge you to approve this application.

Thank you for your time.

Speech Wednesday 7 November 2018 (Cllr Alan Dean)

**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.

Speech Wednesday 7 November 2018 (David Burch)

My name is David Burch, I am Director of Policy for Essex Chambers of Commerce.

Essex Chambers are the leading business organisation in the county representing around a thousand businesses ranging from sole traders and small businesses through to national and multinational companies.

London Stansted are one of our major members and a Patron of the Chambers with whom we work on a regular basis. We also have other members who operate their businesses at the airport.

We are fully supportive of this application as we believe that it will bring real benefits to the economy of not just Uttlesford but also Essex and the wider East of England and South East. The continued growth and success of London Stansted is important to the business of many of our members, not just in meeting demand for air travel and global connectivity but also as a major employer and export gateway.

The lifting of the passenger cap is all the more important given the aviation system in London and the South East is in need of additional runway capacity. If international trade, investment, tourism and economic productivity are to grow in the UK we need to make full and efficient use of our airports.

Stansted Airport's growth is beneficial to businesses and consumers within the East of England, providing a gateway to the world. This is especially important as the UK prepares to leave the EU and will be looking to develop new trade links around the world.

We have members in Essex Chambers of Commerce who currently have to travel to Heathrow or Gatwick to get flights to destinations outside Europe but with its' growing number of long haul links, and others planned for the future, Stansted is well placed to be a crucial part of making it easier for them to access overseas markets.

Although many people think of airports purely in terms of passengers air freight is equally important and *plays a critical role in supporting the continued growth of the UK's world class industries*. Ideally placed between London and Cambridge the airport is a major part of the UK's Innovation Corridor and will increasingly offer opportunities for businesses in the important scientific and creative sectors to access markets around the world.

The increasing range of 'just in time' express cargo services is appreciated by anyone ordering or sending a package via the internet, and airports like Stansted have a vital role to play in keeping trade and e-commerce moving.

The airport is already the largest single site employment base in the East of England with 12,000 people working there, half of whom live in Essex, and this application if approved would create 5,000 new on site jobs, double the airport's economic contribution to £2 billion a year and improve passenger choice and convenience.

The airport is also supporting the development of appropriate skills in young people through its' aviation college in partnership with Harlow College which demonstrates their commitment to supporting the local community and helping develop the jobs of the future.

It is crucial that London Stansted is allowed to continue to grow in a sustainable way in order to allow people, goods and services to enter and exit the country safely and efficiently. In doing so I would note that, importantly, the airport does not seek to grow out of its current environmental limits and the arrival of new quieter aircraft by airlines this can be achieved.

I understand that the committee is being recommend to approve this application by your planning officers and we would urge you to accept that recommendation and give approval to Stansted's application at your meeting on the 14th November.

Speech Wednesday 7 November 2018 (Mark Lucas)

On behalf of the London- Stansted - Cambridge - Consortium (LSCC), I speak in support of the planning application by London Stansted Airport to increase its annual passenger cap.

This support is a majority view, based on consultation with the Board and assumes that the Airport is willing to meet the properly considered environmental and other relevant planning conditions applied by your council.

The Airport lies at the heart of the *UK's Innovation Corridor*, which links London and Cambridge and is home to over two million people and is the location of four million jobs.

The Consortium - (formed in 2013), brings together public and private organisations which have the shared aim of seeking economic growth, higher employment rates and providing places for people and business, whilst preserving the quality and character of the Corridor.

Uttleford DC is a member of the LSCC, but has not sought to influence the contents of this submission

Stansted Airport and its owners the M.A.G. Group are key partners to the Consortium, because we have a joint interest in the continued prosperity of North and East London and the Eastern Region as a whole.

The continued growth of the Airport and its improved connections to Europe and the rest of the World are critical to achieving the joint ambition of the LSCC - for the U.K's Innovation Corridor to become one of the top five Global knowledge regions by 2036. Therefore, in the opinion of the LSCC it is important that the airport has headroom to be able to grow its passenger throughput beyond the current limit of 35 million passengers per annum, to best use of the single runway at 43 million p.p.a.

The LSCC urges the Airport to maintain, and ideally improve, the proportion of people accessing the airport using public transport - and to continue its support for investment in the West Anglia Mainline, thereby increasing the proportion of people accessing the airport by rail.

it is vital that the social and economic benefits associated with growth are balanced against any potential adverse environmental consequences. Of particular concern to local communities, of course; are issues relating to aircraft noise and air quality impacts. The Consortium expects the District Council to review the environmental impact assessment and ensure that any potential negative impact is properly mitigated.

The LSCC also looks to its partner, Stansted Airport, to respond to any discussion and negotiation of planning conditions, in a positive and constructive manner.

In this way, we can ensure that this important economic asset can grow in an environmentally sustainable way to provide more jobs, better connections and support economic growth in the region.

Those conclude my remarks Chair. Thank you all for listening."

Mark A G Lucas

For and behalf of The London-Stansted-Cambridge-Consortium

7th November 2018

Sinead Finn

Good morning Councilors,

In 1998, I was destined for a career in Italy but found that Ryanair had other plans and my role of negotiating with Italian Airports and selling and marketing Ryanairs' flights to Italians was in fact based at London Stansted Airport.

In 2004 having grown that Market from 0-4M passengers between London Stansted to Italy I was promoted to Head of Sales & Marketing for Ryanair. Although this position should have been based in Dublin, to further growth and development at Stansted and for the Region, I was based at London Stansted with a team of University educated people who brought colour and diversity to everyday life at the airport. The tempo of job creation in the greater London Stansted area as a result of such growth was unrivalled at other London Airports. The infrastructure in the local towns and villages is continuing to grow as a result.

After 13 years of being based at Stansted Airport I then left Ryanair and set up my own business, which is based in Bishop's Stortford. My business is called affinnity, it is global, and all my clients are either European or US based. I pay tax in the UK on all revenue, which I bring into the UK. One of my clients has invested heavily in providing a service to Stansted Airport Passengers. They are just staring to see an ROI. It would be fantastic for them and the local economy where they hire all their staff if they could see further growth and continue to grow.

On a personal note, I met and married an Old Harrovian, have two boys, who are half-English and half-Irish. We are all happy to have access to the growing world at our feet! I would be in New York were it not for London Stansted Airport!

Thank you for listening.

Jonathan Oates

Good morning.

I ^{stand} stand here before you today for several reasons.

I am an employee of Stansted Airport, I am a local resident but above all, I feel passionately that a successful Stansted is beneficial for every person in this room.

Like a lot of my colleagues at the airport I am very proud to work at Stansted.

Stansted has become an institution - it is a brand every one of us knows and also one that we all take advantage of – either directly or indirectly.

with 12000 people on site
It is the largest employer in the East of England ~~and employs 12,000 people~~ and is the catalyst for many thousands more jobs right across the region.

But increasingly, the airport is also a real force for good and makes a difference to people's lives in a way that many businesses up and down the country just aren't able to do.

Stansted is a prime example of a growing business where tackling the skills shortage has become part of its daily life. We are competing for the talent in our region against the likes of Tesco in Bishops Stortford, The Cross Keys in Saffron Walden, and even AstraZeneca in Cambridge.

It is vital for us that we are able to attract, retain and motivate large numbers of staff and several years ago we realised that

Jonathan Oates

this issue wasn't going away, particularly when we are predicting a need for 5,000 more jobs at the airport in the next ten years.

So we did something unique – we set out to solve this problem ourselves and built from scratch our own educational support ecosystem, meaning today that we offer skills and careers support to people ~~aged 5-75~~ *literally aged 5-103*

Our £500,000 Aerozone looks to inspire future engineering talent and has already welcomed 10,000 early years children through its doors, including my own five and seven year olds. The £11m on-airport college, ~~the only further educational establishment in~~ *never* ~~Littleford~~, saw 300 students begin classes for the first time in September. And finally, the airport's dedicated Employment Academy helps to develop the skills and confidence of the unemployed in this District who are seeking to work at Stansted. Only a couple of weeks ago it was this academy who announced that it would be offering every one of our staff free English and Maths classes to GCSE equivalent.

Be under no illusion – this is revolutionary stuff and we are regularly contacted by other big businesses looking to replicate these ideas.

And for me, this is what Stansted today is about – yes, my work pays the mortgage but I get out of bed everyday because the airport really means something to me and when we say we care

Jonathan Oates

about the local community in which we operate we really do mean this.

Neil Banks (STN)

Good morning, thank you for allowing me to speak to you all today. My name is Neil Banks,

I have been working at Stansted Airport for the last 28 years. When asked the question why do I support the growth of Stansted I look back and remember the journey I have been on during my time at Stansted. Having worked for BAA, Ferrovial and MAG I have seen lots of changes and as ownership has changed over the years as have the airlines and the passengers. I have seen airlines start and grow to be best in class and I have seen others start and unfortunately stop.

But what has grown, and continues to grow, is the spirit and the people that make Stansted a very special place in my heart. I have been privileged enough to be able to introduce schemes that support people returning to work providing the vital, opportunity to gain work experience in a safe supported environment.

Introducing an apprenticeship scheme giving young people a career opportunity to learn while they earn, and seeing some of them go on to be the future leaders of our business. Even my own children have found their feet at Stansted. My eldest son has worked at Stansted for nearly 8 years and my youngest son is determined to join the new airport college in September and become a Border Force officer of the future.

More importantly I have been able to give back to the local communities through 5 years of mentoring at Stewards academy in Harlow helping students that were struggling to deal with school find ways to succeed. Add to this sponsorship for 2 London marathons on behalf of Stansted airport to raise funds for the Asthma Society and a Tough Mudder for Clic Sargent, a cancer charity that helps young people. Along with gardening at Bridge End Gardens in Great Easton and helping out at Harlow food bank.

In addition I'd like to tell you of a young Autistic boy called Scott how's mum wrote to our CEO to say that he has never been on holiday as the airport is so frightening for him. After chatting to his mum I arranged a visit for the whole family – Scott, mum, dad, and his sister - to come to the airport one Saturday to try to get over his fears. After 3 hours of talking and walking and looking at what happens at the airport the family not only went on their first holiday abroad by air but Scott also started to pick up at school and grow in confidence as a young person. That's why for me Stansted is more than a job it's a family and like all families it needs to grow to be able to give more back to the country, the community and the people that make Stansted airport great.

Neil Banks
Head of Passenger Services

Stansted Airport, Enterprise House, Bassingbourn Road, Stansted CM24 1QW

www.stanstedairport.com



UTTLESFORD DISTRICT COUNCIL KEY NOTE SPEECH

Good Morning/Afternoon

Jamie Bass

My name is Jamie and live in Enfield, North London, and work in the Customer Relations department at Stansted Airport. One of my primary duties involves communicating directly with our customers, visitors and passengers.

It is a very diverse role which allows me to capture the views of our passengers and their overall experience - both negative and positive. What I enjoy most about working here at the airport is the environment. It is so animated, and no two days are ever the same. The thing I enjoy most is meeting some of the many passengers that pass through our airport each day. I spend a lot of my time in the main terminal where I get to interact directly with passengers. I have a genuine interest in people and their daily routine and take a great interest in their destination and travel plans.

The secondary perk about working at Stansted is having the ability to finish a hard day's work and jump on a plane for a weekend break, usually to my favourite city, Amsterdam.

Working at Stansted has really helped me achieve my personal goals. I finally found a career where I honestly say I feel like I've made a difference at the end of each day. Financially, I am able to do all the things I want to do and more. This is by far the most successful career I ever had to date, and I have no intentions of ever leaving the airport. The room for progression is absolute.

We are the largest airport operator in the UK which sets us apart from our competitors. There is no denying that Stansted Airport and its passenger numbers are growing at an un-paralleled rate. There are so many opportunities for people – both in the local community and those who are lucky enough to work here.

I once volunteered at the Aerozone (an educational facility for the young - on site at Stansted) and it was great to see children genuinely interested in things here and how the airport operates. The new College is also a fantastic opportunity for people to continue their education and see what is available to them.

Although this is a hugely positive thing for Stansted Airport and its staff, with this change and increase in passenger numbers comes the need for us to think about the future. The airport is now in a position where it must be allowed to expand its passenger limits, so we can meet the demands of our future passengers and airlines. I feel there is no better time than the present to increase the number of passengers that transit through our airport each year.

This will allow a potential 8 million more people just like me, to fly from our airport each year. This will create more flights, 5000 more jobs, more destinations and flexibility for all flyers and improve customer satisfaction. I truly believe that Stansted Airport is one of the most preferred destinations to travel to and from in the UK. This is because we make travelling so easy and are always looking at how we can improve the services we offer and include even more destinations for us all to travel to.

Without Stansted, I do not feel I would be able to see my grandparents in Cyprus as frequently as I do now. This is not only because of the many, daily flight options available but because of the convenience and short distance Stansted Airport is from Enfield. Family is important to me and the time I can spend with them is precious. Whilst living in North London does mean I have other airports to choose from, in my view, there is only one choice. Stansted. Flights to and from Cyprus are reasonably priced and the flight timings are perfect for a visit to see my family.

I would like to take this opportunity to thank everybody who is present and for taking the time to hear my views.

Monika Simonaityte

Good morning everyone,

Thank you for giving me the opportunity to speak to you today. I'm Monika Simonaityte and I've been working at Stansted Airport for three years since I graduated from Loughborough University with a degree in Air Transport Management. I've been interested in aviation from a young age, my father having been the Senior Manager of an Air Traffic Control Tower.

Do I support the Stansted Airport Planning application? Absolutely I do, and I'd like to explain why as it is something I am very passionate about.

Stansted Airport Ltd, which is part of Manchester Airports Group, gave me the chance for my career to 'take-off'. Back in 2015, after a rigorous and highly competitive application process, I secured a place at Stansted as an Airport Management Graduate. In total, there were 6 of us accepted that year ~~and another 7 have joined this year, coming from all over the country,~~ after graduating from reputable universities to apply ~~their~~ ^{our} knowledge and skills by working at Stansted Airport.

The variety of graduate schemes is wide, all of them covering main areas of airport business including airside operations, engineering, terminal operations, customer experience and business change. Myself and fellow graduates are now in managerial positions, having their own teams and influencing the airport's future strategy, making the graduate scheme a success story.

Such job opportunities are there because of the airport's immense growth, creating a demand for us young professionals. It's great to be part of Stansted's exciting contribution towards stronger connectivity for global Britain and I am proud to be a valued member of the team delivering this by seeking to make the best use of Stansted's capacity in a responsible and sustainable manner which will benefit the communities and regions it serves.

The approval of the planning application and the subsequent development that will follow will lead to more job opportunities for young people to come and join us at Stansted Airport. Attracting future employees that have an abundance of energy and ideas and a strong eagerness and determination to learn and succeed will be a significant advantage for the airport and the approval of the planning application will unlock that potential.

Last week at a careers fair at Loughborough University I witnessed first-hand just how much interest there is in Stansted's growth. One of the main questions coming from final year students who are already looking for jobs next year was about Stansted's Transformation Project and opportunities to be involved.

To sum up, I am proud to be working at Stansted Airport and starting my career here as a Graduate, hence I strongly support the planning application to be approved. It will help to ensure the continuation of Graduate schemes which attract young talent and help to prepare the future leaders for the industry to see.

- As Henry Ford once said - "Coming together is a beginning, staying together is progress, and working together is success."

Thank you

Helen Mackley

**Karen Denmark Planning Department
Uttlesford District Council London Road
Saffron Walden Essex, CB11 4ER**

7th November 2018

Dear Mrs Denmark,

Planning Application – UTT/18/0460/FUL

- 1. My family and I have lived within 12 miles of London Stansted airport for over 30 years and we enjoy our rural setting and life in the countryside.**
- 2. I believe that MAG are fully committed to ensuring our natural environment is not detrimentally impacted by any growth.**
- 3. A successful application would benefit the local community, which has the potential to far outweigh environmental impact. By enabling staff and businesses to give back to the local community for it to thrive and grow.**
- 4. In my experience MAG promote a culture of caring about our environment - initiatives such as reusable cups to reduce waste, and removal of plastic straws have been introduced.**
- 5. MAG encourage staff to become involved in the local community, by mentoring, volunteering and fund raising, giving us greater understanding of the challenges they face.**
- 6. I recently joined a group of senior managers volunteering at the Harlow Food Bank, and will do so again.**

- 7. We have Apprenticeship opportunities at Stansted Airport College, our Social Media Apprentices; have told me their learning in the Airport has greatly accelerated their understanding. They have found it to be much more valuable than full time classroom study. This will deliver a better quality more industry ready individual when seeking employment post-graduation. A huge benefit to the quality of our local work force in the future, I believe this offers huge value in paying back the community in which the airport sits.**
- 8. Other examples are additional Maths and English Learning for jobseekers and those who need additional educational support. The airport also fund the Aerozone educational visits for schools.**
- 9. A successful Stansted Airport offers our children's children a secure future full of potential.**
- 10. I am reassured to see the level of detail that is considered to ensure the wellbeing of staff, passengers and the local community.**
- 11. Allowing London Stansted Airport to fully utilise current capacity may offer a better environmental solution than sending more passengers to other London airports, which are already crowded and at full capacity.**
- 12. I believe the opportunity for more people to afford air travel grows as the airport grows, to open travel to all rather than the more financially able should be an option we fully develop, to be entirely inclusive to all demographics of the community.**
- 13. Technology is bringing quieter more economical aircraft, we will have a new arrivals building for more passengers to enjoy.**
- 14. Before I worked for MAG I had no knowledge or understanding of how much they support the local area and feel strongly that this should be taken into consideration.**

Stansted Planning Application

Speech to Councillors

Good morning my name is John MacDonald and I have worked at Stansted Airport for eighteen months as the Operations Manager for Galliford Try, one of the Framework, civil engineering & building contractors at the airport.

I'm a Civil Engineer & have worked in the water & civil engineering business for the previous thirty five years bringing the skills & knowledge I've gained managing a variety of multi million pound projects into the aviation sector. I'm proud to be part of the Stansted Airport community.

I've lived in Colchester for nearly thirty years and myself and family have used Stansted extensively as passengers since it was opened due to its close proximity to Colchester.

From a work perspective our company has had a presence here since 2014 and depending on the number of projects we are delivering at any one time we employ directly around fifty people ranging from managerial to site operatives .

In terms of our long term permanent staff, around fifty percent live locally to Stansted so you can see how important the airport is to our livelihood and quality of life.

We use a substantial supply chain including a large proportion of local companies who provide a wide range of services and products to enable us to complete our Works to the high standards required on a busy and vibrant airport.

At the recent 'Meet the Buyer' event held at Stansted it was evident that there is a great deal of interest amongst local & national firms in winning work here particularly with the plans for future expansion and growth.

It is important to our workforce and company that the application is approved in order to provide us with the exciting opportunity to play a part in the future development of the airport and to provide a stable & sustainable environment for our families.

As a passenger this application is great news. A separate arrivals terminal ,improvements to the existing terminal,additional airlines and new routes including long haul can only enhance the travel experience at Stansted.

Why would you travel from Heathrow or Gatwick with congestion on the M25 and M23 if Stansted can meet your travel requirements?

To summarise I see Stansted as the jewel in the crown in Essex in terms of employment and improving air transport and quality of life in the area.

Approval of this application will help to secure the employment of current & future generations in the area whilst providing the region with an airport that's fit for the 21st century and that we can all be proud off.

We see connected, integrated infrastructure growth, such as Stansted's Transformation Programme, as a significant catalyst for the UK's future in supporting growth and creating jobs which in turn support the communities, housing, schools and health services which underpin the region's future prosperity.

On a personal note,, living in the region and having access to local infrastructure that facilities travel with work or my family to a wide range of destinations to enjoy hard-earned holidays is a great attraction. In-turn this generates further growth opportunities for ancillary services in the local the community, creating jobs and wealth for our region.

On behalf of VolkerFitzpatrick I fully support Stansted Airport's transformation plans for expansion.

- VWUK employs 191 staff locally, paying a wage bill of £8.7m per annum.
- VWUK £25m per annum spend through our local suppliers
- VWUK has 175 suppliers based in the region

Robert Jones, Hatfield Heath P.C.

We object to this application for the following reasons.

1. Increased noise disturbance. Since the move of the Dover Route to the Clacton Route noise disturbance over the has doubled. Mitigation suggested by the airport has not worked. This was the RNAI route. Planes supposedly on this route still cause noise in the village. Recent complaints responded to by the airport continue to show this, of 62 complaints in Sept/Oct 144 were on the RNAI route. Of these 62 planes, 40 were below 3000 feet. We wonder if this lowering of height is the result of planes from other airports being in the airspace freed by moving the Dover Route. Although we are a large village our Parish Council is not one of the Formal Consultees for the airport's Noise Action Plan 2019-2023. We would have thought that a decision to increase noise disturbance could have waited until National Aviation Policies were published, hopefully with independent noise monitoring at airports.
2. Night Flights. We object to any move to increase these. Despite the airport informing the MP that we are not affected by the Retling route - this does not apply at night. The Noise Complaints Analysis Report 2017 is confusing reading for residents. Day time is defined as 7am to 11pm. The night complaints registered of 983 flights do not include those in shoulder periods 6-7am and 23.00 -> 23.30, which are another 832 flights. We are concerned that larger noisier aircraft will operate at night.
3. Increased Road Traffic. The building of Junction 7a on the M11 opens another route to the airport and we foresee gridlock in our village and neighbouring ones when Junctions 8 & 5a are jammed.

4. Further increase in need for social housing. If the jobs created by the expansion are low paid then either suitable accommodation is found or there is more travel.
5. Air Quality. We are concerned about the health effects of the increased pollution. We would expect effective monitoring at ground level for road traffic pollution and up to 3000' for that from aircraft. Aircraft emissions do not disappear for 50 years, so there may be a link to climate change. However pollution has understated impacts on health including ~~more~~ asthma and cardiovascular and respiratory disease.
6. Water Supply. After the long hot summers we wonder how the water supply will be maintained for residents let alone with an expanded airport and the additional housing proposed in the Local Plan.

Jane Grey

My name is Jane Gray and I live on the outskirts of Ashdon. Until recently this was a very quiet area with no traffic noise but my house is now a turning point for aircraft coming into Stansted. In the 3 minutes I am allowed here, two aircraft coming in to land will overfly my house as well as one, slightly higher, which will be coming from the coast and making it's way into Luton. The incoming overflying aircraft are very noisy as they turn at a low altitude and take a long time to do a half circle.

The nights are very bad with aircraft regularly shattering the silence. I have to have the radio on all night to drown out the aircraft so I am not continually woken up.

This is the first reason I am against further flights, especially night flights. Incidentally, Ashdon does not appear on the maps at public consultation events but is on Manchester Airport Group's web-site with the flightpaths marked.

The second reason is that I do not think that Councillors and Officers are qualified to make a national decision. I was involved in the Inquiry into the expansion of the airport in the early eighties and it took six months and involved many experts and evidence, it was a massive piece of work. I think the decision should be taken as part of a national policy for airports in Great Britain. There can't be a balanced argument without taking into consideration all the airports in the country and how they affect each other with aircraft movements and passenger requirements.

The third reason is that there is a conflict of interest in my view between the aspirations of Uttlesford wanting to support airport expansion as Stansted airport is the biggest employer in the district. Indeed, the proposed housing numbers in the Local Plan are based on employment figures for the District and in Uttlesford's Infrastructure and Delivery Plan May 2018, it says that UDC wish to "maximise the local and regional opportunities that arise from the location at London Stansted Airport".

In direct contradiction to this the Council have made a commitment to look after the health and well-being of it's residents. Increased noise and packed roads, with the resulting poor air quality, all induce stress in people and contribute to physical and mental health issues.

I urge you to vote against the proposal and put the community you represent before a company's financial gain.

John Bridge

5.2 PRIORITISATION OF INFRASTRUCTURE

KEY INFRASTRUCTURE - THE IMPORTANCE OF INTERNATIONAL CONNECTION: STANSTED AIRPORT

Since its incorporation into the Manchester Airports Group (MAG) five years ago, Stansted Airport has gone from strength to strength with passenger numbers increasing at such a rate that it is the fastest growing major airport in the UK. New long haul flights have been introduced, with routes opening up to a number of cities in North America, and Emirates have recently begun flying to Dubai from Stansted, enabling connections to the Asia Pacific region.

This growth has been caused by a number of factors including investment by MAG in improved facilities, spare runway capacity (in contrast to other London airports), and the economic strength of the East of England region, not least Cambridgeshire and Peterborough.

Local businesses in turn note the importance of an international connection close to hand, and there has been collaboration between these businesses and the airport to make the case to airlines for more long haul flights, in particular to China.

As noted in a report by PwC, "Airports provide the connectivity and access required for a modern economy, enabling businesses to capture overseas opportunities and facilitating the coming and going of tourists – all of which fuel economic growth." By continuing to support the growth of Stansted, including improving the connectivity to the airport to expand its catchment, the Cambridgeshire and Peterborough economy can deepen its integration into the global economy, accessing new markets, and creating new business opportunities.

Melvin Caton

Submission on Stansted Airport Planning Application No UTT/ 18/0460/FUL

On behalf of Uttlesford Liberal Democrats

I am a resident of Stansted Mountfitchet but today am speaking on behalf of Uttlesford Liberal Democrats. We object to the application.

We consider the application to be premature. It is ^{inadequately} not informed by ^{current} emerging ^{new policies} national policies on aviation to be published by the government in a White paper in the next year. We are concerned that the current expansion of Luton Airport, the grant of planning permission for the third runway at Heathrow and plans by Gatwick to use their reserve runway for scheduled flights have not been truly factored into the applicants scenario planning. It is disappointing that the officer's report lacks a robust analysis of the need for the proposed development in the context of the whole London Airports network.

The proposal is environmentally unsustainable, as it does not take into account the Government's national and international policies on climate change and their target for carbon emissions reductions from aviation. The UK Government has committed to cut greenhouse gas emissions by at least 80% by 2050. The DfT assume that Stansted CO₂ emissions will be 1.37Mt in 2028. This compares with the applicants own estimate of 2.753 Mt ie double the level of the DfT planning assumptions. Yet there is no mention of this discrepancy in the officer's report. Installing a few electric vehicle charging points will not make up that difference!

The Uttlesford district local economy is already unsustainable. Daily over 17k residents commute out of the district to do jobs at higher than average national incomes whilst around 16K people commute in to do jobs at below average national incomes ie like those at the airport. The addition of another 1300 jobs in an area of virtually full employment- unemployment in Uttlesford is around 0.5%- will exacerbate an already difficult housing market and price even more of our local young people out of the market. Recently, the IFS calculated that the cost of a one bedroom flat in CM 22,23 and 24 postcodes cost 44-46% of the monthly income a young person aged 22-29. The East of England regional average is 37%.

Finally there is nothing new proposed for the local community to compensate local people for the disadvantages of having a large international airport on their doorstep. For example could ^{not} the airport help fund resident parking schemes in road and communities that suffer from regular fly parking by airport users?

I hope you to reject this application.

Julie Thwaites

Uttlesford District Council Planning Committee
Stansted Airport Application UTT/18/0460/FUL

My name is Julie Thwaites and I am objecting to this application.

What's it like to live in Start Hill ?

I live at Start Hill, Great Hallingbury in a house I have owned for some 20 years. It is one of the nearest houses to the airport, directly under the South Western flight path. 70% of all take offs use this route, at all times of day and night. Please take a moment to try and imagine that.

This has a massive impact on my life and the lives of others in our small community.

For me, the biggest and most serious impact is sleep disturbance from the noise. The World Health Organisation has warned of the many negative health implications and illnesses caused by sleep deprivation, ranging from depression to cancers. The noise also means that the simple enjoyment of the garden for instance or trying to hold a conversation outside is impossible when a plane is either landing or, worse still, taking off.

Indoors, the TV volume has to be on a higher than normal setting and telephone conversations have to be held in a soundproofed room to avoid interruption. Windows remain closed throughout the year whatever the weather. In summer the choice is between sleep disturbance or suffocation.

During the working week there is regular traffic congestion outside on the B1256 during rush hours, heading to and from the M11 roundabout. Any benefit once felt from being bypassed by the new A120 has now long gone.

So this is what it's like to live in Start Hill now. But if you approve this application, which includes proposals for development of new taxiways and aircraft stands, you will be saying yes to an increase in the airport's capacity which will simply add to all the environmental impacts I have already described.

It seems to me we have already lost the balance between the interests of the local community, which you are supposed to represent and protect,

and those of the aviation industry. If you vote to approve this application you will be tipping the scales even further in favour of big business.

So I believe you should refuse this application and here are two reasons why:-

1. Current government policy and current UDC policy do not support building additional infrastructure at Stansted Airport to create further capacity.
2. Current government policy is to limit and, where possible, reduce aviation noise. Stansted Airport is offering no proposals either to limit or reduce noise. In fact, their proposals show that noise will increase and it is people like me who will suffer the consequences.

Thank you

Nicola Ward

SUPPORT OF STANSTED AIRPORT'S PLANNING APPLICATION

I would like to offer you my own thoughts on the proposed expansion of London Stansted Airport. I grew up with my parents and brother in Bentfield Green, a quiet, hamlet of Stansted village. I am now married with 2 sons and live on the ForestHall Park estate of Stansted so just across the motorway from the runway and the airport itself. Stansted Mountfitchet is a lovely, friendly village to live in. Not many places can boast a windmill, a replica motte and bailey castle with links to the Magna Carta as well as a thriving international airport!

At home we are rarely disturbed by aircraft noise and if we are it is usually by a helicopter flying over but that's about it.

I love to travel. Why wouldn't people want to see what's beyond their back garden?

My dad has been heavily involved in travel for the past 35 years or so. Up until his recent retirement he was a well-known figure at Stansted having played a big part in changes in the airport and has participated in many committees. Having been lucky enough to fly overseas since the age of 6 months I am sure my love of travel and flying comes from him and the opportunities given to me.

If I'm not travelling with my family I do love to go away with a group of girlfriends. The destinations currently on offer from Stansted give a perfect opportunity to explore Europe without having to break the bank and, just as importantly, having to spend time travelling to airports further from home and fly from there.

In my view it is all about dreams. As a little girl myself I dreamt of being an air hostess – the image portrayed in the 1980's of the glamorous crew jetting off around the globe is one that sticks in my mind. Being at an airport has always given me a buzz – even now when travelling or working.

I have two sons who have also caught the bug for travel. I'll always remember my youngest at about 2 years old (he's now 10) saying to me from his pushchair on his way to get his brother from school "I do that one day". When I asked him what he meant, he said "I fly aeroplanes and take people on holiday". That dream continues after a school trip to the Aerozone. He now wants to join the local, Stansted based, Air Cadets once old enough to do so. Who knows – perhaps he will start his dream job flying from Stansted in the future?

I started working at the airport back in 2014 after 20 years rushing about and commuting into London. It is so refreshing just being down the road from work. My current role at the Airport is as the Data Analyst within the Customer Relations team. Whilst some people obviously get in touch with an enquiry or complaint we do get those who take the time to send through their thanks or compliments. Refreshing in this often too negative world. There really is an exciting buzz around as we move into this period of change and hopefully continued growth.

How can local people not think of the benefits of having a growing airport on their doorstep? East Anglia, Herts, Essex and the surrounding areas wouldn't, in my own opinion, be as thriving as they are without the opportunities and jobs that it provides. Yes, there are some areas and people who may be affected by aircraft noise and disagree with the proposed development but surely the overall benefits outweigh those issues greatly.

It is certainly an exciting time for all and I do hope my own personal comments go a little way to help London Stansted Airport grow and move forward with the times.



Michael Belcher

**PRESENTATION BY MICHAEL BELCHER
TO UDC PLANNING COMMITTEE RE UTT/18/0460/FUL
WEDNESDAY 7TH NOVEMBER 2018**

My name is Michael Belcher and I live in Burton End, Stansted one field away from the airport. I am here to speak against this application.

As time is short I am going to address a single issue only – the proposals for physical development of the airport.

I have extracted four statements from the planning application two of which are true and two of which are false and misleading.

1. *"This infrastructure will reduce runway occupancy times and increase runway throughput."* This is true. It will increase capacity.
2. *"This new airfield infrastructure will enable the airport to increase its passenger throughput to 43 million."* This is false. The application does not seek permission for more flights to handle this increase in passengers, and therefore there is no need for more taxiways and aircraft stands to enable the airport to handle the same number of flights. This was confirmed by the applicant at the Public Inquiry in 2007. (See attached closing submission by STAL to the G1 Inquiry.)
3. *"The proposed Rapid Exit and Rapid Access taxiway works are modifications to the previously approved airfield layout."* This is false. The 2008 Generation 1 approval included two RAT's at the northern end of the runway. It did not include an additional RET which as its name implies is for an entirely different purpose. The purpose of a RET is as described in statement 1 (above) to reduce runway occupancy time and hence increase capacity. I am leaving for you to listen to a recording of a BBC Radio 4 interview with the airport's Head of Airside Operations in which he describes the purpose of RET's.
4. *"The proposed taxiway works will lead to an incremental increase in runway capability, with a modest uplift of five additional movements in any hour."* This statement is true. And as an American would say "you

do the math". Assuming a 16 hour operating day, this would mean an additional 80 flights per day and over 29,000 more flights per year. And this is supposed to be a modest uplift!

Yesterday you heard MAG say they are seeking permission for "modest works within the airfield". Make no mistake, this is a significant development you are being asked to approve which is not supported by either government or UDC policy. Government support for making best use of existing runways only extends to making best use of existing capacity. Your own officers' report confirms this to be the position in multiple places. You will not find any reference in government policy that supports the building of additional airfield infrastructure to generate an increase in capacity except at Heathrow.

So, in conclusion, the proposals for physical development of Stansted Airport fall outside of government policy and on this basis the application should be refused. Please remember that refusal would still mean the airport could, of course, continue to grow within its existing permissions. All those people who have spoken about the advantages of a growing airport will continue to enjoy the same benefits as surely as the sun will rise tomorrow.

addendum : Michael Belcher

TOWN AND COUNTRY PLANNING ACT 1990

STANSTED AIRPORT

**STANSTED GENERATION 1
PLANNING APPEAL**

**CLOSING SUBMISSIONS
ON BEHALF OF
BAA LIMITED AND
STANSTED AIRPORT LIMITED**

DESCRIPTION OF PROPOSALS

What BAA calls the Generation 1 (or G1) application, has been submitted under section 73 of the Town and Country Planning Act 1990 ("the 1990 Act"). It seeks planning permission for the same physical development as that permitted by UDC in May 2003 (reference UTT/1000/01/OP) ("the 2003 permission"), subject to the replacement of the limitations contained in Conditions ATM1 and MPPA1 imposed on that permission.

Planning permission has not been sought for any additional physical developments or facilities that do not currently benefit from planning permission.

The 35 mppa case represents the Airport as it is expected to develop if the appeal is allowed and planning permission is granted for conditions MPPA1 and ATM1 to be varied as sought. The proposed development would enable the airport to grow to handle 264,000 ATMs and to serve about 35 mppa from the existing runway.

Julie Budden

Good afternoon. My name is Julie Budden and I have been a resident in Uttlesford for over 45 years and totally support the development of the airport.

My parents (both now retired) actually moved to Takeley from the East End in the 60s specifically to work at Stansted being of the view it would expand and offer secure employment for the future. My Dad was an acoustics engineer and mum starting in admin, moved on to cabin crew and then headed up inflight catering before relocating to East Midlands Airport.

I have worked on and around the airport since leaving school starting out as a secretary and have been referred to many times as being part of the furniture by the previous airport owners, as in the early days companies came and went and I always managed to find a job on site and pop up somewhere new.

I now have my own company and am a business leader having many members from the local area. My objective is to help companies make new connections by way of regular B2B events to help increase business growth for all. One of our biggest events is the fast growing annual business exhibition "Check-in @ Stansted" now in its 6th year which is proving very successful for local businesses and the airport itself.

The airport has been very supportive to my business over the years allowing me to bring some exclusive and beneficial events to our members. Without their support I don't think I would be where I am today.

We need the development to encourage more airlines, giving more options to travel both for pleasure and more particularly for business in this thriving region. The development will bring with it more jobs keeping unemployment down and encourage new businesses therefore increasing economic growth in the region.

I've spoken with local business owners who themselves rely on the airport for a variety of reasons including flying out to meet clients, which for at least a few has resulted in new contracts and with the development this can only open up more opportunities going forward.

Many of my members are already benefiting from the airport for example a printer, trainer, construction company, security company and serviced office providers to name just a few and they are not just supplying the airport but many other companies based on site. The development will without doubt increase the potential of gaining new business and resultant revenue.

The airport is like an extended family, it is a great place to work and be part of and I hope this will continue for many years to come.

Stansted and aviation is in my DNA and now my son has the bug too. He's just turned 21 and started work with one of the larger retailers in the terminal whilst studying for A levels. He then took a full time position in that company and has since been very successful moving up the ranks and is now at management level. He sees himself as being part of the airport for many years to come and is keen to be on the payroll at MAG sooner rather than later.

It is not just my family that benefit from the airport, I have many friends who also work on site, and it is easily accessible with great transport links and for us living in Takeley, not too far to walk.

The airport has brought some fantastic initiatives to the community such as the Aerozone, I have friends whose children have visited and returned home so excited already deciding their future will be as a pilot, an engineer or an air traffic controller. Then there is the College which is a great addition, not only being the first of its kind in Uttlesford, but it will produce a skilled workforce which is brilliant for both the airport and for local businesses.

As a business leader, I commend the hard work put in to the successful Meet the Buyer event organised by the airport each year. It is in no uncertain terms hugely beneficial to local businesses including my own. Last year alone the event secured almost ten million pounds worth of contracts. A well worth event for any business to get involved with.

I will continue to support and lobby for the development of Stansted, why would anyone turn down the opportunity to support growth – it is the way forward!

So as you can see, the airport has been and will continue to be very important to both me and my son and we are 100% behind the development.

I have no doubt it will continue to both increase economic growth in the region and provide important skills training and employment opportunities to the next generation going forward.

Thank you.

good afternoon Paul Payne
Chairman

Paul Payne

Uttlesford District Council – Stansted Expansion

Thank you for the opportunity to speak in support of the Planning Application.

I thought it worth starting with my own personal story and links with the airport.

My association has been a long one, which started with my father actually working at the airport as an engineer before I was even born. This was his first job in the civilian world following his completion of his service for the Royal Airforce. The association was then continued by my younger brother starting work after GCSE's as a security officer some 15 years ago, doing a variety of different roles

I first recall flying out of the airport in the mid 90's and being amazed at how large the airport was in relation to the number of people using it and how much 'friendlier' the staff and experience was from that which I had experienced before.

Since then I have used the airport numerous times, primarily going on holiday but also with work. As a local resident the location is so much easier to get to than having to travel to London and negotiate the M25. And I won't lie, the fact that the airport / flights are often markedly cheaper than the alternative airports also increased how attractive it is to use it!

And, now with having a young family and living within the area, it is further enhanced by being so close to home – DON'T want to be arriving back in the UK a long journey with kids, ONLY to then embark on a two hour drive home – far easier and less stressful. Priorities have changed and would now even pay more to fly from Stansted as a result of the convenience factor.

Joining and growth

My association with the airport has again been increased significantly by me joining Stansted airport 18 months ago having worked at a water utility for 19 years. I was full of trepidation at the move and imagined it to be significantly different to that of a water utility however it is amazing how similar but different the two are. I didn't need to feel the trepidation as I love working here, only wish I had made the move earlier. This is further helped by being able to get to work via either train or car to break any monotony

One thing that is materially different between the organisations is the rate of growth I am frankly amazed at the rate of growth in serving passenger demand for the airport. The rate of increase is phenomenal having gone from about :

17M passengers in 2012 to around;

28M passengers this year;

with the prediction to be at 35M in the early 2020's - *phenomenal* is the only word.

As well as the obvious benefit to Stansted and the 200 plus businesses that operate across the airport, there is a huge benefit to the local economy / that of the region – this year our contribution to the local economy was around £1BN – a figure that is predicted to double, subject to the granting of the planning permission! In addition this will deliver an additional 1M tourists into the UK and

provide an extra 5000 jobs – net result to make the Essex and the East of England one of the best places within the country, in which to work, live and do business in.

krme

An OUTSTANDING fact in delivering this growth is that it is being delivered *within* the current approved limits both for Noise and for the number of flights – this being at the same time of the airport achieving carbon neutral status for the first time – I am not sure if you will find a better case of *sustainable development* than that!!

↳ + land – Carbon

And finally, the future

One of the first things I was involved in when I joined the airport was the building of the £11M Stansted airport college – 290 young people now working here – training to become the next generation of airport employees – to date feedback been very positive. I am also pretty sure that there will also be another young recruit in the future in the form of my 5 year old son who has stated 'when I'm older I'm going to work at Daddy's airport' Will be interesting to see if that happens what the airport looks like by then!

Thank you

Irene Jones

Presentation in respect of Planning Application UTT/18/0460/FUL

You will be presented with much evidence about the effect of noise from aircraft on communities in close proximity to airports. There will be scientific support of this evidence and recent research will back this up.

But I want to tell you about things I am deprived of, how my quality of life is compromised, because of aircraft noise. We moved to 'Peacocks' 41 years ago. We are in a rural setting, surrounded by fields.

On waking in the morning, especially in the spring, it is lovely to hear the dawn chorus...except we can't hear it because of aircraft noise. If the planes are taking off over us, that is all we can hear, and we are close enough to the airport for it to be excessively loud. If planes are taking off away from us, there is still noise in the air as they lift off and there is also background noise from the daily activity of the airport. Peace and quiet there is not. What a way to start the day!

I recently received an email from the British Trust for Ornithology. They are carrying out research to find out how tawney owls are faring. They asked the public to record any hearings of the owls over a period of time. Tawney owls call at dusk and early into the night. It coincides with the later shoulder period and those frequent late flights as planes try to take off before the night restrictions cut in. I can't participate in this survey as I can't hear the owls.

When you live in the countryside, you are more aware of natural sounds around you. The wind in the trees, rain pattering on the window. Again these sounds are masked by overflying aircraft. Even if you are indoors, the double glazing cuts out the sounds of nature that you value. It is like living in a tomb.

I would like to show you something. (Show the Council the front cover of the SSE Calendar... Looking up the spire of Thaxted church...there is a plane flying overhead).

As you know, the Thaxted Music Festival is a very popular event held over

several weekends in early summer. I expect some of you may attend some of the concerts. My husband and I do and we are so grateful to have the opportunity to hear internationally renowned musicians, ensembles and orchestras. But, imagine how awful it is to be listening to an exquisite passage of music, to hear a plane fly over and spoil the moment. It upsets me. How must the musicians feel?

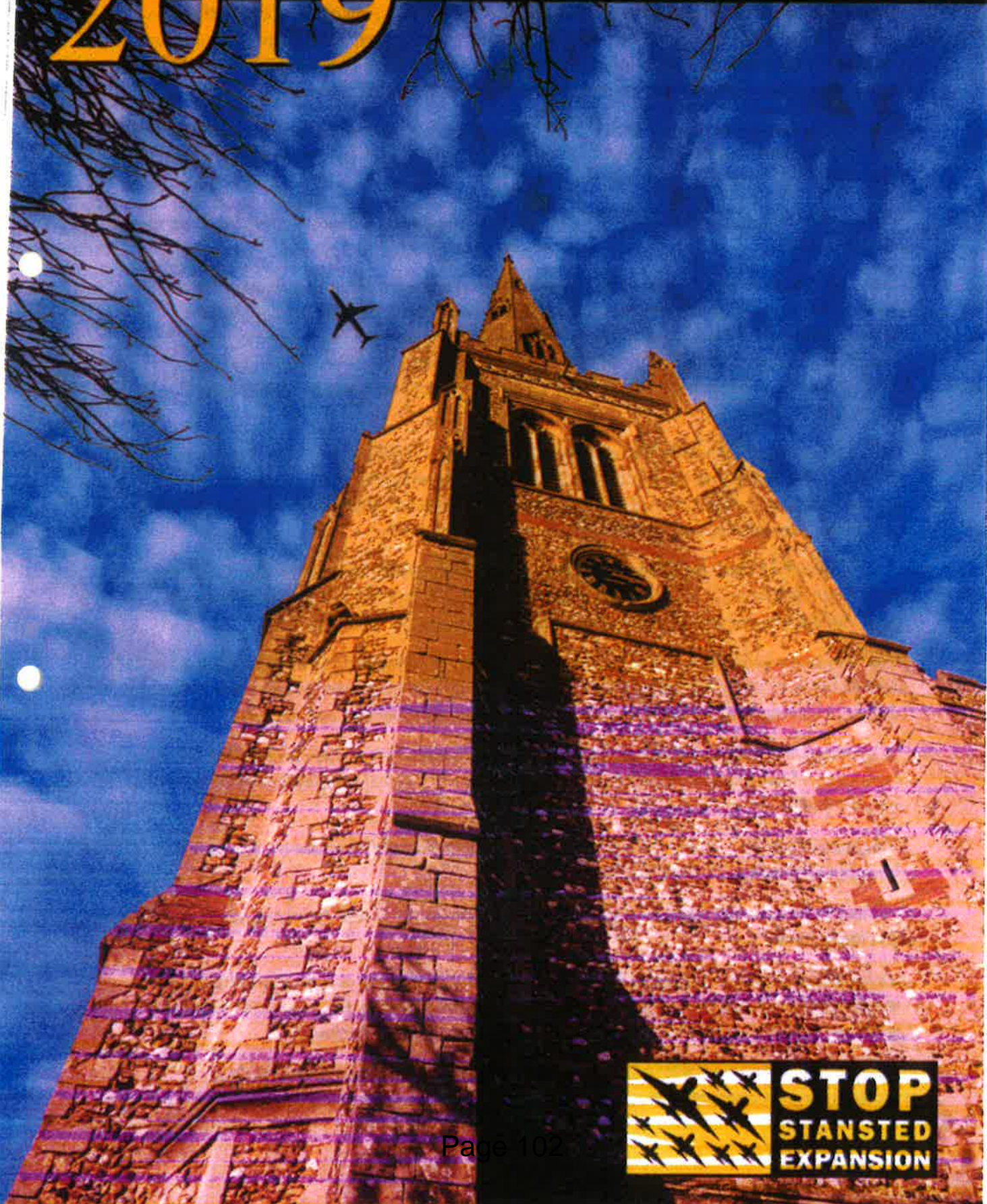
The airport intrudes into my life, yet I am expected to put up with all of this because people have a right to fly, to go on holiday. The airport provides jobs. I pay the price. Does the airport need to grow? We are told any business cannot stand still. Unfortunately, when airports expand, it is the environment which suffers, communities are compromised. As it is at the moment, the airport provides work and people can travel. Leave it at that. Be as efficient as you can be with this level of activity. I wonder at what level of growth would any airport say, 'we have grown enough'.

Councillors, please refuse this application.

The Community Calendar

2019

All proceeds go to Stop Stansted Expansion



Sam Johnson

Hi, my name is Sam. I'd like to talk to you about what Stansted Airport means to me and why I'm supporting the application for growth.

My love affair with the Airport started many years ago, one of my earliest memories is the weekly family outing. Every Sunday Dad used to take me, mum and my brother to watch the planes take off.

A man with a great work ethic, he worked at Inflight for 25 years, and now living in Little Hallingbury and can still be found with his nose to the sky watching the Aircraft take off and land, explaining to my Nephews the differences between a 737 and 757 and that despite how they look in the sky, the tyres are actually bigger than the pair of them on each other's shoulders!

My parents divorced, but those visits as a family have always been one of my favourite memories. My Dad would talk about the Airport with such pride, 'It's such a great place to work Sam. Get in there girl, there's so many opportunities for the taking!'

Things got trickier when it was just the three of us. Mum sacrificed a lot to provide for us, and we became a handful.

I kept my head down and focused on my education, but my brother was not as fortunate. Never really one for studying he fell into the wrong crowd and left school at 16 with no qualifications. Quickly realising he had no options, he made the most difficult decision to join the Army, they promised a family that would further his education and whilst they did, and he has made some lifelong friends, he had to walk into a war zone to find his own opportunities because there was nothing here for him!!

I stayed on in education and started at University, my last year meant a year in Spain. Being unable to afford this I looked to the Airport. In 2005 I started as a Security Officer whilst I put a bit of money away to finish my studies, but as soon as I set foot in the Terminal, I found a family at Stansted. Not work colleagues but long-term friends. Needless to say, I never left!

The greatest thing about Stansted is the people! I can give you all the clichés, every day is different, the growth, the challenges etc... but it is absolutely the people that make it! Be that the people I have worked with, the people I have met or all those 'love actually moments'

I was lucky enough to have some great mentors, managers and friends that saw potential in me and pushed me to do more. They gave me the confidence to aim a bit higher and I've not only carved out a career at Stansted, but I have grown up there, truly shaping the woman I am today.

It's not the money that drives me, it's being able to provide for my family and give back to the community. I was so proud to be able to support my brother's wedding arrangements and secure my own home!

My greatest mentor at Stansted once said that nothing is as rewarding as watching someone you have helped succeed, and he was 100% right

I've been very lucky and been given so much support throughout my career by some great people and programmes.

13 years later a few more wrinkles, and a lot wiser, I've been fortunate enough to be able to offer the same opportunities to others. Internally and externally, supporting and coaching the future leaders of the Airport as well as take part in some amazing fundraising schemes.

Stansted has offered me stability, a career and friends. I honestly believe anyone would be successful given the support STN has offered. A whole new generation of successful men and

UDC Planning Application.

women will pass through our Airport and I am so looking forward to how we can shape the careers and lives of people in the area.

Kieran Fitzgerald



Stansted Airport's Planning Application to Increase Capacity

LPL Statement to Uttlesford District Council

November 2018



Who are we?



LPL is a rapidly evolving provider of construction services in the Aviation Sector and Civil Engineering throughout the South East.

- We are based in close proximity to Stansted Airport and draw on over 25 years collaborative relationship with the airport.
- As a company, we have grown with the airport and Stansted Airport is one of our largest customer.
- Some members of our workforce are people who worked on the construction of the original terminal building back in the late 1980's and early 90's.



Providing a Sustainable Economy



We pride ourselves at LPL the large number of people we directly employ from the local area.

- Unlike a number of construction organisations, we directly employ our own workforce.
- We do not use Zero hour contracts. This directly benefits the local economy and provides sustainability of growth for everyone.
- We employ 117 people directly of which 45% live within 10 miles of the airport and 85% live within 25 miles of the Airport.
- The employment model we operate is rare within the construction industry and this directly benefits our local economy.
- This employment model is only viable with a continuity of work and contracts that Stansted Airport provide year in and year out.
- Stansted Airport's desire to grow and increase capacity in order to meet future passenger demand provides us with the opportunity to grow as an organisation, provide continuity of sustainable employment for our workforce and create further employment opportunities within the local community.

Sustainable Supply Chain



LPL are committed to using local suppliers and source materials and services responsibly.

- 204 of our suppliers are based in Essex, Hertfordshire, Cambridge or Suffolk. This provides further employment and business opportunities for East of England.
- 93% of Our Top 50 Suppliers are from these regions
- This equates to a annual spend in excess of £10 million – this is money that we put directly back into locally based companies that employ local people.
- Business continuity and growth that the development of Stansted Airport will support will allow us to continue and hopefully increase this economic contribution to the local area.

In Summary...



The sustainable growth and development of Stansted Airport will allow us to:

- Grow sustainably as an organisation.
- Provide ongoing job security.
- Contribute to the local economy

It is for these reasons that we support the increase of Stansted Airports capacity from 35 million to 43 million passengers per annum.

Paul Willis

Good Afternoon, I am Paul Willis and I work at Stansted Airport. There are two themes that I would like to address to support and underpin the opportunity for Stansted and the East of England.

1. ~~Career Opportunity~~ *An opportunity to inspire a generation*

I was born in Woodbridge, Suffolk and educated in the region and therefore I am passionate about what this part of the world can offer. I have had the privilege to work for the last 30 years in aviation, starting my career at Stansted in 1988 with the CAA Flying unit (CAAFU) operating northside and then moving to National Air Traffic Services at Heathrow and Gatwick and also delivering the Stansted Control Tower in 1992. I have had the opportunity to work all over the World from India, Middle East, Asia, Europe and South America building, operating, and improving airports including managing two Olympic Games operations. I am now back where I first started being part of the Stansted family. Throughout my career I have had the opportunity to meet great people from all walks of life, professions (Engineers, Architects, Operators, Lawyers, Finance, Marketing, Commercial, Airlines)

The introduction of our College at the airport is an exciting initiative and one that we can be truly proud of, the passion and interest of the students is inspiring. Lets continue with this opportunity by offering our children and grandchildren a career that is challenging, fulfilling and full of opportunity. ~~Aviation is a family and has much to offer.~~ Proceeding with this application gives our children the certainty and vision for an exciting and fulfilling future career in aviation.

2. Making Stansted the Airport it was intended to be.

The East of England is an important region and in the past has been under served. This region needs an airport that offers

*Southend &
Norwich
Ipswich.*

*With ~~Page 110~~ aviation routes
on offer*

choice and international destinations to support its community growth and allow ^{ing} ~~it~~ to thrive as a region.

This region to continue to thrive

For too long this airport has been seen as London's 3rd airport and a poor relation, people have simply driven past the airport as it has not offered the right choices and destinations.

Approving this application will provide the platform to make Stansted an airport that this region can be immensely proud of and be a further catalyst for growth to our region.

Thank you

Alex Smith

My name is Alex Smith and I am speaking today in favour of allowing Stansted airport to increase its passenger numbers. I have lived in Saffron Walden for the past 3 years and have recently started working at Stansted Airport as their Education Centre Co-Ordinator.

When I moved to the area, the fact that there was a large international airport close by genuinely was a big ^{bonus} draw. I was excited by the prospect of having all these new destinations on my doorstep and whilst I have maybe not had the chance to travel quite as much as I had hoped before we moved, Stansted has allowed me to explore many new places! Without Stansted nearby some of my journeys may have been more difficult, more expensive, or ultimately not possible at all. I have always had a good experience when travelling through Stansted, with polite, friendly staff and only ever minor delays.

I tend now to feel rather put out if I need to travel all the way to Heathrow or Gatwick and pay for accommodation there. If we allow the passenger limit to increase more people will be able to experience these same benefits ^{and all within the currently approved limits for noise and number of flights}. This clearly is not only beneficial to individuals but also to the local economy as money will go through nearby hotels, taxis and other amenities ^{transfers} ~~as well as other things~~.

I am really lucky in my role as I work as part of Stansted's Corporate Social Responsibility team. In my short time working there I have seen that thoughts of the local community are at the forefront of any decision made by Stansted. The airport has a long-term CSR strategy making sure that all staff are constantly thinking about how they can give back.

In my role, I run the Aerozone which is Stansted's own on-site education centre. Three years ago, Stansted made the decision to invest half a million pounds into an educational facility and now stands out as being one of only a small number of UK airports with anything like this. I feel this shows Stansted's commitment to the local community as, since opening, more than 10,000 students have visited the Aerozone to learn about career opportunities and the aviation industry. One thing that teachers are amazed by is the fact that a visit to the Aerozone is completely free of charge for schools and many have commented that they would have happily paid to receive such a fantastic experience for their students. I love hearing from students about how their visit has made them think about their future and seeing how much they have enjoyed their day. More than once I have been told that it has been their best school trip ever!

Since starting I've been amazed to see the commitment from my colleagues who often give up their tea breaks, their lunchtimes, even their days off, to come and speak to the students about what they do. Without the Aerozone, thousands of students may not have been able to learn from pilots, police officers, cabin crew, engineers, rangers, air traffic control officers, fire fighters, security officers and more! We also support young people through work experience placements or as part of our mentoring scheme, where senior leaders are paired with students during their GCSE year to help them fulfil their potential. I genuinely feel that Stansted airport is committed to making sure that the future generations know there are opportunities available for them at the airport and to making sure that we use our resources to support young people locally.

I strongly believe that the more passengers that can pass through Stansted, the more Stansted will be able to give back to the local area, particularly ~~supporting local education~~

providing opportunities, such as for
work + for travel for local residents.
+ business

Malcolm Hope

Good Afternoon; my name is Malcolm Hope *speaking in support.*

I am here as a partner of Arcadis LLP a consultancy who provide services to Stansted Airport and as somebody who works at the airport. As a partnership we work on maintaining the existing assets; capacity planning and developing solutions to satisfy the changing demands of passengers, airlines, stakeholders, and the wider community.

and is a frequent business partner

We have, as a partnership, a long history of working at the Stansted Airport; when I sat down to make notes for this meeting, I realised that I had first started working at the airport 20 years ago.

My team obviously benefit from being employed at the airport and I believe look to stay and grow their long-term careers there. Obviously; I would also like the opportunity to expand my business at the airport and create new opportunities with an expanding team. The key to this happening will be determined by how Stansted Airport grows and develops in response to the changing environment in which it operates and I hope the permitted increase in capacity will unlock this.

I believe the underlying key to our continued success, and that of the airport, and our ability to grow will be the ongoing significant investment in the airfield, terminals and general infrastructure.

I believe that the increase the cap on passenger numbers is essential to unlock the route to investment which will allow the facilities to be updated and improved for passengers, the people who work at the airport; not forgetting the significant economic ripple effect into the wider local community.

I also believe this increase will allow the airport to expand its airline services providing a greater global reach and connectivity; linking the area to more international investment opportunities with a wider portfolio of destinations. This will not only benefit business who will no longer be forced to travel to other airports to go to more distant economic centres but also open up wider opportunities to leisure travellers.

In seeking the increase in the cap of passengers I believe Stansted Airport have approached the development of the airport in a considered and responsible way within the current government guidelines.

For example I understand that the airport is seeking minimise the impact on the local area by seeking to grow the passenger numbers

without increasing the current limits on the number of flights;

without increasing noise beyond that currently approved,
and there will be no increases in night flights.

I would therefore ask that the increase sought by Stansted Airport, given the positive impact it will have across all stakeholders, is supported and approved by the Committee

Thank you

lan King

Stansted Planning Application

Here to represent WHS

Currently operate 8 shops in Stansted

Employ 120 people

Seen huge business growth in the last 5 years. Passenger numbers have steadily grown, the number of shops we have has grown and consequently our Stansted workforce is growing

We are keen for this trajectory to continue. The plans for airport redevelopment are exciting for us as a business as they will allow us to continue our growth in UK airports.

We are a growing business in the UK and operate shops in every major airport. The long term projections are for air passenger growth to continue to rise and for our Stansted business to keep pace with this growth, we are supportive of the proposed increase in the passenger cap.

Stansted has proved to be a successful training ground for our colleagues. In addition to our current headcount of 120, we employ a number of temporary staff in the busy Summer season. We have colleagues now working in the London Head Office who began their careers working in Stansted and progressing through the organisation.

For us, the recent introduction and future growth plans for long haul flights are an exciting development and therefore the increase of the passenger cap to 43m is a necessary and logical step for Stansted's continued success.

Karen Ivory

Karen Ivory

Presented 7 November 2018 (afternoon slot)

- I was born and raised within the area
- Both my standard education and higher education undertaken within the area
- During my educational years I was advised to undertake works experience *the career didn't meet works experience* and look for permanent employment within London where diversity and opportunities were at their greatest
- I chose to undertake my works experience at the Airport *trip to airport and knock a HR's door had situation resolved*
 - 32 years later and I am still at the Airport
 - I have been offered a breadth of experience and opportunities rarely found outside of London
 - I have worked in Engineering, Retail, Marketing, Public Affairs and Capital Delivery
 - I have been afforded the opportunity of targeted learning and Professional Body training/affiliation as I forged a ~~career~~ *career* as a woman in aviation
 - All within a 15 minute journey from my home
- I now find myself attending careers evenings at school with my 15 year old son
- These events are far more creative and extensive than they were when I was 15
- How pleased was I to find that in between the stands for Deloitte, Lloyds of London and Raethon was the Stansted Academy
- Providing information to local children on the range of opportunities available to them on their own doorstep
- Opportunities that are comparable with those on offer in major towns and cities such as Cambridge and London
- These opportunities would not be available had it not been for the success and growth of Stansted Airport and as a parent living in the area I can appreciate how important these opportunities are to our future generations.

Patrick Hunter

1

STANSTED AIRPORT

MEETING

Good afternoon

Chairman, Ladies and Gentlemen

As the saying goes "Money makes the world go round"
and of course making " even more money" is the purpose Of"
Manchester" I repeat" Manchester "Airport Groups planning application!

It is definitely not in the interest of the residents/council tax payers and
voters of Uttlesford and surrounding districts but is an endeavour by
MAG to make even more financial profit for themselves and to hell with
local residents disrupted lives!

It is us, the residents/voters, who would suffer the consequences should
our councillors endorse the misguided (in my opinion) recommendation
and report prepared by one of UDC's planning officers to grant
approval,(albeit with some conditions).

Numerous local residents and voters have already voiced their concerns
and objections very aptly ~~and~~ to UDC Councillors, so I do not intend
just to replicate those points they emphasised.

I expect MAG will make many more applications in due course chancing their arm wherever possible just to allow them to continually try and manipulate the situation in one form or another Their ultimate objective of course is more aircraft flights and more passengers and thus more money! . Councillors must remain strong and not allow MAG's offer of incentives to persuade them to grant the unnecessary expansion plans which are against the residents best interest and against the rules of human justice for local residents who are the main sufferers in this scenario .

Many residents have voiced this application should be dealt with at government level. It is too much a political hot potato to be decided at UDC level and I am also of that opinion, alternatively just refuse pp. I am sure MAG will conjure up another application in some other form or another, it's called playing the planning game!

Why did MAG aquire Stansted Airport fairly recently knowing that planning for expansion had been refused to the previous ownersthen try to pursue expansion themselves? What makes them different from the previous owners?

I suspect that their intention is to get greater passenger throughput and likewise even more aircraft activity via surreptitious methods, as they are endeavouring to do now.

Another of my many concerns is if this planning gain was achieved this would also allow MAG to sell the airport at some vast profit to probably some foreign far eastern investors and then walk away from the impending can of worms with our lives and countryside ruined and our road infrastructure in chaos.

I understand MAG already, before any further expansion, are making a profit in the region of £160m plus pa so I don't expect they will suffer any reduction in this figure should their planning application be refused. Many of the factors they boast for the area are already in situ without this present application being granted. In fact UDC contributed some £600,000.00 of out money to the new training centre which is worth a mention. The good news is that I have been advised by the Minister for Aviation, Baroness Suggs, that the night time quota count for Stansted has been REDUCED from October 2018.....Thank goodness somebody has got some common sense. Strangely MAG have not mentioned this latest Government instruction at any of these public meetings...I wonder why!

Councillors, do the right thing for your constituents and refuse this application or pass the decision on to our Government. MAG have tried to manufacture the situation which is an insult to our intelligence...MAG's real ultimate aim is more aircraft and more passengers or a sale and this application is one of the steps to help them to achieve their ultimate objectives. We are being hoodwinked!

Thank you

David Leam

Stansted airport public speaking consultation

Good afternoon. I'm David Leam, Executive Director at the London First business group and I'm here to speak in support of the planning application by Stansted Airport to increase its passenger cap from 35 to 43 million passengers a year.

from across the economy, including the major SE airports.
London First is a business campaigning group, with over 200 major business members, with *our* mission to make London *the* the best city in the world to do business. High quality air links *are* absolutely vital to *achieving* that mission *and* the future competitiveness of London and the wider south east.

Stansted airport plays a significant role in supporting the south east regional economy. It is strategically located at the heart of the important London to Cambridge growth corridor, and plays a key role in connecting businesses and their employees throughout that corridor with the rest of the world. Crucially it also of course *also* connects the rest of the world to businesses *and* visitor attractions here across the SE. Less well known – but just as important - is that Stansted is also the UK's third biggest air freight hub, helping businesses across the SE import and export high value goods such as pharmaceuticals. All of this is good for jobs in the region.

The break-up
Since ~~the break-up~~ of the BAA group, Stansted has grown impressively, boosting connections to destinations across Europe and adding new links to emerging market *economies* around the world. With Stansted filling up fast, and other SE airports already full, we believe it's vital that Stansted is now enabled to plan for growth beyond the existing passenger cap. Taking this step would ensure we make best use of existing SE *runway* capacity, in line with government policy.

As the country prepares for a *more uncertain* future post-Brexit, business *strongly* support *action* that will strengthen Britain's ability to trade and engage with the rest of the world. Stansted's application would do just that and on behalf of our members we support it wholeheartedly.

London First is a business campaigning group, with a mission *to* to make London *the* the best region in the world to do business. We have over 200 major business members, drawn from across the economy, which includes *Stansted* + the other major SE airports. We see *a* high quality air links as absolutely vital to the future competitiveness of London + the wider SE.

Martin Bedwell

Public Speaking Consultation

7th November 2018

Planning Application UTT/18/0460/FUL

My name is Martin Bedwell. I have lived in Hatfield Broad Oak since 1988. In the early days of living there and in discussions with long standing residents I was told "Worry less about what happens in the skies and more about what happens on the ground". In some respects this has proved prophetic.

Since then, some, I emphasise **some**, aircraft are less noisy however, when passing aircraft interfere with conversation and entertainment enjoyment, decibel counting in single numbers is of no comfort or remedy.

Any slight benefit of less noisy aircraft is offset by the increased frequency of flights.

The thought of the increase in air traffic applied for and, no doubt, night flights, is a hugely unwelcome spectre.

The countryside is a refuge from noise and pollution but we are increasingly threatened by pollution in the form of light, noise and poor air quality generated by both air and the attendant increase in road traffic

I am aware of the basic details of the application by MAG to increase passenger and flight numbers at Stansted airport which will cause, despite what you have been told, a massive increase of these unwanted factors.

UDC Councillors have the responsibility of approving or denying this application. They also have a duty of care to the residents of Uttlesford.

MAG would have us all believe that the measures they propose would have little consequence.

Accepting unchallenged the assertions of MAG would be a dereliction of UDC duty.

The proposal by MAG demands the most strenuous examinations to ensure our environmental welfare.

A full and open examination of all the social and environmental impacts at Government level is imperative.

I therefore urge you most emphatically to reject this application until such time as these examinations can be effected.

Martin Bedwell.

Willow Cottage

Cage End

Hatfield Broad Oak.

CM22 7HT

Robert Lee

Thank you for the opportunity to speak.

My name is Robert Lee and I am an Uttlesford resident. I moved to Stansted Mountfitchet from the Midlands in 1983 at the time of the Enquiry into the location of the Third London Airport. I guessed then that Stansted would be chosen, and that the development of Stansted would lead to a significant boost in local prosperity.

I established my business 22 years ago, and Stansted Airport was a target client from the beginning. It took me until 2003 to receive my first order from them – I had to get established first. Following the acquisition of Stansted by MAG, the amount of work I have received from Stansted has grown enormously. MAG do buy locally! So I will declare my interest – Stansted Airport is an important client of mine.

One of the projects I work on is the Meet the Buyers event – I have done this for Stansted for 7 years now. This is an event, largely funded by Stansted Airport, that really delivers opportunities for small businesses to break into large companies and organisations, not just the Airport. This event works - the 2017 event has generated almost £10m in contracts for local firms at the last count.

The presence of the Airport itself produces a lot of work. I recently undertook a job for a local business that provides a service to an Airport based business that in turn provides a service to travellers going through Stansted. They are not working for the Airport. In the course of fulfilling my obligations in this sequence, I purchased materials from a local supplier. Here are four businesses benefiting indirectly from the Airport.

And all this business and all these contracts mean jobs and local prosperity.

Stansted are the main sponsor of a local business exhibition I put on each year – Bishop's Stortford Means Business. The exhibition is intended to provide a showcase for East Herts and Uttlesford based companies with a view to encouraging people and businesses to source locally. Without Stansted's financial support, the event could not happen.

More personally, the Airport has provided employment for my children, and many others in the area that I know.

My initial thought back in 1983 that the development of Stansted would improve local prosperity has been proven beyond doubt.

Thank you

Ayhan Reeves

Hello, my name is Ayhan Reeves. I'm here today to talk about my journey at Stansted, **and why I believe the airport should continue grow**

It's hard to believe I've been at Stansted for over 18 years. I still remember going for the interview, and receiving the phone call with my very first job offer. I was so excited for my first day of work, as were my parents, and that excitement has never left me.

I started working at the airport at the age of 19. Working at Stansted gave me a unique opportunity. Joining straight from collage has meant that I have developed as person, improving many of my work and life skills whilst being here. I have been fortunate enough to work in a variety of positions, meeting fantastic people along the way, who have not only inspired me, but who have given me the confidence to seek new challenges. For that I am grateful.

Being at Stansted for the length of time I have speaks for itself. The airport is a huge part of my life and I would be lost without it. I genuinely enjoy coming to work every day and consider many colleagues to be life-long friends. I was also lucky enough to meet my now husband at the Airport. Our wedding day was attended by many of our work colleagues, who travelled over 2000 miles just to be there. Needless to say, they all flew from Stansted.

In addition to this, the Airport has allowed me to push my boundaries both inside and outside of the work place. Just last month I completed the Chiltern 50K walk for our Airport Charity, Clic Sargent (supporting young lives with cancer). We are all extremely proud of this achievement, and even more proud to raise over £8000 for the charity.

When most people come to the airport, they come to go somewhere, to fly to some place near or far. For us that work at Stansted, it is so much more. It's our place of work, a place to serve, a place to grow. We come to stay. To us, Stansted means family, and I can honestly say that without my career at Stansted, I wouldn't be the person I am today. This is why I feel the growth of the airport is so important for the new generation

Thank you for listening, and I hope you all have a lovely day.

Kitty Nash

Hey, my name is Kitty Nash, this is my Stansted story and why I believe the airport should grow.

I first heard of Stansted when my Mum started working here whilst I was a teenager.

I returned from travelling only to be forced to join what I thought was a mickey mouse airport, I agreed as I was planning to save up and go travelling again, I have been saving for 14 years now!

Quickly I realised Stansted was not what I perceived it to be.

It superseded my expectations of what a job at Stansted would mean to me.

I started as a security officer working hours I never knew existed.

I worked inside the terminal, then outside and settled in the training team where I have been for 12 years.

Stansted benefits me in many ways currently I am studying Maths at the college.

MZS

Within the training team we see most new employees to Stansted.

They come from all walks of life at the end or start of career.

During my career here, I have had three wonderful children.

Each time I have returned with an excellent work life balance. Adjusting hours.

My career at Stansted supports my young family and gives me the chance to develop a career.

My children love visiting the airport to see the Aero zone and attend the Christmas parties hosted by the airport fire service.

I am proud to wear my Stansted ID and would like to see it grow for the future of our local community.

Rosalind Sudlow

PLANNING APPLICATION UTT/18/0460 FUL TO INCREASE NUMBER OF FLIGHTS by 100,000 AND PAX TO 43 MMPA

SPEAKER SLOT – 1540-1700 - UDC 7 NOV 2018



The Problem and How it Affects Me

As you all will know, up until 2016 and the implementation of LAMP Phase 1A, the village of Felsted didn't suffer greatly from aircraft noise, apart from a few night flights. The changes made to flight routes in the south of England in spring 2016 resulted in Felsted becoming a double noise corridor. At high level to the south of my house there's a never ending stream of aircraft from airports further south. This is very intrusive and annoying, but living in the south of England I suppose we have to expect some noise.

The noise I have come here today to tell you about is of a different calibre altogether. This is the noise of aircraft taking off from Stansted on the Clacton route just to the north of my house, over the A120, then Felsted, Rayne and beyond. Because the planes are low and slow, the noise is extremely loud and effectively continuous, as the next aircraft is on its way before the noise of the previous one is finished. The noise starts at around 0610 in the morning and does not finish often until after 0030 at night, plus extra night flights. The only respite is if the weather changes, but the weather is against us more often than it isn't. When aircraft larger than the Ryanair fleet fly over the noise is even worse, hitting the ground and booming up the hill into Felsted. There is no ambient noise as there is in London to mask this. The only other sound on a sunny spring or summer morning is the birds. Imagine how it feels to have nowhere to go and to know that there will be no respite all that day, or the next. It's unbearable.

In the peak summer period I can't sleep as flights depart one after another between 2100 and 0030. If I'm going to work the next day I have to get up at 0515, and when I'm standing at the bus stop in Felsted at 0610 they start again. I get off the bus back in Felsted again in the evening at 1900 and the sky over Felsted is still full of planes. And noise. It's the same all year round, though for obvious reasons summer is worse.



Steps I have Taken

I didn't object to NATS' original application for the flight changes in 2015 as I did not know the true effect it would have. How could I? As soon as the effect became clear I began to keep note of the nuisance, and continued to do so having been told by Stansted, NATS and CAA representatives at a meeting in Felsted in November 2016 that the Post Implementation Review would take note of the noise blight the changes had caused. After a year there was still no PIR. I chased this with NATS/CAA multiple times but they did not have the courtesy to answer. This summer, after repeated requests, I finally received information from Martin Rolfe's office at NATS *indirectly*, via our MP, who had chased it up for me. In this she was informed that the flight changes were set in stone and the PIR was nothing to do with that. The concerns of her constituent, i.e. me, were effectively brushed off.

Using my notes I also sent regular noise reports to the Stansted Noise Line, which were and continue to be responded to months after each event and with total denial and disdain. In order not to be a nuisance I recently put 2 months' worth of noise events into one form and received the same response; that operations and noise levels were normal and well within limits - i.e. nothing untoward. They effectively dismiss the noise and refuse to engage with local communities. What is the point of a noise line when they don't care about the noise? It's the usual window dressing.

In my correspondence to all stakeholders I have not called for the airport to be shut down or for passenger numbers to be reduced in order for me to sleep. I have made a perfectly sensible suggestion that the current flight movements be fanned out, so that though more people may be overflowed, they are overflowed for less time. NATS and the CAA are trying to make the limited airspace work for everyone, but that has to include local people too, as we're the ones that suffer. *At no stage* has MAG shown any interest in working with the CAA, NATS and the government to reduce the blight resulting from the 2016 changes, which don't only affect Uttlesford. *It is this repeated denial and dismissal of legitimate grievance and refusal to even contemplate sensible suggestions for improvement which makes me so angry and is why I am here today.*

What I am Asking UDC Planning to Do

I have to hope that reports of a 'done-deal' between UDC and MAG are not true. I want to believe in local democracy, so I've taken a day off work today to come here and ask you to refuse this application until such time that the issue of noise corridors is addressed in a fair and equitable way.

I am asking you to task MAG to work with Air Traffic and government to find a way to reduce the blight caused by these noise corridors. To fan out the noise so that each community gets some noise and some respite. This seems to me a very reasonable suggestion and it doesn't close the door on future expansion. Who knows – one day silent planes may be developed?

Until such time any talk of "quieter planes" is meaningless when these planes are going over your head one after another all day and half the night. Local people are already driven to distraction by the *current* persistent noise and MAG has permission *already* in place to grow its numbers quite considerably, so the application is premature. It is also grossly unfair to local people like me, who go to work and pay taxes and Council Tax. Stansted Airport is *already* a hugely profitable enterprise and doesn't *need* to grow further. It is just recklessly pursuing profits at whatever cost.

You know, and other stakeholders such as local councils and *Stop Stansted Expansion* have proved, that MAG has lied and obfuscated in its application. The desperation with which it pursues this permission is a clear sign of an ulterior motive. Once MAG has your permission in the bag it won't be long before it claims that it needs a second runway to cope with the huge number of flight movements it has to deal with. Furthermore, the government is a signatory to environmental targets that a few electric car charging points at Stansted are not going to have any impact on. The pollution from Stansted and the M11 already casts a pall of cloud over that area, visible as you approach from the east along the A120. The railway station is often so filled with jet fuel fumes it's hard to breathe. This application flies in the face of government and EU targets for reducing emissions which are affecting the climate. If we allow this application it is effectively saying a big yes to the horrors of global warming.

Finally, those who wish to see unrestricted growth in air travel always point out how much this capacity is *needed*. How we can't manage without it. How the economy of the country is dependent on it. I'd like to show you here the marketing emails I have received from Ryanair *in the last 2 weeks alone*. I get these all year round. If capacity at Stansted is in such short supply that MAG desperately needs to be able to fly 43 mmpa, why does Ryanair have to keep desperately trying to lure prospective passengers in with flights for '£9.99'. Could it be that this is all just smoke and mirrors? Could it be that demand is far less than MAG and Ryanair and all the others make out? But if they can work together to *create* that demand by whatever means, then the profits for them are immense. And they will not be shared by UDC or the local community the council serves.

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Teisha Lock

Good Afternoon,

My name is Teisha Lock

I would like to talk about my Stansted Airport Journey. And why I believe the continuous growth of the Airport is important.

Before my time at the Airport I was a single mum with 3 young sons, as like anyone with children my children's care was of the upmost importance and I knew I had to balance my work life with caring for my boys as a full time single mother.

Then my life changed. I applied for a part time job as a front-line security officer at the Airport and I found out very quickly Stansted Airport supported the work life balance for their employees this gave me the opportunity to manage my home life with work.

From that day on I went on from strength to strength, working my way up the ladder being supported and developed along the way, by Managers and my peers.

I am now an Airport Senior Manager leading a team of 13, every day is different in relation to my own work commitments, the one thing that never changes are the people I work with and alongside daily, the Airport is like an extended family the support the care the community spirit is so strong that it feels me with pride to be part of it , not only do we all support each other but we care for the surrounding communities , this year I have given my time to work on a project at the Rainbow Rural Farm, Dunmow, I have been involved in our Airport charity events to which all money goes to our Airport Charity Clic Sargent (Supporting Young lives with Cancer).

One of the proudest moments was when my youngest son who is now 22 started at the Airport under Neil Banks apprenticeship scheme from leaving school, he has now move on and been successful in getting the role as an Airport Firefighter, the Airport has opened an amazing career for him as they have done for many other young workers.

Keeping it in the family my father after he retired joined the Airport part time to wind down slowly, he spent 2 amazing years and made many additional friends, he is now 77 and still looks back at his brief time working at the Airport with pride, he too has been part of this amazing journey.

In total I am now coming up to my 22nd year working in this amazing Airport, working with great people who are all passionate about the Airport the people our customers and the growth of Stansted Airport.

I feel privileged to be part of the Stansted Airport Family and hope other families will benefit as mine have through future growth .

Joanne Kitteridge

Joanne Kitteridge

Good Afternoon,

- As a resident of Cambridgeshire and an employee of Stansted Airport I felt strongly that I need to express my support for the Planning Application.
- I was a resident of Bishops Stortford for approximately 18 year, 11 year ago I moved to live in Cambridgeshire on the outskirts of Cambridge not far from Linton Zoo and in that time, I have had many lodgers including Cambridge University Student who have stayed with myself and family.
- Students as we all know usually tend to live on a tight budget, and with their love for travel, Stansted opened the opportunity to travel to many of the place that the airport fly's to. With Ryanair and Easyjet flights offered at a low budget price it was extremely inviting and offers them many opportunities. I have enjoyed many evenings in the kitchen chatting over a cup of tea or glass of wine listening to their many adventures from Ibiza to Krakow to Rome etc.
- The train or bus service directly into the airport from Cambridge made it even more accessible. May I stress however that although I have mentioned the students my family and friends of all ages, travel regularly in and out of the airport and we are all extremely excited that a growing Stansted will give us the opportunity to explore more destinations from our local airport, with long haul being added to that equation.
- I have owned property abroad and Stansted and it airlines has given me and friends and family the opportunity to visit regularly or as often as finances allowed, which with the budget airlines was a lot more than first thought.
- The 2nd point I should like to make having worked at the airport for 5 years in many different roles. which I should point out have been some of the best working years I have had, the opportunities that the airport can offer again to all generations regarding employment is second to none within the employment spectrum

- The airport bug as we **call it** in my family seems to get passed down through family generations, and even one of my 2-year-old Grandsons first words was Jet 2, he loves **watching** the aircraft and the thought that maybe one day he will work **within the** aviation industry is a satisfying thought. We can't wait for him to **experience** the adventures that the aerozone community has offered **to so** many children from local and surrounding schools since it opened. **I have** had several members of my family work at the airport over the years **and** all speak highly of the opportunities, training and prospects that are **on offer**.
- I can remember in my **early 20's** visiting enterprise house for a job fair and knew then that **sometime** in my life I would work at the airport. It may have been many jobs and **2 children** later that I joined the airport, but I can honestly say that I have **left the** best until last.
- I feel so proud to be a **part of** London Stansted Airport community and can't wait to see it evolve **over** the coming years

Sue Meyer

If the Stansted Airport planning application goes ahead, what measures will be put in place for the local infrastructure of road and rail.

I represent the residents of Little Hallingbury and our roads are being used as a short cut from Harlow and Sawbridgeworth to the airport.

You talk about all the improvements to the M11 but this will not help us.

Our country lanes are getting busier and busier with local traffic and residents are concerned that this will increase with both tourists and freight vehicles if this expansion goes ahead.

These roads were not built to take all this traffic, they are constantly in need of repair due to the erosion of the edges. When the level crossing is closed at Sawbridgeworth the build-up of traffic sometimes reaches the London Road (this is over ½ mile). This will only get worse until 'gridlock' and then what will happen. This will further encroach on our country way of living and indeed standard of living.

The rail network is already at bursting point, it only takes one problem and there are huge knock-on effects in terms of people and vehicle movements. The rail only has one up and one down and can't cope with the level of traffic already, especially as so much of the line is rural and remote. There is much resistance to double-tracking as this will further erode the countryside.

Regular commuters already suffer a generally poor service both in terms of service reliability and cleanliness. This includes trains servicing the airport. Travellers already pay over £5000 a year for season tickets from Bishop's Stortford to Liverpool Street and would need much more robust assurances about their future quality of experience than they have now.

We live in a beautiful part of the country with glorious countryside that many people wish to move to and bring up their children. They don't wish to see the region disappear under more and more noise, traffic and pollution.

The decision that you make on the plans that are put forward for the airport expansion will affect the future of the communities in the entire Uttlesford region, forever.

Cllr. Sue Meyer MBE

Chair. Little Hallingbury P.C.

Pete Waters

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Pete Waters
Executive Director
Visit East Anglia

London Stansted Airport Planning Application, Ref no: UTT/18/0460/FUL

on behalf of Visit East Anglia

This statement is to support London Stansted Airport's application to invest in the new airfield infrastructure to serve 43 million passengers per annum.

Visit East Anglia is recognised by Visit Britain as the tourism organisation representing the East of England and has a remit to work with partners to attract both domestic and international visitors. In 2017, the visitor economy of Essex, Norfolk, Suffolk and Cambridgeshire combined, evaluated by the Cambridge Model, was more than £10bn – the largest sector and one of the biggest employers.

According to the East of England Forecasting Model and UKCES Working Futures our visitor economy is expected to grow 12% between 2014 and 2024, double the growth across the overall economy in the region.

Over 246,000 people in the region are currently dependent on a thriving travel and tourism sector for their livelihoods.

Around a third of travel and tourism jobs are held by young people (aged 16-24), compared to just 12% of all jobs in the wider economy, and the visitor economy is a sector with potential to grow employment and value quickly.

With more than 12 million inbound passengers every year, Stansted Airport has a vital role to play in supporting the UK tourism industry, not only as London's third airport but also as the international Gateway to the East of England.

The airport's unrivalled access to Europe and new destinations in the US and Middle East open up our region and help promote tourist attractions like Audley End House in Saffron Walden, IWM Duxford and the Norfolk Broads to inbound leisure passengers from across the world.

From our work with Visit Britain on promoting our unique heritage as the home of the US Eighth Air Force during the Second World War we know there is a huge opportunity in the North American market.

The airport's growing connectivity cannot be underestimated in Visit East Anglia's successful bid to Visit Britain's Discover England Fund for 'The Friendly Invasion' project, and continued investment in Stansted Airport can only ^{help} the tourism industry in future.

Visit Britain recognize Manchester Airport as the Gateway to the North and Birmingham Airport as the Gateway to the Midlands. Stansted should be the Gateway to the East of England.

12500 125
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F4253 125 125
E: info@125.125.125.125
W: www.125.125.125.125

If we are to continue to benefit from inbound tourism in our region it is vital we support our local airport and its plans to attract new airlines and invest in terminal and airfield infrastructure to improve the customer experience.

That is why we endorse London Stansted Airport's application and planned investment in helping grow our economy and employment.



Pete Waters
Executive Director

Good Evening,

Thank you for giving me your time and the opportunity to talk today about the future of London Stansted Airport. *of my support for the group*

If you've not already guessed, I'm not from around here. I do, however, live in Bishop's Stortford, a town I feel fortunate to be a part of. I recently moved to the area to take on a new role at the Airport where I manage a team of over 60 ambassadors ^{servicing} ~~for~~ our customers. Most, if not all, live in the local area and have done so most of their lives. A privilege I now share with them. This is my fourth role and second move working as part of the Manchester Airports Group. I initially began my journey at Manchester Airport, living and working in that community for nearly 5 years before I decided I needed a change. With 5 years of aviation experience under my belt, I had options. But for me, Stansted was the obvious choice. In all honesty, joining the Stansted community, has been one of the best experiences I have had to date in my career.

Stansted is special. Although vast in size and activity, it remains humble and homely, authentic and welcoming. When I first started working here, almost everyone I met took pride in telling me how many years they had been part of the ^{team} ~~family~~, and how the environment had "been addictive" becoming a part of them and their lives. I can't tell you how many people I meet whose mother, father, sister, brother, husband or wife is or has worked at the Airport – what this demonstrates is the legacy that this community, born out of a simple terminal and runway, has created.

There aren't many places to work where we can share fantastic Aerozone facilities with our local schools or encourage others to join the many apprentice or graduate schemes available on their doorstep. Both initiatives that I personally manage in my department and have seen first-hand the value they bring to young people's lives. I am incredibly fortunate to be able to work in quite a unique environment which serves, not just as a place of work, but also as a community of its own. To think that we will be able to share this further with many other colleagues in the future can only be a positive thing.

Rachel Melody

As I mentioned, I am not from around here, and so I travel regularly – either back home to Manchester to see my husband or back to Scotland to visit my family. I am in a different place every week. Fortunately, that is made easy for me thanks to the simple connectivity the airport has created across the country. I can literally finish work and be home in less than three hours, whether by plane or by train. When my friends ask me “isn’t it tiring travelling to and from ~~London~~ all the time?” I answer “No, it’s actually easy”.

~~London~~
Eire

I’m often asked my ‘why’ for working at Stansted and I can answer it in one word – “opportunity”. Because opportunity is in abundance. Creating career, academic, innovation and most importantly, travelling the world opportunities. Connecting ~~London~~ ^{Eire} to more European destinations than any other UK or European airport, opening doors to Dubai and beyond. Offering GSCE’s and onsite apprenticeships to our neighbours. Being the largest employer in the East of England with over 12,000 on site. What an insatiably exciting time to be part of this brand.

I mentioned earlier that I live away from my friends, family and husband. We’re about to celebrate our one-year wedding anniversary in one week’s time – 70% of that year we’ve spent apart. Not easy, some may say. But it’s easy when you’re home from home. ~~I~~ I love my job, and where I work, I would have to do in making such a personal sacrifice.

↳ AT NO I AM NOT ALONE WITH US

I have had so many life changing opportunities available to me just by working for MAG, I am proud to add Stansted to that list. For me, I’d like to think that continuing to grow, only means that more, young individuals like myself can benefit from this community, something that I believe outweighs the challenges presented forward.

I would like to close by thanking you for the opportunity to share with you why this is such an important application for me.

Catherine Dean

With one exception, every parish and town council that has responded to the consultation has objected to the application. Their reasons, among others, are aircraft noise, traffic on local roads, air quality. They are talking about the situation now when the airport is 8 million passengers away from the present permission and 16 million away from the proposed 43 mppa. There will undoubtedly be more noise, more traffic on local roads and a worsening of air quality. To say, as the Environmental Statement does, that there will be negligible impacts from this application, is just not credible.

Stansted Mountfitchet suffers from traffic congestion, fly parking, and air quality measurements from monitors in the village show that pollution is reaching a critical level. There are four schools in Stansted, two of which are close to the airport perimeter.

The proposed fund of £800,000 for local road improvements will be inadequate. It is very difficult to see what measures can be taken in Stansted to accommodate more traffic on our existing roads. A by-pass would alone cost more than the proposed fund. How will fly-parking be prevented? It has been a problem for many years, and no solution has been offered, perhaps because there isn't one. And I see nothing in the conditions that suggests remedies for poor air quality. Monitoring is fine, but what is the solution?

Now, I acknowledge that not all these negative effects can be attributed to the airport. The many new houses built in Uttlesford in recent years have of course contributed.

The District Council has to make provision for 15,000 plus houses in the next 15 years with the consequence of more vehicles on the roads and more pollution. But the report does not seem to take this in to account. These houses have been decreed by the Government, so they have to be built. If this application is approved, then added to the negative consequences of the construction of 15,000 houses, will be more congestion, more fly-parking and more air pollution from the airport.

This is not a negligible application. It's a significant application and will have significant adverse consequences.

You have the difficult job of weighing the adverse environmental impacts I have briefly outlined against the benefits which the applicant claims for the proposed development. If you believe, as I do, that the balance between the interests of the local community and those of the aviation industry would be compromised if this development proceeds, then you should vote to refuse the application next week.

Catherine Dean

8/11/18

60 - 18.

- name

Luke Gaynham

- Good Evening:
- My Name is Luke Gaynham and I am Speaking in support of the Planning Application at Stansted Airport for the 43 million passengers Planning Application.
- I have been working at Stansted Airport since January 2017... I work within the Engineering Services Team, looking after Capital upgrades to existing Airfield Infrastructure.
- The Stansted Transformation Programme is an important regional development with national significance. To be a part of true transformation programme is extremely exciting and a great opportunity for my personnel development and the successful delivery of such a programme would safeguard mine and my family future.
- I have spent the last 6 years working within the Aviation industry; however, this is the first time I have had opportunity to work on a Programme of this scale.
- The transformation project will provide a future workbook and will allow me to continue to progress at Stansted Airport. The Work to be complete are innovative and will be a personnel challenge.
- My role at Stansted involves managing a small team of six people within the larger Programme team; as part of the team we have recently recruited a young graduate Project Manager. The graduate will be an integral part of our team and will have a fantastic opportunity to develop within the wider Stansted Transformation Programme. We hope if successful to expand our team over the coming months focusing on graduate recruitment and development.
- The growth of the Airport offers not only opportunities to the obvious, but large proportions of the regional supply chain, in my opinion this opportunity exists now and, in the future.
- The local economy will also see benefits, these benefits are not just a short-term spike for the duration of the Programme; the increased infrastructure brings greater opportunity for numerous parties for the foreseeable future, whether this be through direct employment or greater travel benefits.
- The last 20 months has seen me engage and support the local community; with me live in and around the surrounding area supporting local business from B&B, restaurants shops and Pubs. Each village with its own sense of community and identity, offering a really fresh perspective to someone who grew up in a city.
- Finally; the expansion and the outward looking message given by not only the transformation programme but the Airport, safeguards for future generations, with an on-site further education facilities, a world class employer on their doorstep and easy access to the global Market place !

Thank You

Good Afternoon,

Dr. Scott Edgar

My name is Scott Edgar and I'm a Director at Ramboll based in our London office. Ramboll is an engineering consultancy of 13,000 people globally and 1,200 in the UK with local offices in London and Cambridge.

We have been working at Stansted Airport for around 20 years on various terminal buildings and landside and airside facilities and since 2016 on the Stansted Transformation Project. In that time over 100 Ramboll staff have been involved in the development of the expansion proposals. This has been equivalent to 15-20 full time staff in 2018.

As an international aviation consultant we recognise the role that airport expansion programmes can play in encouraging and supporting regional growth and Stansted is uniquely located to do that. The proximity of the airport to London, to the east of England and to the technology and academic centre that is Cambridge provides a unique opportunity for development that should see Stansted reach its current capacity in the near future. We support this application for Stansted to grow in a sustainable manner to realise its potential and maximise its benefit to the local area.

As a resident of Essex and a frequent flyer from Stansted I am personally keen to see the airport expand, improve its airline mix and increase the destinations to which it flies. Whilst I frequently use the airport for leisure travel as a Director in a Scandinavian business I would like to see the range of flights to Jersey, to Copenhagen, Stockholm and Helsinki extended to suit business travellers as well as leisure travellers.

Living near Brentwood I benefit from the close proximity of the airport and have benefited personally from the employment opportunities it offers. Whilst I lie under one of the stacks to Heathrow I don't believe I am or will be adversely impacted by Stansted now or in the future.

Personally I have been pleased to be involved in the ongoing work at Stansted and look forward to furthering the mutually beneficial relationship myself and my employer have with the airport and MAA.

Thank you.

Hajnalka Kiss

Good afternoon, my name is Hajnalka Kiss.

I live in Bishops Stortford with my fiancée and we are the career of a 65 years old man, who has bipolar and living with us.

We moved to Bishops Stortford 2 years ago because of my work. I work for Stansted Airport in the past 5 years and my career is continuously growing at the Airport.

I am Hungarian, my partner is Sri Lankan and our families are living in all over the world, in Budapest, Ireland, Dubai, Sri Lanka and Malaysia. Therefore it is very important to us to live close to an Airport which has a wide destination and Airline choices. It makes a huge difference to us to pick up or drop off a family member or friend to and from Stansted, which is 15 minutes' drive away from our house. We do value that we don't have to travel 1 and a half hour to any other Airport, wasting time, petrol and money. Our family was so excited when Emirates started to fly to Stansted in June this year and already used the Airline many times to go to Dubai as a final destination but also connecting and travel further.

We use the Airport much more often since Emirates and Jet2 started to operate. We love our holidays! We want more holidays, more destinations, more Airlines to choose from!

Stansted Airports provides so much job and career opportunities to the community! 3 of my neighbours work at the Airport, one works directly for Stansted in the last 20 years, my left-hand neighbour is a cabin crew, my right-hand neighbour works for a ground handling agent.

Stansted also invests in its people; I had the opportunity to attend coaching sessions, leadership trainings, I did Master Degrees in Airport Operations, which was provided by the Airport. I get all the support I need to succeed in work and my private life too.

The airport is important for the community but not just to provide jobs and livelihood; there is so much that the Airport community gives back to people. I am involved with mentoring, volunteered to do gardening, helped at Harlow Foodbank where 10 of us went to help to prepare for the festive period. It was a really eye-opening experience...

Stansted supports the younger generation, provides insight into the Airport operation; we built the Aerozone for children, the Stansted academy to give future perspective to youngsters, provide work experience. 3 of my nephews spend 1 week at Stansted on work experience last year and they absolutely loved the whole experience, they are inspired and planning to join the Stansted family.

Stansted is a community itself, which can offer so much more, and I am so proud to be part of it.

Thank you

Chris Turton

Chris Turton, Great Dunmow Resident – Wednesday 7 November 2018

Good afternoon, my name is Chris Turton and I currently work at Stansted Airport and have done so for the last two years.

However today I speak to you as a resident of Great Dunmow (~~five 2 minutes from the high street~~) and as the chair of Great Dunmow's Town Team. This group was set up, with the support of Uttlesford District Council, to promote footfall on our high street and generate greater income for the many independent businesses. Over the past 6 years we have engaged extensively with the 80 or so businesses in and around Dunmow as well as opening active communication channels with Dunmow residents. Our most recent post on social media received over 10,000 hits 600 likes and 300 shares. We run annual events such as our Christmas Lights event and our very popular Easter treasure hunts.

We continually seek feedback from the residents on many subjects about living in and around Great Dunmow always opening up the question of what needs to improve. As a member of the Town Team I have engaged on the development of the local plan and joined the debate on the traffic management group.

We are in touch with what our residents want, need and hate ~~don't get them started on parking!~~ I very rarely hear negative comments about Stansted. On the contrary, many of the residents I speak with have wives, husbands and children working for Stansted or one of the many companies formed as a result of Stansted.

Being is about sustainability of lifestyle through active employment and most prominently ^{in Dunmow} Stansted is the employer ~~or by the contractors and consultants working at the airport during the week and staying in Dunmow... and by visitors passing through on their way too and from oversea places.~~

My involvement with the Town Team comes from my family business. Over the past 6 years my wife has been the proprietor of the award winning Scrumptious Tearooms – voted the best coffee shop and tearoom in Essex in 2014 and commended twice further. Our business ran as a general high street business, but we also ran community events out of hours. Supper clubs, knit and knatter and fund-raising events for local charities. Over six years we employed many young people working through college and university, training them in the art of customer service and management. Many of these have now

gone on to work at Stansted or for the Stansted supply chain. Project Managers, Security Staff and retail workers – I know many people at Stansted as I walk around. Our customers at the tearooms ~~I mentioned them before...~~

^{MANY OF}
~~WERE~~ local-residents who are employees of Stansted, or Pilots, aircrew and managers all love ^{OF WHICH} ~~the~~ living near to the airport and recognise the benefit over the proximity. I worked at Heathrow for 8 years, commuting from this area. Working at Stansted I now have a 6 mile commute, by local transport which is subsidised by my employer. Stansted, like many of our residents has enhanced ^{MY FAMILY'S} ~~work~~ work life balance.

Our Tearooms is an award-winning business because we always knew what our customers want, need and hate.

Why am here and why am I telling you this. Because as an active and prominent member of the community, even before I worked at Stansted, I have only heard positives about Stansted and what it brings to our community. ~~I have never met, heard or been engaged by the opposers~~ ^{THEY DO NOT SPEAK FOR ME} ~~not sure why, but I~~ suspect from my own personal conversations with residents, it's because they don't have the support from the community they profess to having.

^{AS A RESIDENT} ~~As~~ a small business owner I understand that restricting capacity in our shop meant that we lost customers, because as the chair of Great Dunmow Town Team not moving forward together ^{MEANT} ~~is~~ going backward together and that as an employee of Stansted ~~I have the support of my company to support the prosperity of my community~~ ^{BECAUSE THAT MOVING THE PLANNING CAP SUPPORTS THE GROWTH OF MY COMMUNITY}. If our homes and high street is our heart – Stansted is our spine and makes living in Great Dunmow greater.

John Devoti

1

May I take this opportunity to thank Council and Councillors to address this assembly, and to comment on Stansted Airports planning application?

I would also like to thank The Councillors and Officers for the dedicated work you all do on behalf of our community.

I have been a past Mayor a District and Town Councillor and I know the work load that you all endure.

From your dedication comes knowledge and you must know that this application is premature. You have seen the governments own statements that the present capacity of the airport will not be reached until 2033.

There is great concern that this application appears to be rushed through and the disquiet about the council accepting financial contributions from STAL (MAG)

I know the magnitude of this application on our small planning department and the stress it must have on our hard working planning department.

I think you will agree that the ramifications of this vast planning application affects areas way outside of Uttlesford District councils remit.

2

Therefore I would implore this committee and Council to have the Secretary of State call in this application.

Because there are many issues that this application raises that cannot be dealt with by a local authority.

Governments of all Colours have reasons not to call this application, it is because they would be saddled with the costs of providing the infrastructure. They would prefer you to go cap in hand or raise the money from local taxes.

Now I come to STAL (MAG) contribution for the infrastructure that the airport enjoys,

3

Policy S 4 – Stansted Airport Boundary. This gives a de-facto monopoly on all car parking, the setting down of all vehicles including buses, taxi concessions, hotels etc .

106 agreements do not go far enough to pay for the infrastructure needed for this vast project. We are allowing too much of the profits to be squirrelled away, and placing extra costs on the tax payer.

Everyone knows that this country never plans for the future where vast planning applications are concerned. History shows It is always trying to resolve problems of infrastructure after the event.

4

There is an opportunity here to change this situation by demanding that STAL (MAG) pays a larger proportion for the cost of accessing their airport, i.e., Rail, Bus, and Road and I believe that only a government can induce these greater contributions.

STAL (MAG) have made promises before, however I believe they have tried to avoid there obligations. They have made statements that new aircraft will alleviate the problems of pollution and noise. would they only allow the use of new aircraft? I doubt it.

Just look at the increasing numbers of very old cargo aircraft that are being allowed to use Stansted to see the truth of my statements.

Good Afternoon,

Dr. Scott Edgar

My name is Scott Edgar and I'm a Director at Ramboll based in our London office. Ramboll is an engineering consultancy of 13,000 people globally and 1,200 in the UK with local offices in London and Cambridge.

We have been working at Stansted Airport for around 20 years on various terminal buildings and landside and airside facilities and since 2016 on the Stansted Transformation Project. In that time over 100 Ramboll staff have been involved in the development of the expansion proposals. This has been equivalent to 15-20 full time staff in 2018.

As an international aviation consultant we recognise the role that airport expansion programmes can play in encouraging and supporting regional growth and Stansted is uniquely located to do that. The proximity of the airport to London, to the east of England and to the technology and academic centre that is Cambridge provides a unique opportunity for development that should see Stansted reach its current capacity in the near future. We support this application for Stansted to grow in a sustainable manner to realise its potential and maximise its benefit to the local area.

As a resident of Essex and a frequent flyer from Stansted I am personally keen to see the airport expand, improve its service mix and increase the destinations to which it flies. Whilst I frequently use the airport for leisure travel as a Director in a Scandinavian business I would like to see the range of flights to Jersey, to Copenhagen, Stockholm and Helsinki extended to suit business travellers as well as leisure travellers.

Living near Brentwood I benefit from the close proximity of the airport and have benefitted personally from the employment opportunities it offers. Whilst I live under one of the stacks to Heathrow I don't believe I am or will be adversely impacted by Stansted now or in the future.

Personally I have been pleased to be involved in the ongoing work at Stansted and look forward to furthering the mutually beneficial relationship myself and my employer have with the airport and MAA.

Thank you

Mr Nicholson (B)

Good afternoon,

I am representing the views of the residents and Parish Council of Helions Bumpstead.

20 years ago, planes occasionally flew out from Stansted Airport, turned over Helions Bumpstead and flew back to the airport. That was because the runway was busy and the aircraft were stacking to wait for a landing slot. But this stacking has gradually increased until this year stacking aircraft were usually turning over Helions Bumpstead all day from June to November and sometimes on into the night.

Obviously the considerable noise in a quiet area represents a loss of amenity and the downwash from planes flying repeatedly over the same route causes their pollution to be mixed with surface air over a wide area.

But the main issue is the unnecessary release of carbon dioxide into the atmosphere causing climate change. Stacking planes are flying slowly in dense air with frequent turns which makes them very inefficient – we are talking tens of thousands of gallons of fuel and they consequently release far more CO₂ than in normal flight.

Everyone else is trying to reduce their carbon footprint, insulating their houses and electric cars using renewable energy. We have just replaced our perfectly serviceable boiler with an apparently more efficient model at the cost of a third of my annual income while simultaneously Stansted was flying aircraft in pointless circles above my house on tax free fuel. This is neither equitable nor reasonable.

The problem is that the runway at Stansted is full and the airspace above it is overflowing. The planes are like cars circulating around a full car park, looking for a place to park, but with hugely greater environmental consequences. Unless the airport can become more efficient and eliminate stacking, they should not be allowed to expand their number of passengers.

My grandfather's clock was too large for the shelf,
So it stood ninety years on the floor;
It was taller by half than the old man himself,
Though it weighed not a pennyweight more.
It was bought on the morn of the day that he was born,
And was always his treasure and pride;
But it stopped short — never to go again —
When the old man died.

In watching its pendulum swing to and fro,
Many hours had he spent while a boy;
And in childhood and manhood the clock seemed to know
And to share both his grief and his joy.
For it struck twenty-four when he entered at the door,
With a blooming and beautiful bride;
But it stopped short — never to go again —
When the old man died.

Ninety years without slumbering
(tick, tock, tick, tock),
His life's seconds numbering,
(tick, tock, tick, tock),
It stopped short — never to go again —
When the old man died.

My grandfather said that of those he could hire,
Not a servant so faithful he found;
For it wasted no time, and had but one desire —
At the close of each week to be wound.
And it kept in its place — not a frown upon its face,
And its hands never hung by its side.
But it stopped short — never to go again —
When the old man died.

It rang an alarm in the dead of the night —
An alarm that for years had been dumb;
And we knew that his spirit was pluming for
flight —
That his hour of departure had come.
Still the clock kept the time, with a soft and
muffled chime,
As we silently stood by his side;
But it stopped short — never to go again —
When the old man died.

Ninety years without slumbering
(tick, tock, tick, tock),
His life's seconds numbering,
(tick, tock, tick, tock),
It stopped short — never to go again —
When the old man died.

Adam Bryan

Briefing for Adam Bryan

Representing South East LEP at Stansted Airport Public Speaking Consultation
6th November 2018

SOUTH EAST
LOCAL ENTERPRISE
PARTNERSHIP

Manchester Airports Group (MAG) have submitted an application (UTT/18/0460/FUL) for development at Stansted Airport:

Stansted Airport Airfield works comprising two new taxiway links to the existing runway (a Rapid Access Taxiway and a Rapid Exit Taxiway), six additional remote aircraft stands adjacent Yankee taxiway); and three additional aircraft stands (extension of the Echo Apron) to enable combined airfield operations of 274,000 aircraft movements (of which not more than 16,000 movements would be Cargo Air Transport Movements (CATM)) and a throughput of 43 million terminal passengers, in a 12-month calendar period.

2/6/18

Role of the airport in South East

Stansted airport plays an important role in the South East Regional Economy. We welcome having the UK's 3rd biggest airport as part of our local economy. The connectivity it offers and role it plays is significant as an important international gateway.

It is important for us to support and enable this economic asset to grow, in a sensible way. The more routes and people that can come through Stansted airport the greater potential for economic growth.

These proposals will see an additional 5,500 total jobs, the development at the airport will have a wider positive impact on the supply chain through local businesses and wider local economic growth benefits through increased employment, local spending and related investments in housing and the community.

This development will be a vote of confidence in the South East which is even more pertinent to consumers and businesses at this time of economic change.

ports + airports: bellweather of economic confidence + resilience

Nationally significant

The airport is at a nationally strategic location, combining the London - Cambridge corridor and the Oxford - Cambridge corridor. It is the UK's biggest cluster for Life Sciences which is an international industry requiring access and connectivity to global markets.

National Significance

Stansted is well known as providing the biggest reach into European destinations and recent successes with routes to Dubai and North America are demonstrating the demand from local businesses. This is a nationally significant international gateway and plans to enable the airport to support more passengers are integral to supporting the development of these recognised economic sectors.

What this means for SELEP

In the South East we have rural and urban areas, internationally significant companies and burgeoning SMEs, sectors such as manufacturing, construction, IT, digital, creative, finance health, care and logistics are huge employers and on a scale larger than that of most other LEP areas.

These sectors offer a vast range of job opportunities and will continue to do so, and it is vital that we ensure connectivity to markets beyond our borders to support these organisations to grow and to ensure future employment opportunities which can be accessed locally.

inward investment?
Stansted and its growth is the cornerstone of growth

SELEP is particularly invested in the plans to develop the Enterprise Zone, locally in Harlow. The success of that site to attract inward investment has direct links to the operational abilities of Stansted to meet the needs of the med-tech sector which is a focus for this location.

business
housing
Logistics

SELEP is also supporting the growth of Garden Communities at Harlow-Gilston, which will be important for future employee's access to housing, and also the North Essex Garden Communities. It is important that planned developments of this scale have appropriate linkages into this economic pool and sustainable transport links to access this resource and economic opportunity it presents.

SELEP is successfully deploying its £500m LGF programme and one of our most significant projects has been the investment into the Skills Centre at Stansted which is directly investing in talent for the future and providing opportunities to local young people. The revolutionary, £11 million technical skills college is the first purpose-built on-site college at a major UK airport and recently opened its doors to its first 300 students

Skills + innovation

£3.5m

The Aerozone is providing inspiration to young people from across the area for future careers in everything from aviation, to engineering, to high level customer service, operations and logistics. This is much needed for the local economy and wider areas in the South East.

Infrastructure

Individual authorities, specifically Essex County Council and Hertfordshire County Council will speak to the infrastructure needs to make this work. We already have investments at Junction 7a of the M11 in our project pipeline and we aware there have been discussions on Junction 8. We are keen to support where possible, we have good reputation for delivering our LGF and happy to work with local partners to work up plans for future funding and delivery.

We have supported Stansted and other local partners on previous campaigns around investment in the West Anglia mainline and extensions to Crossrail in the future. We are keen to see sustainable development with public transport options and hope Stansted's excellent reputation in this area can continue, we will work with local partners to support this in any way we can.

The planned investment in a future Lower Thames Crossing will provide a clearer and more resilient link between Stansted and other important gateways such as Dover for trade and logistics operators and other industries. Taken together these investments would represent once a generation scale improvements which could be game changing for the South East economy. Delivering the economic growth aspirations and improved regional competitiveness through better connectivity for the East of England, London and the UK

Future

This investment by MAG shows the level of commitment and potential of the South East economy. Development does need to be considerate and sensible; we recognise some of the wider impacts which others will reference in their representations. From an economic growth perspective, the potential wider investment into the communities in terms of jobs, housing, skills and inward investment is undisputable, we hope UDC will see the need and benefit and find a way which enables this growth to be realised and to keep this positive trajectory for our regional economy at this important time.

*
Govt
If you want roads, show us growth.
WAMC depends on Stan

growth opportunity

Northern Phase
Midlands Engine
~~South East~~
plans and train

this is a pumped iron street and in a world where you grow or die, the only sensible option is to vote growth + move to approve

Heather Mc Donald

Many thanks for the opportunity to talk to you all today. I am here on behalf of National Express, the UK's largest provider of scheduled express coach services, connecting 900 locations around the country, and one of Stansted's primary ground transport partners. We operate around 1,500 service journeys per day to and from the airport, and Stansted is a key hub on our national network.

I am here today to represent National Express's support for Stansted Airport's growth ambitions. Stansted is an economic powerhouse and major source of employment for this area and region. Its success and growth is success and growth for the area. Less obvious, but no less important is the impact that Stansted has on supporting businesses like National Express.

Our People

Across our three operations at Stansted we employ 379 people locally, including drivers, customer services, sales people, engineers, cleaners, builders, maintenance staff, controllers, managers and many more. As Stansted grows, we grow, and with that comes more opportunity for more investment in the local area.

Importantly, National Express represents an opportunity for young people to get into meaningful employment. We work with local colleges and the Airport's Skills Academy to bring young, local people through into local jobs. Since the start of 2016 we have offered 106 placements to local kids, supported through our links with Harlow and Braintree colleges. Six unemployed people have gained a position with National Express since successfully completing their placements with us.

At National Express, we encourage our employees to volunteer in the local community. Where our staff give up their own time to volunteer for a local group or fundraise for a local charity, they can apply for an award from the National Express Charity Panel. Each National Express location has a nominated Community Ambassador [NAME THE STANSTED ONE] to act as the catalyst for local community engagement and support fundraising at each site. This enables local employees to fundraise for a cause which is most relevant to them. At Stansted, our employees have chosen to support Global Make Some Noise which supports local disadvantaged children.

So, in supporting growth of Stansted Airport, there is genuine benefit to local employment and the local community that reaches far beyond the airport itself.

The Environment

Another key consideration around Stansted's growth will be the impact on the local environment of Airport growth. London Stansted as I am sure most are aware, has the highest proportion of public transport mode share of any major airport. We cannot talk for the airport's operations themselves, but with the support of the likes of National Express, any contingent impact on local communities can be mitigated and minimised.

Congestion and emissions will be some of the concerns expressed by local people in the surrounding area. Along with rail, we play a huge part in minimising the impact of traffic and emissions on the roads. Every coach on the road takes 50 cars (up to a mile of traffic) off the roads, with state of the art vehicles operating at the highest emission standards that exist. We believe it is to Stansted's credit that it surrounds itself with high quality, dependable, responsible businesses like National Express that can help then enable expansion whilst minimising the challenges.

So to conclude, as a representative of National Express, and as a local resident myself, we fully support Stansted Airport's ambitions to develop and grow, but grow in a sustainable way that supports and benefits the local community.

Thank you very much.

Andrew Bramidge



Stansted Airport Planning Application

My name is Andrew Bramidge and I work for Harlow Council and I am the Project Director of the Harlow Enterprise Zone. I am speaking here on behalf of the Board of the Enterprise Zone, which is a business led organisation, but also comprises a wide range of representatives from both the public and private sectors in the Harlow area. Its purpose is to promote and oversee the development of the Enterprise Zone as well as wider economic development activities in Harlow. The Board would wish to express its support for the planning application submitted by Stansted Airport to increase its cap on passenger numbers to 43 million per annum.

The Harlow Enterprise Zone comprises more than 70 acres of new development focussed on the Life Sciences, ICT and a range of other high technology activities across two main sites – Kao Park and the new Harlow Science Park. Kao Park is already home to some major multi-national businesses with Raytheon, Arrow Electronics and Pearson all based there. Together they are employing more than 1,100 people on the site, which has space for future expansion. Also, one of the largest data centre developments in the south east of England is now underway there with the first building completed in February of this year and another quarter of a million square feet of space to be built in the next few years.

Construction work has started this year on the first buildings at the Harlow Science Park with more work scheduled to commence in early 2019. Over the next 5 – 10 years around 650,000 square feet of space will be developed, providing an additional 2,500 jobs. This is a critical part of Harlow's growth story which also sees Public Health England re-locating its Headquarters and National Science Hub facility to Harlow from 2021, building up to 3,000 jobs by 2024. All this is supported by the Harlow and Gilston Garden Town development, which is forecast to deliver an additional 16,000 homes by 2033.

The continued growth and success of Stansted Airport is important to support this economic and housing growth. The Board of the Enterprise Zone has resolved that it is supportive of the growth of the airport and sees it as an important piece of

infrastructure that will support the economic growth of the area – in this regard we support the raising of the passenger cap.

The expansion of the airport will enable a wider range of carriers, more long haul flights and an increase in freight operations – all of which are important to business growth in the region. The presence of a truly global airport, with significant capacity, will enable more international companies to locate in the region creating wealth and jobs. This potential is a significant factor in the marketing and promotion of the Harlow Science Park in particular. I have personally spoken to several companies interested in locating in this area who have said that their primary motivation in choosing our location is its proximity to Stansted Airport. I have also spoken recently with an international consortium of investors who are interested in the long term potential of this region for infrastructure, housing and business investment. We firmly believe that the continued growth of the airport will be a very significant factor in our ability to attract more international businesses to this region.

The wider London Stansted Cambridge Corridor, in which both Harlow and Stansted lie at the centre, is one of the fastest growing regions in the UK. It has higher productivity, population and employment growth than other parts of the country and last year's Growth Commission identified an ambition to become one of the top five global knowledge economy regions within the next 20 years. The continued growth of the airport into the long term will be an important factor in helping to realise this vision and the investment that will come with it. It is important that longer term certainty is created through this planning application which will in turn help us to attract the types of businesses to this region that will spur economic growth.

In conclusion, we fully support the planning application as a key enabler of long lasting economic growth in the region.

Andrew Bramidge
Project Director
Harlow Enterprise Zone

Simon Havers

Havers, Simon

To: Havers, Simon
Subject: FW: Revised Public Speaking sessions

"Good evening committee members. I'll be brief and to the point. My name is Simon Havers and I am an Uttlesford Resident from Great Hallingbury, very near the airport.

You are well aware that you are elected by the 80,000 Uttlesford residents to represent their interests. So there is no reason for you to approve something that is overwhelmingly detrimental to those very residents through air pollution, noise, increased road traffic, train overcrowding and environmental damage. The benefits to your constituents would be minimal: unemployment in Uttlesford is only 0.5% which is so low that any jobs created by an airport expansion would make no meaningful difference to that rate. Of course, the expansion would benefit MAG and the passengers but the vast majority of passengers are from outside our area and you're not elected to represent them. The only other possible benefit I can see is the M11 J8 improvement. Does a subsidy for some roadworks really justify going against the interests and the will of the very people you are meant to be serving?

I'm an active businessman and investor, originally trained as an engineer, so I am pragmatic. I appreciate that your rejection of this proposal may lead to an appeal. No problem. Let them do their worst.

Councillors are responsible to the electorate, officers are responsible to the council. Officers merely advise. It's you, our councillors, who have to make the call. That's where the buck must stop and will stop. The Nolan Committee on standards in public life, accountable directly to the Prime Minister, says this "It should be firmly stated there is nothing wrong if planning committees do not follow the advice of officers. Planning officers exist to advise planning committees, which are entitled to reach their own decisions by attaching different weight to the various planning criteria." They go further, and I quote "In our view, if planning decisions by local authorities were to be regarded as legal decisions, there would be no point in involving councillors in such decisions. They might as well be taken by planning officers." In other words – they're clearly saying 'Elected members. The only reason to have a planning committee is so that it sometimes can reject the advice of officers. If all you do is accept that advice then you have no purpose. So please, don't pass the buck. Step up to the plate. Reject this application. Because, sometimes, it's worth the fight and this is one of those times.'

From: Havers, Simon [REDACTED]
Sent: 10 October 2018 08:24
To: 'Stansted Planning Application' <stanstedairportplanningapplication@uttlesford.gov.uk>
Subject: RE: Revised Public Speaking sessions

Thank you Ann

I wish to speak at the public session re the airport planning application on Wednesday 7th November from 6.00pm to 9.00pm please

Regards
Simon Havers

From: Stansted Planning Application <stanstedairportplanningapplication@uttlesford.gov.uk>
Sent: 10 October 2018 08:12
To: Havers, Simon [REDACTED]
Subject: Revised Public Speaking sessions

Dear Sir/Madam

Revised dates have been arranged for the Public Speaking Sessions relating to the Stansted Airport Planning application – the press release is below.

Because you have already registered, we just need you to confirm whether you require the same time and day as registered, or if you would like to change the session time and/or day:

Public Speaking Sessions:

Tuesday 6 November 2018 – 10am to 1pm
Wednesday 7 November 2018 – 2pm to 5pm
Wednesday 7 November 2018 – 6pm to 9pm

Planning Committee:

(5 no. Supporters; 5 no. Objectors; UDC Town & Parish Councils and UDC Ward Members ONLY)

Wednesday 14 November 2018 – commencing at 10am

*UDC Parish and Town Councils please note that you have a choice of speaking at a Public Session **or** Planning Committee – not both.*

Thank you for your patience and I look forward to hearing from you.

9 October 2018

Enhanced consultation arrangements for Stansted Airport application

Enhanced consultation arrangements have been put in place in relation to the Stansted Airport planning application.

Uttlesford District Council's Planning Committee was due to determine the planning application – which seeks to raise the current cap on the number of passengers the airport is permitted to serve from 35 million passengers per annum (mppa) to 43mppa – at a special meeting on 17 October.

Aviation & Health

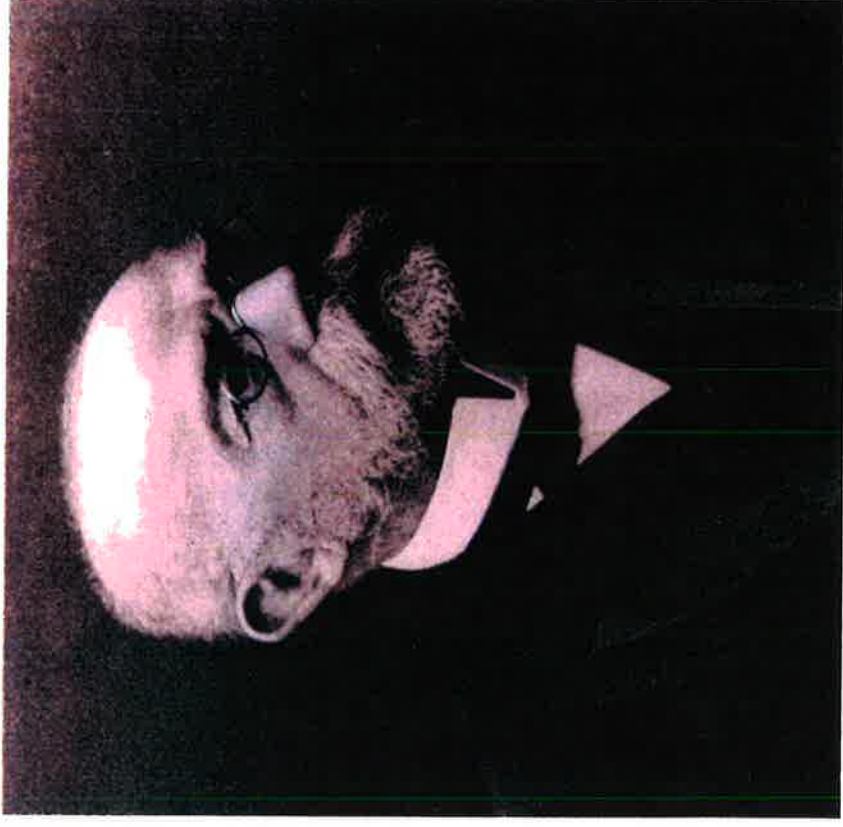
Professor Jangu Banatvala

November 2018

Aviation & Health

Robert Koch, Nobel Laureate who discovered tubercle anthrax and cholera, stated in 1905:

“The day will come when man will have to fight noise as inexorably as cholera and the plague”.



Aviation & Health

- ❖ WHO Charter in 1999 on Transport & Environmental Health recommended the health of the community be put first when considering transport.
- ❖ Adverse effects on vulnerable groups (including children and the elderly).
- ❖ Recommended that the polluter pays.
- ❖ UK were signatories.

Aviation & Health

Adverse noise effects include:

❖ Sleep deprivation

❖ Fatigue

❖ Cognitive development of schoolchildren

❖ Lack of concentration
at work

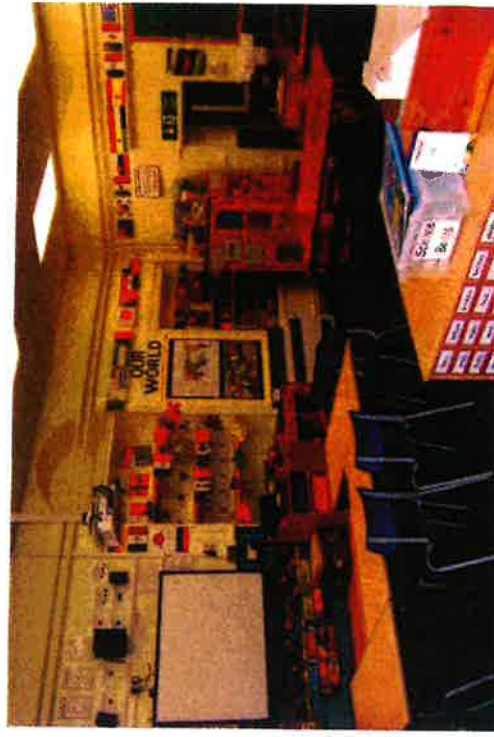
❖ Accidents



Aviation & Health

RANCH Study on primary school children around major airports in three countries.

- ❖ Cognitive defects in reading and learning
- ❖ Worse among second language learners
- ❖ Worse during winter
- ❖ 'Jet pause' among teachers



Aviation & Health

New information from recent studies:

- ❖ Vascular endothelial damage related to increase in hypertension, ischemic heart disease and stroke.
- ❖ ?? Noise and air pollution relation with dementia.



Aviation & Health

- ❖ WHO 2018 report on reducing noise levels to below 45 dB Lden and below 40 dB Lden at night.
- ❖ Inform and involve communities affected by change in noise exposure (airspace change disputes).
- ❖ Remove or reduce influence of commercial determinants of health.

Aviation & Health

THE LANCET

Rather than treating harmful commodity industries as if they were public health experts and normalising their individualistic narratives, Public Health England should be endorsing and enacting evidence-based policy making, including supporting measures that seek to remove or reduce the influence of commercial determinants of health.”