



# **SSE Presentation to UDC Stansted Airport Advisory Panel**

**Brian Ross & Martin Peachey**

**20 March 2018**





# MAG Planning Application

- New Rapid Access Taxiway
- New Rapid Exit Taxiway
- 9 additional stands aircraft stands
- Unified aircraft movements cap
- Capacity will be comparable to Gatwick
- Gatwick likely to reach 300,000+ ATMs and 50mppa in early-mid 2020s.



# Key Statistics & Effects

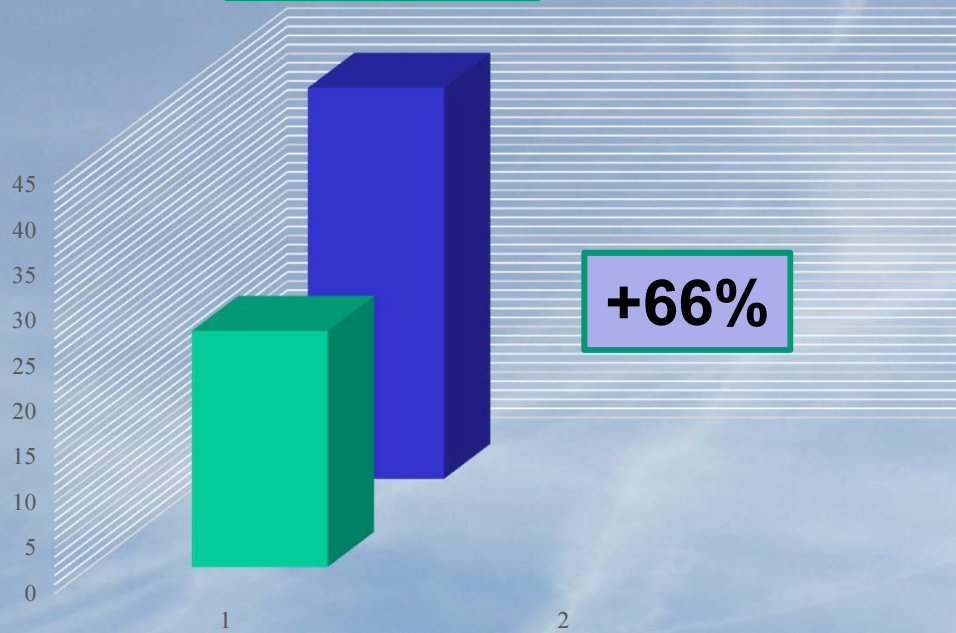
	2017 Actual	Current Max	Permission Sought
Passengers (million)	25.9	35.0	43.0
Total Aircraft Movements	189,921	246,568	274,000

- Main adverse impacts of increased aircraft movement will be in relation to noise, local air quality and CO2 emissions
- Main impacts of increased passengers will be in relation to road traffic congestion and knock-on effects on air quality

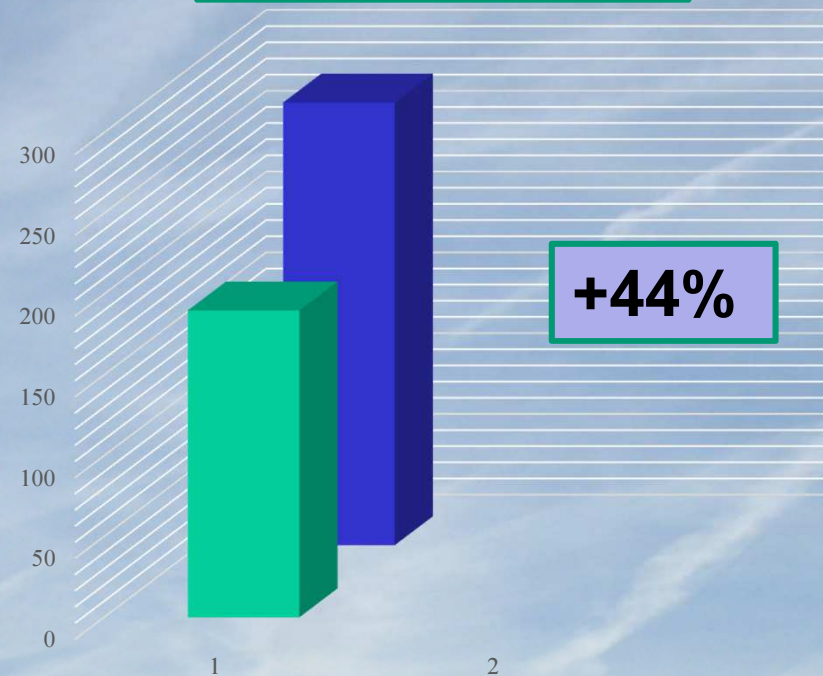


# Increase v 2017

Passengers



Aircraft Movements



Note that aircraft will be larger as long haul increases and general aviation is phased out, or at least substantially reduced



# Assessing the Impacts

- Recent UDC advice to parish councils emphasises
  - *“application has to be considered in light of (on top off, if you like) what is currently permitted.”*
  - *“The application is NOT seeking permission for a second runway”*
- Comparing the application to the current permission rather than current actual is of course, the yardstick MAG would prefer, noting MAG’s claim last year:
  - “... no significant adverse environmental effects are predicted as a consequence of the proposed development”*



## Assessing the Impacts – cont'd

- But impacts compared to the baseline need to be considered as well impacts compared to base case:
- EIA Regulations require the “*likely significant effects of the proposed development on the environment*” to be considered – i.e. baseline as well as base case
- Extract from UDC Scoping Opinion:

19. *Baseline Conditions:* The information used for any “baseline scenario” must include the actual current data. UDC notes that this is consistent with the approach of the environmental statement (2006) which refers to the actual then situation in a number of assessments. The source of any data or other information used for each baseline must be provided. So far as reasonably practicable, no baseline data should be more than two years old.



# Amendment to Original Proposal

## Scoping Report (June 2017)

MAG to seek permission for “approximately 44.5mppa”

## Amendment to coping Report (October 2017)

MAG “trimmed” its proposal to 43.0mppa” – or did it?

Annual Passengers					
	2016	2023	2024	2028	2029
Original Proposal	24,300	35,200	37,000	43,000	44,500
Revised Proposal	24,300	36370	38,100	43,000	???

This 10 year forecast provide by MAG compares to a 25 year forecast (to 2030) provided by BAA for G1 application,

**What happens in 2029? 2030? 2033?**



# Why the Rush?

- Airports National Policy Statement (ANPS) due in summer
- Wider update of Government aviation policy due by end of year (will also address the need to tackle aviation CO2 emissions)
- UDC Local Plan to 2033 unlikely to be settled before early 2019
- MAG forecasts that 35mppa will not be reached until 2023
- DfT forecasts that 35mppa will not be reached until 2033
- There are no lengthy construction works involved
- Brexit? (Ryanair accounts for over 80% of Stansted passengers)
- What's the rush? – MAG has agreed a timetable with UDC which is less than half the time BAA allowed for the G1 determination.





# Lack of Transparency

- Agreement with MAG on application timetable only became apparent following SSE ‘Cash for favours’ press release, despite officers’ assurance to council when seeking approval for the principle of PPAs:\*  
*“Appropriate publicity and marketing of PPAs will be undertaken. The concept will be explained to communities to help it to be understood.”*
- Planning officers held 35 meetings with MAG during 2016 and 2017.
- 27 of these meetings are described as informal – and so (we are told) no formal minutes were taken.
- The remaining 8 meetings are described as confidential – and so (we are told) no disclosure is possible.

*\*Paper dated 30 March 2017*  
Stop Stansted Expansion – March 2018





# Why does SSE want 'Call in'

- Proposed development is clearly a “Nationally Significant Infrastructure Project under s.23(5) of Planning Act, 2008”.
- Implications of development extend well beyond Uttlesford – noise, traffic, CO2 emissions, economic, employment etc.
- Concerns about UDC resources/competence to determine this application – the largest since G1 – in such a rush.
- Concerns about lack of transparency, prematurity, lack of engagement, limited opportunity for proper scrutiny.
- Concern that the application is viewed as a ‘done deal’.
- SSE’s evidence for the above is set out letter to Secretary of State available in full on SSE website.



# Martin Peachey

## SSE Noise Adviser





# Aircraft Noise Exposure and Complaints

YEAR	DAY		NIGHT		COMPLAINTS
	AREA (sq km)	POPULATION	AREA (sq km)	POPULATION	
2013	20.0	1,250	51.5	6,400	930
2014	21.6	1,650	56.3	6,650	1,022
2015	23.6	1,650	57.2	6,950	747
2016	24.8	2,050	61.9	7,800	4,170
2017	*	*	*	*	8.411

*\*Not yet published*

Since 2013 when Government published its Aviation Policy Framework and MAG acquired Stansted Airport:

- Area & population within noise exposure contours have continued to rise
- Noise complaints have risen nine-fold





# Noise Metrics and Assessment

Since G1 35mppa approval Government Airspace Policy and Aviation Strategy has underlined the need for tighter rules

New metrics & appraisal guidance to assess noise impacts

- Lower thresholds for onset of annoyance
  - ➔ LOAEL 51dB LAeq
  - ➔ SOAEL 54dB LAeq
- Health impacts and QoL now included
- Number of flights taken into account. Can be a more significant factor than the average noise level
- Noise reduction is priority up to 7,000ft (previously 4,000ft)
- Background noise levels important for rural airports



# Q & A

