



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

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

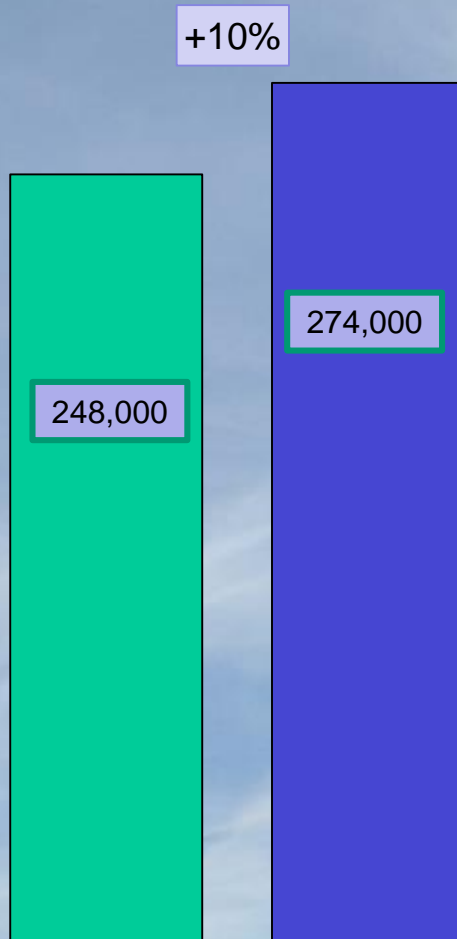
The effects of the development must be compared to:

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

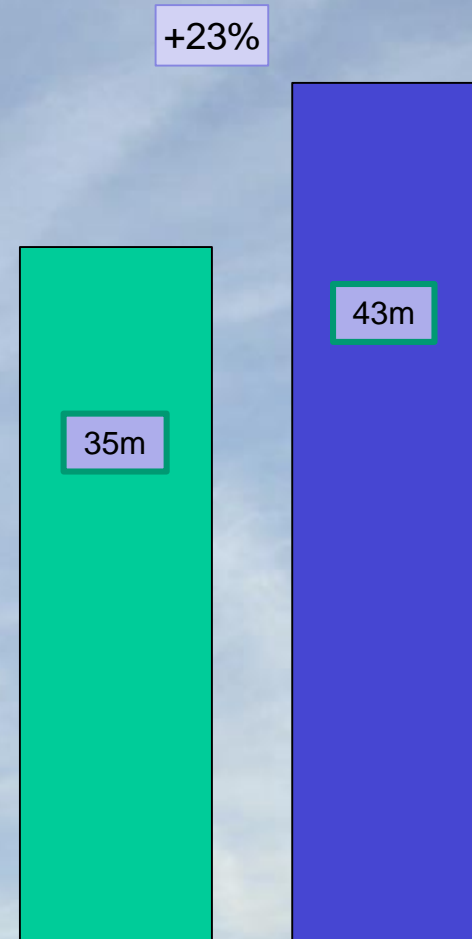
² Town & County Planning (Environmental Impact Assessment) Regulations 2017, Schedule 4, Clause 3.

Impacts compared to Current Permission

Aircraft Movements



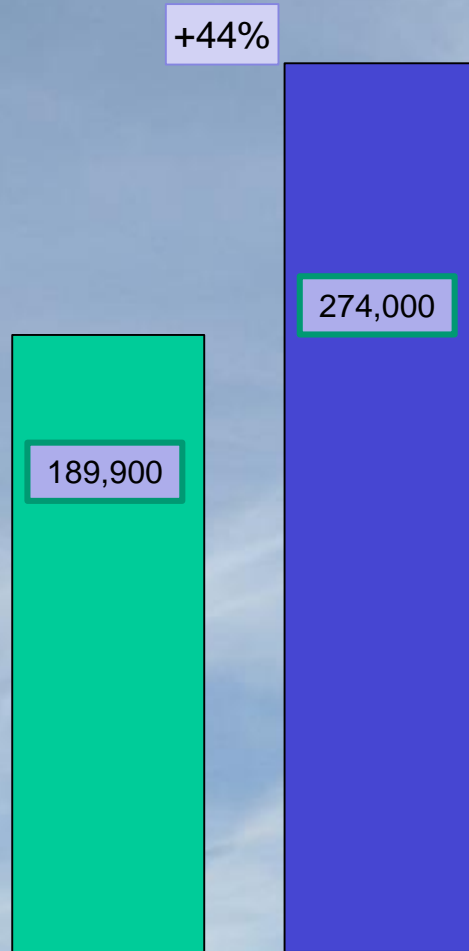
Airport Passengers



- 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

Aircraft Movements



Airport Passengers



- 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

- 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)

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)

- 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)

⁵ *Beyond the Horizon, Making Best Use of Existing Runways*, DfT, June 2018, para 1.26.



Airports National Policy Statement

- 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 44½ million
as NSIP app is 45million 7

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

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

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

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

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
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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.

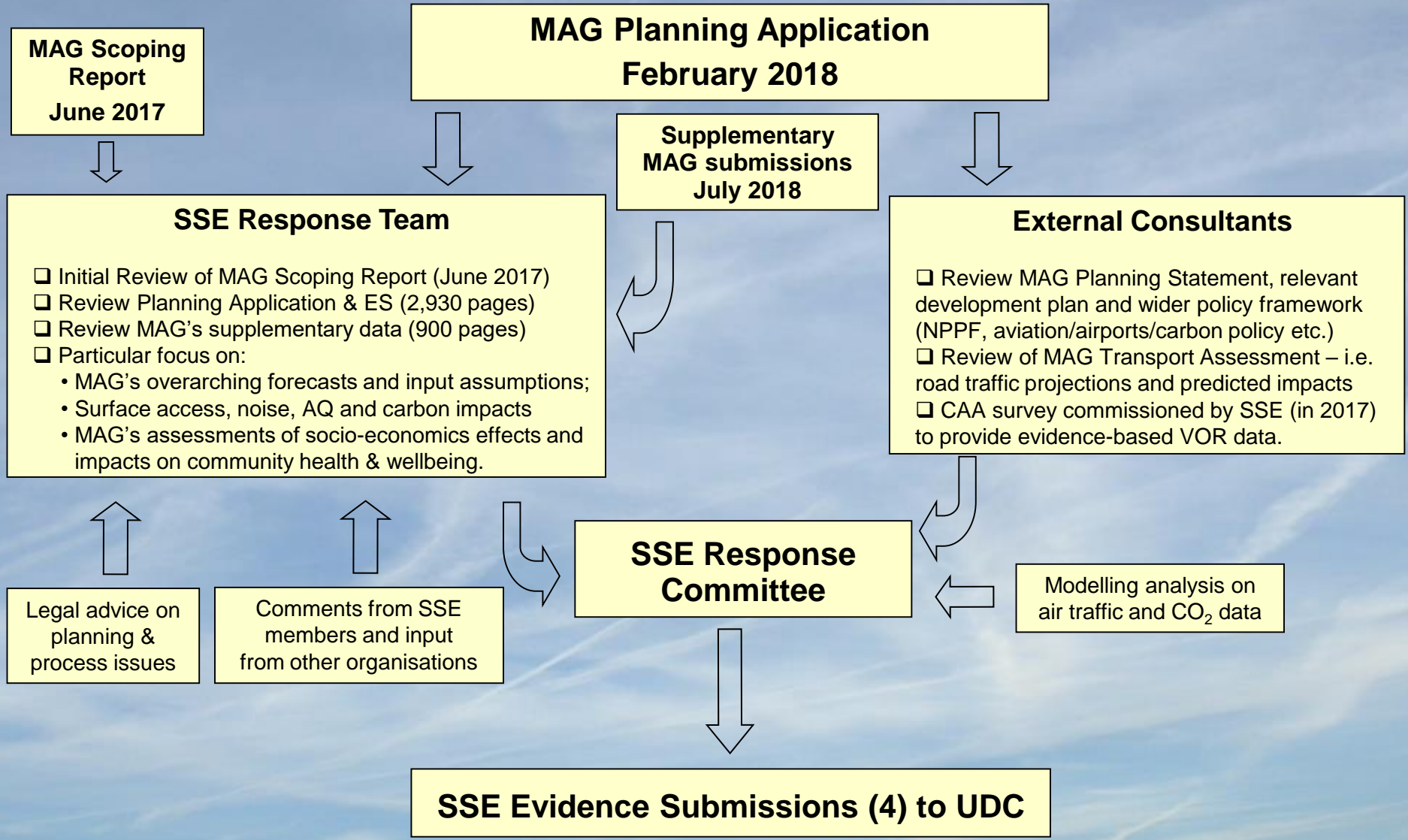


Thank You





Annex 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.

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.

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.

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.

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.

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.

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 (NWEHPA).

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 (NWEHPA), and he is presently also the Chairman of NWEHPA. 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 Broxton 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.