



MUCH HADHAM Parish Council

Much Hadham Parish Council Objection in Full Stansted Airport Limited Application (UTT/25/1542/FUL)

QUOTE

Subject: Stansted Airport Limited application (UTT/25/1542/FUL) for development at Stansted Airport and permission to increase annual passenger throughput from 43m to 51m

Dear Sirs,

I am the Chair of Much Hadham Parish Council ("MHPC"), on behalf of which please note this email is sent.

The Parish lies approximately eight miles south-west of Stansted Airport (well within the footprint of the airport), covers an area of some seven square miles, and as well as the village of Much Hadham includes the hamlets of Green Tye and Perry Green. In common with many other parishes in the area, Much Hadham will be affected by the outcome of this application.

MHPC objects to the proposal on the following grounds:

1. The magnitude of the proposed increase in passenger numbers

Last year passenger throughput at the airport was in the region of 30 million. It would therefore require an increase of approximately 40% in passenger throughput in order to bring passenger numbers even up to the current ceiling of 43 million. Permission for that ceiling (raised from the previous ceiling of 35 million as recently as 2021) was granted following a lengthy public enquiry, the outcome of which was greeted with disappointment and dismay by many living in the shadow of the airport.

The proposed further increase to 51 million would be in the region of 75% above current levels – an enormous increase.

2. Effect on infrastructure

An increase in passenger numbers on the scale envisaged would have significant adverse implications for local infrastructure, which already is under considerable strain. An increase in passenger numbers of the magnitude which is being proposed would mean many more passenger journeys, more traffic and greater strain on the train network.

As regards the road system, the proposed improvements to the M11 approach to the Airport to cope with the increase in traffic will cause disruption and delay which is likely to last for years. No matter what improvements are made in the immediate vicinity of the airport the increase in traffic will further overload the M11 (which is overloaded already and is subject at delays at peak times) generally. There will be also be further loss of Green Belt land to the proposed M11 improvements.

As regards the rail service, Stansted Express runs for almost its entire length on only two tracks (a north and a south line) and shares the line with other services using the Cambridge line. Previous enquiries have established that there is no possibility of increasing capacity by adding a third line. The system already is operating at or close to capacity and there is little or nothing that could be done to expand its capacity to anything approaching the extent that would be required to cope with an increase of 75% compared with current levels.

3. *Stansted's claim that achieving a throughput of 51 million passengers per annum can be achieved with an extended terminal and "airlines ordering bigger, more efficient planes"*

No details have been provided as to how it is said this can be achieved and the claim is regarded as misleading and unrealistic, for the following reasons.

The claim that aircraft noise would reduce over the years was made by MAG when it submitted evidence to the 2021 Public Enquiry in support of its application to increase passenger numbers from 35 million to 43 million and has proved to be wrong: a recent analysis of noise data gathered by SUOMO on behalf of the airport from the premises of one of MPHC's Councillors, when compared with data gathered at a nearby, comparable site at Patmore Heath a year earlier has revealed that aircraft noise levels have increased, and that the anticipated trend for airlines flying in and out of Stansted to operate new, quieter planes has not materialised. The Noise And Track Keeping Working Group is aware of these findings as is the airport and Manchester Airport Group. There is no reason to think that the airport's present claim that aircraft using the airport will be replaced by larger, quieter more modern aircraft within any reasonable timeframe will be any more accurate.

The detrimental effect of aircraft noise on physical and mental health is well documented and need not be repeated here.

Further:

- (i) Stansted Airport has given no undertaking that it would only accept new, modern larger planes at the airport as part of its passenger expansion proposal and there is no guarantee that such airlines as may be persuaded to operate larger planes out of Stansted will do so operating modern aircraft. Instead they may operate older aircraft. Older, large (particularly four-engine) aircraft generally are the noisiest of all. Realistically, any trend towards more modern aircraft will take many years to achieve;*
- (ii) It is accepted that due to progress in engine technology, modern aircraft may be quieter than smaller, older aircraft. However, larger aircraft require more power to overcome gravity on take-off due to their greater weight and drag, and climb more slowly than smaller aircraft. Therefore even if the increase in passenger numbers for which approval is sought were to be achieved exclusively and overnight by the introduction of larger, modern, twin-engine aircraft it does not follow that the noise experienced on the ground would be less than current levels. Indeed, for many living in the vicinity of the airport, including in our parish, it may be more; and*

(iii) *Whilst it is suggested by the airport that the proposed increase in passenger numbers to 51 million annually would be achieved by the introduction of airlines using “bigger, more efficient planes”, there would be nothing to prevent the airport taking advantage of the proposed increase in passenger throughput by accepting an increased number of smaller (including older, smaller) aircraft, or a mixture of larger and smaller aircraft up to the point when the proposed annual passenger throughput of 51 million had been achieved. As a commercial operator doubtless that is what the airport would do if it considered that it would be in its best commercial interests.*

4. Jobs

Stansted Airport has claimed that if its application was granted it would result in “over 4,500 more good local jobs”. However, no breakdown of this figure has been provided, nor has any analysis been provided of how many jobs it is claimed would be permanent. A significant proportion of the jobs would be in construction and would be temporary in nature.

The area around Stansted is not an area of low employment, and it is likely that many of the jobs will be filled by workers drawn from outside the area, creating additional demand for local health and education services which already are fully stretched, and adding yet further to the existing pressure to build new houses, which is changing for the worse the character of the towns and villages in the broad locality of the airport.

5. Environmental issues

Global warming is the single biggest threat facing the world. Bigger and more aircraft (up to the limit of 274,000 annual flights) will mean more pollution and more greenhouse gasses at a time when there is an imperative need to reduce them.

Kindly acknowledge receipt of this objection to the application.

Regards,

Cllr. Penny Taylor, Chair,

For and on behalf of Much Hadham Parish Council

UNQUOTE