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20 March 2007
By Email and Post
poservices@fsmail.net

Dear Sir

Stansted Generation 1 Inquiry **(Appeal reference: APP/C1570/A/06/2032278/NWF)**

Various parties to the Inquiry have indicated in their Statements of Case and more recently at the Pre-Inquiry Meeting that they intend to raise issues at the Inquiry concerning Forecasts and the air passenger throughput of Stansted Airport if the Generation 1 (G1) Proposal is granted consent.

Stansted Airport Limited (STAL) prepared the G1 planning application and Environmental Statement (ES) on the basis that an increased ATM Limit of 264,000 ATM's would equate to about 35 million passengers per annum (MPPA) passing through the airport in about 2014/15. STAL remains of the view that an air passenger throughput of about 35 MPPA is the most likely consequence of a G1 consent, and that the assessment presented in the ES remains correct.

STAL wishes to prevent the G1 Inquiry becoming unnecessarily extended as a result of discussion by Objectors of alternative forecast scenarios or assessment cases when STAL does not believe that these will ultimately arise in future. For that reason, after careful consideration following the Pre-Inquiry Meeting, STAL has decided that it will offer the Inquiry the additional re-assurance of a Planning Condition providing a control on air passenger numbers if the G1 Proposal is granted consent.

Accordingly STAL intends to work with the local planning authority between now and the submission of the Statement of Common Ground to devise a suitable planning condition which will, insofar as STAL is able to do so, control air passenger numbers arising as a consequence of a G1 consent to about 35 MPPA.

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The principle of planning control of air passenger numbers at Stansted Airport is not new: the 1985 planning permission granted by the Secretaries of State was for about 15 MPPA, and the 2003 planning permission granted by Uttlesford District Council was subject to a planning condition limiting air passenger numbers to 25 MPPA. Whether the Inspector or the Secretary of State in due course contemplate some future control on air passenger numbers if the G1 Proposal were granted consent, STAL believes that advancing this offer at this stage of the process is to the advantage of Inquiry programming, the preparation of evidence by all parties, and the conduct of the Inquiry itself.

To make the position absolutely clear, the offer of this additional passenger Condition relating to 35 MPPA is not an acceptance by STAL that 35 MPPA represents the ultimate limit of Stansted's existing runway capacity, nor does it represent any acceptance by STAL that 35 MPPA is the highest air passenger throughput which could be environmentally acceptable at Stansted. The 35 MPPA Condition simply relates to the level of air passenger throughput which has been assessed in the G1 application and ES as the likely result of a G1 consent. Any higher number of aircraft or passengers at Stansted Airport in future would still need to be the subject of a new planning application and environmental assessment at the appropriate time. However, the G1 Inquiry can be limited to the consequences of the G1 Proposal.

STAL will prepare its proofs of evidence on the basis that this additional passenger Planning Condition will be offered to the Inquiry, and this letter is notice to all other Inquiry Parties of that intention.

We would be grateful if you would bring this letter to the attention of the Inspector at the earliest opportunity, and ask the Inspector to bear this in mind when setting the Inquiry programme. We have copied this letter to those Parties to the Inquiry identified below (Uttlesford District Council, Essex County Council, Hertfordshire County Council, the Stansted Airlines Consultative Committee), but we would be grateful if you could also circulate it to all organisations and individuals who appeared and spoke at the Pre-Inquiry Meeting.

Yours faithfully



CMS Cameron McKenna LLP

cc Sian Evans, PINS
Michael Perry, Uttlesford District Council
Martin Cooke, Essex County Council
David Humby, Hertfordshire County Council
Michael Chambers, Howrey LLP (for Stansted ACC)