www.stopstanstedexpansion.com
email: info@stopstanstedexpansion.com

P.O. Box 311
Takeley
Bishops Stortford
Herts. CM22 6PY
Tel: 01279 870558
Fax: 01279 870786

11 July 2008
by email and recorded delivery

Richard Watson Esq
Planning Central Casework Division
Department for Communities and Local Government
Zone 1/J1 Eland House
Bressenden Place
London SW1E 5DU

John Faulkner Esq
International Networks & Environment Division
Department for Transport
1/18 Great Minster House
76 Marsham Street
London SW1P 4DR

Dear Sirs

Town and Country Planning Act 1990 - Section 78: Appeal by BAA Ltd and Stansted Airport Ltd against the decision of Uttlesford District Council; land at Stansted Airport, Stansted, Essex CM24 1QW.

We refer to our letter of 27 June and note the absence of a reply. We therefore request the following information (paras 1.1 to 3.4 below) under the Freedom of Information Act.

1. Communications between DfT and BAA

1.1 Copies of all correspondence including email correspondence between the Department for Transport including its agencies ('DfT') and BAA Ltd including Stansted Airport Ltd ('STAL') and any party acting on behalf of BAA Ltd or STAL (together, 'BAA') from 18 April 2008 to 11 July 2008 where such correspondence related either directly or indirectly to surface access matters at Stansted Airport.

1.2 Copies of the minutes of any meetings between DfT and BAA from 18 April 2008 to 11 July 2008 where such meetings related either directly or indirectly to surface access matters at Stansted Airport.

1.3 File notes of telephone conversations between DfT and BAA from 18 April 2008 to 11 July 2008 where such conversations related either directly or indirectly to surface access matters at Stansted Airport.

2. Communications between DCLG and BAA

2.1 Copies of all correspondence including email correspondence between the Department for Communities and Local Government including the Government Office for the East of England (together, 'DCLG') and BAA from 18 April 2008 to 11 July 2008 where such correspondence related either directly or indirectly to surface access matters at Stansted Airport.

Continued/…

2.2 Copies of the minutes of any meetings between DCLG and BAA from 18 April 2008 to 11 July 2008 where such meetings related either directly or indirectly to surface access matters at Stansted Airport.

2.3 File notes of telephone conversations between DCLG and BAA from 18 April 2008 to 11 July 2008 where such telephone conversations related either directly or indirectly to surface access matters at Stansted Airport.

3. Communications between DfT and DCLG

3.1 Copies of all correspondence including email correspondence within and between DfT and DCLG from 18 April 2008 to 11 July 2008 where such correspondence related either directly or indirectly to surface access matters at Stansted Airport.

3.2 Copies of the minutes of any meetings within and between DfT and DCLG from 18 April 2008 to 11 July 2008 where such meetings related either directly or indirectly to surface access matters at Stansted Airport.

3.3 File notes of telephone conversations within and between DfT and DCLG from 18 April 2008 to 11 July 2008 where such telephone conversations related either directly or indirectly to surface access matters at Stansted Airport.

3.4 Copies of DfT and DCLG internal and inter-departmental briefing notes including briefing notes prepared for Ministers from 18 April 2008 to 11 July 2008 where such briefing notes related either directly or indirectly to surface access matters at Stansted Airport but excluding documents which have come into existence for the sole or dominant purpose of either giving or getting legal advice from a professional legal adviser.

Finally, although you emphasised in your letter of 12 March that you did not wish to receive further representations on any matter other than BAA's revised air quality projections for its G1 proposal, we consider it important that we place on record two related material discrepancies between the surface access information presented by BAA to the G1 Public Inquiry last year and the information now presented by BAA in its G2 planning application documents. These are summarised in Annex A (attached). We consider that the proper procedure for dealing with these matters is before an independent inspector.

In view of the importance we attach to the above matters, we are copying this letter to the Secretary of State for Transport and the Secretary of State for Communities and Local Government.

Yours sincerely

Peter Sanders
Chairman

cc: The Rt Hon Hazel Blears MP, Secretary of State for Communities and Local Government
The Rt Hon Ruth Kelly MP, Secretary of State for Transport

ANNEX A

Materiality of BAA's revised G1 surface access projections

The G1 Transport Assessment states*: "against an overall growth of about 60% from 2004 to 35mppa in 2014, growth in demand from London and the South East is forecast to be proportionately lower at about 48% and 46% respectively whereas growth in demand from other areas of the country is forecast to be 96% overall, including a 104% increase in demand from East Anglia"*. The G2 Transport Assessment starts with a set of 'Base Case' forecasts, assuming that approval is given for G1, but not G2. It states: *"The proportion of passengers originating from Greater London is expected to increase by more than 3 percentage points between 2003 and 2015, while the proportion of trips from the rest of the South East and East Anglia is expected to fall by around 2 percentage points"*.[1]

These contrasting assumptions give quite different results. The G1 forecast of 35mppa in 2014 includes 11.5 million passenger movements for passengers from Greater London. The G2 Base Case of 35mppa in 2015 forecasts that, of passengers requiring surface access, 43.2% will come from Greater London. Applying the London proportion of 43.2% to the 29.1 million non-transfer passengers produces 12.57 million passenger movements.

An extra 1 million annual passenger movements would be significant on the already-congested London - Stansted transport corridor. This in itself is a significant understatement of demand, compounding the other understatements identified at the G1 Public Inquiry, for example in relation to BAA's vehicle occupancy and transfer passenger assumptions.

BAA's G1 Transport Addendum (2nd update) states: *"There is general acknowledgement within the rail industry that the STEX capacity will be increased by 2014 or before by an increase in train length"* and BAA's evidence to the G1 inquiry assumed 12-car trains by 2014.

However, the Environmental Statement for the G2 TWA Order states: *"The assumed opening year for the rail improvement works is December 2017"* and *"The proposed works would allow Stansted Express services to increase from 8 car to 12 car capacity."*
.
The G1 Transport Assessment (2nd update) states that under the rail sensitivity test an 8-car STEX train service would result in demand exceeding capacity on peak hour trains in 2014.

We submit that the combination of 33% less rail capacity than envisaged on the STEX and over a million extra passengers to/from London amounts to a very material change in the position which BAA presented to the G1 Public Inquiry.

[1] BAA's G1 development case is for 2014 whereas the G1 base case in the G2 application is 2015 but both are based on 35mppa of which 29.1mppa are non-transfer passengers requiring surface access.