

**Appeal by BAA Ltd and Stansted Airport Ltd following the refusal by
Uttlesford District Council of planning application UTT/0717/06/FUL**

**Supplementary Proof of Evidence
on behalf of
the Campaign to Protect Rural Essex
and Stop Stansted Expansion**

**Landscape & Visual Impact
Quality of Life Issues**

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1 REFERENCE SOURCE REQUESTED IN CROSS-EXAMINATION

- 1.1 In the course of our cross-examination, we were requested by Mr Philpot to provide the reference source for a quotation attributed to the Audit Commission, shown in para 3.5.5 of our main proof of evidence [SSE/18/a] and also in para 3.4.2 of our summary proof [SSE/18/b]. Mr Philpot stated that he was unable to find this quotation in the Audit Commission publication, *'Local quality of life indicators –supporting local communities to become sustainable'*, [CD/146] which we related it to. The reason is that the quotation was from the Audit Commission press release at the launch of CD/146 on 2 August 2005. A copy of the full press release is attached with the relevant section highlighted. We trust this deals with that matter.

2 TRANQUILLITY MAPPING

- 2.1 In our main proof of evidence [SSE/18/a] dated 30 April 2007, we referred to CPRE's extensive programme to define, evaluate and map tranquillity across the whole of England, and explained that tranquillity means more than just peace and quiet. We reported that some 40 significant parameters had been identified and incorporated into the model and that among those having the greatest negative impact on tranquillity are several that arise directly and indirectly from airport activity, as the following chart, showing the most negative influences on tranquillity, demonstrates.

Table 1: 'What Tranquillity is Not' Top 8 Negative Impacts

Feature	Rank
Hearing constant noise from cars, lorries and motorbikes	1
Seeing lots of people	2
Seeing urban development	3
Seeing overhead light pollution	4
Hearing lots of people	5
Seeing low-flying aircraft	6
Hearing low-flying aircraft	7
Seeing power lines	8

Source: CPRE Tranquillity Mapping Studies

- 2.2 Mr Philpot raised a number of points regarding the above tranquillity impacts and also in relation to tranquillity mapping. It is important to point out that the features ranked 1, 4, 6 and 7 in the above chart arise directly or indirectly from airport activity. Noting that it is the combined effect of the negative impacts that must be taken into consideration, it is reasonable to conclude that airport development ranks high on the scale of undesirable development; it has a very damaging effect upon tranquillity and quality of life.
- 2.3 In referring to tranquillity mapping, Mr Drake explained in his evidence that he was unable at the time to demonstrate what the impact of airport expansion on tranquillity would be in 2014 because the modelling technology was not yet capable of doing that. However he speculated that the red areas on the tranquillity maps (i.e. the least tranquil areas) would intensify and possibly spread as a result of 200 more planes and a great many more passengers coming to the airport on roads.¹

¹ Transcript 20 July 2007; page 75.

- 2.4 Since giving his evidence, Mr Drake has been able to arrange for the production of maps which will hopefully assist the Inquiry in assessing the impact of the proposed development upon tranquillity within the local area.

3 NEW CHARTS

- 3.1 First Chart – This is a composite tranquillity map derived from CPRE maps for Essex, Hertfordshire and Suffolk. It is approximately one quarter the scale of the individual county maps provided in SSE/18/c. The tranquillity ‘spectrum’ used is the same as that on the county maps, i.e. green = most tranquil and red = least tranquil.
- 3.2 Second Chart – Shows flight arrival and departure route ‘swathes’. Arrivals swathes are based on BAA’s radar recordings and departure swathes are based on BAA’s Noise Preferential Routes.

Key

	Departures
	Arrivals

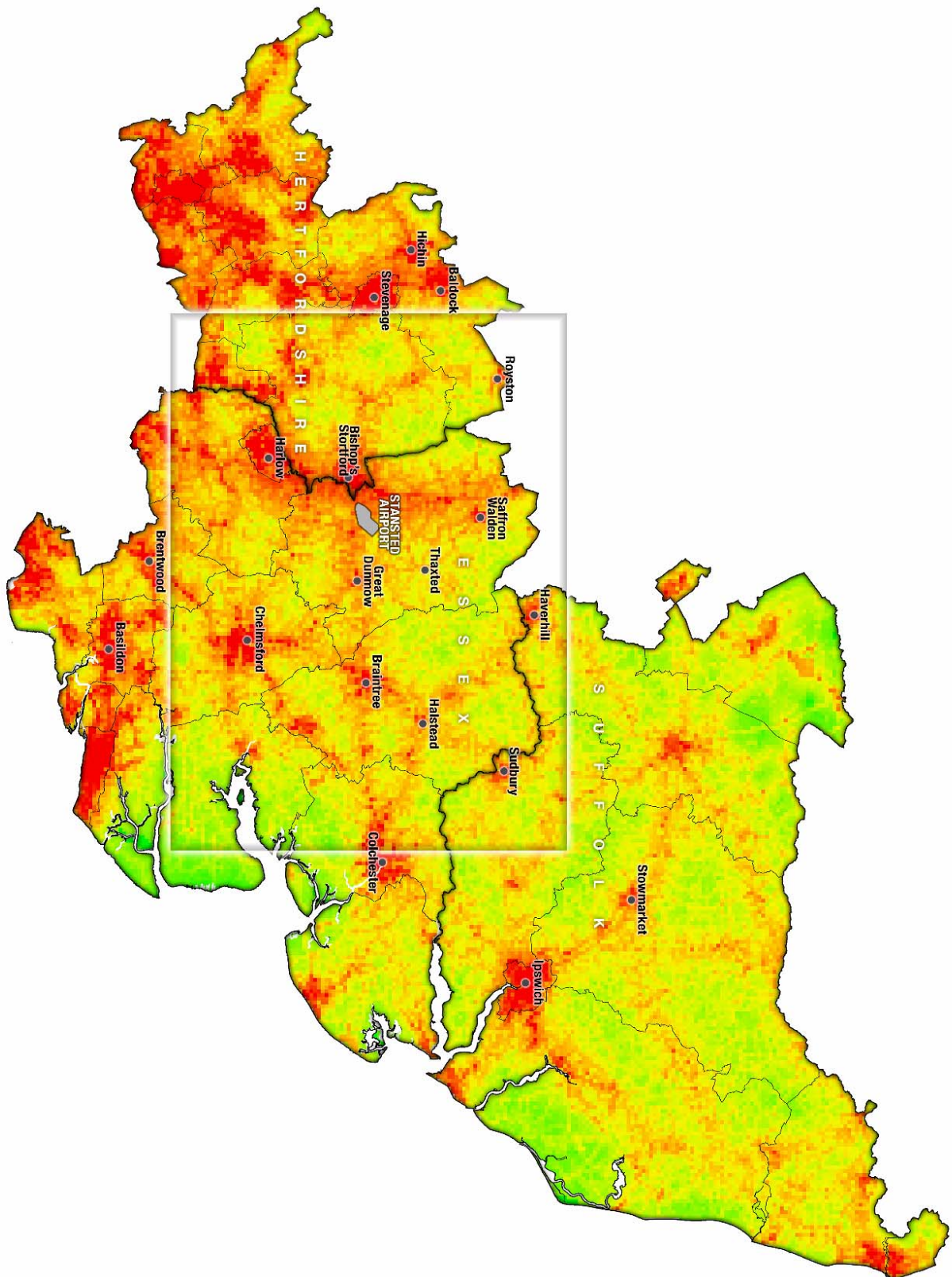
- 3.3 Third Chart – This is the overlay map – i.e. combining the first and second charts to show arrival and departure route swathes overlaid on the composite tranquillity map.

4 CONCLUSIONS

- 4.1 Whilst we cannot at present model the future impact directly on the tranquillity maps, this exercise amply illustrates the wide area and hence large numbers of people that will be adversely affected by the increase in flights that would result from BAA’s proposals.
- 4.2 The overlay map clearly shows where currently low-tranquillity (red) areas – albeit aviation may not be the sole cause – will become even less tranquil and where areas of high or relatively high tranquillity (green/yellow pixels) will be shifted towards the red end of the tranquillity ‘spectrum’.
- 4.3 Increased flights will also mean increased road traffic, adding to the noise and visual impacts and contributing to the negative effects on tranquillity in the surrounding countryside over a large area. These negative impacts are particularly pronounced due to the rural location of the airport.

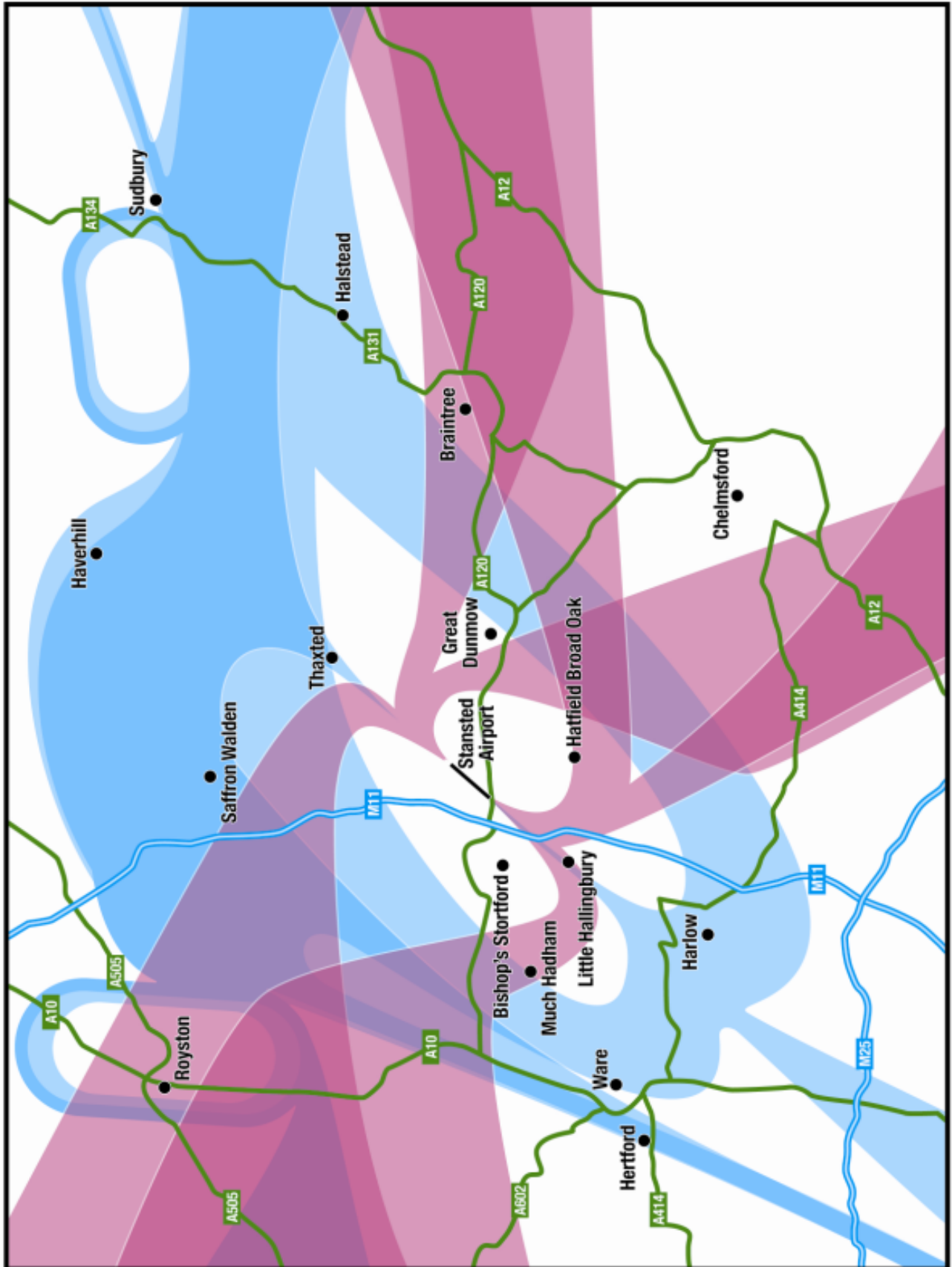
First Chart:

Composite Tranquillity map derived from CPRE maps for Essex, Hertfordshire and Suffolk.



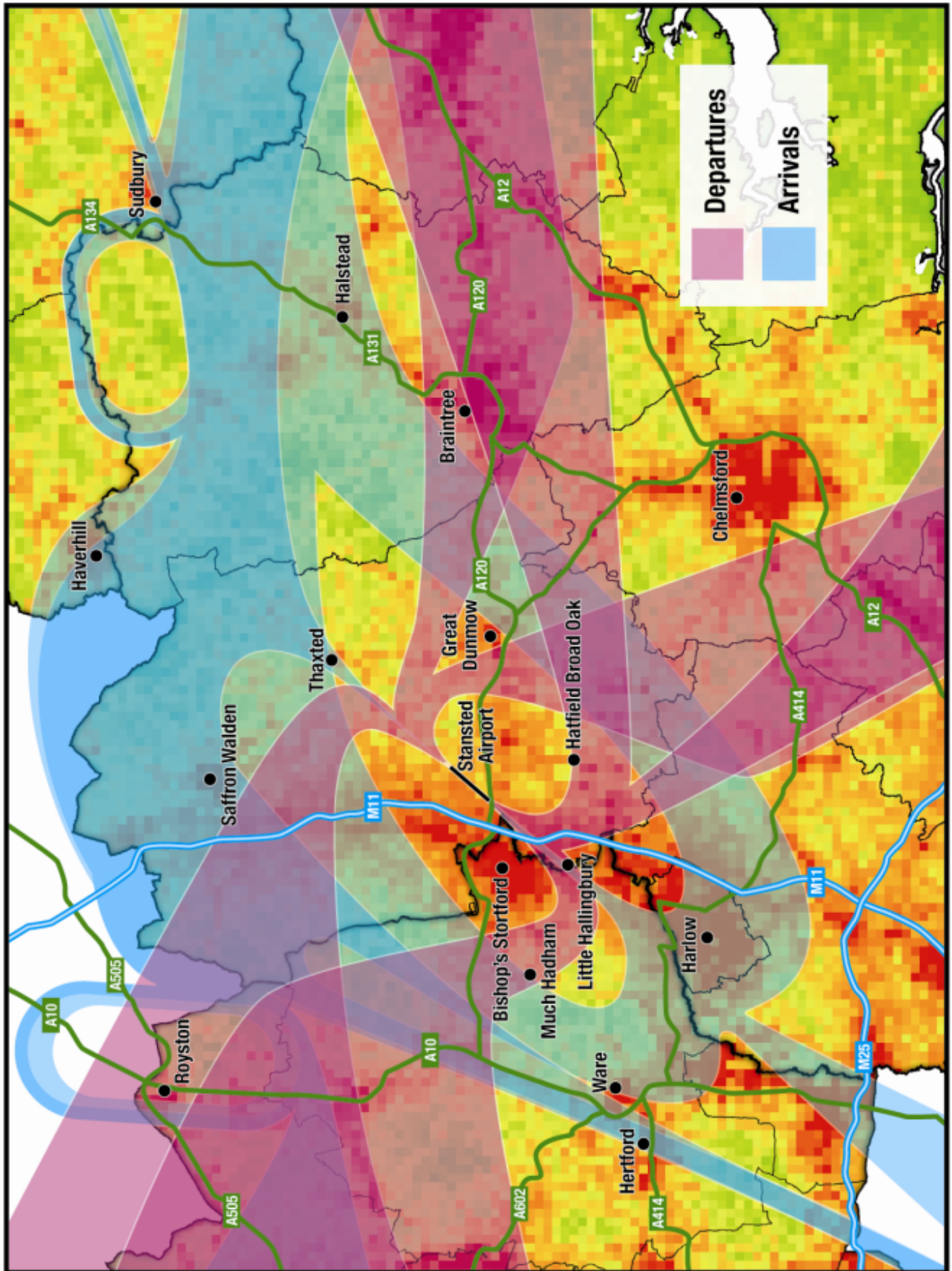
Second Chart

Flight arrival and departure route 'swathes'.



Third Chart

Overlay Map: Arrival and Departure route swathes overlaid on Composite Tranquillity Map



AUDIT COMMISSION PRESS RELEASE, 2 AUGUST 2005

New indicators launched to measure local quality of life

A new set of indicators, published today by the Audit Commission, will help councils and their partners to paint a picture of the quality of life in specific local areas.

Quality of life indicators are a useful voluntary tool to see how local areas are performing economically, environmentally and socially. They cover aspects of community safety, the environment and other measures that contribute to the development of genuinely sustainable communities as set out in *Securing the Future*, the government's recently published Sustainable Development Strategy.

For the first time, a definitive set of measures have been identified by the Audit Commission, Department for Environment, Food and Rural Affairs (Defra) and the Office of the Deputy Prime Minister (ODPM). Previously these indicators were held separately by several public sector bodies.

Forty-five indicators will measure the quality of life in individual localities and the effectiveness of local sustainable community strategies, which are also closely linked to national sustainable development indicators.

This single set of indicators will help local authorities and their partners to:

- paint a picture of quality of life issues locally;
- stimulate debate and raise public awareness;
- inform local sustainable community strategies and local area agreements; and
- monitor change and assess and evaluate progress over time.

Steve Bundred, Chief Executive of the Audit Commission, said:

'The focus of local public services is increasingly shifting towards measuring outcomes, multi-agency working and value for money in each locality. These local quality of life indicators can play an important role in consolidating that shift over the next few years. They will also prove valuable to all those involved in Comprehensive Performance Assessment, local area agreements or joint area reviews. The new arrangement is a clear move towards achieving Strategic Regulation with several organisations joining together to provide a more intelligent use of information and reduce the data burden on local authorities. While no organisation is statutorily obliged to use the indicators, they will help local authorities and their partners to measure progress in delivering genuinely sustainable communities. This means tackling longer-term issues like climate change and protecting our natural resources. It also means creating safer, cleaner and greener places where people want to live and work now and in the future.'

Changes to the way that quality of life is measured will reduce the burden on local authorities and their partners since they will no longer be required to collect data themselves. The single set of quality of life indicators, outlined in this document, relies on existing national information collected by a range of government agencies. They will be made available on the Audit Commission website and will allow local authorities and their partners to:

- compare performance between different areas;
- review, justify and set local objectives and priorities; and
- enhance partnership working, shared ownership and joint action.

The indicators will support local authorities as they meet the challenge of the revised Comprehensive Performance Assessment, CPA - The Harder Test, by providing information on the broader context of the local authority. Data from the local quality of life indicators can indicate whether an authority is meeting national shared priorities, which now form an integral part of the judgement.

Notes to editors

Securing the Future, the government's new Sustainable Development Strategy was launched by the Prime Minister in March 2005. It sets out a vision for genuinely sustainable communities which deliver sustainable development at the local level. A copy of this Strategy can be found at the following web address www.sustainable-development.gov.uk Sustainable Development Indicators in Your Pocket which highlights the national indicators which will monitor the path to a more sustainable future was published by Defra in June 2005. Free copies are available from Defra (defra@iforcegroup.com.) www.sustainable-development.gov.uk.

The Audit Commission is an independent body responsible for ensuring that public money is spent economically, efficiently and effectively, to achieve high quality local and national services for the public. Our remit covers around 11,000 bodies in England, which between them spend more than £180 billion of public money each year. Our work covers local government, health, housing, community safety and fire and rescue services.

As an independent watchdog, we provide important information on the quality of public services. As a driving force for improvement in those services, we provide practical recommendations and spread best practice. As an independent auditor, we monitor spending to ensure that public services are good value for money.

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