

Our Ref: 400326600/DDDL
Your Ref: SG2/NR/PB



Mr Nigel Raven
BAA SG2 Project Team
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RH6 0NP

25th February 2008

Dear Mr Raven

Stansted SG2 Planning Design (Proposed 132kV Grid Supply Connection)

Further to our meeting on 14th December 2007 I confirm that BAA has consulted EDF Energy Networks (EPN) plc (EDF Energy) on BAA's proposed development of Stansted Generation 2 (SG2) project in terms of its Maximum Power Requirement and initial site demand for the future expansion of the Airport - set out in your "Statement of Requirements".

As the Distribution Network Operator for the electrical networks in the region it is EDF Energy's responsibility to design, construct and maintain the electrical infrastructure. As such its designs will be subjected to the normal planning and environmental consenting process which it would undertake at the appropriate time. Although EDF Energy believe that Environmental Impact Assessment will mostly like be required, without future detail design work it is not possible to provide further information at this time.

On receipt of the initial Assessment and Design Charge the method and point of connection to EDF Energy's network will be evaluated and the outstanding balance of its A & D charge will be advised. Subject to payment of the outstanding A & D Charge, a full design can commence in order to provide a formal connection offer. EDF Energy will then reflect the proposed works in the future Networks Asset Management Plan.

For the proposed 132kV electrical supply, it is envisaged that this will include the detailed design of the take-off connection point from the overhead lines close to Ugley, the underground cable route into the proposed substation at the Airport, including its design requirements. As well as seeking all necessary consents and approvals for these works to be executed, such environmental impact assessments as are then thought necessary would be conducted as a part of this approvals process.

EDF Energy confirms that the SG2 project phases are to be included in EDF Energy's key planning strategy for 2015 onwards once a construction contract has been unconditionally entered into between EDF Energy and BAA.

For the record, EDF Energy will seek all appropriate planning consents, environmental assessments and other required permits for the provision of this new infrastructure to meet the needs of both the SG2 airport project and its statutory obligations, subject to the construction contract as mentioned above and in accordance with its terms.

I trust this letter provides the re-assurance that EDF Energy has been consulted.

Yours sincerely

Derek Levy
Project Manager
Networks Branch
Connections Major Projects

Statement of Requirements (BAA)

The Electrical Demand at Stansted Airport is predicted to grow beyond the capability of the existing supply points. The latest prediction is that subject to a Public Inquiry approval and planning consent the demand will exceed capacity by 2015.

To ensure business continuity whilst addressing issues such as security of supply it is proposed to create a new Bulk supply point at the eastern End of the Airport as detailed in attached drawing ref EDF Energy Networks -Indicative 132kV Cable Route 101207.DWG. This **method of** Supply is proposed to be at 132kV from the Pelham/Bramford 132kV network and is subject to formal acceptance of a new Connection Agreement between BAA and EDF Energy Networks

To meet our objectives of Security and continuity of supply the following points will need to be considered and addressed in the proposed final solution.

- Cables are to be buried in the ground
- Cables are to be reasonably segregated as far as possible to remove the risk of simultaneous damage from a single incident.
- Disruption to the Local area to be kept to a minimum
- Metering to be at 132kV
- Supply capacity of 90MVA required for ultimate growth although initial Load will be in the region of 30MVA, with an Emergency rating of 60MVA.
- Planning consent appropriate Environmental impact study to be completed for the entire route.
- Power on required during 2014.

BAA would prefer the route to be protected by Cable Easements to minimise the risk of later diversions due to land change of use. EDF Energy Networks are requested to inform BAA at the earliest possible moment if any Landowner requires payment in excess of the agreed EDF Energy Networks norm.

The project team will need to be aware that at some point it will cross a new pipeline that will be installed by the Oil & Pipeline Agency that will be carrying aviation fuel at high pressure and there will be special requirements imposed on working around these pipes.