

**Committee:** Environment

**Date:** 15<sup>th</sup> September 2009

**Title:** Stansted Airport Draft Noise Action Plan

**Author:** Will Cockerell, 01799 510581  
wcockerell@uttlesford.gov.uk

**Agenda Item**

**10**

Item for  
decision

## Summary

Stansted Airport Limited has issued a consultation document on its draft Noise Action Plan as required under the Environmental Noise (England) Regulations 2006. The report introduces the consultation and comments on the questions suggested by Stansted.

## Recommendations

That the Committee agrees the proposed response, subject to further discussion at the Stansted Airport Advisory Panel to be held on 23 September, and authorises the Acting Director of Development to finalise the representations on behalf of the Council, in consultation with The Chairmen of the Committee and the Advisory Panel.

## Background Papers

None

## Impact

Communication/Consultation	<b>Stansted Airport Ltd has carried out consultation on the action plan. It has been discussed at the Airport Consultative Committee.</b>
Community Safety	
Equalities	
Finance	
Human Rights	
Legal implications	
Ward-specific impacts	<b>All, but particular impacts on those wards with NPRs, under glide paths, affected by CDAs, or close to the airport</b>
Workforce/Workplace	

## Situation

1. Stansted Airport Limited has issued a draft Noise Action Plan for Consultation, the closing date is the 2<sup>nd</sup> October 2009. A copy of the document is attached as Appendix 1.
2. The requirement to produce a Noise Action Plan (NAP) to cover the five year period from 2010 to 2015 has its origins in the EU Environmental Noise Directive which has been turned into UK legislation by the Environmental Noise (England) Regulations 2006, and the UK Government have decided that the airport operator is the 'competent authority' to draw up the plan. Noise Action Plans are also required for large populated areas, referred to as agglomerations, but Uttlesford is not included in the first round of areas identified by Defra.
3. The government have issued guidance to airport operators in producing their action plans and required them to produce noise maps based on the 55 dB(A) L<sub>DEN</sub> and the 50dB(A) L<sub>NIGHT</sub> noise metric. The legal requirement is to consider noise issues within these areas although the draft NAP does consider areas further afield.
4. The NAP is largely a list of all the actions the airport and the wider aviation community already take to limit the impact of noise on the local community but does highlight three new actions as follows;
  - Aim to introduce CDA arrivals on runway 04
  - Review the current fining levels for Off Track Departures
  - Introduce a tiered fining level for Departure Noise Infringements
5. The consultation invites views on 5 questions, some responses are suggested.

*To what extent do you think that BAA Stansted's noise strategies outlined in the draft noise action plan are targeting the most important problems in relation to aircraft noise?*

It's not surprising that the biggest issues have already been targeted but the aim should be a reduction in noise disturbance rather than stabilizing noise levels.
6. *To what extent do you think that the draft noise action plan provides a suitable framework to manage aircraft noise?*

The NAP makes little attempt to widen the current range of existing powers and practices to reduce noise, for example helicopter noise is not mentioned.

7. *The draft noise action plan proposes a number of performance indicators to measure progress in implementing the action plan. To what extent do you think that these performance indicators are sufficient?*

There is little mention of timescales or targets.

8. *As part of its objective to limit and where possible reduce the impacts of aircraft noise, Stansted has set a benchmark goal to be in the top fifth of airport companies for best practice in international airport noise management on comparable sites. To what extent do you think that this goal is sufficiently challenging?*

As an airport with a high number of low cost operators using modern short haul aircraft it should not be difficult for Stansted to aim much higher than the top fifth.

*Do you have any other comments on Stansted Airport's draft Noise Action Plan?*

The draft AP is not very ambitious and fails to set challenging timescales or targets.

## Risk Analysis

Risk	Likelihood	Impact	Mitigating actions
<b>That the Council misses the opportunity to respond to the consultation</b>	<b>4. Control over the environmental impact of Stansted Airport is a Council priority</b>	<b>1. The Council is expected to represent the views of the local community</b>	<b>The agreement on a response could be delegated to the Chairman of the STAAP</b>