

Committee: STANSTED AIRPORT ADVISORY PANEL
Date: 17 March 2004
Agenda Item No: 4
Title: The second runway – what strategy should the Council now adopt?
Author: Roger Harborough (01799) 510457

Summary

- 1 This report invites the Panel to review progress in implementing the Council's decision of 26 January re-affirming its opposition to a second runway and to consider how best to take forward its strategy.

Background

- 2 There is already a considerable library of completed studies on the effects of a second runway at Stansted. This includes:
 - The published reports within SERAS commissioned by the DfT from consultants, and the supporting documents to the Future Development of Air Transport White Paper published on 11 February 2004. These assess issues such as airspace, surface access, employment (including the implications of low cost base/ no frills operators), land use and urbanisation, land take impacts such as heritage and ecology, impact on water resources, noise impacts, air quality, economic appraisal, financial appraisal and integration with other strategies. They provide more detail behind the outline description of impacts in the White Paper. They acknowledge that there would be some high adverse environmental impacts and that transport improvements would be necessary including M25 widening, A120 Braintree to Marks Tey, A120 M11 to A10, M11 to A120 link road providing north eastern access to the airport and second rail tunnel into the airport.
 - A review of the national consultation on the Future Development of Air Transport in the UK: South East for Essex, Hertfordshire and Uttlesford Councils by Mouchel, Ecotec and TRL. Officers' summary of the key points was reported to the Panel on receipt in 2002 and is again attached to this report.
 - The London Stansted Cambridge (LSC) Sub Regional Study, which looked at three economic development scenarios, one being maximising strategic opportunities for economic development featuring a range of significant growth components including the completion of a second runway before 2026, and a second being regional scale growth including maximum use of the existing runway. It concluded that the LSC corridor is an extremely important area with the potential for significant economic growth of national as well as regional importance. If this potential is realised it means significant growth. Positive planning is required if it is to be accommodated in the area with any success. It looked at four spatial

patterns: continuity, regeneration, economic growth poles and a new town.

- The Stansted/ M11 Development Options Study by Colin Buchanan and Partners, which looked at maximum use, and two, three and four runway scenarios and assessed the potential urbanisation and transportation impacts. It concluded that within 30 minutes of Stansted with two runways there would be a total of 292,000 jobs (both airport and non airport related) and about 22,800 new dwellings would be needed. This would be only 1,300 dwellings more than those needed with maximum use. Some sensitivity testing was carried out, changing the assumptions about levels of economic activity, changing the assumed distribution of new jobs and reduced commuting (more self containment). This resulted in a requirement for up to 34,600 new homes rather than 22,800. Associated transport improvements included two public transport corridors from Epping to Stansted and from Braintree to Bishop's Stortford, a Harlow A414 bypass and A120 improvement M11 to A10.
- The London South Midlands, London Ipswich (LOIS) and the ORBIT Multi Modal Studies recommended West Anglia main line widening to 4 tracks throughout between Tottenham Hale and Bishop's Stortford or equivalent capacity, an additional rail tunnel into the airport, widening the M11 J8-9, improved rail access to Stansted from the east and selective widening of the M25 and demand management measures.
- The Impact of Stansted Expansion upon Surface Access Networks for SSE by Berkeley Hanover Consulting concluded that in addition to the surface access improvements identified as necessary by SERAS, M11 widening J8 to M25, further M25 widening and A120 further improvement Bishop's Stortford to Dunmow would be required

Studies in progress or planned

- 3 Further studies are already under way. These take into account the need to consider the implications of another 18,000 dwellings as requested by Government and include:
 - An overarching study of the London to Peterborough Growth Area by Colin Buchanan and Partners, which will take into account the Air Transport White Paper proposals.
 - Studies of the potential urban development capacity within Hertfordshire.
- 4 The East of England Regional Assembly has agreed to carry out further study work of the Harlow/ A120 corridor area, which will take into account the implications of the Air Transport White Paper proposals.
- 5 EERA will also commission its own studies of the urbanisation and transportation implications of a second runway at Stansted if necessary, depending on the extent to which they are covered in the current Buchanan overarching study.
- 6 The strategic local planning authorities may consider commissioning their own studies, but like the above these may look at the broader context of economic growth, labour supply, housing and transportation issues in the sub region of which airport expansion to two runways would be an element, rather than specifically airport development impacts.

Regional Planning Guidance

- 7 Draft Regional Planning Guidance for the East of England as approved by the Regional Assembly for public consultation in Autumn 2004 provides in Policy ST1 (Stansted/ M11 Spatial Strategy) for, inter alia, the development of key economic clusters and related sectors, based on Stansted Airport and the potential of the overall M11/ A120 corridors, and the expansion of Stansted Airport up to maximum capacity of its existing single runway. Policy ST5 states that: "Expansion of Stansted up to the full capacity of its existing single runway is accepted. A limited review of RPG14 will be undertaken to assess further policy needs in the light of the Aviation White Paper." There could be significant effects in Uttlesford as a result of current studies before a final draft deposit Plan is agreed.
- 8 The timescale for testing and approval of the Regional Planning Guidance for the East of England (RPG14) is currently:

Autumn 2004 to January 2005 - Consultation on Deposit Draft
May 2005 - Public Examination
Spring 2006 – RPG approved

Timing of planning application for a second runway in relation to approval of RPG14

- 9 The timescale for submission of a planning application for a second runway is, according to BAA, the second half of 2005.
- 10 It is anticipated that RPG 14 as finally approved by the First Secretary of State will be in place before the second runway planning application is determined. The earliest date for a decision is reckoned to be 2007.

Implications of Planning and Compulsory Purchase Bill

- 11 The Bill is currently being considered by the House of Lords. The Lords have amended the Government's proposals in a number of respects and until the Bill is enacted there will be some uncertainty as to what particular sections of the Act will state. The Government's proposals would allow the Secretary of State to call in any planning application for a major infrastructure project, if he thinks the development is of national or regional importance. He must appoint an Inspector to hold a public inquiry and consider the application. The Secretary of State, rather than the local planning authority, will make the decision based on the advice of the inspector. This is very similar to practice under the current statutes. The Bill additionally provides for a lead inspector and a number of additional inspectors, as an alternative to a single inspector.
- 12 The Lords have amended the Bill so that, in effect, the Regional Spatial Strategy would only be part of the development plan in those regions with a directly elected regional assembly. Regional spatial strategies would be required to have regard to, rather than set out, the Secretary of State's planning policies.

- 13 Draft RPG14 is being prepared on the basis that Stansted is limited to maximum use of the existing runway. It is important that this remains the case in the published RPG as approved by the Secretary of State because it will, at least, form an important material consideration when he determines the second runway application.

Action by the Council

- 14 A decision was taken by the Council on 26 January to reaffirm its opposition to a second runway at Stansted and to continue to campaign against such a development. It agreed to consider any legal action that seeks to prevent a second runway, to work with other local authorities and organisations to further its policy, and to continue to inform and engage the community.
- 15 It is becoming increasingly clear that a key aspect of this campaign must be to ensure that the Regional Assembly does not shift its policy stance and remains opposed to a second runway.
- 16 As set out in another report on the Panel’s agenda any planning application for a second runway will need to be accompanied by an Environmental Assessment prepared by the applicant, which will include a comprehensive set of studies of the effects of the development.
- 17 The Council may wish to consider now whether, and when, it may commission any studies itself and some options are set out below:

<i>Options</i>	<i>Comment</i>
1. Council commissions its own studies before receipt of Environmental Assessment	<p>Advantages:</p> <ul style="list-style-type: none"> • Seen as being proactive • Could inform pre submission advice offered to the applicant (and speed up the process) <p>Disadvantages:</p> <ul style="list-style-type: none"> • Cost – selective approach essential • Studies of impacts to be effective need to be jointly ‘owned’ by bodies such as EERA, EEDA, HA, SRA, ECC and HCC • Studies would be based on Council’s assessment of air traffic data, or DfTs. The Council would probably have to repeat its assessment on a different traffic data basis at later stage. • Another set of studies will not necessarily provide definitive assessments, in context of many other studies. All will need to be taken into account in determining a planning application.
2. Council commissions studies with partners before receipt of Environmental Assessment	Cost shared, otherwise as above. Depends on agendas, resources and agreement of other partners

<p>3. Await receipt of studies and use resources to appraise methodologies and conclusions</p>	<p>Advantages:</p> <ul style="list-style-type: none"> • Essential for more specialist issues, regardless of whether studies carried out before receipt of EA • More targeted use of resources • Could delay process <p>Disadvantages:</p> <ul style="list-style-type: none"> • May be seen negatively as reactive response

- 18 As part of the above consideration could be given to round table discussions and mediation to enhance community involvement and try and agree common ground before the public inquiry.

Conclusion

- 19 There is a clear distinction between an application for full use of the existing runway and any potential application for a second runway. The former has long been supported in principle by Government and is accepted by EERA. Development could take place within an area defined for aviation development in the Local Plan. The principle is established in the same way as development is established in principle within development limits around settlements.

- 20 In relation to a second runway there is at present only Government support, though that has to be accepted as a material consideration. A legal challenge is underway as to the legality of the Government's support for a second runway in its White Paper. Concurrently, and most importantly, the Council must track and work with others on the remaining stages of regional plan preparation to ensure that EERA does not change its policy stance on Stansted Airport and 'succumb' to any external pressure. Formal recognition by EERA of a second runway would increase the material consideration at a subsequent planning inquiry.

- 21 The Council must ensure adequate relevant studies are carried out and have them audited as required. Ultimately the Council would have to express a view on all the evidence available and that would be formally and decisively expressed in the lead up to, and at, the public inquiry expected in 2007.

RECOMMENDED that the Panel expresses its views.

Background Papers: Studies referred to in the report.

APPENDIX

SERAS Documents

<i>Title</i>	
SERAS Stage Two Report: <ul style="list-style-type: none"> • Capacity • Costs • ATM, MPPA and freight tonnage forecasts • Safety risk • Surface access requirements: road, rail and other public transport • Accessibility: passengers/ workers within isochrones, mode shares, crowding on public transport • Environment : Land take • Ecology • Heritage • Landscape/ townscape • Community impacts • Construction impacts • Water environment: surface water, ground water, flood risk etc • Noise impacts • Surface access noise • Local air quality • Employment • Urbanisation • Regeneration • Development plan conformity 	Halcrow
Stage Three Report Refinement of options Further appraisal of Stage Two packages, particularly testing the sensitivity of findings to alternative assumptions e.g. environmental taxes, phasing out Chapter 3 aircraft, effects on air quality of engine performance, assessment on CO2 impacts at national level	Halcrow
Stage One Appraisal Methodology Report	Halcrow
Stage One Appraisal Findings Report	Halcrow
Surface Access Impacts	Halcrow
Aircraft and Surface Access Noise	Halcrow
Land Use and Urbanisation	Arup
Runway Throughput/ Delay Modelling – Final Report	NATS
CAA and NATS Report and Addendum	DAP/ NATS
SERAS Optioneering – Report on behalf of DTLR – Gatwick, Stansted and Southampton International Airports	BAA
Freight Modelling	Halcrow

The Future Development of Air Transport: Additional supporting information

Title	
Air Quality Assessments supporting the White Paper	DfT
Passenger forecasts: additional analysis	DfT
ERCD Report: Updated methodology and supplementary information relating to aircraft noise exposure estimates for UK airports	CAA
Air passenger growth and airport capacity: a technical discussion paper	CAA

THE FUTURE DEVELOPMENT OF AIR TRANSPORT IN THE UK: SOUTH EAST

ADVICE TO ESSEX COUNTY COUNCIL, HERTFORDSHIRE COUNTY COUNCIL AND UTTLESFORD DISTRICT COUNCIL PREPARED BY MOUCHEL CONSULTING

This note has been prepared by officers. It highlights some key points in the advice received from Mouchel Consulting.

Forecasts/ Demand Issues

- The DfT's demand forecasts appear conservative. The implied UK propensity to fly assumptions are low in relation to recently achieved levels and US levels. The DfT's forecasting model has a pattern of under prediction over a significant period of time. The forecasting methodology takes no account of regional demand that is unmet in the region, resulting in passengers being deterred from travelling because of long surface access trips.
- Heathrow is the principal European hub for the Oneworld airline alliance and BA. The other alliances are catered for at Schipol, Frankfurt, Paris CDG. As a result the only demand for a hub to replace Heathrow would come from BA/ Oneworld. If a third runway were built at Heathrow this would satisfy the UK hub requirements of BA/ Oneworld for the foreseeable future. If this were not acceptable, BA's most likely reaction would be to consolidate its position at Heathrow by buying further slots. It is unlikely to move to a new hub in the UK, or to split its operations between Heathrow and a new hub. Therefore the nature of demand does not throw up the need for a new SE/EofE hub to supplement or replace Heathrow. A new hub could not be developed successfully at Stansted or Cliffe.
- If the airline industry and BAA find the Government's proposals in the White Paper unattractive, they will not be implemented.

Urbanisation

- Even under a one additional runway scenario, the employment demand pressures on the local area will become very large and employees will have to be drawn from a much wider area. Where employees live will depend on transport networks, competing labour demands and housing availability. However, for one additional runway, local demands will be too strong to be supplied. This would be exacerbated if there are three additional runways at Stansted. Under the three additional runway scenario catalytic employment pressures would also be highly likely, considerably increasing the local labour market pressures. Catalytic effects are the attraction of European cargo distribution centres, European headquarters and exhibition centres.
- When projected increases in housing demand are put against the scale of housing land commitments, it is clear there would be significant urbanisation implications. Even using the long term growth scenarios studied in the London Stansted Cambridge study, the labour demand would require some 19 to 30% of the housing stock within the 30 minute catchment. This implies strong housing pressures in the immediate vicinity of the airport, with the employment catchment area spreading to embrace a wider area.

Transport

- Rail service demand will require the WARM enhancement scheme. This is not a committed scheme. Liverpool Street terminus capacity does not seem to have been considered.

- A shift towards use of public transport and less reliance on the private car depends on rail provision keeping up with rail demand. Congestion charging on road users under investigation in Orbit and LOIS studies would exacerbate rail congestion.
- The SERAS consultants have assumed that a large number of highway improvements would be in place by 2030, even if no new runway capacity is built at existing airports, on the basis of background traffic growth and network upgrade to accommodate it.
- The reference case for 2030 includes non airport traffic based on economic modelling and airport traffic related to maximum use of existing runways. Further information is awaited from SERAS consultants on highway improvements specifically assumed to be in place by 2030 in the reference case.
- SERAS consultants' general assumptions about the M25 (extra lanes on certain links) are probably only realistic if the Government's policy in future is to provide extra capacity to accommodate background traffic predictions, rather than to limit traffic growth.

Air Traffic Control

With one additional runway at Stansted:

- An additional stack will be required probably to the NNE of Stansted.
- Stansted's interface with Luton will require major ATC changes if Luton has a new 3000m runway. Changes to both airports' departure routes may be necessary. This would likely affect departure routes to the west, south west and north.

With three additional runways at Stansted:

- Stansted would need four dedicated holding areas
- Continued operation of Luton is unlikely to be tenable.
- A total redesign of terminal sectors and routes would be required, but the volume of airspace is finite. Improved aids to track keeping such as satellite navigation can only assist with capacity to a degree.
- No practical experience in Europe of operating an airport with two pairs of closely spaced runways. This configuration may not have double the capacity of a pair of closely spaced dependent runways (2X70 movements an hour) because of the potential for flight paths after departure from one runway to cross with flight paths from the other.

With an additional runway at Gatwick:

- A third stack for Gatwick would be required.
- The impact on French airspace and procedures could be substantial.
- Little scope for changes to existing procedures to separate Heathrow and Gatwick arrivals/ departures. Current ability to vector aircraft to alleviate prolonged flight at final SID altitude (5000 or 6000 feet) will be much reduced or impossible in a busier environment.

New airport with two pairs of close spaced runways at Cliffe:

- Problems of airspace congestion to the west may have a critical effect on forecast capacity.

All the packages result in a major increase in overall ATMs, which will overload current airspace capacity. It is possible but by no means certain that the options listed below might achieve adequate airspace capacity, with the exception of the Cliffe scenario:

- New ATC procedures and flow management assistance
- Reorganisation of holding areas and Standard Instrument Departures to resolve the problem of the Luton/ Stansted interface.
- Reorganisation of traffic control sectors controlling the London terminal manoeuvring area (LTMA).

- Additional controlled airspace to the north/ north east of Stansted/ Luton with new sectors to handle traffic to and from those airports to the east of the north south traffic flows currently used by all LTMA departures and arrivals.
- Enhanced ATC functions including conflict detection and resolution.
- Cliffe presents major airspace difficulties in integrating with current airports' operations. A system of dedicated corridors similar to that in operation at New York might be considered. Additional controlled airspace to the north/ north east of current controlled airspace, and new en route airways to /from the north may reduce conflicts with Stansted/ Luton and give more en route capacity.

Air Quality /Noise

- (No fundamental issues on air quality)
- TRL has carried out a re-analysis of the raw data presented in the Aircraft Noise Index Study, the latest UK social survey of annoyance caused by aircraft noise in daytime. Applying the mathematical relationship between annoyance and noise in the data set to the populations within the forecasts Leq contours at Stansted in 2030 with three new runways, TRL estimate that, on the basis of that survey, the number of people living within the 54 Leq contour who would find their exposure to aircraft noise "unacceptable" would be 13,090. This is out a total population within the 54 Leq of 50,000.
- No accepted definition of tranquil areas, but could possibly be where background noise is between 50 and 40 dB. Need to know therefore where aircraft noise would exceed 50 Db Leq and perhaps 45 dB for comparison with extent of rural areas.
- Airport associated rail noise will be significant. With three new runways at Stansted it is estimated that an additional 4,500 people will be seriously annoyed by rail noise.
- Very limited analysis of night time noise has been presented. Depends on whether the rapid growth in demand for express freight leads to an increase in night time movements.

Committee: Stansted Airport Advisory Panel
Date: 17 March 2004
Agenda Item No: 5
Title: Planning application process post 25mppa
Author: Jeremy Pine (01799) 510460

Summary

- 1 This report briefly sets out the process that would be followed in determining applications for planning permission for maximum use of the existing runway and for the construction of a second runway with associated facilities.

Process

- 2 Prior to formally submitting an application, the applicant would carry out an Environmental Impact Assessment (EIA). An EIA is a process by which information about the likely environmental effects of certain projects is collected, assessed and taken into account both by the applicant, as part of project design, and by the decision making body in deciding whether permission is granted. Although not obligatory, it is reasonably expected that the applicant would discuss the content of the EIA with the Council beforehand and seek a scoping opinion. The resulting Environmental Statement would be submitted as part of the application.
- 3 Upon receipt of the application, the Council would carry out direct publicity to seek the views of others. This publicity would include notification of neighbouring District Councils, County Councils, local Town/Parish Councils, statutory consultees, regional bodies, environmental and other groups. The application would also be advertised in the press, by site notice and would be published on the Web. The Council would also consider developing the previous arrangements for involving people, such as more progress reports to the DC Committee and opportunities for public speaking, perhaps at special meetings of the Committee.
- 4 The First Secretary of State might call the application in for determination by himself rather than by the local planning authority. In that case, a public inquiry would likely be held, the scope of the inquiry being set by the First Secretary of State. Usually, applications are only called in if the proposals are judged to be of national or regional importance, or would be seriously prejudicial to the implementation of a development plan. The Council would have the opportunity to present its case at any inquiry. There is a reasonable expectation that any application for a second runway and associated infrastructure would be called in.
- 5 In determining any application, were it left to do so, the Council would have the duty to take into account all material considerations by giving them due weight. In addition to the development plan, these would include Government

advice in Circulars, regional planning and Government policy guidance notes and all representations received.

FOR INFORMATION

Background Papers: None

Committee: Stansted Airport Advisory Panel
Date: 17 March 2004
Agenda Item No: 6
Title: BAA Stansted Home Owners Support Scheme
Author: Will Cockerell (01799) 510581

Summary

- 1 BAA Stansted is currently consulting on a "Home Owner Support Scheme" designed to enable owner occupiers of properties whose value may be significantly affected by the proposed new runway to sell their homes without financial penalty before the runway opens. The scheme is voluntary and this report summarises the proposals and suggests a number of areas where comments on the proposal may be appropriate.

Background

- 2 The scheme follows on from the Home Value Guarantee Scheme introduced in January which covered the 107 home owners whose properties fall within the footprint of the proposed extended airport boundary, or whose communities would be severely impacted by the proposed new boundary. This voluntary scheme is designed to guarantee the value of owner occupied property and to allow those who wish to, to move house before any development takes place.
- 3 The area affected by the scheme is based on a recently published Government forecast of a 66dBA Leq contour for 2030 with the runway operating in "mixed mode". However, the consultation acknowledges that the runway may operate in a "segregated mode" but that decision will not become clearer until a formal planning application is made.
- 4 The Consultation poses the question as to whether the scheme be introduced as soon as possible or wait for the planning application when the mode of operation and its noise effect will be more accurately known.
- 5 The Consultation suggests two options for a scheme, an "Assisted Relocation Scheme" or a "Property Protection Scheme". The first option would apply to

property whose value has fallen by 15% where there is a pressing need to sell, such as the need to move to a larger home, employment reasons, medical conditions or financial pressures. The value paid would be the market value as if the new runway had never been proposed and would come into operation in August 2004. The second option offers a legally binding guarantee to buy the property at market value as if no new runway had been proposed once planning permission has been granted and BAA Stansted confirms its intention to proceed with construction. The value would be agreed and the index linked to the regional property market, and once a legally binding agreement has been entered into it could be transferred to any new owner.

Comment

- 6 The use of the 66dBA Leq contour for 2030 is said to be based on a similar scheme used during the building of the Channel Tunnel Rail Link. However the sole use of a day time 66dBA Leq does not accord with the recent consultation on noise insulation grants which included the night time 57dBA Leq contour and the effects of ground noise in a composite contour.
- 7 The contour suggested is presumed to be based on the long-term modal split of 75:25. However disturbance and annoyance is experienced on a daily basis where the most likely use of the runway is 100% in one or other direction and 100:100 modal split would be a fairer basis.
- 8 The Leq contour produces somewhat arbitrary boundaries on the ground, particularly in Takeley, which need to be fairly resolved for the local communities.
- 9 The consultation refers to owner-occupiers and makes no reference to landlords such as the Council, RSL's or private landlords, although deterioration in the capital value of the property and in market rent levels are likely as a consequence of the proposals. Reference is made to commercial properties but limits eligibility to those properties with an annual value for rating purposes of not more than £24,600, and no reference is made to public buildings such as schools or churches.
- 10 The Council is already set to lose 16 properties from the land take required for the new runway, and many more properties in Duton Hill and Takeley, including a Day Centre and a Sheltered Housing complex, are within the suggested 66dBA Leq contour, so the Council will be faced with a major problem in deciding when and how to rehouse a significant number of tenants. This would have a major impact and has to be vigorously pursued with BAA Stansted.
- 11 The principal reason put forward in the Consultation for introducing this voluntary scheme is the 'the *Future of Air Transport White Paper*, a new aviation policy' which also included government support for maximising the use of the existing runway capacity at Stansted. An equal case can be made for introducing a similar scheme, or extending the proposed scheme, to include properties which would be affected by the intensification in use of the existing runway.

RECOMMENDED that the Advisory Panel considers the consultation document and, in view on the closing date to the Consultation being before the next meeting of the Environment and Transport Committee, delegates to the Director of Community Services and the Chairman of the Panel authority to make a suitable response.

Background Papers: BAA Stansted Home Owner Support Scheme

Committee: Stansted Airport Advisory Panel

Date: 17 March 2004

Agenda Item No: 7

Title: Actions and monitoring of the Section 106 Agreement relating to the expansion of Stansted Airport from 15-25 mppa

Author: Jeremy Pine (01799) 510460

Summary

- 1 This report advises Panel members on the actions and monitoring of those parts of the Agreement that has taken place to date. The information in this report is up to date as at 4 March 2004, and follows on from the report to a previous Panel meeting on 20 October of last year. No start has yet been made on the development and no planning conditions have yet been triggered.

Background

- 2 Outline planning permission for the expansion of Stansted Airport from 15-25mppa was granted by Uttlesford District Council on 16 May 2003. The outline planning permission is subject to a Section 106 Agreement, which places various obligations upon the airport operator that are triggered at times between the grant of the permission and by the end of 2010.

Events Required by the Agreement

- 3 Halcrow, on behalf of BAA Stansted, has now published its final report on the bus/coach study identifying how bus/coach services can contribute to 37% air passenger public transport usage by 2010. The Conclusions and Recommendations of the study are attached. BAA Stansted is obliged to use all reasonable endeavours to implement the recommendations of the study. National Express has already introduced a new coach service (the A9) from Stratford in East London to the Airport, running half-hourly 24 hours per day. All existing/potential operators have been provided with a copy of the study and have been invited to advise what service enhancements / new routes it might be practical to put forward. These will be considered at subsequent

meetings of the Bus/Coach Working Group of the Stansted Area Transport Forum (SATF), which is attended by officers of this Council and Essex and Herts County Councils.

- 4 Halcrow has now also circulated its final schemes for the monitoring of the impact of airport related traffic associated with the 15-25mppa development on the Highway Agency, airport and local road networks. Officers of this Council and Essex and Herts County Councils have commented upon these schemes. The schemes have to be approved by the Highway Agency, Essex and Hertfordshire County Councils and this Council. The schemes are required to be implemented by December 2004 (i.e 6 months after the opening of the new A120 to Braintree). The local road network includes roads at Elsenham, Molehill Green, Takeley, Hatfield Heath, Hatfield Broad Oak, the Hallingburys, Bishops Stortford, Birchanger and Stansted Mountfitchet.
- 5 The local fly parking study is due to be carried out this month, following the agreeing of the methodology with Halcrow at the last meeting of the SATF Highways Working Group on 3 February. The methodology includes on-street surveys in areas where fly parking is thought to occur (Takeley, parts of Bishops Stortford and near Coopers End), following the setting up of a freephone number that residents can call to report instances of suspected fly parking. A database is being built up, from which further areas for survey/action as appropriate will be identified. The hotline was publicised via a Press release and via Parish and Town Councils. The results of the study will be reported to this Council and Essex County Council, and BAA Stansted is obliged to pay up to £50,000 to the County Council on request to ameliorate any problems identified in the study.
- 6 On 16 –17 October 2003, the Bus/Coach Working Group of the SATF undertook a study of public transport interchanges in Manchester, Sheffield, Leeds and Milton Keynes. The study was a successful one, and identified examples of both good and bad practice. BAA Stansted is expected to submit an application for planning permission in mid 2004. Construction is due to be completed by 31 May 2007. BAA Stansted will give an update on design progress at the meeting of the Uttlesford Transport Forum on 13 April. It is understood that the design will follow the master plan principles established when planning permission was granted for decking the short term car park.
- 7 On 10 November 2003, the Council was informed that the Memorandum of Understanding (MOU) between BAA Stansted and Hertfordshire County Council to carry out improvement works in Little Hadham at the junction of the A120 and the village road was signed. The signing of this MOU was required prior to the implementation date of the planning permission. The improvement works are underway and are due to be completed by the end of this financial year.
- 8 Work has started on the production of an updated Surface Access Strategy. A liaison meeting with the 4 principal local authorities and BAA Stansted's consultant was held on 17 December 2003 and an initial draft was considered by a special meeting of the SATF Steering Group on 1 March, which included

officers of this Council and of Essex and Herts County Councils. The Strategy is required to be produced by 31 March 2004 and implemented before the terminal extension is first used.

- 9 A meeting was held on 26 November 2003 between BAA Stansted, this Council and Uttlesford Primary Care Trust in relation to the obligation in November (and each November subsequently) to consult over whether it would be appropriate to commission a public health study within 5 miles of the airport boundary. It was agreed at this stage that the following would be appropriate to assist in any future study:
- *BAA Stansted to speed up the publication of permanent monitoring results*
 - *UDC/BAA Stansted to share data where appropriate*
 - *BAA Stansted to consider putting mobile noise monitoring equipment at schools*
 - *Primary Care Trust to provide statistics on the use of the paramedic.*
- 10 The application for planning permission for a new ground run facility (noise pen), which must be operational by 30 September 2004, has been submitted and is due to be considered by the DC Committee on 15 March. An update on what happened at the Committee meeting will be given. BAA Stansted has also commenced work on an application for planning permission for a visitors' centre, which must be operational before the terminal extension is first used. Preliminary discussions with officers will take place over location and design. The visitors' centre will include aircraft viewing facilities and information about the area and its history.
- 11 By May 2004, BAA Stansted is required to submit a scheme for additional planting on top of the Molehill Green mound, for implementation during the following planting season after approval. Discussions with the Council have commenced, but the requirement to provide habitats that are not attractive to birds (to avoid birdstrike) may have an effect on the amount and type of planting possible.
- 12 BAA Stansted is required to maintain and support the Stansted Area Business Forum until the end of 2009. A "Meet the Buyers" event was held last September, and the annual meeting of the Forum will be early this year. It is anticipated that the report on the 2002/03 on-airport employment survey will shortly be ready for submission to the Council.
- 13 On 2 April, officers are to meet with the Registered Social Landlords who have been invited to submit proposals for the affordable housing scheme. The obligation requires a fund to be established for the provision of the scheme before the opening date of the approved terminal extension. BAA Stansted is required to pay £2.2m into the fund when required to do so by this Council.

- 14 In all, the Council is monitoring the progress of over 70 obligations forming part of the S106 Agreement. A summary chart has been prepared indicating current progress or otherwise based on traffic light colours. A copy is attached to this report for information, running up to the second quarter of 2006.

FOR INFORMATION

Background Papers: Application file

Committee: Stansted Airport Advisory Panel
Date: 17 March 2004
Agenda Item No: 8
Title: Night Restrictions Forum/Environmental Monitoring
Author: Will Cockerell (01799) 510581

Summary

- 1 This report provides information for Members.

Department for Transport – Night Restrictions Forum

- 2 The Department for Transport held a forum meeting on the 27 February 2004 to share information amongst people with an interest in night flights and to discuss some of the issues.
- 3 Presentations were given by the airline industry on why night flying is a commercial requirement; local government representatives from around Gatwick, the Aviation Environment Federation and a representative from Brussels Airport, gave their views on the extent of the disturbance caused by night flights; and finally there were presentations from the UK and Germany on sleep disturbance research and the production of new annual noise contours using L_{DEN} for the designated London Airports.
- 4 The Head of the Aviation Environmental Division informed the Forum that the 1st stage of the consultation on a new night restrictions regime would be published by mid 2004 and that it would be followed by a more detailed consultation on firm proposals later in the year, in time to be implemented for the winter 2005 season.

Environmental Monitoring Around Stansted Airport

- 5 The results of the long term noise monitoring carried out at Priorswood Court Takeley are attached. They show the steady increase in background noise levels (L_{90}) over the years and a slight decline in the peak levels (L_1) in more recent times.
- 6 The Council's diffusion tube survey for nitrogen dioxide has been modified to include two tubes at residential locations close to the airport perimeter. The locations, in Mill End Takeley and near to Thremhall Priory Great Hallingbury, are at positions which the air pollution model used by BAA Stansted predicted levels close to the annual mean value objective for nitrogen dioxide.