

**Committee:** Stansted Airport Advisory Panel  
**Date:** 6 September 2004  
**Agenda Item No:** 6  
**Title:** STANSTED AIRPORT – SCOPING REPORT TO CONSIDER FURTHER GROWTH OF THE AIRPORT TO ABOUT 35 MILLION PASSENGERS PA  
**Author:** Roger Harborough (01799) 510457

### Summary

- 1 This report invites the Panel to identify issues that may be taken into account by the Environment Committee in considering Stansted Airport Limited's report.

### Background

- 2 Stansted Airport Ltd published its Scoping Report on 12 July setting out some information on the proposed development and the studies it proposes to carry out of the effects. The report of the studies will form an Environmental Statement accompanying a planning application to be submitted in due course, in accordance with the Town and Country Planning Act (Environmental Impact Assessment) Regulations 1999.
- 3 The Council as the local planning authority for the airport needs to consider the Scoping Report and respond with a Scoping Opinion setting out formal advice to Stansted Airport Ltd on the information that needs to be included in the Environmental Statement.

### Scoping Report

- 4 The Scoping Report proposes 16 studies to assess the effects of the development subject of the anticipated application, which is likely to be for permission to increase passenger numbers beyond 25 mppa, permission to increase ATMs beyond 241,000 a year; and some limited additional facilities.

These studies are as follows:

1	Air Noise
2	Ground Noise
3	Air quality
4	Airspace considerations
5	Public safety and risk
6	Public Health
7	Nature conservation

8	Surface access
9	Landscape and visual aspects
10	Employment and housing effects
11	Economic effects
12	Archaeology
13	Water management
14	Waste Management
15	Energy Management
16	Construction

The proposed outline scope of each study as set out in Stansted Airport Ltd's report is appended.

### **Consultation responses**

- 5 Stansted Airport Ltd issued the report to a wide range of organisations and officers have written to these organisations requesting any views that they may wish the Council to take into account in issuing its Opinion.
- 6 Views received are appended to this report. In some cases, the views on the scope of the assessments were submitted before Stansted Airport Ltd published its report. Formal submissions are expected shortly from the Essex Strategic Health Authority, which is coordinating the NHS response including the input from the Uttlesford Primary Care Trust, and the National Trust.

### **Comment**

- 7 The Scoping Report only provides an outline of the proposed studies and the detailed terms of reference, methodologies and exploration of their findings through sensitivity testing will need to be subject of on going discussions between Stansted Airport Ltd, expert bodies and various statutory authorities throughout the studies. The Scoping Opinion is, however, an opportunity for formal advice to be offered at an early stage.
- 8 The baseline for the assessment of effects will be 25 mppa and therefore this will need to be reviewed in the light of new information since the assessment previously carried out in 2000-2. This will need to take into account subsequent monitoring.
- 9 Officers have some suggestions, for example, as to how studies could usefully be enhanced. In the proposals on Air Noise, the penultimate paragraph suggests that increases in flight movements on different NPRs and arrivals tracks will be reported on. Officers would like to see this in the format used in the Australian discussion paper 'Expanding ways to describe and assess aircraft noise' (ISBN 0 642 42262 1) in particular the 'average daily movements' as shown in Chapter 2. The contours for an average 'easterly day (05)' and a 'westerly day (23)' should also be calculated as this gives a much better picture of how noise is experienced by residents.

- 10 In relation to Air Quality, a comparison between the modelled data and the measured data obtained as a result of the s106 agreement and other ad hoc monitoring would help to gauge the accuracy of the model. The background air quality levels are crucial in predicting whether the additional contributions from airport and aircraft sources are likely to take levels above the National standards. The government provides predictions of background levels for future years taking in to account annual changes in the national road vehicle fleet and other sources. Consequently predicting the effects of the proposal needs to be provided on a yearly basis rather than an mppa basis. This will mean producing more contours to cover the spread of future years (for example 2011, 2012 and 2013) over which it is possible that 35mmpa will be reached.

RECOMMENDED that

The Panel identify any issues that it wishes to be taken into account by the Environment Committee in considering Stansted Airport Limited's report

Background Papers: Scoping Report, BAA Stansted, July 2004

**Committee:** Stansted Airport Advisory Panel  
**Date:** 6 September 2004  
**Agenda Item No:** 7  
**Title:** Night Flying Restrictions at Heathrow, Gatwick and Stansted  
**Author:** Will Cockerell (01799) 510581

### Summary

- 1 The Department for Transport has issued a Stage 1 of Consultation on restrictions to apply after October 2005. This first stage of consultation includes a statement of the Government's broad aims and invites suggestions for both environmental and noise abatement objectives, it also includes detailed proposals relating to the noise classification of aircraft. The closing date for responses is the 29<sup>th</sup> October 2004.

#### Aims and Objectives

- 2 The government intends to formulate one or more environmental objectives for each airport and considers that they should take account of a number of broad aims including 'The Future of Aviation', the WHO 'Guidelines for Community Noise' and to strike a fair balance between the protection of local

communities and the provision of air services at night which have economic benefits.

The paper includes a range of base case data for the period 2002-2003 and suggests that objectives could be set with reference to these baselines, which include  $L_{DEN}$  contours,  $L_{night}$  contours and 90dBA SEL footprints, and gives details of the areas, populations and households under the individual contour bands within each type of contour.

#### Classification of Aircraft

- 3 The government has accepted that 'ICAO noise certification data' must be used in imposing operational restrictions on aircraft, but suggests introducing a new QC/0.25 band and prohibiting QC/4 aircraft from operating in the night period. The paper also questions the basis for a reduction of 9EPNdB for aircraft when arriving and provides a summary of an ERCD report that concludes that the adjustment is still valid.

#### Other Preliminary Considerations

- 4 The paper invites further views on setting common arrangements for the three London airports, and also invites airlines to provide data on the impact of extending the night quota period ( 23:30 to 06:00) to coincide with the night period (23:00 to 07:00). The paper quotes the WHO guidelines for Community Noise (paragraph 2.3.4) as suggesting that time varying noise, such as aircraft, almost always exceed the ambient level and as a consequence responses to this type of noise are less likely to be influenced by the absolute value of the ambient noise. This has particular relevance to Stansted which has a low night time ambient noise level and where it has been argued that the degree of disturbance from night time noise will be greater compared to a more urban area.

The paper also suggests the possibility of further controls within the night quota period to prevent 'bunching' particularly in any shoulder period, for example hourly maximum or separate limits for arrivals and departures.

The Advisory Panel is invited to make recommendations to the Environment Committee on the 14<sup>th</sup> September 2004.

The full text of the Consultation Paper can be viewed at [http://www.dft.gov.uk/stellent/groups/dft\\_aviation/documents/page/dft\\_aviation\\_029827.pdf](http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/page/dft_aviation_029827.pdf)