

BABERGH DISTRICT COUNCIL

FROM: Acting Head of Planning Policy and
Economic Development

REPORT NUMBER **E290**

TO: STRATEGY COMMITTEE

DATE OF MEETING 9 March 2006

STANSTED AIRPORT, PROPOSED SECOND RUNWAY – BAA CONSULTATION

1. **SUMMARY**

1.1 BAA have put forward several options for the location and operation of a second runway at Stansted. These proposals are in outline with summary information upon which to base an evaluation.

2. **RECOMMENDATIONS**

2.1 That the response attached as Appendix A be agreed for submission to BAA Stansted.

The Committee is able to resolve this matter.

3. **FINANCIAL IMPLICATIONS**

3.1 This report raises no financial implications.

4. **KEY INFORMATION**

Background: Government White Paper

4.1 In December 2003, the Government published its White Paper; *The Future of Air Transport*. This paper sets out a policy framework for the development of air travel in the United Kingdom up to 2030. It also charged BAA and Stansted with bringing forward plans for a second runway to be delivered as soon as possible (around 2011 or 2012).

4.2 A report was taken to the September 2005 Strategy Committee relating to the maximum utilisation of the single runway at Stansted. The current consultation exercise does not ask for views on the principle of a second runway, instead it seeks views on the detail of a second runway and its proposed location.

Scale of Growth

4.3 Currently, Stansted handles more than 21 million passengers a year (21.6 million in year ending June 2005). The options being considered in this consultation so far include capacity for up to 76 million passengers by 2030 with 550,000 total aircraft movements. In 2005, the annual air transport movements were 177,413. These figures represent a potential 362% increase in passenger numbers and a 310% increase in air transport movements over 20 years. Both potentially represent considerable increases. However, these figures reflect the projected growth in air traffic demand for the airport over the medium term future.

Timetable for Future Development

- 4.4
- Up to 24th March 2006 consultation on preferred 2-runway masterplan option.
 - Spring 2006 planning application to make best use of the existing runway.
 - Summer 2006 preferred second runway option.
 - During 2006, start environmental impact assessment for the proposed 2-runway masterplan.
 - Consultation on new road schemes for 2-runway masterplan.
 - Consultation on new rail scheme to serve 2-runway airport.
 - Consultation by NATS (National Air Traffic Services) on revised airspace arrangements for existing runways in the region.
 - End 2006/early 2007 consultation on draft Final Airport Masterplan.
 - Summer 2007 application submitted for proposed 2-runway masterplan.
 - 2008 estimated start of Public Inquiry.
 - 2013 earliest date for new runway to be operational.

Key Issues

- 4.5 In the report to the September 2005 Strategy Committee the main issues were considered to be noise and traffic generation. However, the impact of this on Babergh cannot be assessed without detailed proposals. NATS and the Civil Aviation Authority (CAA) who are responsible for airspace over the United Kingdom have not commenced planning for the impact of the second runway in detail. The impact of aircraft noise on Babergh District cannot therefore be assessed now but will be subject to their own consultation and environmental assessment.
- 4.6 In the consultation document (Stansted Generation 2) at the moment the wider impacts are not considered. (See paragraph 4.4 which sets out when these impacts will be assessed in detail). Further studies are due to be published by Network Rail and the Highways Agency. Government guidance will also require an assessment of transport infrastructure needs, air quality impacts, local and regional housing, economic and employment implications.
- 4.7 More detailed information will be produced to accompany the draft final masterplan in late 2006/early 2007.

5. CONCLUSION

With the information provided in the consultation document it is difficult to establish the precise implications for Babergh District. There may be economic benefits to the district resulting from the second runway but there could also be environmental implications which need to be further clarified before a definite decision can be made. Accordingly, the proposed response calls for research to be conducted on the implications for the wider region.

The impact of major airport expansion may have a bearing on several Council priorities such as, environmental quality, affordable housing and economic development. It is recommended that the Council submits the attached response to the proposed development of the second runway at Stansted Airport.

6. APPENDICES

- (A) Proposed letter of response to BAA Stansted.
- (B) Summary of the Government White Paper *The Future of Air Transport* published in December 2003.

7. **BACKGROUND PAPERS REFERRED TO:-**

Stansted Generation 2: December 2005 Consultation.

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2002-2003
Neighbourhood Renewal
2004-2005
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10th March 2006

Dear Mr. Morgan,

STANSTED AIRPORT, GENERATION 2 – CONSULTATION DECEMBER 2005

Thank you for your letter of 9th December 2005 consulting this local authority on its views on this matter.

In response, please accept this letter as the formal response of Babergh District Council. This response was agreed by the Council's Strategy Committee at its meeting held on 9th March 2006. It focuses on the key issues as they affect Babergh District and its residents.

The points the Council wishes to raise with you are as follows:

1. The Council understands that the authority responsible for design and use of airspace, that is NATS, is separate by organisation and function from the airport itself. However, in order to ascertain the likely impact associated with overflying of areas of Babergh District and its impacts on the quality of life enjoyed by its residents, as a priority, details of the flightpaths will be needed for public inspection ideally before a planning application is submitted. The technical information compiled for this exercise, together with non-technical summaries, would be required. We trust that you will liaise closely with NATS on this issue and please ask them to ensure that the information is easily accessible as early as possible.
2. Babergh would wish to express concern if there were to be any increase in noise from nighttime flying arising from these proposals. In order to safeguard the interests of residents, and in response to both these proposals and the Department of Transport's proposals on Night Flying Restrictions, Babergh believes:-
 - ❑ The use of quieter aircraft at night should be actively encouraged.
 - ❑ The period covered by movement limits and noise quotas should be extended to 2300-0700 hrs (currently 2330-0600 hrs), subject to noise levels during this extended period not exceeding existing night noise levels.

3. The Council also appreciates that Stansted airport operates a comprehensive surface level transport strategy, parts of which are already being implemented. This is to be welcomed and the Council considers it of the utmost importance that the airport continues to afford this matter a very high priority. The strategy should continue to develop and promote sustainable travel patterns for all using the airport with an associated objective of ensuring efficient travel between it and the rest of the region.

It is considered essential that some impact analysis work is carried out at a more strategic level. Given the scale and nature of the airport and its importance in the eastern region, a broader level study would be appropriate in helping to inform the emerging East of England Plan, which also contains substantial proposals for growth in the region through to 2021. It is hoped that this work would allow for a meaningful consideration of transport impacts affecting Babergh and, in particular, the A131 through the market town of Sudbury, during the period of proposed airport expansion. This Council requests that such research is carried out prior to submission of the proposed planning application to Uttlesford District Council.

4. The Council recognises the benefits of air travel, that the demand for it is growing and that Stansted airport is tasked by the Government with playing its part in facilitating this growth among all the main airports serving the south-east. It also recognises the economic and social benefits that may accrue. These matters have been taken into account in the Council's consideration of, and conclusions on, this consultation exercise. Given a development of this scale, nature and regional importance, the need to identify the forecast impacts rigorously and accurately is paramount. Once identified, the need for appropriate and comprehensive mitigation measures needs to be identified and delivered to the appropriate standards and within a reasonable timeframe.

I trust the Council's response is both clear and concise. If you would like to discuss this response further, please contact me and I will be pleased to do so with you.

Yours sincerely,

Mike Hammond,
Corporate Director.

Appendix B

Summary of the Government White Paper: *The Future of Air Transport* - published in December 2003

Growing the Airport – BAA Stansted

Air travel has increased five-fold over the past 30 years, and demand is projected to be between two and three times current levels by 2030. Some of the UK's major airports are already close to capacity, so failure to provide increased capacity could have serious economic consequences, both at national and regional levels.

The publication of the Government's White Paper - *The Future of Air Transport* - in December 2003 was a significant event for Stansted. It sets out a clear strategic framework for the development of airport capacity in the UK for the period up to 2030, and places Stansted at the forefront of the need to provide additional runway capacity in the south-east.

The White Paper, invites airport operators to bring forward plans for increased airport capacity in the light of the policies it sets out. For Stansted the key policy objectives are:

- First, to make the best use of the existing single runway; and
- Second, to bring forward plans for the development of a second runway as soon as possible.

The White Paper sets out a policy framework for airport operators to plan ahead. It sets out the conclusions of the Government, and of the devolved administrations where appropriate, on the case for future expansion at airports across the country. In doing so it took account of views expressed in an extensive consultation exercise, during the course of which around 500,000 responses were received.

The Government recognises the benefits that the expansion in air travel has brought to the lives of millions of people and to the economy of the UK. Affordable travel has opened up the possibilities of international travel for many people, and it provides the rapid access that is vital to modern, mobile and business-focused economies. The White Paper recognises the need to balance these benefits against the environmental impacts of air travel, in particular the growing contribution of aircraft emissions to climate change and the significant impact that airports can have on the local communities located nearby.

Air travel has increased five-fold over the past 30 years, and demand is projected to be between two and three times current levels by 2030. Some of the UK's major airports are already close to capacity, so failure to provide increased capacity could have serious economic consequences, both at national and regional levels. This of course must be balanced by the need to have regard to the environmental consequences of air travel. The Government believes that simply building more and more capacity to meet demand is not a sustainable way forward, and outlines a balanced approach which:

- Recognises the importance of air travel to our national and regional economic prosperity, and that not providing additional capacity where it is needed would significantly damage the economy and national prosperity;
- Reflects people's desire to travel further and more often by air, and to take advantage of the affordability of air travel and the opportunities this brings;
- Seeks to reduce and minimise the impacts of airports on those who live nearby, and on the natural environment;
- Ensures that, over time, aviation pays the external costs its activities impose on society at large - in other words, that the price of air travel reflects its environmental and social impacts;
- Minimises the need for airport development in new locations by making best use of existing capacity where possible;
- Respects the rights and interests of those affected by airport development;
- Provides greater certainty for all concerned in the planning of future airport capacity, but at the same time is sufficiently flexible to recognise and adapt to the uncertainties inherent in long-term planning.

The policies set out in the White Paper aim to support economic prosperity throughout the United Kingdom, enable nearly everyone to make flights at reasonable costs, and to manage and mitigate the environmental impacts of aviation.