

SERAS 2

1 SUMMARY

- 1.1 This report seeks Members' views on the second edition of a consultation paper, "The Future Development of Air Transport in the United Kingdom: South East", commonly referred to as SERAS 2.

2 INTRODUCTION

- 2.1 The original SERAS report was published in July 2002 and reported to this Committee in September 2002. (A copy of the report is attached as Appendix 1.)
- 2.2 In considering that report, the Council concluded that:
- London Southend Airport should be developed as a Regional Airport
 - One additional runway should be provided at Stansted Airport
 - The site at Cliffe should not be considered for a new International Airport.
- 2.3 In November 2002, the High Court held that it was wrong to exclude from the consultation documents options for development of new runways at Gatwick. The Government did not appeal this judgement, but instead has published a second edition of the consultation document. The consultation period for this revised document expires on 30th June 2003.

3 KEY CHANGES IN SERAS 2

- 3.1 The main difference in the revised document is the inclusion of options for new runways at Gatwick, together with a number of consequential amendments.
- 3.2 Three options are presented for new runways at Gatwick, although against the backdrop of an agreement in 1979 between the British Airports Authority (now BAA PLC) and West Sussex County Council, to the effect that there would be no second runway before 2019.
- 3.3 The options examined either on the basis of the agreement being ended or post 2019 are as follows:-
- 1 additional close parallel runway
 - 1 additional wide spaced runway
 - 2 new runways.
- 3.4 In terms of impact, the construction of new runways would require:
- 50-430 residential properties to be taken

- 130 ha - 260 ha of high grade agricultural land
- Loss of between 3 and 6 Grade II and 4-18 Grade II Listed Buildings
- Loss of part of a Conservation Area with the two runways option
- 120 ha - 530 ha of Green Belt.

4 DISCUSSION

- 4.1 It is understood that responses submitted to the original SERAS consultation will be considered. Therefore, Members could decide to:
- make no further comment in respect of the consultation
 - add to the comments sent
 - amend or replace the comments sent.
- 4.2 Certainly, with regard to the comments sent in respect of London Southend Airport and the proposal for Cliffe, it is suggested that no change should be made to the Council's original submission.
- 4.3 With regard to the provision of an additional runway at Stansted, the issue now is whether any of the options for Gatwick might be a better solution, leaving Stansted to expand to the full capacity of a single runway.
- 4.4 The Government has, of course, included Gatwick in the SERAS consultation, following the decision of the High Court. Given that to be the case, it is interesting then to speculate on the likelihood of an option based on Gatwick reaching the White Paper. It is considered unlikely that this will be the case and, on that basis, the situation would remain largely unaltered from the initial consultation, including the discussion of the validity of future passenger growth.
- 4.5 On a related issue, the Council has received a letter from Huntingdonshire District Council asking for support in objecting to any Airport development at Alconbury. Alconbury is considered in the SERAS consultation as a site that had potential as a specialised low cost passenger facility with substantial air freight capabilities, an express parcel hub and aircraft maintenance facilities.
- 4.6 Interestingly, the facilities listed do not seem to differ significantly from the offer at Southend. Members are asked to consider whether to support this request. In discussing this issue, it is important to bear in mind that Alconbury is a former military airfield located close to the A1/A14 and the East Coast main line.

5 ENVIRONMENTAL IMPLICATIONS

- 5.1 As per previous report, plus any other implications listed there.

6 RECOMMENDATION

6.1 It is proposed that the Committee **RESOLVES**

That Members determine their response to the SERAS 2 consultation and to the request for support received from Huntingdonshire District Council. (HPS)

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Background Papers:

SERAS 2 February 2003

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APPENDIX 1

**THE FUTURE DEVELOPMENT OF AIR TRANSPORT IN THE
UNITED KINGDOM : SOUTH EAST**

1 SUMMARY

- 1.1 This report seeks Members' views on a Department of Transport consultation document on the future of air transport in the South East. The closing date for consultation responses is 30th November 2002.

2 INTRODUCTION

- 2.1 The Government has published a very detailed report into the future of air transport in the South East. Related documents have been published for other parts of the United Kingdom. A copy of the summary document has been placed in the Members Room.
- 2.2 The consultation document includes a series of questions for consultees. These are attached to this report as Appendix 1. However, in addition, the Government has also published an NOP questionnaire and this is attached for information as Appendix 2.

3 BACKGROUND

- 3.1 The key to the Government's concerns about the future of air travel relates to forecasts of the levels of passenger traffic in 2030.
- 3.2 Taking into account the need to control the growth in CO² emissions and cost pressures on Airlines, the forecasts suggest that in the South East, passenger numbers will grow from 117 million in 2000 to 301 million in 2030. This growth is unconstrained passenger demand before account is taken of capacity limitations at individual Airports.
- 3.3 The report concludes that the costs of failing to build new runway capacity would be:
- direct costs to the travelling public through fare increases
 - large numbers of people being prevented from flying at all
 - South East travellers being forced to use Regional Airports
 - indirect costs to the economy (business costs, reduction in foreign investment, reduction in tourism)
 - changes in the structure of air services with the loss of lower margin routes.
- 3.4 There is already a capacity shortfall at existing Airports, particularly Heathrow and Gatwick, to the extent that:

- more delays are occurring
- Heathrow is not able to operate as a full hub for incoming and outgoing waves of services
- there will be less route development
- flights will cost more
- there is a reduction in the number of links between Heathrow and UK Regional Airports

3.5 The forecast estimates for future passenger demand reinforce the attractiveness of Heathrow to both passengers and Airlines. However, if further development could not be justified, then the report proposes two options: the expansion of an existing Airport (Stansted) or a new purpose built Airport at Cliffe (Hoo Peninsula, North Kent).

4 OPTIONS

4.1 The report considers options for Heathrow, Stansted, Luton and Cliffe as well as other first and second tier Airports in the South East. The latter group includes Southend.

Heathrow

4.2 The option for Heathrow, favoured by the Government, would be the construction of a new 2000 metre runway to the North of the existing two runways. This would increase capacity from 116mppa to 128mppa (million passengers per annum).

4.3 The key issues arising from a new runway would be:

- new rail capacity and links
- improvements to A4 and M4, although no other substantive additional enhancements to the strategic road network.
- area of Airport increasing from 12km² to 14km²
- loss of 260 residential properties
- loss of 230 ha of agricultural land (all in the Green Belt)
- increase in the number of people affected by noise
- some increase in the number of people exposed to CO₂ over the EU limit, although dependent on improvements in engine technology
- an increase in the number of jobs (direct on-site, direct off-site and indirect)
- possibly 30,000 additional dwellings by 2015 and a further 10,000 by 2030.

Stansted

4.4 The Airport currently has a single runway and terminal. Options for one, two and three additional runways are proposed and the report suggests this could enable it to become a second international hub Airport. The base case

assumes 15 mppa rather than the 25mppa capacity currently being considered.

- 4.5 The first option would be to add a second full length runway about 2500 metres East of the existing runway. The second option adds a further runway North West of the existing runway. Finally, a third runway could be added parallel to the option 1 runway.
- 4.6 In terms of forecast use in 2030 under each option, the figures are 74 mppa (1 runway), 98 mppa (2 runways) and 122 mppa (3 runways). These figures demonstrate a very substantial increase in passenger numbers and the key issues arising as a result would be:
- significant new rail infrastructure required
 - new dual carriageway access roads, 4 lanes on the M25 (Junctions 26 & 27) and widening of the M11 with two or three additional runways
 - area of Airport increased from 9.5 km² to 22 km² (max)
 - between 100 and 200 residential properties lost
 - 700-1200 ha high grade agricultural land would be lost
 - loss of half of a Woodland Site of Special Scientific Interest
 - an increase in the number of people affected by noise
 - substantial increase in the number of jobs, but allied to a large increase in dwellings. (44% in excess of Regional Planning Guidance in Uttlesford and East Herts districts) (18,000 dwellings and 40,000 population in total).

Cliffe

- 4.7 This site has been identified as an option due to:
- sufficient land being available
 - potentially good surface transport links
 - few people displaced by construction
 - low numbers of people affected by noise
 - potential 24 hour operation
 - support for regeneration policies of Thames Gateway
- 4.8 In terms of key issues and impacts, the following are anticipated:
- a new Lower Thames Crossing
 - a possible second Thames crossing at Benfleet
 - 1100 residential homes taken
 - 2000 ha of agricultural land lost
 - an impact on the Thames Estuary and Marshes SPA and Northward Hill SSSI
 - high adverse impacts against all water objectives (sustainable water supplies, protection against pollution, etc.) except groundwater
 - Airport's employment needs met from limited additional housing development to 2030.

5 CONSIDERATION OF OPTIONS

5.1 The various options discussed in the report can be summarised as follows:

- base case (no development)
- maximum use of existing runways
- Heathrow : one new runway
- Stansted : one new runway
- Heathrow & Stansted : two new runways
- Heathrow : one new runway and Stansted two new runways
- Stansted : three new runways
- Cliffe : four runways

5.2 Leaving aside for a moment the broader implications and future requirements for Airport capacity in the South East, it is clear that the options outlined for Stansted and for Cliffe will have the greatest potential impact on Rochford and Essex.

5.3 The development of Heathrow may be an option, but in reality there are significant constraints that will, in all likelihood, prevent the construction of a new runway.

5.4 Cliffe has some attraction, given its location, although the environmental impact on wildlife would be significant and, as the report indicates, much work would be required to understand and to mitigate the impact of substantial bird populations against Airport operation.

5.5 It is also the case that Cliffe is a green field site with no existing substantial road or rail access, or infrastructure. The cost of developing a new Airport in this location would be very substantial and, given the advantages apparent at Stansted, it is not clear that the level of investment required would be attainable. The costs include not just financial resources, but the environmental costs and impacts resulting from the development of an extremely sensitive environmental location which will certainly affect both sides of the Thames Estuary.

5.6 Stansted on the other hand is a fully operational International Airport and whilst, as the report indicates, additional infrastructure would certainly be required, such provision is in a different dimension from the requirements of constructing an Airport from scratch.

5.7 Therefore, despite the report outlining nine options for Airport development and, leaving aside the efficiency of the projections of passenger numbers, it is suggested that it is difficult to conclude other than that a substantial expansion of Stansted is the most likely outcome of the Study.

- 5.8 If this is the most likely outcome, then it is important to assess the implications for South East Essex.

6 OTHER SOUTH EAST AIRPORTS

- 6.1 The report looks at other Airports in the South East, including Southend and concluded that these can play a niche role in the future by:
- serving local markets on routes where local demand is sufficient to make air services viable
 - catering for passengers and freight displaced from larger Airports due to capacity constraints
 - playing an increasing role in providing facilities for general aviation
- 6.2 London City, Southampton and Norwich are classified as first tier Airports, whilst second tier Airports are Biggin Hill, Cambridge, Farnborough, Lydd, Manston, Shoreham and Southend.
- 6.3 At each site the scale of possible development, the potential capacity and main impacts and constraints are considered for the period to 2030.
- 6.4 For Southend, a maximum capacity of 2 mppa is assumed, but constraints are identified in terms of the ability to lengthen the runway and noise impacts on the residential areas of Southend. Despite the constraints, the report nevertheless suggests that Southend could be carrying 2 mppa by 2030, although it is admitted this level is unlikely to be achieved if additional runways were built at Airports in the South East. This may be because of technical constraints on air space, but the report argues that passengers and Airlines may continue to favour more distant, larger Airports even outside the SERAS region.
- 6.5 The report also indicates that a new Airport at Cliffe would result in the closure of Southend. Interestingly though, Andrew Walters, the Chairman of RAL disputes this fact and argues that, "Southend would be, by that time, a well established base. Many of the maintenance and some of the smaller freight and passenger flights would wish to continue at Southend, as would flying training, and the airport tenants would not wish to relocate to new and more expensive facilities at a new Cliffe airport".
- 6.6 As far as business aviation is concerned (owned or chartered aircraft) and taking into account the caveats above, the report seeks a view on the merits of Southend for this purpose.

7 DISCUSSION

- 7.1 The comments in Section 5 conclude that, taking a range of factors into account, there is a strong likelihood of Stansted emerging as the favoured option for major airport expansion in the South East.
- 7.2 Expansion of Stansted to the levels suggested with one, two or three additional runways, would certainly result in major changes for West Essex - the M11 corridor. The knock-on effects in South East Essex are difficult to gauge, although there is every likelihood that workers would reside over a wide area and not just in the immediate vicinity of the Airport.
- 7.3 From the perspective of Southend Airport, the development of Stansted would certainly be a better option than Cliffe, which, the report argues, would result in automatic closure (though as discussed, this is disputed by the RAL). The opportunity to develop at Southend is still at the moment tied to decisions around the runway and the future of the Grade I Church. If matters can be satisfactorily resolved, then Southend would have a role to play, particularly in the business market and perhaps freight, although the suggested 2mppa assumed in the report is perhaps overly ambitious and optimistic.
- 7.4 At the heart of the debate though on the future of aviation lies the Government's projections on the increases in air travel likely over the period to 2030. Whilst no doubt the forecasting model is very sophisticated, it is suggested that an unconstrained growth of 3 times existing passenger demand in the South East does not, on the face of it, seem wholly realistic. However, the attraction of the Stansted option is that it is very flexible and would allow a major step change in passenger flows to create a second international hub airport, whilst at the same time still allowing the addition of further capacity, if that really was shown to be required.

8 CONCLUSIONS

- 8.1 The report seeks to outline the key issues arising from the consultation document. The Government wants views on the questions included in Appendix 1 to this report. In addition, there is also an NOP Survey which Members might wish to complete.

9 RECOMMENDATION

That Members consider their response to the Consultation Paper on "The Future Development of Air Transport in the United Kingdom : South East". (HPS)

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Background Papers:

DETR Consultation Paper : "The Future Development of Air Transport in the United Kingdom : South East"

Letter from Andrew Walters dated 31st July 2002.

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APPENDIX 1

Summary of questions for Consultees

SECTION 1 – HOW MUCH CAPACITY SHOULD BE PROVIDED?

Q1 Should new airport capacity be provided in the South East over the next 30 years and, if so, how much? What are the main reasons for your answer and how does it measure against the environmental, economic and social objectives of the Government's strategy for sustainable development?

Q2 Should the Government aim to maintain at least one large hub airport in the South East? Is a second hub plausible and if so, should Government seek to promote one, and what would it need to do to achieve this?

Q3 Are there any benefits of aviation to passengers, the aviation industry or the wider economy that the Government should aim in particular to secure through its airports policy? Are there any drawbacks it should aim to avoid?

Q4 Should the Government seek to ensure that the potential employment benefits of aviation growth are spread to those people and localities which are most in need of such benefits?

If so, what should it do to achieve this?

SECTION 2 – WHERE TO PROVIDE ANY NEW AIRPORT CAPACITY?

Q5 To which criteria should the Government attach the most and the least weight in reaching decisions about the location of any new capacity, and why?

Q6 What are the relative merits of these alternative combinations of possible airport development as set out in Chapter 14?

Q7 Giving reasons for your answer, which combinations do you prefer and which do you not favour?

Q8 If you think either Cliffe or Stansted should be developed as a hub airport, should the Government take action to ensure such development can be financed and subsequently fully utilised and if so what form should any action take?

Other South East airports (Chapter 12)

Q9 Should the Government encourage the development of smaller airports to meet as much of the demand as they can attract?

Q10 Should support be given for a specialised low cost/freight and maintenance facility at Alconbury?

Q11 If so, what conditions, in broad terms, should be attached to this support?

Q12 What views do you have about the six sites identified in the SERAS study as having the potential to cater for the demand for Business and other General Aviation?

Freight (Chapter 13)

Q13 How far should the Government make specific provision for the air freight sector in its decisions about future airport capacity in the South East? What might this involve in practice?

SECTION 3 MANAGING THE IMPACTS OF AIRPORT GROWTH

Q14 Are there any specific conditions that you feel should be attached to any or all of the airport options described in Chapters 7-11?

Q15 Are there any impacts reported in the chapters on individual airport options that you consider unacceptable?

Q16 How can local noise and air quality impacts in particular, best be reduced, controlled and mitigated?

Noise controls (Chapter 16)

Q17 What are your views on the following points on the control of noise impacts:

- Do you think that caps on the size of noise contours are the best way to determine a noise limit for an airport? If not, what other limits might you suggest?
- If you agree with the concept of contour caps, what size of noise contours might be desirable and feasible for each option?
- How do you think a contour cap might be regulated and enforced?

Noise mitigation and compensation (Chapter 16)

Q18 What views do you have on the following possible measures:

- Should any residential property which suffers an increase in noise of 3dBA or more as a result of any of these options, and which would be exposed to a noise level of 63dBA daytime or more, be eligible for acoustic insulation?
- Should acoustic insulation for households be extended to other noise-sensitive buildings not normally eligible, such as schools and hospitals, depending on detailed circumstances?
- Should those eligible for insulation be given the choice of either having the insulation work done or accepting a cash payment of an equivalent amount?
- Should assistance with relocation expenses be offered to households subject to very high levels of noise (such as 69dBA or more)?
- Should offers be made to purchase those properties which would be subject to both a very high level of noise and a large increase in noise?

- Should cash compensation be offered to those households suffering a significant increase in noise to a level greater than 57dBA but less than 63dBA – and therefore not qualifying for insulation?

Night noise (Chapter 16)

Q19 Do you think that a five-yearly review cycle for the night restrictions regime for Heathrow, Gatwick and Stansted is appropriate or should some other review cycle be considered and, if so, what would you suggest? Are specific night noise restrictions needed at any other airport, and if so how should these be determined?

Access to airports by rail and road (Chapter 17)

Q20 Are there specific surface access improvements that should be made a condition of any airport option and any that should *not* be included?

Q21 How should any surface access schemes that are required for a particular airport development option be funded?

Q4 How important do you feel it is to consider the following environmental impacts (resulting from airport development) when deciding on a new airports policy for the South East? Please ✓ ONE answer below for each impact.

	Very Important	Fairly Important	Not at all Important	Don't know
Contribution to global warming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase in noise from aircraft	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increase in local air pollution	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Demolition of housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased road congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loss of land (Green Belt, agricultural land)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impacts on the natural environment (e.g. wildlife, biodiversity)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased pressure for land for new housing and/or businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impacts on heritage sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A HUB AIRPORT IN THE SOUTH EAST

Hub airports are those with frequent services to a wide range of destinations, and as such attract large numbers of connecting passengers. As a result, airlines can offer services to a wider range of destinations and with more frequent flights than would be the case based on local demand alone. This would benefit travellers throughout the UK, who would have access to a very wide range of international destinations.

The consultation document explains that demand for air travel is strongest by far from people wanting to fly to or from the South East. The Government is committed to the sustainable growth of regional airports to meet local demand.

Q5 To what extent do you agree or disagree with the following statement?:

Our future UK airports policy should, in principle, provide for at least one major hub airport in the South East.

Please ✓ ONE answer only below

Agree strongly	<input type="checkbox"/>	Answer Q6
Agree slightly	<input type="checkbox"/>	Answer Q6
Neither agree nor disagree	<input type="checkbox"/>	Answer Q7
Disagree slightly	<input type="checkbox"/>	Answer Q7
Disagree strongly	<input type="checkbox"/>	Answer Q7
Don't know	<input type="checkbox"/>	Answer Q7

Q6 Listed below are some possible reasons for maintaining at least one hub airport somewhere in the South East. Please indicate how important you feel each of these are. Please ✓ ONE answer only for each reason listed.

	Very Important	Fairly Important	Not at all Important	Don't know
To benefit UK air travellers by providing a wider range of destinations and more frequent services than a smaller airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To provide benefits to regional travellers through access (via a hub airport) to a wider range of destinations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To remain competitive with other major European airports	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To maintain the UK's position as a leader in world aviation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To ensure London's position as one of the leading European cities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To encourage high levels of foreign investment from a wide range of countries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUE 2 - MANAGING THE IMPACTS OF AIRPORT GROWTH

Airport expansion will have a number of environmental impacts, some will be less acceptable than others. There is scope for controlling some impacts to make them more acceptable. The questions in this section seek your views on these impacts, and suggestions on how noise impacts in particular might be managed.

- Q7 The chapters of the consultation document which refer to individual airports describe the impacts of each of the possible airport options. Please indicate which of these impacts, if any, you feel are unacceptable for each airport below. Please also identify which ones could, in your opinion, be acceptable if measures were taken to manage or reduce the impacts. Please ✓ ONE answer only for each impact.

	HEATHROW AIRPORT		STANSTED AIRPORT		CLIFFE		LUTON AIRPORT	
	Unacceptable	Acceptable if reduced or managed	Unacceptable	Acceptable if reduced or managed	Unacceptable	Acceptable if reduced or managed	Unacceptable	Acceptable if reduced or managed
Expansion into open land (e.g. Green Belt, agricultural land) for airport development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loss of property (e.g. residential and commercial) for airport development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loss of historical/heritage sites (e.g. listed buildings)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased demand for water (resulting from a bigger airport)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased levels of noise from aircraft	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lowering of local air quality (e.g. increased levels of Nitrogen Dioxide)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased demand for housing (from employees in airport related work moving into area)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More road congestion (due to more passengers travelling by private transport)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DAYTIME NOISE

Noise from aircraft is one of the most important impacts an airport can have on people living nearby. Aircraft are far quieter than they were 30 years ago and the Government continues to press for even tougher standards.

We have estimated the future daytime noise impacts of different airport options following broadly the same approach used for Heathrow, Gatwick and Stansted today. This is done by adding up the noise of all individual aircraft arriving at or departing from an airport, as well as the quiet periods in between, and calculating an average. It is possible to identify the size of area exposed to different average noise levels and the number of people in that area. Research has shown that the level at which noise causes significant community annoyance is 57 decibels. Higher levels of noise (up to 69 decibels or more) are experienced closer to the airport.

NOISE CONTROLS

One way of controlling aircraft noise is to place limits on the areas exposed to noise levels that are greater than a specified level. For instance, in granting approval for Heathrow Terminal 5, a condition was imposed limiting the area exposed to noise levels greater than 57 decibels, to 145 square kilometres.

- Q8 Do you think that limiting the areas exposed to specified noise levels (described as noise contours in the consultation document) is a good way to manage the impact of noise from airports? Please ✓ ONE answer only below

Yes ☐
No ☐
Don't know ☐

MANAGING NOISE

Even with controls such as the one described above there are some areas, close to a new runway or its approach, that could suffer a higher level of noise than currently experienced.

Q9 We would welcome comments on the following measures which could possibly be used to make the increase in aircraft noise, resulting from airport development, more acceptable to people.

Please indicate how important you think each of these measures are. Please ✓ ONE answer only for each measure below.

	Very important	Fairly important	Not at all important	Don't know
Any residential property which suffers an increase in noise of 3 decibels or more as a result of any of the airport options, and which would be exposed to a noise level of 63 decibels or more in the daytime, should be eligible for acoustic insulation (e.g. double glazing).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Acoustic insulation (e.g. double glazing) for households should be extended to non-residential buildings not normally eligible, such as schools and hospitals, depending on detailed circumstances.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Those eligible for acoustic insulation should be given the choice of either having the insulation work done, or accepting a cash payment of an equivalent amount.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cash compensation should be offered to those households that suffer a significant increase in noise to a level greater than 57 decibels but less than 63 decibels, and who therefore do not qualify for insulation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Help with relocation expenses should be offered to households which experience very high levels of noise (such as 69 decibels or more).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Offers should be made to purchase those properties which would be subject to both a very high level of noise and a large increase in noise.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUE 3 - WHERE TO PROVIDE ANY NEW AIRPORT CAPACITY

The Government has identified one or more options for development at each of Heathrow, Stansted and Luton airports, as well as a site at Cliffe in North Kent for a possible new four-runway hub airport. The consultation document explains that the Government does not wish to put forward any new runways at Gatwick.

Q10 Assuming steps are taken to manage or reduce the impacts you think are important (Q7) and that the measures important to you for dealing with noise are implemented (Q9), please now indicate your level of support for development at each of the airports/sites below. Please ✓ ONE answer only for each airport/site.

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	Don't know
Heathrow:						
1 new runway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stansted:						
Full use of the existing runway - no new runways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1 new runway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 new runways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 new runways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cliffe:						
New 4-runway airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Luton:						
New southern runway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Realigned runway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q11 Which, if any, of the following airports/sites do you think could be developed as a major hub airport in the South East of England? Please ✓ ONE answer only

Heathrow	<input type="checkbox"/>
Stansted	<input type="checkbox"/>
Cliffe	<input type="checkbox"/>
None of these	<input type="checkbox"/>
Don't know	<input type="checkbox"/>

About you; the next few questions will enable us to have a better understanding of who has responded to this consultation. These questions will also be used to help analyse the responses.

Q12a Which, if any, of these airports have you travelled from in the last 3 years? Please ✓ ALL that apply below.

Q12b For each airport travelled from (Q12a) was this for leisure purposes, business purposes, or both?

Please ✓ ONE answer for each relevant airport.

Q12c For each airport travelled from (Q12a), what type of flight(s) have you taken?

Please ✓ ALL that apply below for each relevant airport.

	Q12a Have travelled from	Q12b - tick one for each airport travelled from			Q12c - tick all that apply for each airport travelled from			
		Both leisure and business	Leisure only	Business only	Domestic flights only	International flights only	To connect with a short haul flight	To connect with a long haul flight
Heathrow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gatwick	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stansted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Luton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
London City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Southampton	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Norwich	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q13a Do you usually travel to the airport by...? Please ✓ all that apply.

- | | | |
|-------------------------------------|--------------------------|-------------|
| Car/Taxi/other private arrangements | <input type="checkbox"/> | Answer Q13b |
| Public Transport | <input type="checkbox"/> | Answer Q14 |
| Other(s) | <input type="checkbox"/> | Answer Q14 |

Q13b How would rail, bus or coach services to and from the airport have to improve for you to use them? Please ✓ all that apply.

- | | Rail | Coach |
|--|--------------------------|--------------------------|
| Direct (non-stop) service to the airport | <input type="checkbox"/> | <input type="checkbox"/> |
| Increase frequency of service | <input type="checkbox"/> | <input type="checkbox"/> |
| Cheaper trains / buses / coaches | <input type="checkbox"/> | <input type="checkbox"/> |
| Cheaper services | <input type="checkbox"/> | <input type="checkbox"/> |
| Lifts at stations | <input type="checkbox"/> | <input type="checkbox"/> |
| Porter services at stations | <input type="checkbox"/> | <input type="checkbox"/> |
| Other | <input type="checkbox"/> | <input type="checkbox"/> |

The next few questions are for those people responding on behalf of a business or organisation. If you are responding as an individual please go to Q18.

Q14 What is the main activity of your business?

- | | |
|--|--------------------------|
| Agriculture | <input type="checkbox"/> |
| Minerals and energy extraction | <input type="checkbox"/> |
| Manufacturing | <input type="checkbox"/> |
| Construction | <input type="checkbox"/> |
| Retail/wholesale | <input type="checkbox"/> |
| Hotels and catering | <input type="checkbox"/> |
| Transport and/or communication | <input type="checkbox"/> |
| Finance, business, banking | <input type="checkbox"/> |
| Other private sector services | <input type="checkbox"/> |
| Public services, local/national government | <input type="checkbox"/> |
| Education and Health | <input type="checkbox"/> |
| Other services | <input type="checkbox"/> |
| Charity | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

Q15a Approximately how many employees are there in your company/organisation, at the place where you work?
Please ✓ ONE only in 1st column below.

Q15b And approximately how many employees are there in your company/organisation across the UK as a whole?
Please ✓ ONE only in 2nd column below.

- | | At YOUR location | In the UK AS A WHOLE |
|------------|--------------------------|--------------------------|
| 1-9 | <input type="checkbox"/> | <input type="checkbox"/> |
| 10-19 | <input type="checkbox"/> | <input type="checkbox"/> |
| 20-49 | <input type="checkbox"/> | <input type="checkbox"/> |
| 50-99 | <input type="checkbox"/> | <input type="checkbox"/> |
| 100-199 | <input type="checkbox"/> | <input type="checkbox"/> |
| 200-499 | <input type="checkbox"/> | <input type="checkbox"/> |
| 500-999 | <input type="checkbox"/> | <input type="checkbox"/> |
| 1000+ | <input type="checkbox"/> | <input type="checkbox"/> |
| Don't know | <input type="checkbox"/> | <input type="checkbox"/> |
| None | <input type="checkbox"/> | <input type="checkbox"/> |

Q16 Where is your company's/organisation's headquarters based? Please ✓ ONE only.

- UK ☐
- USA/Canada ☐
- Central/S. America ☐
- Western Europe ☐
- Scandinavia ☐
- Eastern Europe/Russia ☐
- Middle East ☐
- Far East ☐
- Africa ☐
- Australia/New Zealand ☐
- None ☐
- Don't know ☐

Q17 What international markets, if any, are important to your company/business? Please ✓ all that apply.

- USA/Canada ☐
- Central/S. America ☐
- Western Europe ☐
- Scandinavia ☐
- Eastern Europe/Russia ☐
- Middle East ☐
- Far East ☐
- Africa ☐
- Australia/New Zealand ☐
- None ☐
- Don't know ☐

Please answer the following questions if you are responding either as an individual or on behalf of a business/organisation.

Q18 Are you: Male ☐
Female ☐

Q19 Which age group are you in? 16-24 ☐
25-34 ☐
35-44 ☐
45-54 ☐
55-64 ☐
65+ ☐