Great Waltham Parish is a large rural Parish to the southeast of Stansted Airport, being between 8 and 12 miles from the Airport.

As the Parish is close to the airport, it is accepted it will be affected by some aircraft noise.

However, the north of the Parish, in particular the villages of Ford End, North End, Howe Street and Littley Green, being directly under the Clacton departure route for runway 22, have seen a massive increase in departing air traffic going overhead. When planes reach Ford End they are generally between 6000 and 7000ft, climbing on full throttle and thus the noise produced is significant.

In 2015, the Clacton departure route accounted for 16% of all departures, max 68/day

2016, the Clacton departure route accounted for 43% of all departures, max 147/day

2022, the Clacton departure route accounted for 32% of all departures, max 171/day

Obviously, the percentage of all departures using the Clacton departure route is dependent on which runway is in use. We however understand that, on average, runway 22 is is use for approximately 70% of the time due to the prevailing winds.

The main reason for the increase was the change of routing caused by effectively closing the Detling departure route and re-routing that traffic to Clacton, along with the general increase in air movements.

Please note the following points regarding the Stansted noise consultation document

1. Keeping aircraft within the Noise Preferred Route (NPR)

As some of our communities are directly under the Clacton NPR, they are being asked to take all the noise burden. It is mentioned an NPR could potentially be split in order to share the burden. Due to the large increase in air movement, would this be possible on the Clacton departure route?

1. It has been observed that most aircraft departing on the Clacton route make a sharp left turn after take-off, this is mainly the smaller passenger planes. This results in them overflying the Parish between 6000 and 7000 feet. The larger cargo planes make a slower turn and this results in them overfly the Parish between 8,000 and 9,000 ft. Could all planes be directed to make a slower left turn after departure and not try and cut the corner?
2. We support Stansted Airport departure noise limits for night time from 23:00 to 07:00. It is however puzzling why the QC movement limits only apply between 23:30 and 06:00
3. It is disappointing that QC2 aircraft are still not going to be banned at night. We would ask Stansted Airport to do all it can to encourage airlines to move to newer, more efficient, quieter aircraft.

The figures from 2015 to 2022 show there has been an increase of approximately 150% in departing air traffic using the Clacton departure route. This is only expected to get worse as Stansted ramps up to 43M passengers per year which will increase the noise burden over the north of the Parish significantly.

We hope you appreciate our concerns and will do all you can to lessen the noise burden.

Email to : community@stanstedairport.com