

HIGH EASTER PARISH COUNCIL

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Martin Rolfe
Chief Executive Officer NATS
4000 Parkway
Whiteley
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2nd May 2017

Dear Mr Rolfe

NATS DEPARTURE ROUTES CHANGE AT STANSTED **POST IMPLEMENTATION REVIEW**

The Parish Council is writing on behalf of the community of High Easter to ask that you include this letter and our previous correspondence in your LAMP Phase 1A Post Implementation Review response to the CAA, as required in the list of data provision requirements, to '*keep local reaction to the airspace change below 7,000 feet under review*'.

High Easter Parish Council asks that the review by the Civil Aviation Authority gives due consideration to this local community who have been significantly and adversely affected by the changes imposed. Furthermore, this Parish Council calls for a full reversal of the changes implemented or at a minimum requests earlier vectoring or alternative/multiple departure routes to mitigate the noise burden on residents.

High Easter Parish Council strongly objected to the change in departure routes consultation in 2014 as it predicted the increase in aircraft overflying the village would more than double and the noise impact of this would be unfavourable for those living and working here. Whilst some residents understood this and supported the Parish Council's objections with their own responses, the vast majority of residents had no idea of the impact these changes would have until they came into operation in February 2016. Since that date the Parish Council has constantly received emails, phone calls and representation from residents disturbed by the increase in overflying aircraft. The Parish Council has raised these concerns with NATS, CAA and Manchester Airport Group, with little effect to date, and has made representations to Uttlesford District Council and STACC seeking guidance and support.

The summary information that follows provides evidence to support the adverse impact these changes have had on the lives of those who live and work in High Easter and supports our conclusion that the changes should be reversed.

Setting

The village of High Easter is directly under Clacton 22 East route and the central line of the flight path passes over the most populated and historic parts of High Easter. Furthermore, the prevailing winds ensure the Clacton 22 route is used for the majority of the time, as evidenced in the noise monitoring exercise in the summer of 2016; 81% of all departures during this time were on the Clacton 22 compared with 19% on Clacton 04 route.

Number of Complaints

The response of High Easter residents to the increase in noise is evidenced in the number of complaints made via the Stop Stansted Expansion noise complaints process, extracted below. This is only part of the picture as some complaints are received direct to the airport; to note for a number of months in 2016 the noise complaints telephone line was not operational.

CLACTON 22 ROUTE	2016	2015	2014	2013	2012	2011
Hatfield Heath	71	6	22	14	43	20
Hatfield Broad Oak	78	7	2	11	5	4
The Rodings	14	0	7	0	1	1
Good Easter	21	0	0	0	0	0
High Easter	388	1	2	0	1	2
Pleshey	12	0	0	2	0	0

The statistics fail to demonstrate the personal impact on people's lives. Noise disturbance effects people throughout the year and peaks in the summer months when residents are outside or have windows open. Residents under the flight path have on numerous occasions told us they are unable to enjoy their gardens and are unable to hear television and radios. In July each year the village hosts an open air Shakespeare theatre group on the village playing field, in 2016 their performance was inaudible due to overflying aircraft.

Proposed Benefits

The original NATS proposal stated three benefits to changing departure routes. This Parish Council is not qualified to comment on reduced CO2 emissions or the reduction in the delays, however it wishes to respond to the third suggested benefit, 'a reduction in the number of people regularly overflown.'

The estimated benefit related to aircraft below 4,000ft and suggested less people would be overflown during the day, however with the same number of flights clearly the remainder of households would be overflown more. Nowhere in the proposal are any options for mitigating the impact on those overflown more intently and we insist the Post Implementation Review addresses this omission.

The consultation made no comment on the number of households and population for flights between 4,000ft and 7,000ft where noise is a significant and major issue. High Easter is a rural and tranquil area with low ambient noise and the impact of any aircraft noise is magnified. As detailed in Government Policy, this Parish Council demands that the review considers the environmental impact of the number of people regularly overflown up to 7,000ft.

Noise Monitor

Noise monitoring was carried out by Cole Jarman on behalf of Stansted Airport between June and September 2016 and the results made public at the beginning of November. The Parish Council under the guidance of Stop Stansted Expansion is unsatisfied with the report which in the Parish Councils view is biased, using statistics and omitting information to ensure the results are favourable for the aviation industry and authorities. The attached letter was received from Cole Jarman in response to these concerns, however it fails on a number of counts to address the issues raised by the Parish Council. The key concerns include,

- The lack of ambient or background noise levels, although referred to there are no measurements provided. The response from Cole Jarman confirms this was not recorded. This Parish Council strongly believes this measurement is essential as it is the level of aircraft noise above background noise that is a key factor in assessing noise annoyance especially in rural villages.
- There is no distinction in the report between noise from aircraft and other natural noise that occurs, in fact the report states, '*The majority of N60 occurrences are during daybreak hours and therefore could be birdsong during the morning chorus*'. Whilst we accept birdsong can contribute to noise levels, they are hardly as annoying as overflying aircraft.
- The noise monitor states that noise levels are 52dB on average during the daytime. The Parish Council notes that the WHO guidance states that 50db LAeq,16hr is the figure for annoyance.

High Easter Parish Council concludes it is unacceptable to impose aircraft noise on communities that were previously not overflowed in such a concentrated manner. It insists the Post Implementation Review is fair and transparent and that the views and objections raised by our community and others affected by the unforeseen and dramatic increase in noise disruption, are properly considered and addressed. The Parish Council would welcome the opportunity for a meeting with yourselves as part of the Post Implementation Review, to discuss our points further.

Yours sincerely

ALLISON WARD
Clerk to High Easter Parish Council

cc by email Andrew Haines, Chief Executive of the CAA
The Rt. Hon. Sir Alan Haselhurst M.P
County and District Cllr Susan Barker