

AEF Planning & Aviation Seminar,  
CIPFA, London, 19<sup>th</sup> March 2008

# PLANNING AND AVIATION WORKSHOP



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## *Programme*

- 9:30**     **Tea/Coffee**
- 10:00**    **Welcome and introductions (Tim Johnson, AEF)**
- 10:15**    **The Planning Bill and its implications for airport planning  
(Peter Lockley, WWF)**
- 10:50**    **Habitats Regulations Assessment for airport expansion  
(Riki Therivel, AEF)**
- 11:25**    **Break (Tea/Coffee)**
- 11:40**    **Public Safety Zones (Geoff Marks)**
- 12:15**    **Issues in air and noise pollution - lessons from Heathrow  
runway 3 (Tim Johnson, AEF)**
- 12:50**    **The AEF planning and environment handbook  
(Cait Weston, AEF)**
- 13:00**    **Lunch (Tea/Coffee)**
- 13:45**    **Strategic outcomes v. hostages to fortune  
(Brian Ross, Stop Stansted Expansion)**
- 14:20**    **Aviation and climate change (Roger Levett, Levett-Therivel)**
- 14:55**    **Discussion**
- 15:20**    **Conclusion**

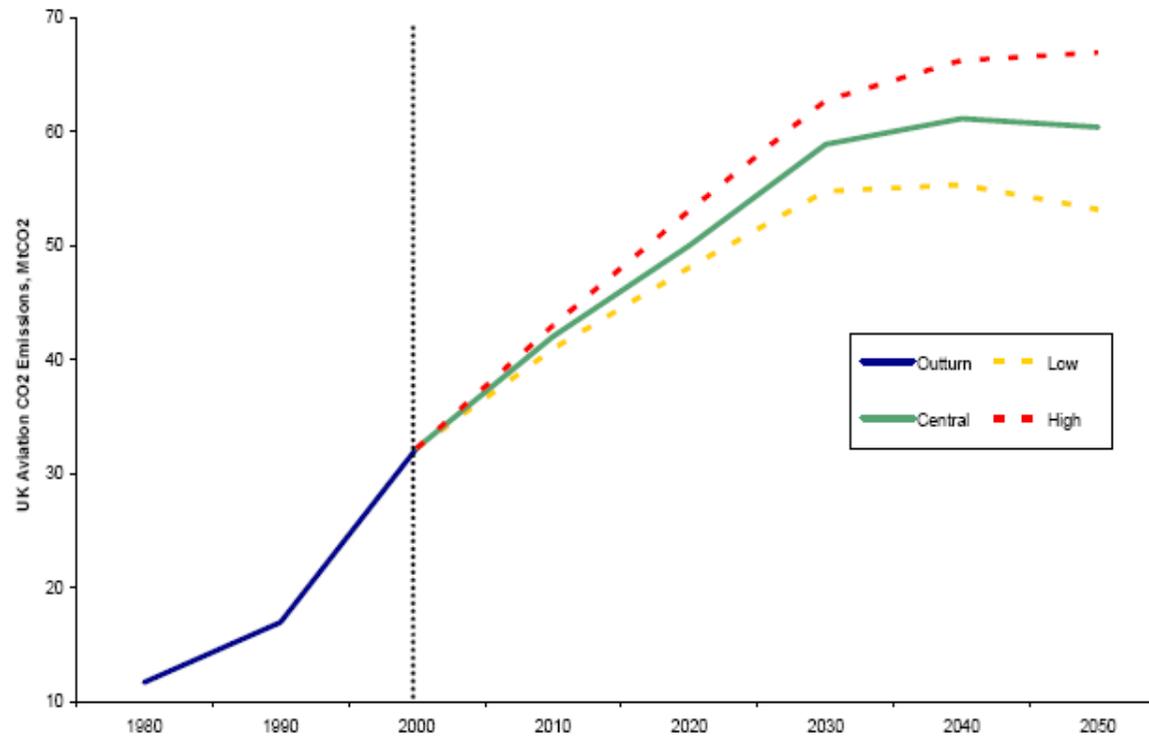
## *Context for the workshop*

December 2003 – Publication of Air Transport White Paper:

- Forecast growth in UK passenger numbers from 200 million per annum in 2000 to 470 million per annum in 2030;
- Government support for second runway at Stansted, third runway at Heathrow (if environmental constraints can be met, Gatwick safeguarded if needed), second runway at Birmingham, additional runway in Scotland, terminal and runway enhancements elsewhere to maximise use.
- 30 airports encouraged to prepare Airport Master Plans *“we expect all major airports to produce or update existing master plans, as appropriate, to take account of the conclusions in this White Paper.”*

## Context for the workshop

Figure 1.3: UK Aviation CO<sub>2</sub> forecasts 2005-2050



## *Context for the workshop*

### **Number of people affected by aircraft noise (000's) above 57 Leq at Stansted**

	2015	2030
Max use of existing runway	5	6
With a second runway	8	14

### **Size of area enclosed by the 57 Leq contour (km<sup>2</sup>)**

	2015	2030
Max use of existing runway	43	50
With a second runway	79	127

## *Context for the workshop*

### **Issues for planning:**

**With the exception of the designated London airports, the environmental effects at many airports are assessed and controlled through the planning system.**

**Interaction with airspace changes e.g. NATS current consultation on changes to TC North, based on principle of reducing the number of people affected.**