

## **Airport Monitoring Officer – Quarterly Report**

**8th March – 9th June 2017**

(between London City Airport Consultative Committee meetings)

### **Submissions and Approvals**

#### **2009 Planning Permission - S106 Agreement and Conditions**

The 2009 S106 Agreement requires that the Airport submits various matters for Council approval – or acknowledgement of receipt in some cases. During the period these comprised:

1) Pre-submission discussions:

- Completion of discussions on the Aircraft Categorisation Review and Aircraft Noise Categorisation Scheme. The two processes have combined and progressed as the ANCS. The Airport commenced public consultation on the ANCS in June 2017.
- Completion of discussions on the Noise Monitoring and Mitigation Strategy (NOMMS). NOMMS is also required by Condition 31 of the 2016 planning permission. The two processes have been combined and were approved by the Council as an Approval of Detail of the 2016 permission in May 2017. This does not come into force until the CADP1 scheme commences.

2) Submissions:

- Aircraft Noise Categorisation:

Embraer E 450 – provisional noise categorisation, approved by the Council (Planning Condition 7; S106 Agreement: Ninth Schedule, Part 1, Paragraph 2)

Bombardier CS 100 – noise flight trials, approved by the Council (Planning Condition 7; S106 Agreement: Ninth Schedule, Part 1, Paragraph 2)

3) Financial Contributions

- No financial contributions were due during the period

The Permission also requires a number of submissions to the Council that do not require formal approval or acknowledgement:

1) Environmental Complaints and Enquiries:

- Submitted fortnightly

2) Noise and Track Keeping Status Reports:

- Submitted quarterly

3) Operational Statistics Reports:

- Submitted quarterly

These have all been submitted as required during the period.

2016 Planning Permission - S106 Agreement and Conditions

S106 Agreement

- 1) A (small) number of provisions of the 2016 S106 Agreement came into force on the grant of planning permission on 26<sup>th</sup> July 2016. During this period, the following submission seeking confirmation of compliance has been made:
- 2) Monitoring and Reporting: rolling programme of meetings between the Airport and the Council approved by the Council (S106 Schedule 14, Paragraph 2.1 (Liaison))

Financial Contributions

- Formal acknowledgement was issued by the Council for the following sum (received in the previous period):
  - o Development Management Contribution – first payment: £51,148.99 (index-linked)

Conditions

- 1) Prior to the start of construction work on CADP1, 43 planning conditions require either written approval or formal acknowledgement from the Council. During this period the majority of Approvals of Details submissions have been approved by the Council; a small number are still awaiting a decision.

Aircraft Noise Categorisation Scheme (Condition 18):

- See 2009 Planning Permission section above.

## **Issues of Non-Compliance**

### **2009 Planning Permission**

#### 1) New Breach:

- On 9<sup>th</sup> May 2017 the Airport formally notified the Council of a breach of planning control regarding the Embraer E190 aircraft, which on average, over the year 2016, was recorded as having noise levels of over the permitted maximum for Category A. The Council has recorded this breach and has commenced assessment. (Planning Condition 7 (and S106 Agreement: Ninth Schedule, Paragraph 3)).

#### 2) Existing Breaches

- There are a number of breaches recorded in earlier periods where compliance is in progress, but not yet complete. These have all been assessed by the Council as minor, causing a low level of harm, and have an agreed course of action in place in order to achieve compliance.
  - o AVRO RJ 100 aircraft – noise levels in excess of Category A designation (Planning Condition 7; S106 Agreement: Ninth Schedule, Part 1, Paragraph 2).

The number of aircraft operating and the number of flights have been reduced; the noise levels of the remaining aircraft have been reduced; Condition 15 (not yet in force) attached to the 2016 Planning Permission requires that the RJ100 ceases to operate from the Airport from 31<sup>st</sup> March 2017, although this has been delayed until August 2017.

- o Sound Insulation Scheme vent design – change to technical specification (S106 Agreement: Ninth Schedule, Part 5, Paragraph 7).

This is an improvement on the original design. It was approved in principle by LBN officers but required a Deed of Variation to the S106 Agreement, which was subject to discussion between the Council and the Airport; the improved design is incorporated in the 2016 S106 Agreement.

- o Noise Management Scheme (NMS): Incentives and Penalties: non-inclusion of financial penalties (S106 Agreement: Definitions and Fourth Schedule, Part 7, Paragraph 4)

The NMS has been operating at the Airport for a number of years, following approval by the Council. The Scheme includes a system of incentives and penalties for the airline companies that are, along with the other parts of the NMS, designed to minimise

aircraft noise levels. The S106 Agreement includes a requirement to use financial penalties alongside others; the Airport was not able to introduce these, and a revised and improved system of Incentives and Penalties is under discussion with the Council.

All existing breaches have been recorded by the Council as single instances of non-compliance rather than recurring.

### 2016 Planning Permission

No instances of non-compliance have been recorded during this period.

### **Further information**

Details of all the submissions that require formal approval or acknowledgement, together with responses, can be found on Newham's website at:

<https://pa.newham.gov.uk/online-applications/search.do;jsessionid=64387469AD16B67A3CA3D5F13DDC706A?action=simple&searchType=Application>

Enter 'London City Airport' in the 'Search' box.

Copies of submissions that do not require formal approval or acknowledgement can be obtained from the Council's Airport Monitoring Officer.

### **Contact**

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