

Notice of Non-key Executive Decision

NOTE – red text (including this note) is for guidance and should be deleted from the actual decision

Subject Heading:	London Borough of Havering response to London City Airport Master Plan consultation
Cabinet Member:	Councillor Damian White – Leader of the Council
SLT Lead:	Sue Harper – Interim Director of Neighbourhoods
Report Author and contact details:	Daniel Douglas Team Leader Transport Planning 01708 433220 <u>Daniel.douglas@havering.gov.uk</u>
Policy context:	Local Implementation Plan (LIP3) Mayor's Transport Strategy (2018) London Plan (2017) Havering Vision Submission Havering Local Plan (2018)
Financial summary:	There are no financial implications as a result of this decision
Relevant OSC:	Environment
Is this decision exempt from being called-in?	No

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The subject matter of this report deals with the following Council Objectives

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[x]
Connections making Havering	[x]

Place an X in the [] as appropriate

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

That the London Borough of Havering response to the London City Airport Draft Masterplan consultation be approved and submitted to London City Airport.

AUTHORITY UNDER WHICH DECISION IS MADE

The following elements of the Council's Constitution apply.

Council's Constitution November 2010 Part 3 – Responsibility for Functions

2 Executive Functions – Functions

2.5 (b) Where there are implications for policies of the Council, to agree members of staff's responses to consultation papers from:

(i) the Government (including White and Green papers)

(ii) the London Councils, the Greater London Authority, the Local Government Association and all other bodies where those papers affect the services allocated.

STATEMENT OF THE REASONS FOR THE DECISION

Background

1. London City Airport continues to grow. Passenger numbers have grown by over 40% in the last 5 years, with a record year forecast for 2019 at just over 5 million passengers. Based on growth forecasts for London, and East London in particular, demand is expected to continue over the long-term.
2. The transformational £500 million City Airport Development Programme (CADP) is already underway which includes 8 new aircraft parking stands, a parallel taxiway and an extended and reconfigured passenger terminal. This received planning permission in 2016, with new facilities scheduled to come into use in 2022.
3. London City Airport are now considering the long term future up to 2035 and how they can meet continued demand for air travel through the development of a Masterplan.
4. The draft Masterplan aims to make best use of existing infrastructure and does not plan to build a new runway or to significantly extend beyond the current site boundary. An 8-hour ban on night flights will be maintained.
5. It sets out a framework for how to best respond to the growing demand for air travel within a constrained London system. The Masterplan also sets

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out how this could be achieved in a sustainable and responsible way over the next 15 years.

6. A public consultation is underway on the draft Masterplan and runs until 18th October 2019.

National and Regional Policy Context

7. The proposed draft masterplan has been informed by the national, regional and local planning and policy frameworks, as outlined below.
8. Government policy supports all airports in making best use of their existing runways, subject to there being a balance of benefits over environmental costs. This is in line with the Government's 2013 Aviation Policy Framework, the DfT's Aviation Strategy and Airports National Policy Statement.
9. More recently, the DfT published its Green Paper on the Aviation Strategy 'Aviation 2050: the future of UK aviation' which stresses the importance of aviation in these changing times.
10. Once adopted, it will provide the main policy document giving strategic direction for the development of air travel up to 2050 and beyond. It predicts significant growth in the number of passengers using UK Airports from 284 million terminal passengers in 2017 to 444 million by 2050.
11. The case for additional aviation capacity in the South East of England is supported in the draft London Plan, providing it meets London's passenger and freight needs. This includes accommodating its environmental costs in respect of noise, air quality and climate change, while also contributing to a significant increase in the numbers of new jobs and homes.
12. Adopted in December 2018, Newham's Local Plan states that the airport will continue to perform an important role in the area's international business and visitor connectivity.

Proposed Masterplan

13. London City Airport's current Masterplan was published in 2006. It identifies future demand for the airport up to 2030 in line with the current development plans.
14. The new draft Masterplan envisages growth and increased activity

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compared to the current position. London City Airport forecasts that passenger demand could increase to 9.8 million per year by 2030 and to 11 million per year by 2035. It is considered this demand could be met with 137,000 air traffic movements by 2030 and 151,000 air traffic movements by 2035. In comparison 2018 saw around 80,000 aircraft movements and 2019 is forecast to see just over 5 million passengers using London City Airport.

Key Outcomes

15. The proposed Masterplan highlights the following key outcomes:

- It will aim to make best use of existing infrastructure and does not plan to build a new runway, terminal, or to significantly extend beyond the current site boundary;
- An 8-hour ban on night flights will be maintained, with potential adjustments to weekend operation and during the first half hour and last half hour of operation.
- It aims to strengthen connectivity both domestically and internationally and provide more choice for Londoners and visitors alike;
- Careful consideration has been given to how to deliver quieter and cleaner operations over the lifetime of the draft Masterplan and beyond;
- London City Airport is working to become a carbon neutral business by 2020, fully supporting the Government's recent commitments to achieve net zero emissions by 2050;
- The airport has significant potential to serve demand in an expanding catchment area, provide more jobs, and connect London with the rest of the UK, Europe, and new markets;
- Following the 12-week consultation period, feedback will be taken into account ahead of publishing the final Masterplan and consultation report towards the end of 2019.

Potential Impacts on the London Borough of Havering

16. It should be emphasised that proposals are at the Masterplanning stage. Should these progress they will be subject to the scrutiny of a formal statutory consultation planning process.
17. London City Airport departures are already flying over the borough as they depart from London City Airport. This has already raised concerns from local residents and key stakeholders within the borough.
18. If the Masterplanning proposals were to be implemented, it may lead to additional aircraft flying over the borough. Additional flights (and therefore departures and arrivals), have the potential to increase noise levels and

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create disturbance to local residents particularly when waiting to land in the early hours of the morning.

19. This will be deeply concerning to many residents who already have their lives disrupted by noise, not just from departures from London City Airport, but also flights arriving at Heathrow Airport that fly in a “holding stack” over Havering (in the Lambourne stack).
20. Furthermore, London City Airport are exploring potential adjustments to the hours the airport operates, including when there is currently a 24 hour closure at weekends from 12:30 hrs on Saturday to 12:30hrs on Sunday.

Suggested Response

21. It is recommended the following comments be included within the London Borough of Havering’s formal response to this consultation:
 - Havering is committed to maintaining the borough as an attractive place for people to live and where businesses will wish to invest;
 - Havering strongly rejects the proposed London City Airport Draft Masterplan because of the likely adverse environmental implications;
 - Havering already experiences London City Airport departures, as well as Heathrow arrivals flying over the borough (the Heathrow Stack located in Lambourne);
 - Additional flights associated with the Masterplanning proposals will have an adverse impact on the London Borough of Havering, particularly in relation to residents quality of life, noise levels and disturbance, and local air quality;
 - Havering has an adopted Air Quality Action Plan (AQAP) as a measure of its commitment to improving air quality in Havering, however the adverse impact on local air quality from increased flight movements over the borough will be detrimental to the work that Havering is doing trying to improve local air quality;
 - Additional flights alongside the potential for new and revised operating restrictions will increase noise levels and disturbance to local residents;
 - Havering’s concern is to ensure that the amenity of Havering residents is safeguarded and that the adverse effects of aviation such as aircraft noise, vibration, disruption and fumes are minimised;
 - London City Airport should also take into account that Havering is part of the wider London Riverside region (including the Rainham and Beam Park Housing Zone) which over the coming decades will see substantial growth with new homes and jobs;
 - In order for the local economy to thrive, it is important that a suitable environment is created and developed in order to attract residents and business to invest in the area; and

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- Havering would like to be kept informed as the proposals develop further.

Next Steps

22. Following approval of this Executive Decision, the response will be submitted to London City Airport.

OTHER OPTIONS CONSIDERED AND REJECTED

23. The option for not responding was rejected because it is important that the views of London Borough of Havering are taken into account as part of the consultation process and because it evidences the Council's commitment to safeguarding the environment of the borough.

PRE-DECISION CONSULTATION

24. The Leader of the Council and Cabinet Member for Environment were consulted ahead of the Decision being taken. Officers attended a consultation event promoted by London City Airport and that has informed the preparation of this report.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name:

Designation: Transport Planning Team Leader

Signature:

Date:

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

25. If the London City Airport Draft Masterplan is progressed, there would be a formal statutory consultation under relevant planning legislation. The statutory consultation will form part of the Pre Application process.
26. There will be a further opportunity for Havering to provide views on aspects of the proposals including any Examination in Public as an Interested Party, should Havering wish to do so. This will provide further opportunities for the Council to set out its commitment to safeguarding the environment of the borough.

FINANCIAL IMPLICATIONS AND RISKS

27. There are no financial Implications as a result of this decision to respond to the consultation.

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

28. There are no human resource implications as a result of this decision.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

29. The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:
 - (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
 - (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
 - (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

30. The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

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31. It is both Council policy and recently renewed SLT direction/expectation that EqHIAs (Equality and Health Impact Assessments) are carried out when appropriate and in sufficient time to enable informed decision-making. As a basic rule, one should be undertaken whenever staff, service users, or the wider public are impacted by decisions or the intended or planned activity. The relevant template with guidance is available from diversity@havering.gov.uk and the intranet and its purpose is to ensure a systematic approach to the task and to evidence that due regard is paid to any adverse impact on affected parties with protected characteristics. In addition to the nine protected characteristics, the assessment also looks at matters pertaining to health and socio-economics, respectively.
32. Because this is an external consultation an EQHIA has not been carried out by Havering. London City Airport Ltd would have to carry out an EQHIA ahead of any future Planning Application submission, which Havering will review once published.

BACKGROUND PAPERS

None

Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

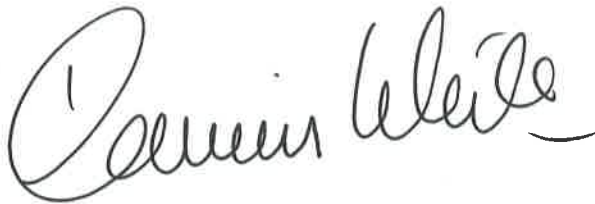
Proposal agreed

Delete as applicable

Proposal NOT agreed because

Details of decision maker

Signed



Name:

Cabinet Portfolio held:

CMT Member title:

Head of Service title

Other manager title:

Date: 7/10/2019

Lodging this notice

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on 7/10/2019

Signed 

Appendix 1

Dear London City Airport,

London City Airport Draft Masterplan Consultation - response from the London Borough of Havering

Thank you for consulting the London Borough of Havering on the London City Airport draft masterplan consultation.

This response has been informed and prepared with regards to the documents available for public consultation, including:

- London City Airport Draft Master Plan Summary Document 2020-2035.
- London City Airport Draft Master Plan 2020-2035

The Council has reviewed the consultation material and wishes to submit the following comments:

Overview

The Council strongly objects to the proposed London City Airport Draft Masterplan because the increase in flights associated with the proposals will have a significant adverse impact on the London Borough of Havering, in particular to resident's quality of life, noise levels and disturbance, and local air quality. This is discussed in further detail below.

Potential Impacts on the London Borough of Havering

Noise from low flying aircraft is already a significant issue for Havering residents. Over a number of years many Havering residents have reported increased inconvenience and disturbance as a result of an increased number of flights departing London City Airport and arriving into London Heathrow airport, flying over the borough.

Havering is aware that one of the key departure routes from London City Airport operates over the borough which sees many aircraft flying to Europe departing from London City Airport and flying at low altitudes, to avoid coming into conflict with Heathrow arrivals.

Havering experiences a large number of Heathrow arrivals flying over the borough (the Heathrow Lambourne Stack where aircraft circle over Havering waiting for a landing slot). In some cases there are 6-8 planes circling overhead as part of that "Stack".

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There is a current cap of 111,000 Air Traffic Movements (ATM's) and 6.5 million passengers per year as per the existing planning permission that London City Airport have. Whilst it is acknowledged that the draft masterplan aims to make best use of existing infrastructure and does not plan to build a new runway or terminal, it does forecast significant growth in aircraft movements over the lifetime of the plan.

The masterplan proposals envisage that demand could be met with 137,000 movements by 2030 and 151,000 movements by 2035. This is significantly greater than the existing planning permission and is deeply concerning for Havering. This substantial increase in aircraft movements will inevitably lead to more aircraft departing London City Airport and flying over Havering.

This concern is further exacerbated because the masterplan gives consideration to exploring adjustments to the hours within which the airport operates. In particular, Havering objects in the strongest possible terms to adjusting the hours in which the airport operates at weekends.

The current 24 – hour closure at weekends from 12:30 hrs on Saturday and 12:30 hrs on Sunday gives a welcome respite to those residents who live and work underneath the departure and arrival flight paths. Equally the suggestion that the number of movements permitted in the first half and hour and last half an hour of daily operation could change is very concerning.

From listening to our residents, the Council is aware that there is a growing concern about noise from aircraft above Havering. Some residents have said that the noise and disturbance from aircraft is already increasingly unacceptable and these proposals will simply make things far worse. The quality of life of Havering residents is of utmost importance to the Council.

Havering residents already report getting disturbed by aircraft circling over Havering whilst waiting for the runway at Heathrow Airport to open. Such changes will simply make noise disturbance in the early hours of the morning much worse. The Council does not consider it necessary for the airport to change the hours of operation.

Furthermore, whilst Havering is working to improve air quality issues in the borough through an Air Quality Action Plan (AQAP), the increase in flights is expected to cause a detrimental impact in the area, and invalidate the effect of the schemes already undertaken to improve local air quality.

Havering is part of the wider London Riverside Opportunity Area which over the coming decades will see substantial growth with new homes and jobs. In order for the local economy to thrive, it is important that a suitable environment is created and developed in order to attract residents and businesses to the area.

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Summary

In summary, the London Borough of Havering strongly objects to the proposed London City Airport Draft Masterplan, for the reasons outlined above. The Council would like to be kept informed as these proposals are developed further.

Yours faithfully,