

Southend-on-Sea Borough Council

Report of Corporate Director for Corporate Services
to
London Southend Airport Monitoring Working Party
on
16th September 2014

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Agenda
Item No.

4

London Southend Airport Monitoring Report

Executive Councillors: Councillors Woodley and Assenheim

Part 1 Public Agenda Item

1. Purpose of Report

For the Working Party to review key monitoring data, details of complaints and London Southend Airport Annual Report 2013 / 14.

2. Recommendations

- 2.1 To note the monitoring data contained in London Southend Airport Annual Report 2013 / 14 ("the Annual Report") for the 12 month period 1st March 2013 – 28th February 2014 and the Section 106 Agreement Year Summary 2013 / 2014 which demonstrates general compliance with the obligations contained in the relevant planning agreements and leases.
- 2.2 To note the details of complaints received in the 12 month period 1st March 2013 – 28th February 2014 as contained in the Annual Report.
- 2.3 To note the rest of the contents of the Annual Report and the very satisfactory and successful position reported.

3. Background

- 3.1 The Council owns the freehold of London Southend Airport ("the Airport") which has been leased to London Southend Airport Company Limited ("the Airport Company") since 1994. The Airport Company is owned by the Stobart Group.
- 3.2 The Airport Company has carried out significant development at the Airport, including a runway extension, new terminal (Phase 2 opened in April 2014), new control tower, new radar, hotel and a railway station. This in turn has attracted new airlines to the Airport, including easyJet.

- 3.3 To facilitate this Airport development, the Airport Company has obtained the necessary planning consents from Southend-on-Sea and Rochford Councils. In addition the leasing arrangements with Southend-on-Sea Borough Council have been revised.
- 3.4 The planning consents for the Airport development and the associated Section 106 Planning Agreements impose much more stringent controls than had existed previously on aircraft traffic movements (ATM's) particularly at night, as well as take off and landing procedures and noise restrictions. These new controls are also repeated in the revised leasing arrangements.

The controls are designed to achieve a balance between protecting residents from the environmental impacts of the Airport, while delivering the significant benefits to the local economy of a revitalised Airport with the associated jobs created.

The London Southend Airport Annual Report 2013 / 14 at **Appendix 1** ("the Annual Report") details the employment generated by the Airport and how the expansion has supported employment in local companies (see pages 11-13). The Annual Report was considered by the Airport Consultative Committee ("ACC") at its meeting on 7th May 2014 and formally signed off on the 18th June 2014.

- 3.5 Attached at **Appendix 2** is some general information about the Airport which appears on the Council's website.

Attached at **Appendix 3** is an "Operational Controls Summary Table" which identifies the key controls which now apply to the Airport operations, including the important controls on night flights: This Table is also on the Council's website.

- 3.6 Ensuring that the Airport Company complies with its obligations is very important. In this regard the Council receives regular data on ATM's from the Airport Company and the Section 106 Agreement Year Summary 2013 / 2014 is attached at **Appendix 4**. This data is taken from air traffic control logs maintained by controllers individually licensed by the Civil Aviation Authority ("CAA"). The data is also supplied to the CAA and the ACC. Checks carried out by officers in the Department of Place, including the use of on-line tools, have not cast any doubt on the integrity of the data supplied.
- 3.7 In addition, on the 19th July 2012, the Council established this Working Party as an additional mechanism to check that the Airport Company is complying with its obligations. Attached at **Appendix 5** are the terms of reference of the Working Party.

3.8 The Working Party meets approximately once per year and the last meeting was held on 26th June 2013. At this last meeting, the Working Party noted the satisfactory position in terms of the Airport Company complying with the obligations imposed on it during the period up to April 2013. The minutes of the Working Party were duly noted at Cabinet on 17th September 2013 (minute 634 refers) and then at Council on 17th October 2013.

3.9 Aircraft Traffic Movements (ATM) Controls & Noise Preferential Routes

Pages 36-40 of the Annual Report contain key monitoring data relating to ATM Controls and compliance with Noise Preferential Routes for the period 1st March 2013 – 28th February 2014 together with commentary. The data was verified as correct by the ACC as part of the sign off procedure referred to in 3.4. The Section 106 Agreement Year Summary 2013 / 2014 at **Appendix 4** contains additional information.

In summary, there has been general compliance with the obligations contained in the relevant Section 106 Planning Agreements and leases with regard to ATM's:

- The total number of ATM's is 28,950 against an annual limit of 53,300.
- Cargo ATM's were less than 4% of the permitted annual limit.
- There were only 19 Boeing 737-300 ATM's against a limit of 2,150.
- While there can be up to 1,440 ATM's per annum during the night (subject to a number of strict limitations in terms of types of aircraft and noise levels), the actual figure was only 303 (after discounting 196 diverted, delayed or exempt ATM's).
- At night over the 12 month period only 32% of aircraft took off towards or landed from the south-west and in every case this was in accordance with one of the six prescribed safety reasons in the Section 106 Planning Agreements.
- During the day time over the 12 month period, 32% of aircraft landed from the south-west (against a maximum permitted figure of 50%) and 43% of all arrivals and departures were from the south-west (against a maximum permitted figure of 50%). All such take-offs and landings were in accordance with one of the six prescribed safety reasons in the Section 106 Planning Agreements or were dictated by movement volumes.
- There has been full compliance with the day-time noise restrictions.

In terms of compliance with the Noise Preferential Routes which apply to departing aircraft over 5.7 tonnes, the very limited numbers of infringements are set out on page 39 of the Annual Report and fines issued are detailed on page 40.

3.10 Complaints

Complaints about the Airport operations during the 12 month period 1st March 2013 – 28th February 2014, is essentially a matter for the Airport Company to deal with as made clear on the Council's website (**Appendix 2**).

The Airport Company has a comprehensive complaints handling service which responds to comments and complaints about aircraft noise and routing. Complaints data, including information on complaints resolution, is considered regularly by the ACC.

Included on page 21 of the Annual Report is a summary of complaints received by the Airport Company between 1st March 2013 and 28th February 2014. The total number of noise complaints was 687, a substantial reduction on the 2012/13 figure of 3,050. The Annual Report also records that following investigation not one of the aircraft investigated was found to have operated outside the prescribed controls. The data was verified as correct by the ACC as part of the sign off procedure referred to in 3.4.

Where complaints are received by the Council they are generally passed to the Airport Company to respond to. Where the complaint relates to the Council, then these are responded to by the appropriate officer.

- 3.11 Senior Officers of the Stobart Group will be attending the meeting to answer any queries Members may have relating to the Annual Report (including the monitoring and complaints information contained therein) and the Section 106 Year Summary 2013 / 2014.

4. Corporate Implications

4.1 Contribution to Council's Vision & Corporate Priorities

Prosperous Council

4.2 Financial Implications

None

4.3 Legal Implications

Details of the main controls imposed on the Airport Company are set out in the report.

4.4 People Implications

None

4.5 Property Implications

Relevant issues are set out in the report.

4.6 Consultation

None – although the planning approvals for the Airport development were subject to standard consultation processes.

4.7 Equalities and Diversity Implications

No significant implications

4.8 Risk Assessment

Not applicable

4.9 Value for Money

Not applicable

4.10 Community Safety Implications

The Airport must operate in accordance with CAA requirements.

4.11 Environmental Impact

The purpose of the report is to address compliance with controls designed to minimise the environmental impact of the Airport.

5. Background Papers

The planning permissions and planning agreements relating to the Airport.

The leases relating to the Airport.

6. Appendices

Appendix 1 London Southend Airport Annual Report 2013-14.

Appendix 2 General Information about the Airport published on the Council's website

Appendix 3 Operational Controls Summary Table published on the Council's website

Appendix 4 Section 106 Year End Summary 2013 / 2014

Appendix 5 Airport Monitoring Working Party Terms of Reference