

Southend-on-Sea Borough Council

Agenda
Item No.

Report of Executive Director (Legal & Democratic Services)

to

Transport, Capital, Inward Investment Working Party

on

20th October 2021

Joint Report prepared by:

John Williams, Executive Director (Legal & Democratic Services)

and

Trevor Saunders, Interim Director of Planning

London Southend Airport Monitoring Report – Reporting Year 2020-21

Cabinet Member: Councillor Ron Woodley

Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 For the Working Party to review key monitoring data, details of complaints and London Southend Airport Annual Report 2020-21 (the “Annual Report”).
- 1.2 The report relates to London Southend Airport’s Annual Report 2020-21 for the 12-month period 1st March 2020 to 28th February 2021. COVID-19 restrictions have been in force during this Reporting Year. The pandemic and the associated restrictions on travel has had a severe impact on the Airport.

2. Recommendations

- 2.1 **To note the monitoring data contained in London Southend Airport Annual Report 2020-21 for the 12-month period 1st March 2020 – 28th February 2021 and the Section 106 Agreement Year Summary 2020-2021, 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 2020 to 28th February 2021 as contained in the Annual Report.**
- 2.3 **To note the contents of the Annual Report and the satisfactory position reported.**
- 2.4 **To note the ongoing review of the Section 106 Operational Control Documents referred to in section 7 of this report.**

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, who changed their name to Esken Limited in February 2021.

3.2 Due to the pandemic, London Southend Airport experienced an unprecedented decline in passenger and commercial flying activity in 2020-21. Some key points from the Airport CEO's message in the Annual Report are as follows:

- The Airport saw a complete reversal from the previous year, when it recorded its busiest year ever, to its lowest throughput post development.
- Passenger numbers fell from 2.15 million in the previous year to 147,000 in 2020-21, a reduction of 93%.
- easyJet announced the closure of its base at London Southend and other airlines withdrew.
- One consequence of the decline in passenger numbers was the progressive closure of all commercial outlets, driven by the reductions in footfall. A re-commencement of service from outlets (for example, TRG, Dixons and WHSmith) will depend on the rate at which passengers return, which currently remains uncertain as a result of UK Government policy around international travel, combined with the evolving situation in key destination countries.
- In light of very much reduced passenger and commercial flying activity, a key issue for the Airport has been to ensure that staff remained skilled and therefore competent, particularly in technical areas such as air traffic control. The Airport has undertaken training activity, permissible within Government guidance and the Section 106 operational controls, to ensure controllers remained "recent" in their activity and so ready for an increase in commercial flying at the appropriate time.
- The Airport continues with cargo operations, though here, too, there was an overall reduction in movements of circa 9% in the five comparable months to the previous monitoring year. Whilst night flights, very largely associated with the cargo operation, continued to generate complaints, the trend across the year was downwards and averaged three movements per night.
- The private jet market in London was affected by the pandemic in a similar way to commercial flying. Movements at London Southend fell to 638.
- As a result of the very low levels of activity, employment at the airport company fell over the past year, by 21% from 274 FTEs to 217. A relatively small proportion of this was due to redundancy, to which 19 roles were lost. The majority of the change was due to natural wastage, with some people choosing to exit the aviation industry in light of ongoing uncertainty. Nevertheless, in the early part of calendar 2021, the Airport began recruiting (including security, air traffic control and functional management roles, with an additional focus on apprenticeships), albeit against as yet undefined start dates. Further details relating to employment at the Airport are set out in Section 3 of the Annual Report.
- The Airport anticipate a return to growth in the not-too-distant future as short haul and leisure traffic will return more quickly than long haul and business travel.
- The Airport is making progress in managing environmental considerations such air quality, carbon and noise including:
 - An [Environmental Action Plan](#) was published in summer 2021.
 - The Airport is in the process of establishing an independent [Community Noise Forum](#) to improve public engagement.

- The Airport achieved Level One status in the Airport Carbon accreditation scheme in February 2021, a key step towards the Airport's aim of carbon neutrality by 2027.
- 3.3 The planning consents for the Airport development given in 2010 impose much more stringent controls than had existed previously on aircraft traffic movements ("ATMs") particularly at night, as well as take-off and landing procedures and noise restrictions. In particular, the maximum number of ATMs at night was reduced from more than 900 to 120 per month from 2012 onwards.
- 3.4 The Airport's operational controls are repeated in the leasing arrangements. The controls are designed to achieve a balance between protecting residents from the environmental impacts of the Airport, while delivering the benefits to the local economy of a revitalised Airport, as envisaged when the Council gave planning permission.
- 3.5 The full London Southend Airport Annual Report 2020-21 is included at **Appendix 1** ("the Annual Report") and is also [published on-line](#) on the Airport website.
- 3.6 The Chairman of the LSA Consultative Committee ("LSACC") confirmed on 8th July 2021 that the Annual Report satisfied the requirements of the Section 106 Planning Agreements Schedule 1 paragraph 1.1. At the time of agreeing the Annual Report, the LSACC did not make any requests for measures to improve the effectiveness of the Operational Controls.
- 3.7 General information about the Airport appears on the [Council's website](#). This includes a [Frequently Asked Questions document](#), which was published on-line in February 2020 in response to common enquiries and complaints regarding the Airport. The FAQ document is a useful reference document for Councillors and members of the public.
- 3.8 Attached at **Appendix 2** 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.
- 3.9 Ensuring that the Airport Company complies with its obligations is very important. In this regard the Council receives regular data on ATMs from the Airport Company and the Section 106 Agreement Year Summary 2020-21 is attached at **Appendix 3**.
- 3.10 The data supplied by the Airport Company 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 LSACC. Checks carried out by Planning Officers, including an annual audit/spot check of reporting data compiled by the Airport Company for the CAA and the Council, have confirmed the integrity of the data supplied.
- 3.11 In addition, on the 19th July 2012, the Council established an Airport Monitoring Working Party (now part of the Transport, Capital, Inward Investment Working Party) as a further mechanism to check that the Airport Company is complying

with its obligations. Attached at **Appendix 4** are the terms of reference of this Working Party, which now undertakes the role.

- 3.12 The Working Party meets approximately once per year and the last meeting was held on 18th February 2021 (delayed due to the pandemic). 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 29th February 2020. The papers of this meeting are available on the [Council's website](#). The Minutes of the Working Party were duly noted at Cabinet on 23rd February 2021 (Minute No. 866 refers) and then at Council on 18th March 2021 (Minute No. 932).
- 3.13 The Council has also put measures in place since the last Working Party to ensure that officers have more frequent opportunities to liaise with the Airport and discuss any matters arising. This includes informal monthly officer liaison meetings with the Airport, quarterly Airport Liaison Group, quarterly Transport Liaison Group, and annual Airport Transport Forum together with this annual Working Party. Officers have also arranged for a regular pre-LSACC (London Southend Airport Consultative Committee) briefing with Southend members who attend the LSACC, to take members through the LSACC agenda in advance.
- 3.14 Senior Officers of Esken Limited (previously 'Stobart Group') will be attending the meeting to answer any queries Councillors may have relating to the 2020-21 Annual Report (including the monitoring and complaints information contained therein) and the Section 106 Year Summary 2020-21.

4. Aircraft Traffic Movements (ATM) Controls & Noise Preferential Routes

- 4.1 Pages 50-56 of the 2020-21 Annual Report contain key monitoring data relating to ATM controls and compliance with Noise Preferential Routes for the period 1st March 2020 – 28th February 2021, together with commentary.
- 4.2 The Section 106 Agreement Year Summary 2020-21 at **Appendix 3** contains additional information.
- 4.3 In summary, there has been general compliance with the obligations contained in the relevant Section 106 Planning Agreements and leases with regard to ATMs:
- The total number of ATMs (excluding "Exempt" ATMs) was 25,990 (49% of annual permitted movements) against an annual limit of 53,300.
 - There were 2,572 Cargo ATMs (9.9% of 25,990 total ATMs) against an annual permitted number of the lesser of 5,330 or 10% of total ATMs.
 - There were zero Boeing 737-300 ATMs against a limit of 2,150.
 - Whilst there can be up to 1,440 ATMs 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 1,027 (after discounting 94 diverted, delayed or exempt ATMs).

- The operational controls permit up to 120 ATMs per month (less delayed, diverted or exempt ATMs) during the night and, should this quota be exceeded, then penalty provisions apply that require reductions in the quota in subsequent months. On average in the Reporting Year, there were 86 ATMs per month with the lowest number in February 2021 (56 ATMs) and the highest number in March 2020 (116 ATMs). No penalties needed to be applied as no month exceeded 120 ATMs.
- The permitted provision to allow up to 90 passenger flights per month to be scheduled to land within the 'shoulder period' of 2300 and 2330 hours was complied with. 45 passenger flights (4.2% of 1080 movements permitted in a year) were scheduled in the shoulder period in the Reporting Year (highest number was 12 in September 2021).
- No passenger flights took off or landed in the Reporting Year between 2300 and 0630 hours unless they were Delayed or Diverted (13 in the Reporting Year).
- At night over the 12-month period, only 39% of aircraft (400) 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 Schedule 1 paragraph 3.39b the Section 106 Planning Agreements (including safety; any reasonable requirements of ATC to ensure safe operations; standard separation requirements of National Air Traffic Services; weather conditions prevailing at time of ATM making it unsafe; performance capabilities of aircraft in the prevailing conditions; limitation of the approach aid facilities).
- During the daytime over the 12-month period, 19% of aircraft landed from the south-west (against a maximum permitted figure of 50%) and 35% 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 Schedule 1 paragraph 3.40b the Section 106 Planning Agreements (including safety; any reasonable requirements of ATC to ensure safe operations; standard separation requirements of National Air Traffic Services; weather conditions prevailing at time of ATM making it unsafe; performance capabilities of aircraft in the prevailing conditions; limitation of the approach aid facilities) or were dictated by movement volumes.
- There has been full compliance with the daytime and night-time noise restrictions. Zero aircraft with a Quota Count (QC) of more than 2.0 (EPNDB 95.9) have taken off or landed at the Airport during the daytime in the Reporting Year; and zero aircraft with a QC of more than 1.0 (EPNDB 92.9) or any helicopters have taken off or landed in the night period.
- In terms of compliance with the Noise Preferential Routes which apply to departing aircraft over 5.7 tonnes, the limited numbers of infringements are set out on page 55 of the Annual Report and fines issued are detailed on page 56.

- As set out on page 39 of the Annual Report, *'The airport has written to all of the properties that qualified for the Sound and Noise Insulation Grant Scheme between 2012 – 2020. Six properties have now had sound and thermal insulation improvements completed, at a total cost to London Southend Airport of £19,828.14.'*
- Under the terms of the Section 106 Planning Agreements, the Airport is required to monitor nitrogen dioxide (NO₂) levels around the Airport. Concentration levels of NO₂ measured around London Southend Airport have consistently remained below Government limits. The Council's Public Protection team have verified the data provided.

5. Complaints

- 5.1 Complaints about the Airport operations during the 12-month period 1st March 2020 – 28th February 2021, is essentially a matter for the Airport Company to deal with, as made clear on the Council's website.
- 5.2 The Airport Company has a comprehensive complaint 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 LSACC. LSACC minutes are published on the [Airport's website](#) providing opportunity for review.
- 5.3 For a limited time at the start of the pandemic in March 2020, the Airport temporarily stopped providing detailed written responses to complaints although all complaints continued to be logged. This temporary provision has now ceased, and detailed responses are again being provided. The LSACC has been satisfied with how complaints have been dealt with during the Reporting Year.
- 5.4 As part of a major upgrade to the Noise Complaints Handling Service, London Southend Airport has invested in a new online self-service complaint system called "**WebTrak**" which enables the user to view all aircraft movements in the vicinity of London Southend Airport and gain further information about a specific flight e.g. aircraft details, location, height and whether it was operating compliantly. It also provides quick and easy access to a noise form to register a complaint if necessary. The improved transparency and efficiency of introducing WebTrak, a system used at many other large airports, has broadly been welcomed. WebTrak went live on the airport website on 3rd November 2020 and provided an on-line complaints form in addition to the existing on-line noise submission form for a period of three months. A new Noise Complaints Handling Procedure, incorporating WebTrak, was formally approved by the Airport Consultative Committee on 18th January 2021. As of 1st April 2021, the on-line noise submission form was removed. The airport website was also updated to make it easier and quicker to find the dedicated Noise page, where residents can find information about the airport's agreed operating controls, FAQs and instructions on how to use WebTrak. The key point of difference between the previously approved Noise Complaints Handling Service and the revised procedure is that the LSA Noise Manager will not have to manually review every complaint. WebTrak effectively automates the first step of the complaint process only and instead of it previously taking the LSA Noise Manager up to 7 days to check if a flight was NPR (Noise Preferential Route) compliant, complainants will

be provided with an immediate automated result. The remaining steps of the procedure previously approved remain unchanged and residents retain the option of complaining in writing to the Airport should they not wish to submit a complaint via WebTrak, which is the easiest, quickest, and most efficient way of registering a noise complaint. Should a complainant be dissatisfied with the Airport's response, the matter may be referred to the LSACC for further consideration. As set above, the revised Noise Complaints Procedure dated November 2020 is considered to be compliant and consistent with the requirements of the Section 106 Planning Agreements Schedule 1 paragraph 3.5 and 3.6.

- 5.5 Included on page 30 of the Annual Report is reference to engine testing. The Airport are required to investigate engine testing complaints and they have confirmed that in the Reporting Year there were 3 such complaints received in October and November 2020. However, these reported daytime incidents were found to comply with the terms of the current Engine Testing Best Practice Plan (under review – see below).
- 5.6 Included on pages 35-38 of the Annual Report is a summary of noise complaints received and investigated by the Airport Company between 1st March 2020 and 28th February 2021. The total number of noise complaints was 15,879 (from 400 separate households) which is a significant increase in the figure of 7,005 received in 2019-20. It noted that 15,373 of these related to aircraft operating in or out of London Southend Airport.
- 5.7 Of these 15,373 complaints, 141 related to **11 non-complaint aircraft movements** that had breached noise abatement controls by initiating an early turn before reaching the required 2.5 mile straight departure when taking off towards Leigh-on-Sea. Full details of all non-compliant departures and the fines issued against them can be found on page 55 of the Annual Report. 15,232 complaints (98.8%) related to aircraft that were found to have been operating legitimately, within the airport's agreed operational control framework.
- 5.8 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 an appropriate officer. And where a resident has referred a matter to the LSACC, but is dissatisfied with the LSACC response, then the Council would investigate the matter further.

6. Key issues raised by complainants

Cargo ATMs

- 6.1 Page 13 of the Annual Report sets out details in relation to the Global Logistics Centre, which was established in 2019. The logistics operation forms part of a wider global network which operates 24/7, to and from other airports within Europe. The COVID-19 pandemic resulted in restrictions for High Street shopping, therefore more people relied on online shopping, increasing the demand for next day deliveries and overnight cargo flights. Cargo flights also supported the flow of essential medical supplies and necessary items for 'at-risk' residents who were quarantined at home. During summer 2020, routes were increased from two rotations per day between Milan and Madrid to four a day with additional rotations to Barcelona and Rome. In November 2020, the logistic partner added a fifth route to Leipzig. In January 2021, the logistics operator

temporarily reduced the number of routes from five to one per day. By the end of February 2021, the rotations to Leipzig doubled and London Southend Airport is expecting the number of rotations to increase back to five daily by the end of 2021.

- 6.2 Throughout the COVID-19 pandemic, the cargo operation at Southend has been a vital component to keeping the Airport open and has helped support hundreds of local jobs, in the cargo centre, within the wider airport operation, and the external supply chain. The number of staff employed in the cargo centre specifically increased by 64 from the last Reporting Year.
- 6.3 Given the severe drop off in passenger air travel since the beginning of the pandemic, the proportion of total air traffic movements (ATMs) that comprised cargo air traffic movements (ATMs) in the 2020/21 air quota year was higher than in previous years. At the end of the Reporting Year, 2,572 of the 25,990 total ATMs (included in the annual Quota limit) related to cargo movements, which equated to 9.9%. Total cargo ATMs also remain significantly less than was envisaged when the Annual Cargo ATM limit of the lesser of 5,330 or 10% of total ATMs was imposed, and the Section 106 Planning Agreements limit.

Night-time flights

- 6.4 Notwithstanding the benefits in relation to employment and economic benefits to the town, the cargo operation has not been without some public resistance due to the increased night-time activity. Disturbance caused by night flights has been raised with both the Council and the LSACC. When raised at the LSACC on 26th May 2021 the following was set out in the [meeting minutes](#):

'Members were unanimous in that the purpose of the ACC is to ensure the Airport is operating within the terms of the Section 106, and they will continue to hold the Airport to account if breaches occur. The ACC does not have the power to amend the S106 agreement and operates in accordance with LSACC's Constitution and Terms of Reference. The airport is currently operating within the terms of the S106 agreement.'

- 6.5 Whilst a number of residents remain dissatisfied with night flights, the Airport is operating within its agreed night-time flight parameters as set out in the Section 106 Planning Agreements and Leases. Members will also be aware that the Council cannot unilaterally change the terms of the Operational Controls in the Section 106 Planning Agreements (or associated leases relating to the Airport). Both parties (i.e. the Council and the Airport Operator) would need to agree.
- 6.6 Noise at airports is not currently regarded as a 'statutory nuisance' under law.
- 6.7 In light of the above there is no action that the Council or the LSACC could reasonably take in relation to night flights, whilst the Airport is operating within the parameters of the Section 106 Agreements. Officers of the Council have, however, taken opportunities to provide input into recent government and public agency consultations relating to aviation noise and how it affects residents around airports.
- 6.8 In addition, where night-time flights did not follow preferential route procedures (i.e. take-off towards or land from the north-east) the Airport has committed to

both set out more detail in relation to the reasons for this in the next Annual Report, and to endeavouring to provide a single annual report to the Council detailing the reasons for the route taken using data recorded by ATC.

Quiet Ground Operations

- 6.9 The Airport has confirmed that aircraft will taxi under Auxiliary Power Units (APU) and that APU is shut down once aircraft are on stand as it is very expensive. APU is only used if Ground Power Units (GPU) are not available. The Airport monitors APU use as they charge for this use.
- 6.10 Cargo flights are being loaded from an existing aircraft hangar (within Rochford District Council's area) acting as a warehouse which is not fitted with Fixed Electrical Ground Power (FEGP), so power is being provided by GPU, which are quieter than the APU of the aircraft but obviously not as quiet as FEGP. The Airport indicates investment in FEGP at the new warehouse is not financially feasible at present.
- 6.11 A number of complaints have been received from residents living close to the runway regarding night-time noise from ground operations. Therefore, the Airport has been asked about verification in relation to the limited use of APU. However, Stobart Aviation Services and each airline own the data and it is therefore not appropriate for the Airport to share this data. The Airport has been asked to investigate limited sharing of the data as evidence that APU is not being used when residents suggest it is; or alternatively to consider whether witnesses (including relevant airport/airline representatives) could perhaps attend the LSACC for discussion.
- 6.12 As far as the available evidence provided shows, the Airport has continued to operate in accordance with the approved Quiet Ground Operations Scheme and within the requirements of the Section 106 Planning Agreements within the Reporting Year. Noting complaints from those living nearby however, the Airport has been asked to consider what additional measures it could take to reduce noise and disturbance impacts for local residents associated with cargo-related ground operations. The Airport has committed in their Annual Report to continuing to review its aircraft operations to seek further ways to mitigate ground noise, especially during the night-time period. In addition, concerns of residents will be taken into account as far as is reasonable when reviewing the current Quiet Ground Operations Policy.

Monitoring of daytime use of preferred runway

- 6.13 As set out in Q.15 of the Council's Airport Frequently Asked Questions document, during the daytime there is a greater degree of flexibility, in terms of the directions for take-off and landings, than at night time. The Airport requires such flexibility in order to conduct normal operations. While there is a preference for aircraft to take-off towards or land from the north-east, this is only 'where movement volumes allow' (i.e. it is not always possible to change the runway direction if a number of aircraft are scheduled to take off or land in quick succession) and where safety permits (hence the six prescribed safety reasons set out in paragraph 3.40(b) of the Section 106 Planning Agreements that apply during the daytime).
- 6.14 In order to ensure overall compliance with the Preferred Runway Procedures the Section 106 Planning Agreements impose two controls:

- Fewer than 50% of the landings in the daytime can be from the southwest; and
- Fewer than 50% of all landings and departures in the daytime can be over the south-west when assessed annually.

6.15 It is neither necessary (as a requirement of the Section 106 Planning Agreements), nor practical or proportionate for the Council to routinely monitor or investigate the direction of every individual flight during the daytime over the course of the year.

6.16 Complaints have been received in respect of the level of compliance monitoring. However, when spot checks of the reported data provided have been carried out to date, compliance has been found on every occasion data has been spot-checked.

Noise Monitor Data

6.17 Data is provided on a monthly basis from two fixed noise monitors (to the south west of the runway at Blenheim School in Leigh and to the north east at Winters, Rochford) in accordance with the requirements of the Noise Monitoring System approved pursuant to the terms of the Section 106 Planning Agreements. Whilst this data is retained in our monitoring records there is currently no detailed level of analysis carried out.

6.18 There have been some complaints from residents alleging that they have been unsuccessful in requests for use of the mobile noise monitor to assist in verifying ground noise and reviewing noise complaints. In accordance with the Noise Monitoring System approved pursuant to the Section 106 Planning Agreements, it is the LSACC who is responsible for considering public requests and deploying the unit. The Council is satisfied that no such requests have been made and denied. However, in the interests of transparency, clarity and to ensure all requests are dealt with appropriately, the Airport has now published the following information as part of their Noise FAQs on their website in relation to the use of the mobile noise monitor:

'In order to respond to community concerns about aircraft noise, London Southend Airport has a mobile noise monitor (NMT). We work with the airport consultative committee to agree on where the NMT is deployed in response to community concerns. For more information click [here](#).'

This procedure has been supported by the LSACC at the 3rd March 2021 meeting and is also welcomed by the Council.

Car parking in local residential areas

6.19 When the Airport was operating at its busiest, the Council received complaints regarding alleged use of local residential streets for Airport associated parking. However, complaints have never been verified with parking data. At a recent Airport Transport Liaison Group meeting on 3rd February 2021 the Airport noted that they were not aware of any current on-street parking issues although this is likely to be because there were no passenger flights at the time. The group observed that it would be worth the Airport collating some evidence in this respect to see if the level of on-street parking is comparable to when the Airport is fully

operational. Council highway officers are represented on the Airport Transport Liaison Group and will continue to keep this matter under review.

Operation of the London Southend Airport Consultative Committee (LSACC)

- 6.20 Following discussions around effectiveness of the LSACC and transparency, the matter was discussed at the LSACC on 11th November 2020 and subsequently a Transparency Sub-Committee was set up. The Sub-Committee met on 28th January 2021 – details are available in [3rd March 2021 LSACC minutes](#). Key improvements including quicker publication of minutes, opportunities to submit questions in advance of LSACC quarterly meetings, regular 15 minute slot at each meeting to allow 3 questions put forward by members of the public to be raised and answered, and hosting of a public event to explain the role of the LSACC and details of the Section 106 Planning Agreements in layman's terms.

7. Review of other Section 106 Operational Control Documents

- 7.1 The following documents were approved prior to the opening of the extended runway in 2012, pursuant to the Section 106 Planning Agreements:

- Carbon & Environmental Management Plan
- Air Quality Monitoring Scheme
- Wake Vortex Repair Scheme
- Quiet Ground Operations Scheme
- Sustainable Procurement Policy
- Public Noise Complaints Procedures
- Engine Testing Best Practice Plan
- Scheme of Fines and Surcharges (for failure to comply with Preferred Runway Scheme, Engine Testing Best Practice Plan and Noise Preferential Routes)

- 7.2 The current policies/procedures are available on the planning file for application ref. 09/01960/FULM via [PublicAccess](#) for Planning on the Council's website.

- 7.3 To secure compliance with the terms of the Section 106 Planning Agreements, the review of these documents must be completed by the Airport in liaison with Southend Borough Council and Rochford District Council. Helpfully, the ongoing review of these documents can take into consideration key issues arising in this Reporting Year as set out above.

8. Reasons for Recommendations

- 8.1 The accuracy of the data within the Annual Report, demonstrating general compliance with the obligations contained in the relevant Section 106 Planning Agreements and leases, has been accepted as correct by the LSACC as part of the sign off procedure referred to in paragraph 3.6.

- 8.2 The Council is satisfied that the Airport have complied with the Operational Controls as set out in the Section 106 Planning Agreements for the Reporting Year 2020-21.

9. Corporate Implications

9.1 Contribution to the Southend 2050 Road Map

Connected and Smart – An airport that has continued to open up business and leisure travel overseas, but in balance with the local environment.

9.2 Financial Implications

None

9.3 Legal Implications

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

9.4 People Implications

Airport monitoring and complaint handling is resource intensive.

9.5 Property Implications

Relevant issues are set out in the report.

9.6 Consultation

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

9.7 Equalities and Diversity Implications

No significant implications.

9.8 Risk Assessment

The monitoring process referred to in this report is designed to ensure that the requirements of the leases and Section 106 Planning Agreements are complied with.

9.9 Value for Money

Not applicable.

9.10 Community Safety Implications

The Airport must operate in accordance with CAA requirements.

9.11 Environmental Impact

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

10. Background Papers

The planning permissions and Section 106 Planning Agreements relating to the Airport.

The leases relating to the Airport.

11. Appendices

Appendix 1 [London Southend Airport Annual Report 2020-21](#)

Appendix 2 Operational Controls Summary Table published on the Council's website

Appendix 3 Section 106 Year Summary 2020-21

Appendix 4 Terms of Reference of the Transport, Capital, Inward Investment Working Party