

Southend-on-Sea City Council

Agenda
Item No.

Report of Executive Director
(Strategy, Change and Governance)
to

Highways, Transport & Parking Working Party
on

27th October 2022

Joint Report prepared by:
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London Southend Airport Monitoring Report – Reporting Year 2021-22

Cabinet Member: Councillor Steven Wakefield

Part 1 (Public Agenda Item)

1. Purpose of Report

- 1.1 For the Working Party to review key monitoring data, details of complaints and the London Southend Airport Annual Report 2021-22 (the “Annual Report”).
- 1.2 The report relates to London Southend Airport’s Annual Report 2021-22 for the 12-month period 1st March 2021 to 28th February 2022. COVID-19 restrictions have been in force during this Reporting Year. The pandemic and the associated restrictions on travel have had a severe impact on the Airports activities during this period.

2. Recommendations

- 2.1 **To note the monitoring data contained in London Southend Airport Annual Report 2021-22 for the 12-month period 1st March 2021 – 28th February 2022 and the Section 106 Agreement Year Summary 2021-2022, 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 2021 to 28th February 2022 as contained in the Annual Report.**
- 2.3 **To note the contents of the Annual Report and the satisfactory 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 has been owned by Esken Limited since February 2021.

Airport Chief Executive Comments

3.2 Due to the pandemic, London Southend Airport experienced a continued decline in passenger and commercial flying activity in 2021-22. Some key points from the Airport CEO's message in the Annual Report are as follows:

- Covid 19 continued to have a significant and sustained impact.
- Passenger numbers fell from 147,000 in the previous year to 95,000 in 2021-22. This was the lowest level since the runway was extended.
- The terminal was able to offer a limited range of food and beverage services, with concessions responding to monthly footfall.
- Ryanair announced the closure of its base at London Southend with effect from the start of November and other airlines withdrew.
- The terminal was closed over winter to reduce costs.
- The Jet Centre saw low numbers and cargo operations declined due to Brexit.
- Opportunities were taken to deep clean the terminal over winter.
- As a result of the very low levels of activity, employment at the airport company fell over the past year, by 12% from 217 FTEs to 190. 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 2022, the Airport began recruiting (including security, air traffic control, fire and senior management roles). Internal development of staff remains a priority. Further details relating to employment at the Airport are set out in Section 3 of the Annual Report.
- A Community Noise Forum (CNF) was established by the Airport with representatives from different SS postcode areas.
- 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 working towards Level 2 of the Airport Carbon accreditation scheme, a key step towards the Airport's aim of carbon neutrality by 2027.
- A Public Opinion survey of over 7 000 people was conducted which indicated high levels of support for the Airport (90% of respondents giving the airport a rating of 80% or higher)

The full London Southend Airport Annual Report 2021-22 is included at **Appendix 1** ("the Annual Report") and is also published on-line on the Airport website.

3.3 The Chairman of the LSA Consultative Committee ("LSACC") confirmed on 5th July 2022 that the Annual Report satisfied the requirements of the Section 106 Planning Agreement 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.

3.4 The planning consents for the Airport development consented in 2010 imposed 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.

- 3.5 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.
- 3.6 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.
- 3.7 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.
- 3.8 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 2021-22 is attached at **Appendix 3** of this report.
- 3.9 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.
- 3.10 In addition, on the 19th July 2012, the Council established an Airport Monitoring Working Party (now part of the Highways, Transport & Parking 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.
- 3.11 The Working Party meets approximately once per year and the last meeting was held on 17th March 2022 (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 28th February 2021. The papers of this meeting are available on the Council's website.
- 3.12 The Council liaise with the Airport throughout the year and discuss any matters arising. This includes the quarterly Airport Liaison Group, quarterly Transport Liaison Group, and annual Airport Transport Forum, together with this annual Working Party.
- 3.13 Senior Officers of Esken Limited (previously 'Stobart Group') will be attending the meeting to answer any queries Councillors may have relating to the 2021-22 Annual Report (including the monitoring and complaints information contained therein) and the Section 106 Year Summary 2021-22.

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

- 4.1 Pages 54-59 of the 2021-22 Annual Report contain key monitoring data relating to ATM controls and compliance with Noise Preferential Routes for the period 1st March 2021 – 28th February 2022, together with commentary.
- 4.2 The Section 106 Agreement Year Summary 2021-22 at **Appendix 3** contains additional information in this regard.
- 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 28,353 (53% of annual permitted movements) against an annual limit of 53,300.
 - There were 1453 Cargo ATMs (5% of 28,353 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 and reduction penalties), the actual figure was 915 (after discounting 247 diverted, delayed or exempt ATMs). The exempt flights were primarily for HM Coastguard.
 - 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. There were three months (June to August) when 120 ATM’s was exceeded while in September the penalty reduction figure was exceeded. This was during the period of 3 cargo rotations per month. Subsequent reductions in night-time ATMs brought the Airport back within the required limits. The penalty provisions therefore worked effectively.
 - 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. 30 passenger flights (2.8% of 1080 movements permitted in a year) were scheduled in the shoulder period in the Reporting Year (highest number was 12 in July 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 24% of aircraft (280) 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, 36% of aircraft landed from the south-west (against a maximum permitted figure of 50%) and 46% 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, there were 3 infringements, details of which are set out on page 58 of the Annual Report. No fines were levied as these were first time infractions.
- As set out on page 44 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. 2021/22 levels of Nitrogen Oxides were well within permitted limits, even when levels were slightly elevated due to roadworks in the vicinity. 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 2021 – 28th February 2022, are 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 by the LSACC. LSACC minutes are published on the [Airport's website](#) providing

opportunity for review. The LSACC has been satisfied with how complaints have been dealt with during the Reporting Year.

- 5.3 London Southend Airport utilises an 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. As of 1st April 2021, the former 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. 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.
- 5.4 Included on page 33 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 was 1 such complaint received in September 2021 relating to the Vulcan. However, these reported daytime incidents were found to comply with the terms of the current Engine Testing Best Practice Plan.
- 5.5 Included on pages 40-43 of the Annual Report is a summary of noise complaints received and investigated by the Airport Company between 1st March 2021 and 28th February 2022. The total number of noise complaints was 10,438 which was a reduction of over one third from 15,879 the previous year. There were 197 complainants from 174 households, a reduction from 431 the previous year. By far the greatest number of complaints (45%) come from the SS9 postcode (Belfairs/Leigh/Eastwood) followed by SS0 (Westcliff/Chalkwell) with 24%, SS4 (Rochford) with 19% and SS2 (immediate vicinity of the Airport as well as parts of Prittlewell and Southchurch) at 10.8%. Complaints from other locations are minimal. 83% of complaints derive from 20 properties while around 36% of total correspondence was received from 3 individuals.
- 5.6 Of these 10 438, complaints, none related to non-compliant aircraft. 85% of the complaints related to night-time flights with nearly 90% relating to cargo operations. 803 complaints were received about the HM Coastguard flights and the operation of the Police Helicopter. There was an increase in the number of complaints from the Eastwood area about training circuit flights by light aircraft. These are not covered by routing and noise restrictions because of their size.
- 5.7 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 17 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. There were three cargo rotations during the first part of the review period with night flight quotas exceeded throughout the summer and penalties applied. These rotations dropped to one in October due to external factors outside the control of the Airport. A total of 1453 cargo movements occurred over the reporting year, of which 870 were at night.
- 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 local jobs, in the cargo centre, within the wider airport operation, and the external supply chain. Over 80 staff (full and part time) were employed in the cargo centre. Improvements to the Cargo facility have been facilitated through a government Port Infrastructure grant.
- 6.3 The number of cargo flights over the year totally, 1453 (2% of total ATM's), was a drop from 2,572 the previous year. Figures peaked at 186 movements in August 2021 but were less than 60 movements per month during the last quarter of the reporting period due to the reduction in cargo flights. Total cargo ATMs 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.

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 public resistance due to the increased night-time activity and the effect on people's sleep. Disturbance caused by night flights has been raised with both the Council and the LSACC. However, following the reduction from three to one return flight per night there was a 50% reduction in the number of complaints about night operations.
- 6.5 Whilst a core group 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 to any amendments.
- 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 legally 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 the opportunity to work together with local authority partners to emphasise more broadly the importance of addressing noise issues to government departments. The Airport has sought to work with operators to reduce noise impacts wherever this is feasible.

- 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 using Auxiliary Power Units (APU) but 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 its use.
- 6.10 Cargo flights are being loaded from an existing aircraft hangar (within Rochford District Council's area) acting as a warehouse. This is not fitted with Fixed Electrical Ground Power (FEGP) like the main passenger terminal due to cost and its relative remoteness, so power is being provided by GPU. These are quieter than the APU on the aircraft but not as quiet as FEGP. The Airport indicates investment in FEGP at the new warehouse is not feasible in the current financial situation.
- 6.11 A number of complaints have been received from residents living close to the runway, in particular the Wells Avenue area, regarding night-time noise from ground operations. This includes not only the operation of aircraft but also movement of crates, etc. No detailed independent information is available to verify the level and impact of this noise.
- 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.

Monitoring of daytime use of preferred runway

- 6.13 During the daytime there is a greater degree of flexibility, in terms of the directions for take-off and landings, than at night-time. This is set out in Q.15 of the Council's Airport Frequently Asked Questions document. The Airport needs 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 to minimise noise impacts, 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). Wind direction and speed is the most frequent reason why planes take off and land from the south-west.

- 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 from the public in respect of the level of compliance monitoring. However, when spot checks of the reported data provided were carried out, including picking days at random, full compliance has been found on every occasion.

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. Monthly analysis of the data is provided by the Airport to the Council.
- 6.18 In the previous monitoring year there were 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. Such requests are initially made to the Airport Monitoring Officer. 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. 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.

- 6.19 Due to the current low level of flights requests use of the mobile noise monitor would be likely to show that noise levels are well within permitted limits.
- 6.20 London Southend Airport is one of four Airports nationally to have a Community Noise Forum (CNF). The Forum was advertised via social media, interested individuals invited to apply and applicants interviewed. The Forum meets quarterly to discuss issues and receive presentations. The inaugural meeting was

on 2nd November 2021. The CNF was established partly because of recommendations of a report by Anderson Acoustics Ltd. This concluded that the Airport performs well in noise management compared to other UK Airports but could do more to improve community relations (Pages 38 and 39 of the AMR)

Car parking in local residential areas

- 6.21 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. Informal monitoring of on-street parking by the Airport during summer 2021 indicates that where on-street parking was not being used by local residents it was users of the railway station that filled up the other spaces. There are high vacancy levels in the Airport's own car parks.

Operation of the London Southend Airport Consultative Committee (LSACC)

- 6.22 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, a 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.
- 6:23 A Public meeting of the LSACC was held but only 8 members of the public attended. It was agreed at the meeting of 18th November 2021 that this would not become an annual event unless there was a specific issue to discuss. It was agreed that this would be revisited in March 2023.
- 6.24 It has proved challenging to recruit representatives from the business community and independent members of the public to the LSACC.

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 3.3.
- 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 2021-22.

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 2021-22](#)

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

Appendix 3 Section 106 Year Summary 2021-22

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