



Leigh-on-Sea Town Council

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Chairman: Cllr Carole Mulroney
Vice Chairman: Cllr Caroline Parker
Town Clerk: Paul Beckerson



Notice is hereby given that the next meeting of the **Planning Committee** will take place on **Tuesday 24th July 2012** at the **Council Offices, 67 Elm Road, Leigh-on-Sea at 7.30pm** when it is hoped to transact the following business:

AGENDA

1. APOLOGIES FOR ABSENCE
2. DECLARATION OF MEMBERS' INTERESTS
3. APPROVE MINUTES OF THE PREVIOUS MEETING
4. PLANNING APPLICATIONS
 - a) LOS/12/0130 SOS/12/00861/FULH
7 SEAVIEW ROAD LEIGH-ON-SEA ESSEX SS9 1AT (St Clement's Ward)
Erect roof extension to rear, form accommodation within roof space and alter elevations
 - b) LOS/12/0131 SOS12/00844/FUL
100 - 102 GLENDALE GARDENS LEIGH-ON-SEA ESSEX SS9 2AY (Elms Ward)
Demolish existing garage and outbuildings at rear, convert ground floor shop (Class A1) into two offices (Class B1), convert first floor offices (Class B1) into two self-contained flats, install two external staircases to first floor at rear and alter elevations
 - c) LOS/12/0132 SOS12/00797/FULH
34 QUEENS ROAD LEIGH-ON-SEA ESSEX SS9 1BA (St Clement's Ward)
Form vehicular access on to Queens Road
 - d) LOS/12/0133 SOS/12/00907/TCA
26 CANVEY ROAD LEIGH-ON-SEA ESSEX SS9 2NN (Thames Ward)
Fell one Conifer tree in rear garden (Application for works to a tree within a Conservation Area)
 - e) LOS/12/0134 SOS/12/00900/FUL
148 BROADWAY LEIGH-ON-SEA ESSEX SS9 1AA (Elms Ward)
Form self contained dwelling in roof space and balcony to rear, install two velux windows to front elevation and lay out 2 parking spaces to rear (Amended Proposal)
 - f) LOS/12/0135 SOS/12/00892/FUL
72 VARDON DRIVE LEIGH-ON-SEA ESSEX SS9 3SJ (Highlands Ward)
Demolish rear conservatory, erect rear extension with veranda and extend and alter porch to front (Amended Proposal)
 - g) LOS/12/0136 SOS/12/00930/FULH
27 VARDON DRIVE LEIGH-ON-SEA ESSEX SS9 3SP (Highlands Ward)
Demolish conservatory and erect single storey rear
 - h) LOS/12/0137 SOS/12/00896/FULH
116 UNDERCLIFF GARDENS LEIGH-ON-SEA ESSEX SS9 1ED (St Clements Ward)
Erect shed in garden (retrospective)
- 5 Southend Airport Consultative Committee Minutes – Report 2081/CEP - Appendix 1



Paul Beckerson
Town Clerk
19th July 2012

Any member who is unable to attend the meeting must send their apologies before the meeting.

**LONDON SOUTHEND
AIRPORT
Minutes of meeting No. 74 of the Consultative
Committee held on Wednesday, 16 May 2012 at 2pm.**

Present: Stuart Greengrass	Chairman
David Osborn	Deputy Chairman
Alastair Welch	Airport Managing Director (AMD)
Jo Marchetti	Community Affairs Co-ordinator, Southend
Airport Iain Campbell	Ipeco Holdings
Richard Evans	Rochford District Council
(Officer) Councillor Heather Glynn	Rochford District Council
Norah Goodman	Eastwood & St. Laurence Residents Association
Councillor Ray Howard	Essex County Council
Martin Howlett	Rochford District Council (Officer)
Councillor Vic Leach	Rochford Hundred Association of Parish Councils
Councillors John Lamb	Southend on Sea Borough Council
Councillor Cliff Passmore	Leigh on Sea Town Council
Councillor Roy Pearson	Essex County Council
Keith Ross	Ipeco Holdings
Les Sawyer	West Leigh Residents Association
Ron Smithson	Flying Clubs
Councillor Mike Steptoe	Rochford District Council
Councillor Martin Terry	Southend on Sea Borough
Council Derry Thorpe	Southend Trades Council
Neil Vann	Southend on Sea Borough Council
(Officer) George Crowe	Secretary

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Pam Challis (Director, Thames Gateway), Councillor Peter Elliott (Maldon District Council), Graham Jennings (Southend Airport Freight Association), Councillor Graham Longley (Southend on Sea Borough Council) and Councillor Simon Smith (Rochford District Council) and also from Shaun Scrutton (Rochford District Council (Officer)).

2. CHAIRMAN'S OPENING REMARKS

The Chairman welcomed members to the meeting. He referred to the press pack (minute 10 below) having 56 pages of news items. He said that, whilst not everyone was supportive of the development of the Airport, there was a great deal of media interest in it and the Airport owners and management were delivering what had been promised. There can be few towns where so much had happened in such a short period of time. He said that it was an exciting time and that local employment was benefiting.

3. MEMBERSHIP

The Secretary welcomed Iain Campbell who was to replace Keith Ross as the representative of Ipeco Holdings on the Committee. Keith would shortly be retiring. Iain introduced himself to the Committee and outlined his background.

It was noted that ex-Councillor Peter Ashley had not been re-elected to Southend on Sea Borough Council at the local elections held on Thursday, 3 May 2012 and would need to be replaced. The Committee was informed that the Annual Meeting of Southend Council at which the appointments would be made would be held the following day. Councillor Terry advised that he was likely to be reappointed, having been nominated by his group.

Councillor Howard reminded the Committee that Sally-Anne Thallon was no longer attending meetings of the Committee and that Zhanine Oates was the new area officer who would be attending. She was on Essex County Council's Aviation Strategy Group.

4. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 22 February 2012 that had previously been circulated were confirmed as a correct record and signed by the Chairman.

5. MATTERS ARISING FROM THE MINUTES

(a) Car Parking (minute 8(f) refers)

Councillor Leach referred to him having raised an issue relating to parking on the Anne Boleyn estate and to the AMD agreeing to look into it. It was agreed that the matter would be dealt with under any other business (minute 14(a) below).

(b) Thames estuary airport (minute 13(c) refers)

The Chairman apologised that this item had not been included on the agenda and that it would be dealt as an item of any other business (minute 13 below).

6. AIRPORT MANAGING DIRECTOR'S REPORT

The Committee received the AMD's report for February to April that had been previously circulated with the agenda.

(a) Performance

Total aviation	Februar y	March	April	Total
2011/12	1,974	2,467	2,788	7,229
2010/11	1,867	1,651	3,630	7,148
Commercial mvts.	247	275	649	1'171
Commercial mvts.	213	128	327	66
Passengers 2011/12	2,296	3,169	41,802	47,267
Passengers 2010/11	160	930	5,394	6,484

(b) Overview

The report advised that the performance table above provided an indication of the increase in passengers using the Airport in April (when there were two based aircraft).

The number would further increase in May now that a third based easyJet aircraft was in place together with a based Aer Lingus aircraft for services to Dublin.

Many initiatives had been completed in the quarter, the principal ones being the opening of the new terminal, the bringing into service of the reconfigured runway and the start of easyJet based operations.

Councillor Terry referred to the Ford operations to Istanbul and asked whether it suggested that there could be a passenger services from the Airport to that destination or ones a similar distance away. In the AMD's response, he explained that the A319 aircraft being used by Ford had the maximum sized engines and had a maximum 100 passengers. There were aircraft such as the Embraer that operated from London City Airport that would be able to fly to Istanbul.

The Airport's maintenance activity remained very strong and all key based organisations continued to be very busy. In addition the Southend based companies, ATC Lasham and Inflight had both secured new line maintenance work for EasyJet and Aer Lingus for their based aircraft. The AMD also mentioned that Ipeco was continuing to be very busy.

As mentioned at the last meeting (minute 7(b)), the AMD's report said that it was disappointing that, following the runway invasion by members of "Plane Stupid" on 30 October 2011, the Crown Prosecution Service had decided that it was not in the public interest to prosecute those who had endangered aircraft and had been arrested. A plan was being formulated to address this issue.

7. PLANNING ISSUES

The AMD's report updated members on progress with phase 1 (passenger terminal) and phase 2 (runway extension and hotel) of the Airport development programme.

(a) New Passenger Terminal

It advised that, following the official opening by the Secretary of State for Transport, the new terminal was operating well. Service levels had been generally good. The aim was to ensure that they would be consistently excellent. The AMD added that EasyJet flights were generally leaving early or on time. If that was not the case, it was usually due to the aircraft being delayed elsewhere.

Nora Goodman said that she had been asked to pass on her compliments to the Airport on how pleased some regular passengers were with the terminal building. Councillor Howard said that he had also received compliments but had received a complaint that he was not supporting one of his constituents and that there had been no consultation on the developments at the Airport! He said that he would ask Jo Marchetti to respond to the letter.

(b) Runway

Around 50 years after it was first discussed, following formal approval by the CAA, the reconfigured runway was operational and the new lighting systems and navigational aids were working well. The AMD told the Committee that, depending on the wind direction.

The runway preference scheme was being used at night. However, some people did not understand that whilst wind could not be detected by them where they were, it could be 8 or 9 knots in strength at the Airport.

The new airfield lighting was also operational including runway centre lighting which allowed aircraft to take off when visibility was poor.

The new Alpha taxiway was now being used and the construction of replacement hard standing for five aircraft was on programme for completion in late May.

(c) Hotel

The first bedrooms have been signed off and the whole building was on programme to be completed and handed over on 17 July for opening on 25 July 2012, just in time for the Olympics.

(d)
Radar

The new radar was going through final trials prior to licencing for use by the CAA. This was likely to take place by July. However, the AMD advised that it may not be operational in time for the London 2012 Olympic Games.

The AMD explained to the Committee about the two components of the radar and that the primary one was more important at Southend Airport due to it not having its own controlled airspace. The AMD answered a question from Norah Goodman by informing the Committee that the Airport was about to start the process of applying for the reinstatement of its controlled airspace. Reinstatement would increase the safety of the Airport. He undertook to update the Committee on the application at its next meeting.

Action: AMD/Secretary

(e) Airside ramp building

The new ramp building that accommodates the crew reporting facilities for Easy jet and Aer Lingus as well as the Airport operations, Ramp and administrative teams, was now in use.

(f) Car Parking

The new car park was in use and working well. Car park use was being studied very carefully to learn about patterns of use at the Airport to inform the deployment plan over the summer period.

8. CONSULTATION ON PHASE 2 OF THE TERMINAL BUILDING

The AMD's report informed the Committee that Rochford District Council had been minded to approve the application to extend the new passenger terminal when it had considered it early in April. The application had now been referred to the Department for Communities and Local Government because of it being in the green belt. The business case needed to be made for the extension and it was hoped that a response would be received before July. If formally approved, the aim was to commence construction before the end of the year.

The extension would not, of itself, bring increased passengers but would ensure that customer service standards would be maintained as passenger numbers grew and it would provide for more base aircraft. The extended terminal would be slightly smaller than the Southampton Airport terminal building.

9. INWARD INVESTMENT, EMPLOYMENT AND TRAINING

Included in the AMD's report was the following information relating to inward investment, employment and training.

(a) Inward Investment

Members noted that investment in the Airport now totalled in excess of £100m. The AMD had also heard from a number of sources of a number of businesses that had chosen to open offices in the area or which were benefiting directly from business with the Airport.

(b) Employment and Training

It was noted that the Airport continued to recruit additional staff. The Hotel was also recruiting over 65 staff to prepare for the opening in July. The AMD commented that almost all applications were from people already in work. The target of having over 500 more staff working at the Airport in summer 2012 than in summer 2011 was on track. In answer to a question, the AMD informed members that there had been approximately 55 new recruits since the last meeting of the Committee. He advised that it was anticipated that 65 staff would be employed by the Hotel.

10. PRESS PACK

The pack of newspaper cuttings relating to the Airport was received and noted.

Councillor Mrs Glynn said that a lot of the reports and letters in the press pack were complimentary about the Airport and said that many people who resided on the Ann Boleyn estate were supportive.

11. COMMUNITY RELATIONS

The AMD's report advised that the new noise tracking system was showing how well aircraft were keeping on track on departure from the Airport. The system was being enhanced to make it more user-friendly.

The AMD suggested that the system could be demonstrated to members at the next meeting of the Committee. This would enable members to have an understanding of the information that would be available and how it was obtained. It was agreed that this would be useful.

Action: AMD/Secretary

In answer to a question from Norah Goodman, the Committee was informed that the mobile monitor was currently being used. Jo Marchetti added that it was providing good data but that currently there were some gaps in the information being obtained.

12. NOISE

A total of 507 noise comments had been received during the period February to April 2012. Of these, 384 related to Southend movements. For the same period in 2011, 191 comments were made, of which 166 were related to Southend movements.

One person whose complaints had previously been discussed by the Committee had submitted 321 comments during the three month period. Of these 321 comments, not one of the movements was found to have been doing anything either inappropriate or outside the Airports' control framework. The AMD estimated, in answer to a question from a member, that the remainder were received from approximately 10 households and about 12 people.

Councillor Howard referred to a noisy military aircraft operating in the area recently. He understood that it was being used in relation to security for the Olympic Games. The AMD advised that it was a Typhoon aircraft and Norah Goodman advised that its deployment had been publicised. Jo Marchetti added that no complaints had been received about the aircraft's movements.

Councillor Terry referred to complaints from residents in the Belfairs area and asked whether there was any system where people could log on to ascertain information about wind speeds, etc. The AMD replied that he was looking into the possibility of producing a short summary sheet providing information about the Airport's control framework. This would be made available on the Airport's website and could also be linked on the websites of councils in the area.

He undertook to look into the possibility of data being made available in the manner suggested by Councillor Terry but added that he was not sure how it would be possible to record historic data. In response to a question from Ron Smithson, the AMD agreed that it would be difficult to explain succinctly issues such as aircraft weight, lift, wind speeds, etc. He added that the topography of the area favoured aircraft taking off on runway 06 (in the direction of Rochford). If aircraft were full, pilots preferred to head into wind.

The AMD advised that one complainant was suggesting that the Airport was not complying with the Section 106 agreement and had asked that the complaint be referred to the ACC. The Committee discussed whether the matter should be considered at the next meeting in August or whether the Chairman of the Committee should be authorized to review the complainant's points and respond on behalf of the Committee before the next meeting.

It was agreed that the Chairman should be authorised to review and respond to the complaint and report on his action at the next meeting of the Committee.

Action: Chairman

13. THAMES ESTUARY AIRPORT

The AMD reported that the Government's draft Aviation Policy had been delayed and was now expected in the summer. Consequently, any consultation on airspace in the south-east had been deferred. There was, currently, very little information about the impact of a Thames estuary airport but there would be implications for Schipol Airport and for East London. There was a need for a hub airport and the success of the estuary

airport would depend on Heathrow airport being closed. The impact on Southend on Sea and on Southend Airport would vary according to where exactly in the estuary the airport would be situated. It could be that all the benefits would accrue to Kent and that this side of the estuary would incur the disadvantages. There was not enough information yet available for him to be able to comment further.

Councillor Lamb said that he was Chairman of the Kent and Essex Inshore Fishing Committee and that five runways were proposed for the estuary airport. This would have a serious effect on shipping.

Councillor Passmore said that any such airport would require a new town to service it. He said that the flooding that took place in 1953 was due to a north-east wind coinciding with a spring tide. The airport would narrow the estuary and could increase the possibility of flooding.

Councillor Howard referred to a public meeting he had attended in Leigh on Sea and to a meeting involving David Amess, MP and two Kent MPs. He would provide information about the meetings to the AMD. He added that the decision needed to be made in the near future because the UK was losing out due to the need for additional runway capacity in the south-east.

Ron Smithson said that he hoped an estuary airport would not be constructed in the next 30 or 40 years because there would inevitably be conflict with Southend Airport. He said that a very large number of aircraft that would be seen, heard and smelt by people in the Southend on Sea area.

Councillor Terry expressed the view that the proposal was a political red herring. He asked whether a further runway at Heathrow Airport would address the shortage issue. The AMD replied that the south-east needs at least two more runways and a third runway at Heathrow would not be sufficient. He said that Gatwick Airport could accommodate another runway and that Stansted could have three more. The decision would ultimately be a political one.

14. ANY OTHER BUSINESS

(a) Car parking

The AMD answered a question from Les Sawyer about a new car park. He said that it probably referred to a local resident proposing to provide Airport-related parking.

He advised that survey work had been carried out with Rochford District and Southend Borough Council about fly parking in the vicinity of the Airport. Councillor Leach said that his concern was about press reports regarding parking related to Southend Hospital taking place 2 miles distant from the hospital. The AMD said that there was staff car parking available on the Airport and said that it was intended to keep parking prices low to encourage Airport users to park on the Airport. Councillor Mrs Glynn said that she had not received any complaints about parking on the Anne Boleyn estate.

(b) Airshows

The AMD advised that the Southend Airshow would be taking place on Saturday and Sunday, 26 and 27 May. EasyJet was the prime sponsor. Because the Airport was now a commercial one it would not be hosting any events related to the Airshow.

The AMD added that two airshows would be taking place on the following two weekends and Typhoon aircraft would be based at Southend Airport.

(c) Keith Ross

The Chairman said that Keith Ross had been a strong, quiet influence on the Consultative Committee. He thanked him for his contributions and wished him a busy and enjoyable retirement.

Keith Ross replied that he was pleased to be leaving when the AMD had proved that his vision for the Airport was viable.

·DATES OF NEXT MEETINGS

It was noted that it had been agreed that meetings during 2012 would be held at 2pm on the following dates:

Wednesday, 15 August 2012 (Councillor Lamb presented his apologies);
Wednesday, 23 November 2012

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The meeting ended at 3.25pm.

NOISE COMMENTS REPORT- DATA SHEET

AIRCRAFT MOVEMENTS

Q4 2011	Jan-2012	Jan-2011	Feb-2012	Feb-2011	Mar-2012	Mar-2011
<i>Departures</i> Runway 06/24	699	885	784	782	930	709
<i>Arrivals</i> Runway 06/24	708	897	789	783	925	708

Total Aircraft Movements in the first Quarter of 2011 4764 1.5%
 Total Aircraft Movements in the first Quarter of 2012 4835

Note: Aircraft movement figures are from London Southend Airport Air Traffic Services Movement Statistic

ANALYSIS OF EVENTS

Q4 2011	Jan-2012	Feb-2012	Mar-2012	Total for Quarter 2012	Total for Quarter 2011	% Change +/- %
1. All Events reported	39	76	104	219	112	95.5%
2. Events reported (Not Southend)	2	3	4	9	3	200.0%
3. Total number of events relating to Southend movements (1-2)	37	73	100	210	109	92.7%
4. Number of comments	43	79	109	231	141	63.8%
5. Number of comments (Not Southend)	2	3	4	9	3	200.0%
6. Total number of comments relating to Southend's movements (4-5)	41	76	105	222	138	60.9%
Further Analysis of Events – Excluding overflights						
7. Events relating to aircraft departures	29	44	39	112	39	187.2%
8. Events relating to aircraft arrivals (inc. missed approaches)	8	29	57	94	67	40.3%
9. Total of 7 & 8 as a percentage of the total aircraft movements	0.77%	1.51%	1.99%	4.26%	2.23%	91.5%
10. Complaints broken down by type	Jan-2012	Feb-2012	Mar-2012	Total		
a) Jets	21	24	38	83	53	56.6%
b) Twin Prop	15	42	41	98	49	100.0%
c) Single Prop	1	1	12	14	4	250.0%
d) Military	0	2	0	2	0	0.0%
e) Medical	0	0	0	0	0	0.0%
f) Helicopters	0	4	5	9	0	0.0%
Civil	0	0	0	8	8	0.0%
Military	0	0	0	0	0	0.0%
Police	0	0	0	0	0	0.0%
Utilities	0	0	0	0	0	0.0%
Specials	0	0	0	0	0	0.0%
g) Overflights	0	0	0	0	0	0.0%
h) Unidentified (Engine Testing & Other)	0	0	4	4	3	33.3%
11. Comments per 1,000 movements	8.48	15.72	21.72	45.92	28.97	58.5%