

## LONDON SOUTHEND AIRPORT

### Minutes of meeting No. 105 of the Consultative Committee held on Wednesday, 26 February 2020 at 2pm at Southend Airport

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<b>Present:</b> Stuart Greengrass	Chairperson (part-time)
David Osborn	Deputy Chairperson (part-time)
Glyn Jones (GJ)	CEO, LSA
Willie McGillivray (WM)	COO, LSA
Jo Marchetti (JM)	Community Affairs Co-ordinator, LSA
Ray Howard, MBE	Freeman of The Castle Point Borough
Councillor Jeffrey Stanley	Castle Point Borough Council
Maria Hennessy (Officer)	Castle Point Borough Council
Councillor Jill Reeves	Essex County Council
Councillor Mike Steptoe	Essex County Council
Councillor Anita Forde	Leigh Town Council
Councillor Adrian Fluker	Maldon District Council
Councillor Mike Lucas-Gill	Rochford District Council
Councillor Ian Ward	Rochford District Council
Councillor Simon Wootton	Rochford District Council
Andrew Paddon (Officer)	Rochford District Council
Paula Chapman (Officer)	Rochford District Council
Councillor Daniel Cowan	Southend on Sea Borough Council
Councillor Meg Davidson	Southend on Sea Borough Council
Councillor Martin Terry	Southend on Sea Borough Council
Councillor Ashley Thompson	Southend on Sea Borough Council
Ron Smithson	Southend Flying Clubs
Les Sawyer	West Leigh Residents Association
Nicola Kennedy	UK Border Force
Emma McDonnell (EM)	Secretary (Minutes)

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#### 1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor May, I Butt and Z Smith.

#### 2. MEMBERSHIP AND CHAIRMAN'S OPENING REMARKS

The Chairperson advised that with effect from this meeting, he would be stepping down as Chair of the committee. Stuart commented that he had been Vice-Chair for a number of years prior to becoming Chair in November 2007 and in fact some attendees present today had also been members for this duration, ie Ray Howard MBE, Les Sawyer, Councillor Terry and Ron Smithson. The Chairperson stated that a degree of continuity was helpful in terms of committee membership. The Chairperson wished the committee well for the future.

On behalf of the committee, R Howard thanked the Chair for all his efforts over the years which, at times, had been challenging, and commented that he was an exceptionally fair and caring individual. GJ thanked the Chair on behalf of the airport and personally, stressing that the role is not an easy one, but Stuart had carried it out impartially, skillfully and in a well-structured format, and presented a thank you gift to say goodbye.

The entire committee wished the Chair well for the future and thanked him for all his endeavors.

The Chairperson advised that a new Chair needed to be appointed and proposed D Osborn who had been Deputy Chair for at least 12 years and provided a little personal background. At this point D Osborn left the discussions.

The meeting was unanimous in their decision to appoint D Osborn as the new Chairperson with immediate effect.

### **David Osborn in the chair**

- 2.1 The Chairperson thanked his predecessor for his kind words and reported that the position of Deputy Chairperson will be recruited externally through advertising, and the candidate will be independent and non-political. A few members of the committee, including the Chair, will carry out the interviewing process, and will put forward their proposal at the next meeting. **DO**  
**03/06/20**

R Howard moved the motion, and this was seconded by Councillor Fluker.

The Chair welcomed new members and the meeting's guest, Julie Cushion, Sir D Amess' Constituency PA, who was attending on behalf of D Amess' as he had put forward some questions in writing prior to the meeting.

The Chair explained that as detailed on the airport's website, members of the public may be allowed by invitation to attend the section scheduled at the start of each meeting to ask and receive answers to questions. The questions must be submitted in writing to the airport at least two weeks in advance of the date of the meeting. The questioners will only attend for the part of the section of the meeting during which their question is being considered.

The Chair commented that on this occasion, J Cushion had been permitted to attend the entire meeting as D Amess' questions will be covered during the discussions.

### **3. ADOPTION OF MINUTES FROM LAST MEETING 13 NOVEMBER 2019**

The minutes were agreed and adopted with no amendments required.

### **4. MATTERS ARISING FROM PREVIOUS MINUTES**

#### Chapel at airport

- 4.1 GJ confirmed that on 31 March 2020, he was meeting with the new priest at St Laurence to hopefully identify an area at the airport which could be converted to a small space for worship by multi-faith communities. GJ to provide update at next meeting. **GJ**  
**03/06/20**

#### Donations to charities – 3<sup>rd</sup> infringement notices

- 4.2 L Sawyer confirmed that prior to the meeting, the monies (£500 x 3) from infringement notices being issued, had been formally presented to representatives from the three chosen charities: 'Get The Kids Out', 'Asheldham & Dengie Parish Room' and 'Golden Geese'. **Actioned – remove from minutes.**

#### Local road surface

- 4.3 WM confirmed that a review of the road when travelling to the flying school had been carried out and that in the summer/autumn, the poor conditions of the road surface will be addressed as part of the airport's plan to revise the layout of the area. WM to provide an update at the November meeting. **Points Forward Diary November 2020.** **WM**  
**11/11/20**

## 5. AIRPORT SURFACE ACCESS STRATEGY (ASAS) REVIEW

- 5.1 JM confirmed that the final draft of the London Southend Airport Surface Access Strategy paper had been submitted to the airport's S106 officer requesting approval, and once authorized, the document will be published. **JM**  
**11/03/20**

## 6. SURFACE IMPACT ACCESS ROUTES

No further updates.

## 7. CAP 1616 AIRSPACE CHANGE PROCESS GUIDANCE

In S Petrie's absence (Airport Development Co-ordinator), JM confirmed that LSA had submitted an Airspace Change Proposal (ACP) to the CAA in March 2017 under the CAP 725 process. During the review process, it was decided that LSA should undertake engagement with stakeholders who may have an interest in the ACP. The engagement activity took place during 2019 and LSA submitted an addendum ACP to the CAA in January 2020 for their review. If approved the airspace could be introduced during Autumn 2020.

## 8. AIRPORT DIRECTOR'S REPORT

The Committee reviewed the report prepared by GJ, covering the period November 2019 to January 2020.

### (a) Performance

The report contained the following performance figures:

Total aviation movements	November	December	January	Total
<b>2019/20</b>	<b>3,115</b>	<b>2,684</b>	<b>2,716</b>	<b>8,515</b>
2018/19	2,429	2,434	2,329	7,192
<b>Commercial movement 2019/2020</b>	<b>1,970</b>	<b>1,926</b>	<b>1,691</b>	<b>5,587</b>
Commercial movement 2018/2019	1,456	1,517	1,033	4,006
<b>Passengers 2019/20</b>	<b>132,848</b>	<b>149,579</b>	<b>124,544</b>	<b>406,971</b>
Passengers 2018/19	93,139	109,346	73,125	275,610

### (b) Overview

GJ reported that the winter period at the airport saw the usual seasonal reduction in demand as the main carriers, easyJet and Ryanair, reduced their capacity and changed their routes in line with lower passenger demand at this time of year. However, despite this reduction in demand, passenger numbers increased by 47.7% year on year from November to January. Commercial movements also increased year on year, up 39.4% compared with the same period last year.

Wizz Air began operations as planned in November with routes to Bucharest, Vilnius and Sibiu. These have proved to be very popular with high load factors both inbound and outbound (currently operating over 90% full). Many of these passengers are travelling from London and using the train to access the airport. Passengers from London are now close to 69% of the airport's demand and train usage is at its highest ever with 47% of passengers electing to travel by train.

Councillor Terry emphasized that this uptake on rail users is extremely encouraging due to the congestion on the A127.

GJ commented that activity at the Jet Centre also showed a significant increase year on year, although the rate of growth was slowed by the airport's decision to remove nighttime availability, following the introduction of ASL. This means that the Jet Centre is now focused almost exclusively on daytime operations.

ASL airlines began operations in October on behalf of the airport's global logistics customer. ASL have 8 aircraft movements per day, (excluding UK, Spanish and Italian bank holidays) with 3 of these in the night period. The number of movements per night has increased albeit very slightly year on year, following the removal of private jet movements and changes to scheduled passenger operations.

The airport has made significant investment into facilities for the new cargo operation and has created over 200 new jobs, including in security, ramp handling and warehouse management. Most of these new jobs have gone to local residents. The airport has also had the opportunity to offer career progression to a number of its existing team, with front line team members stepping into newly created managerial roles.

The cargo operation went live in October after only 8 weeks of planning and preparation. Volumes have quickly ramped up and the new cargo team are performing outstandingly. The London Southend facility has quickly become the reference site for its customer and now sets the standard across their entire European network.

After some short-term challenges in April, the terminal operation in the busier summer peak was in fact very strong. The equipment failures seen earlier in the year have all been addressed and whilst there will always be minor operational issues (for example a recent area-wide power outage) customer satisfaction has increased year on year despite a very substantial growth in passenger numbers.

GJ went on to explain that the airport continues to recruit across a wide number of areas, with new roles for 2020 in Airport Duty Management, skilled technicians, security, ramp handling and front of house agents. In total around 100 new jobs are expected to be created at the airport in 2020.

GJ advised that the airport is currently drafting a masterplan document for future growth, with an estimated completion date of spring/early summer 2020, with the intention that a document providing the basis for public consultation will be available later this year.

(c) New Airline Business

Ryanair has planned a new set of routes for 2020 with Marseille, Bergerac and Rodez in France all on sale for summer 2020. Further growth from Ryanair is planned for later in the summer with new routes to Greece in the pipeline, though this is dependent on the delivery of Max Aircraft from Boeing to Ryanair.

Scandinavian airline Wideroe commences daily operations from Kristiansand in Norway to Southend from April this year. Wideroe has switched this route from Stansted. The airport is having ongoing conversations with Wideroe looking at opportunities for further new routes into Scandinavia later this year.

GJ explained that the Virgin Connect brand is due to launch this summer with routes planned to Edinburgh, Belfast, Glasgow, Newcastle, Jersey and Isle of Man, as well as maintaining the routes to Newquay, Rennes, Groningen and Caen. Virgin Connect will operate a total of 5 aircraft through Southend, 3 of these away-based, bringing passengers into London early in the morning.

Wider business development is ongoing. The airport continues discussion with a wide range of European airlines who are seeking to grow their business in London.

GJ stressed that the timings of the 3 ASL movements taking place during the night-time period are dictated by an international logistics programme and by slot availability at its other hubs in Madrid and Milan.

(d) Operations

Both on time performance (particularly first wave performance) and customer satisfaction remain very high. The airport has been recognized for outstanding service, winning accolades from Which as the best London airport and the UK airport with the shortest security queues. The Airport Operators Association once again recognized LSA as the best airport in the UK, in the under 3 million passenger category.

The airport's internal passenger satisfaction scores continue to improve with 89% of passengers happy with their London Southend experience.

## 9. PLANNING ISSUES

The AOD's report included information about the following planning issues:

(a) Future Projects

The airport has lodged a planning application for a new hotel adjacent to the existing Holiday Inn. This is planned to be a Hilton branded hotel and will result in a range of new jobs created in hospitality.

LSA has secured a six-month trial for new generation Computed Topography x-ray screening equipment for central search. This new lane will be installed and operational in April 2020 and will result in passengers no longer needing to limit their liquids to 100ml or separate them from their bags. Laptops and other large electronic goods can also remain in cabin baggage during the search process. If successful, the airport aims to install this technology across all of its lanes this year, making London Southend the first UK airport to offer this to its passengers.

The airport continues to develop plans to accommodate increased passenger numbers and is reviewing the location of its UKBF and arrivals baggage facilities. LSA has opened discussions with UKBF and is drawing up options with a view to seeking planning permission later this year.

## 10. INWARD INVESTMENT, EMPLOYMENT AND TRAINING

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

### (a) Employment and training

The airport has begun discussions with South Essex College looking to partner with each other to create career paths for existing and future students. LSA is also exploring how the college can support the airport to develop the skills of its teams and enhance the career prospects of our employees.

P Chapman stressed that Rochford District Council would be more than happy to assist with advertising/messages to local schools.

JM confirmed that employment figures will be available in this year's Annual Report, the draft of which will be available at the June committee meeting.

R Howard mentioned the 'GO TRADE' Euro project (**G**rowth **O**f the Visitor Economy through **T**raditional Markets, **E**mployment and **S**kills). The project's aims are to increase visitor footfall across a number of town centres throughout the partnership geography, by enhancing the visitor experience of traditional street markets, and encouraged the airport to look into this.

## 11. COMMUNITY RELATIONS

Included in the AOD's report was information relating to community relations.

### (a) Noise

JM reported that the total number of noise complaints for the Q4 period November, December 2019 and January 2020 was 3200 (this excludes 119 complaints for which no aircraft could be found to be operating at the time of the complaint). When investigating night-time complaints, any aircraft movement up to 30 minutes either side of the time provided will be allocated to the complaint as the complainant may fall back to sleep and not remember the actual time they were disturbed.

This compares to 528 for the same Q4 period ending January 2019. This increase in complaints is largely related to the start of the new cargo operation which commenced on 11 October 2019.

JM explained that there are now two cargo arrivals and one cargo departure a night which are included within the airport's monthly night-time quota allowance of 120. The aircraft used is a B734 which falls within the noise quota count criteria for aircraft operating at night.

Date	Complaints	NOT SEN	Total	Night	Day	Total complainants	Total by top 20	% by top 20
Nov-19	826	-13	813	645	168	143	564	67%
Dec-19	1027	-46	981	820	161	211	574	56%
Jan-20	1466	-60	1406	1128	278	208	742	52%
	3319	-119	3200	2593	607		1880	59%

JM reported that whilst the number of complainants has increased, each month over half of all complaints are being submitted by 20 people. Some households are registering up to four individual's complaints from the same address.

81% of all complaints are about aircraft operations during the night-time period. Of these, almost all (97%) relate to the cargo operations. Of the 2,453 complaints about the cargo operations, 73% relate to departure or arrivals over Leigh-on-Sea.

Date	Night	Biz jets	PAX	positioning	Jota	Gov't / military	ASL / logistics	ASL Depart to SW	ASL Arrive from SW	Total ASL over Leigh-on-Sea
Nov 2019	645	2	16	1	1	6	619	166	178	344
Dec 2019	820	22	16	0	1	6	775	442	99	541
Jan 2020	1128	15	22	0	1	31	1059	907	0	907
	2593	39	54	1	3	43	2453	1515	277	1792

JM advised that all complaints for the quarter period were investigated and the aircraft in question were found to have been operating within agreed controls.

The wind direction, which is the key determinant of runway use, has meant that 29% of night-time movements have flown over Leigh. These flights over Leigh are broadly as would be expected as around one third of flights have historically been in that direction. Pilots need to consider wind direction and make decisions based on safety criteria.

GJ confirmed that to reduce the impact of night flights, he is engaged daily in a dialogue with the cargo airline operator about approach procedures, departure routings, use of reverse thrust, use of taxiways, and use of engines on the ground.

The purpose of the noise complaints handling service, as agreed by the ACC, is to investigate a specific aircraft operation and determine whether it has operated within the terms of the airport's agreed operating controls.

The airport is aware of a coordinated local anti-airport group which is posting the times and runway direction for each and every night flight operating to and from Southend. All members of the social media group are being encouraged to share the complaints form link to friends and family who are asked to send in complaints.

JM commented that due to the relatively quick spike in complaints, it has become difficult to respond to each complaint individually. Therefore, when a complainant is submitting regular complaints about the same type of aircraft operation, and has already been provided more than one written response containing information about:

- *the controls under which the flight operates,*
- *the reason the flight has operated,*
- *the type of aircraft concerned*
- *a map showing where the aircraft operates in relation to the complainant's specific location*
- *and, if necessary, the reason the aircraft did not follow the preferred runway scheme*

then further continued complaints about the same type of aircraft operation will be summarised. A small number of the regular complainants have submitted a very high volume of complaints. On 18 December 2019 JM wrote to the ACC Chairperson to request that two complainants be reviewed, but the Chair confirmed that this matter should be discussed at the next ACC meeting and that all complaints should continue to be logged.

- One complainant from Southend Road, Rochford submitted 82 complaints between 2-28 November, and a total of over 200 since January 2019. This complainant has continued to submit complaints throughout November 2019-February 2020, all of which have been logged and investigated.
- One complainant from Wells Avenue submitted 160 complaints between 22 October-27 November and a total of over 280 since May 2019. This complainant has continued to submit complaints since November 2019 all of which are being logged and recorded.

Since then, a number of complainants linked to the anti-airport group have continued to submit a very high volume of complaints about the same type of aircraft operation i.e. the night-time cargo flights. Each and every complaint has been duly logged and recorded. The airport has not suspended any complainants, other than those previously discussed at ACC meetings. JM suggested that whilst there are now a number of residents regularly complaining about night flights, the airport would not discourage anyone from submitting complaints and residents submitting continuous complaints should be allowed to continue without review by the ACC. As a result, the aforementioned complainants were not reviewed, and their complaints will continue to be recorded.

Councillor Davidson reported that a large amount of approaches from residents are being received who are genuinely distressed due to sleep deprivation and asked if quieter aircraft are going to be commissioned. GJ commented that this very much depended on availability of the Max Aircraft from Boeing who have currently suspended production of jetliners, which would make available the quieter Boeing 737-800. Hopefully, this will be resolved over the next year.

GJ confirmed that there will always be noise associated with an airport, but they are doing everything possible to minimise the impact on local residents, including engaging with the airline to agree:

1. Never to elect to fly over Leigh unless absolutely necessary for safety/weather reasons.
2. Not to use reverse thrust at night, unless completely unavoidable for safety reasons.
3. Not to use taxiway Charlie at night.

JM reported that the airport's ability to respond to each complainant in a timely manner has been compromised in the short-term by the coordinated action of the anti-airport group. As a result, the airport has sought to resource additional staff to help process noise complaints. In addition, during January 2020, the airport invited its noise track keeping software provider EMS Brüel & Kjær over from Copenhagen for a meeting with the Group IT Director to see how the complaints system could be improved. EMS Brüel & Kjær supply a number of other airports in the UK with noise complaints software and demonstrated a web-based complaints system that is currently used by Gatwick Airport.

This software would require tailoring to Southend airport's local specific needs and have existing operating rules (e.g. track keeping etc) built into it. Complainants would then be able to look up any flight that had disturbed them and see the aircraft details, track flown, weather conditions and location to their address. Complainants would then be able to log a complaint instantly by entering their details if desired. An automatic response would confirm that the complaint had been registered. The system would also identify whether the aircraft was operating within the operating rules and if non-compliant would flag the aircraft and give the option to request a further investigation and written response.

The airport's view is that this would solve all of the issues around transparency, managing complaints in a timely manner, having live reporting data, and would provide instant information and confirmation that complaints are logged. The expectation is that complaint numbers will initially rise but that the system would provide more transparency to residents about the airport and its complaints process.

JM commented that a quote for the procurement of the system had been received and formally approved. The airport is in the late stages of negotiation with the supplier on lead times for installation of the software. This is the type of system now in place at most larger airports and can be viewed on this link:

<https://www.gatwickairport.com/business-community/aircraft-noise-airspace/noise-enquiries/>

JM put to the meeting that the new system would be in place as soon as possible. The committee was very positive about the new system and gave it its full support.

JM emphasized that managing noise complaints does not however resolve the concerns being raised by some local residents. To understand and seek, to the greatest extent possible, to address the concerns raised, the airport management team has, and will continue, to attend meetings with local Councillors, MPs, stakeholders and talk to community groups, to seek ways in which the impact of noise on the local community can be minimized.

(b) Environment.

The airport is also now actively engaged with a number of local Councillors to develop an Environmental Action Plan. Stobart Group is also involved in the production of a wider Corporate and Social Responsibility (CSR) plan which has already taken input from Councillors, community groups and users of the airport which will report a proposed way forward in Summer 2020.

GJ stressed that a tremendous amount of works is being carried out behind the scenes in relation to environmental issues and noise, but it should be noted that the airport wants to ensure things are done properly and not only quickly.

Due to concerns raised by resident groups in the Rochford area, Councillor Ward asked for the airport's air quality testing procedure and confirmation that the airport was following this. GJ advised that the concentration levels of NO<sub>2</sub> measured around London Southend Airport have consistently remained below Government limits, ie below the 40 µg/m<sup>3</sup> value limit of NO<sub>2</sub>.

JM explained that the airport is committed to monitoring air quality around the site and ensuring that it remains below all of the guideline values within the Government's Air Quality Strategy. The airport Section 106 planning agreement commits the airport to:

- Develop a Surface Access Strategy that promotes a move away from the private car to less environmentally damaging forms of travel.
- Adopt operational practices that seek to minimise the polluting emissions from airport operations.
- Undertake regular air quality monitoring and share the results with both Rochford District Council and Southend Borough Council.

The airport tests for NO<sub>2</sub> at four permanent locations and all the information can be found in the Annual Report, a copy of which was previously provided to all members and is available online.

JM advised that there is no statutory requirement for the airport to monitor particulate matter, however, following meetings with residents of Wells Avenue, Sir D Amess confirmed he would raise the issue in Parliament of having clear future guidance in relation to what airports should be monitoring.

D Amess' PA, J Cushion, confirmed that due to the Cabinet reshuffle this had been delayed, but is now being followed-up.

GJ agreed with Councillor Ward's observation that London Southend Airport could take the initiative in this respect and be an example of 'best practice', and in fact were already in discussions with environmental consultants

Councillor Lucas-Gill reported that residents from Rochford Hall Close were complaining about smell and noise and asked if a mobile noise monitor could be sited at this location.

JM advised that the airport operates a Noise and Track Keeping System which captures data from two fixed noise monitors which are located approximately one mile from each end of the single runway. The data captured is used to investigate noise and route keeping complaints and also to validate noise contour data. These contours have been used to identify any properties which are in residential, educational or hospital use that qualify for either property Acquisition or sound and thermal insulation grant scheme. In accordance with the conditions set out in the Section 106 Planning Agreement, the airport commissions an independent firm of aviation noise specialists to produce noise contours every two years for the summer period. This started in 2012 when the runway extension was opened.

GJ confirmed that the mobile noise monitor can be used to help answer any ad hoc questions from residents.

Councillor Terry stressed to members that the environment was obviously extremely important to everyone and is aware that the airport also treats environmental issues as a priority and has to operate to the Section 106 agreement.

Councillor Thompson stated that the airport will always have an anti-airport group but with 3200 noise complaints, asked GJ if he thought the airport was "*failing to live well within the community*".

GJ replied that the question was not, in his view, binary. The airport made significant contributions through employment, connectivity and wider social dimensions. It continued to seek a balance between the social and economic benefit it delivered and the disbenefit experienced by some parts of the community it served.

GJ concluded that to address noise complaints long-term will require different aircraft, but in the short-term it will be the more modest actions which will help address issues and the airport is fully committed in this respect.

## **12. COMPLIANCE WITH SECTION 106 AGREEMENT**

The Quarterly Section 106 Return for the three-month period November, Decembers 2019 and January 2020 was reviewed - there were four NPR breaches for the quarter. JM explained that infringement notices had been issued to 3 of the 4 (one infringement was excused due to weather conditions) and went on to summarise the circumstances behind each breach.

## **13. POINTS FORWARD DIARY: ANNUAL REVIEW OF THE PROCESS IN PLACE TO MANAGE FLIGHTS DEPARTING OUTSIDE THE NPRs**

### Compliance with Section 106 Agreement

The annual review of the processes in place in relation to managing flights which depart outside the Noise Preferential Routes (NPRs) was undertaken. JM explained the background to this process for new members and put forward the motion to retain the current structure in place to manage flights departing outside the NPRs.

- 13.1 Members were unanimous in concluding this process was working well, ie infringement notices issued for 1st and 2nd offences, with a £500 fine for a 3rd offence. The Committee agreed that the current system was working adequately and is the right structure in going forward and that the process outlined above should be reviewed again, including the fine levels, in 12 months. **Transfer to Points Forward Diary May 2021.**

#### **14. PRESS PACK**

The pack of newspaper cuttings relating to the airport was available and noted.

#### **15. ANY OTHER BUSINESS**

##### Questions from Sir D Amess MP

- 15.1 How are people chosen to be on the committee? The composition of the Committee and its voting structure is included within its Constitution, Appendix 1 which is available online.
- 15.2 Can the local MP put forward a representative for the committee? New additional members (individuals or group members) may be proposed by existing members and must be accepted by a majority of existing members.
- 15.3 How does the committee discuss and address community concerns re areas such as night flights, noise and air pollution and details of proposed expansion? Already discussed, see above and previous minutes, airport website and Annual reports, all available online.
- 15.4 Residents seem to know very little about this committee and being able to put forward questions etc prior to the meetings, how is this publicized to the public? Via the website. Members of the public may be allowed by invitation to attend the section scheduled at the start of each meeting to ask and receive answers to questions. The questions must be submitted in writing to the airport at least 2 weeks in advance of the date of the meeting. The questioners will only attend for the part of the section of the meeting at during which their question is being considered.

Councillor Terry emphasized that most importantly, the LSACC has representations from local Councillors who should be updating their residents on these discussions accordingly.

##### Cadent gas works

- 15.5 Councillor Steptoe advised that for 20 weeks, from 5 April 2020, Sutton Road at its junction with the Anne Boleyn Public House will be closed, and Southend Road will be traffic controlled by two -way signals. Further information can be found on Cadent's website.

**16. DATES OF NEXT MEETINGS**

The next Committee meetings, starting at 2pm at the Holiday Inn Hotel, are as follows:

Wednesday 3 June 2020

Wednesday 2 September 2020

Wednesday 11 November 2020

**The meeting ended at 4.10pm.**

Signed \_\_\_\_\_ Date: \_\_\_\_\_