

EXAMINATION OF THE LONDON SOUTHEND AIRPORT AND ENVIRONS JOINT AREA ACTION PLAN (JAAP)

INSPECTOR'S INITIAL QUESTIONS TO THE COUNCILS

General Policy

1. *"Policy LS1 indicates that the growth of the airport to 2 million passengers per annum will be supported. What is the justification for that figure? What is the anticipated timescale?"*

Two million passengers per annum was a forecast for year 2020 used in the Environmental Statement for the extension of the runway at London Southend Airport, for which permission has been granted. It was also outlined in a report by Avia Solutions (2009) that accompanied the planning application (09/01960/FULM) to extend the London Southend Airport runway.

From commercial flights commencing in April 2012 passenger numbers have steadily increased and cumulative passengers for 2012 were 617,000, 970,000 in 2013, and for the first two months of 2014 the passenger numbers were higher than the figures for the equivalent previous two years, and passenger numbers have now reached 1 million passengers on a rolling 12 months basis.

The Aviation Policy Framework of 2013, which superseded the Future of Air Transport White Paper of 2003, includes guidance on airport master plans which suggests that they should include forecasts. Southend Airport had published a master plan in 2005, but the forecasts in this were superseded by those in the runway extension Environmental Statement noted above. Southend Airport has not prepared a new master plan as it is awaiting the outcome of the Airports Commission's work and subsequent Government decisions.

A link to the Environmental Statement Non Technical Summary may be found here:

[Environmental Statement Non Technical Summary - Jacobs 2009](#)

A pdf to the Avia Solutions Report (2009) is provided as Appendix 1 to this statement

2. *"What is the justification for the statements in the penultimate paragraph on p11?"*

Overall, the growth and vitality of London Southend Airport is seen as important to the economic development and prosperity of Southend and Rochford. Local policies support the growth of the airport; prioritise the safeguarding of the important Maintenance, Repair and Overhaul (MRO) sector; and require the provision of adequate employment land (in terms of quantity and quality) to accommodate future employment needs of the area."

The development of the Joint Area Action Plan (JAAP) includes significant employment opportunities at new associated business parks and intensification of an existing industrial estate (c. 6,000 jobs). The value of connectivity reflects the economic benefit that is derived from the proximity of high value engineering and research to airports. The runway enables a range of demands to be met including scheduled and charter passenger flights, business and general aviation. London Southend Airport has also been a long term home for a thriving Maintenance Repair and Overhaul (MRO)

sector which has consistently provided jobs and export earning over many years benefitting the local and wider economy.

Rochford District Council's 'Employment Land Study Final Update Report' (December 2009) recognises that the area will be attractive to companies and investors over the long term and that new development within the JAAP area will be a key economic driver for the surrounding area. It also states that the capacity growth at London Southend Airport is likely to be a catalyst for increased employment land demand within its surrounding area. The analysis shows that the JAAP area is well placed to serve the likely increase in demand for B class employment land arising from expansion of London Southend Airport.

The revoked East of England Plan (2008) acknowledged the important regional role of for regional airports such as London Southend Airport to meet local and niche markets, for example by providing business aviation and passenger routes not served by larger airports, as highlighted in the Aviation White Paper (2003). Policy E7: *The Region's Airports* supports their expansion to meet local demand and contribute towards local economic development. The East of England Plan stated that airports provide a range of employment opportunities with a significant proportion of jobs not requiring high skill and educational attainment level and attract firms that value proximity to airport services. It states that airport growth will provide a catalyst for the regeneration of nearby towns, notably Southend, and that local planning authorities should make provision for the direct and indirect employment generated by airports operating in their area or nearby.

The importance of the airport as a local employment generator is recognised in the Southend Core Strategy (2007). One Strategic objective within the Plan is to secure the regeneration of London Southend Airport to enable it to reach its potential to function as a local regional airport, providing for significant new employment opportunities and improved surface access subject to environmental safeguards. It is acknowledged that along with other locations the airport has the potential to contribute fully to local employment objectives and to provide for a quality environment. The new jobs will provide significant employment opportunities for Southend residents, as well as some jobs within the Borough itself, both within the Airport and on nearby employment areas. Policy CP5 Community Infrastructure amongst other things makes provision for an academy of educational/training skills in aviation at London Southend Airport.

It is noteworthy that the South East LEP carried out a significant research study to identify how the airports of the Greater South East can be used more effectively and efficiently and, where possible, grown to accommodate the anticipated increasing demands of air travel. The study concluded that airports in the south east of England make a significant contribution to the economy of the region and to the UK. The following is a link to this Study: [Airport Study South East LEP \(2012\)](#)

3. *"Where is the quote from in the second paragraph on p12?"*

This is not a quote taken from another document, but rather the Councils' vision for the area covered by the Area Action Plan.

4. *“What is the status of the Regeneration Framework referred to at the bottom of p12?”*

In 2005 the Government established an Urban Regeneration Company (URC) for Southend, Renaissance Southend Ltd. A primary function of a URC was the creation of a Regeneration Framework which set a clear vision and baseline for the physical improvement of the area, including the defined objectives and outcomes from strategic frameworks and the key actions for their delivery. This was not a statutory requirement but was designed to complement the Local Development Framework and to inform the creation of Area Action Plans. It was recommended for adoption by Southend Borough Council on 25th September 2007.

An important element is the framework provided for the development of a Business Park around Southend Airport which, in turn, is complementary to the provision of office space in Southend town centre. The Framework explicitly states that the Business Park will be designated for those organisations that do not wish to or need to be in a town centre location – and for particularly those businesses which require close proximity to the Airport with the maintenance and repair operations which are a key economic growth sector.

Renaissance Southend was wound up in 2010.

5. *“Are there any policies in the Core Strategies for Southend and Rochford that relate to Southend Airport?”*

For Southend Core Strategy Strategic Objective (11) looks to ‘Secure the regeneration of London Southend Airport to enable it to reach its potential to function as a local regional airport providing for significant new employment opportunities and improved surface access subject to environmental safeguards. It states in Policy KP3 ‘Implementation and Resources’ that an Area Action Plan for the London Southend Airport will be produced. In Policy CP1: ‘Employment Generating Development’ it states that to promote economic regeneration, development will be expected to support future potential of London Southend Airport among other things. Policy CP3 ‘Transport and Accessibility’ seeking improvements to transport infrastructure and services such as improving accessibility to key development sites including Southend Airport to support the potential of the Airport to function as a catalyst for economic growth. Policy CP5 ‘Community Infrastructure’ amongst other things makes provision for an academy of educational/training skills in aviation at London Southend Airport.

Rochford Core Strategy policies of particular relevance include the following:

- Policy T2 lists improvements to surface access to London Southend Airport as one of the highway improvement priorities.
- Policy ED1 states the Council will support development that enables the economy to diversify and modernise through the growth of existing businesses and the creation of new enterprises providing high value employment, having regard to environmental issues and residential, and states that enhancement of London Southend Airport will be supported.
- Policy ED2 is concerned specifically with London Southend Airport and environs, and includes a commitment to working with Southend-on-Sea Borough Council to prepare a Joint

Area Action Plan for the area which will see the airport's economic potential realised, whilst regulating operations in the interests of the environment and residential amenity.

- Policy ED4 states that the Council will direct the majority of future employment development to the west of the District and in proximity to London Southend Airport. Policy ED4 also states that land to the north and west of London Southend Airport will be allocated for employment uses; and that the Council will work with the private sector to seek the delivery of an Eco-Enterprise centre.

Airport Operation and Background

1. *“What permissions exist for the operation of the airport? Details of the permissions that establish the current operating parameters (such as volume of flights, flying times) should be provided including conditions and any s106 obligations.”*

The details of the planning permission and the S106 agreement are included in the following link:

[Documents related to the Planning Permission for the Runway Extension](#)

[Other documents associated with Planning Application including S106 agreement](#)

The condition associated with the planning permission may be found in Appendix 2

2. *“When did use of the runway extension commence?”*

This commenced in April 2012.

3. *“Some representors refer to an enlargement of the terminal building. What is the current position?”*

As part of a wider development which included a new integrated rail station, visitor centre, access road and associated car parking, outline planning permission for a new terminal building was granted in 1999. Reserved matters were subsequently approved in 2004 and the terminal building of approximately 3,300 square metres constructed.

Planning permissions for extensions to the terminals were granted in 2012 and 2013, resulting in the current terminal building which, at March 2014, totalled approximately 11,500 square metres of floorspace in a building with a footprint of approximately 8,500 square metres.

4. *“What were the flight and passenger numbers for the airport for 2013? A resume should be provided of the companies and types of aircraft that are currently operating out of the airport.”*

In calendar year 2013, 969,912 passengers and 29,443 aircraft movements used the Airport (CAA data). Of the aircraft movements, 10,703 were Air Transport Movements (ATMs), which are commercial movements by passenger and freight aircraft. Most of these were on scheduled services, by Easyjet and Aer Lingus Regional. The 18,740 non ATMs were air taxi, positioning flights, test and training, aero club, private, official, military and business aviation movements. Of these, the vast majority were aero club and private movements, which are generally by small aircraft.

5. *“The Airport Surface Area Strategy and Airport Travel Plan are referred to on p10 as having been developed in response to conditions on the runway extension permission. What is their current status? They should be provided as part of the evidence base.”*

In paragraph 12.21 of The Future of Air Transport White Paper (2003) it states that all airports in England and Wales, with more than 1,000 passenger air transport movements a year, are required to set up an ‘Airport Transport Forum’ and prepare an ‘Airport Surface Access Strategy’. It states that the strategy should set out short and long-term targets for decreasing the proportion of journeys to the airport by car and increasing the proportion by public transport, for both air passengers and airport workers. Where appropriate, these strategies will need to be revised, alongside the preparation of airport master plans, and in consultation with the relevant Forum, to reflect the conclusions in the White Paper.

This is reiterated in the Aviation Policy Framework (March 2013) paragraph 5.1 that all proposals for airport development must be accompanied by clear surface access proposals which demonstrate how the airport will ensure easy and reliable access for passengers, increase the use of public transport by passengers to access the airport, and minimise congestion and other local impacts.

The ‘Airport Travel Plan’ is appended to the ‘Airport Surface Access Strategy’ (ASAS) as Appendix A. The following is a link to this document:

[Southend Airport Surface Access Strategy December 2011](#)

The ASAS was published after consultation with stakeholders in December 2011. An update on some of the key targets was provided in the Annual Report for 2012-2013. As the Airport has now exceeded 1 mppa on a rolling 12 month basis, the ASAS is to be reviewed within a 6 month period involving the Operator and Southend Borough Council, Rochford District Council and Essex County Council in accordance with the S106 agreement.

The Airport Travel Plan is monitored by the Airport Transport Liaison Group (ATLG), which meets every two months and comprises representatives from London Southend Airport, Southend Borough Council, Rochford District Council and Essex County Council. The latest staff travel survey was carried in September/October 2013 and reported to the ATLG. This was also presented to the Airport Transport Forum in February 2014.

6. *“There is reference to an Airport Masterplan of 2005. What is its status in planning terms? Is it sufficiently up-to-date? If it is still relevant it should be provided as part of the evidence base.”*

The 2005 Master Plan preceded the application to extend the runway and has been overtaken by the latter. An update of some of the Master Plan was provided as part of the Environmental Statement associated with the runway extension planning application. The 2005 Master Plan is therefore not up-to-date for the purposes of the Examination.

Airport Policies

1. *“Depending on the information provided above are the authorities satisfied that all of the airport policies are effective in indicating how a decision maker should react to a development proposal? On the face of it, Policies LS3, LS4, LS5, LS7 and LS8 do not fall into this category.”*

Comment noted. The Councils suggest that the wording of these be re-examined and revisions (ones that retain what the policies seek to achieve) incorporated into a schedule of modifications where necessary.

2. *“Are the matters in the environmental controls schedule already covered by existing planning conditions or other controls?”*

Yes, as they are covered by the S106 agreement.

3. *“Has the Public Safety Zone referred to in Policy LS6 been reviewed following the runway extension? If so, should this be reflected on the Proposals Map? Whilst extending beyond the JAAP area the entirety of this zone should be illustrated for clarity.”*

A review has been undertaken by the Civil Aviation Authority which included a consultation which ended on 6th March 2014. The proposed revisions, including a map, are at:

[Proposal to Revise the Public Safety Zone at London Southend Airport](#)

Green Belt

1. *“Where is the existing Green Belt boundary? It should be shown on a plan as part of the evidence base.”*

Please see map provided as Appendix 3.

2. *“In re-drawing the Green Belt boundary are the authorities satisfied that it is capable of enduring beyond the plan period in line with paragraphs 83 and 85 of the NPPF?”*

The revised Green Belt boundary would be a defensible boundary, following existing physical features. There is no evidence to suggest that additional development that would necessitate a further review of the Green Belt boundary is required to be accommodated within the vicinity post plan period. The amendments to the boundary would allow long-term development requirements to be accommodated.

Flooding

1. *“The Environment Agency objects to Policies MOR1 and MOR2 and also comments about Policy E2. Are the authorities intending to respond to the representations made?”*

The Councils’ submitted Consultation Statement (SUBDOC5) sets out the Councils’ response to this issue at A5.9, which is as follows:

“The Environment Agency raised concerns regarding areas of proposed employment land being in Flood Zones 2 and 3, and stated that a sequential test needed to be applied in respect of this. The Submission Document is accompanied by an independently assessed sequential test, which concluded that, taking into account other planning and operational requirements, there are no reasonably available alternative sites for the proposed development less at risk of flooding. It should be noted that the JAAP area was addressed in the Strategic Flood Risk Assessments for both Rochford District and Southend-on-Sea Borough”.

Environmental

“Has consideration been given to introducing any of the ways suggested by the Sustainability Appraisal at para 12.1.12 to achieve sustainability benefits and mitigate adverse impacts? A statement setting out the response to each matter listed should be provided.”

The Sustainability Appraisal, at paragraph 12.1.12, suggests ways that additional JAAP policy or a site-wide Masterplan could help achieve sustainability benefits and mitigate adverse impacts.

As confirmed at paragraph 1.1 of the JAAP, a masterplan will be produced following on from adoption of the JAAP. This masterplan will be in conformity with the JAAP, and will provide further details to guide development of the area. The Sustainability Appraisal of the JAAP, including recommendations, will be used to inform this masterplan.

Addressing each of the recommendations at paragraph 12.1.12 of the Sustainability Appraisal in turn:

| SA suggestion | Comment |
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| “Details on how surface water drainage could be used to avoid increasing flood risk, as well as a way of managing | <i>The JAAP includes Policy ENV7 which inter alia states that development within the JAAP area will be required to incorporate SUDS. Details</i> |

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| <p>pollution impacts of surface water run-off”</p> | <p><i>will be considered through the masterplan for the area.</i></p> <p><i>A Flood Risk Assessment & Drainage Strategy was included with the planning application for the runway extension (Jacobs: Sept 2009).</i></p> |
| <p>“Unified design codes for new buildings to fit the surroundings to benefit the urban fringe area”</p> | <p><i>This is an issue that will be considered through the masterplan for the area.</i></p> |
| <p>“Measures for nature conservation protection and enhancement, such as protection of green linking features and habitat enhancement measures identified through the ecological assessment”.</p> | <p><i>The JAAP will integrate with other neighbouring areas which are subject to significant habitat enhancements, i.e. Cherry Orchard Jubilee Country Park. Furthermore, the JAAP includes Green Buffers and Policy T1 states that a Green Link through the site will be required as part of the master planning and linking into the surrounding network.</i></p> <p><i>However, the JAAP area itself is not identified as an area for significant habitat enhancement in either Councils’ Core Strategies.</i></p> |
| <p>“Implementation of measures to protect internationally designated wildlife sites, as recommended in the HRA report”</p> | <p><i>The HRA report recommended that the Submission JAAP should include the requirement for all new development to meet the BREEAM rating of ‘Excellent’. It should also encourage the use of rainwater harvesting and water recycling systems throughout the JAAP area. Accordingly Policy ENV7 of the JAAP states the following:</i></p> <p><i>“All new development must meet at least the BREEAM rating of ‘excellent’. Both Councils will expect to see active use of rainwater harvesting and water recycling systems and SUDS through the JAAP area as well as the use of renewal technologies, where appropriate and the application of other techniques such as green roofs and walls to further contribute</i></p> |

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| | <i>to sustainability.”</i> |
| “Protection of heritage features and their settings wherever possible, including listed buildings” | <p><i>Specific measures to protect heritage assets within the JAAP include the proposed allocation of a green buffer between the proposed employment site and grade II listed building, Cherry Orchard Farm. The JAAP also states that the Masterplan for the site will be required to incorporate a green buffer zone and landscaping around the building to preserve the rural character of its setting.</i></p> <p><i>In addition, it should be noted that both Councils’ Core Strategies include policies protecting heritage assets and promoting good design that protects local character (Policies CP1 and CP 4 of the Rochford Core Strategy and Southend-on-Sea Core Strategy, respectively).</i></p> |
| Setting an area-wide renewable or low carbon energy target, this could include requiring all new development to be built for future connectivity to a district combined heat and power system. | <i>It is considered that the issue is addressed through the Councils’ Core Strategies which both require developments to secure at least 10% of their energy from decentralised and renewable or low-carbon sources.</i> |
| Operational controls to manage noise from MRO activities and/or site specific noise mitigation measures. | <i>The JAAP includes specific policies to address noise in relation to aircraft. In terms of the issue of noise more generally, policies in the Southend-on-Sea Core Strategy (Policy CP4) and the Rochford’s emerging Development Management Document (Policy DM32) also require proposals for employment development to include measures to mitigate potential noise issues.</i> |

“Details on how surface water drainage could be used to avoid increasing flood risk, as well as a way of managing pollution impacts of surface water run-off” – was there anything included in the planning application related to this?”

A Flood Risk Assessment and Drainage Strategy was included with the planning application for the runway extension (Jacobs: Sept 2009).

The Environmental Statement submitted considered water supply, groundwater, nearby watercourses, surface drainage and flooding. It concluded that the proposed development would

pose minimal risk of flooding, and that any operational water quality impacts would be 'minimal to negligible'. The Environment Agency reviewed the application and considered surface water flows would be attenuated adequately. The Environment Agency recommended the use of a mechanical pump or water storage area with respect to the new road, and the applicant provided this. Condition 10 of the permission required surface water drainage details to be agreed and these were later agreed as satisfactory.

The Environmental Statement submitted also included a Contaminated Land Phase 1 Desk Study, which foresaw no significant adverse impacts on ground conditions and land contamination. The EA noted at the time that disturbance of soils during construction could mobilise any contaminants present in the area however it was considered there no major potential contaminants existed within the site, although a precautionary approach was taken. Condition 02 of the permission required a Construction Environmental Management Plan, which was later agreed and included measures to prevent pollution of ground and surface water.

Transport

1. *"What is the developing/emerging transport strategy referred to in Policies T4 and T5?"*

The emerging transport strategy is being developed by Southend Borough Council, Essex and Rochford. A Transport Modelling Assessment Summary was published in February 2013 as part of the pre-submission consultation process. The full JAAP Modelling Assessment Report was also published in April prior to the consultation process closing. The Report looked at future travel conditions as a result of the proposed land use developments generally within the JAAP area taking into account policies T1 to T7. In respect of policy T4 Public Transport, new bus corridors have been considered and in respect of T5 draft walking and cycling improvements/networks have been agreed between Essex, Southend and Rochford. This is being progressed in tandem with the Local Growth Deal for the South East Local Enterprise Partnership (SELEP) and a package of junction, public transport and walking and cycling measure put forward for funding.

Other Matters

1. *"What is the Plan period? There are references to both 2031 on p3 and 2027 on p17."*

The Plan Period is until 2031. Reference to 2027 will be corrected through inclusion in the schedule of modifications.

2. *"Parts of the Introduction concerned with the preparation of the JAAP are now out-of-date. For example, the reference to the pre-consultation submission stage at the top of p6."*

Noted. These will be addressed through the schedule of modifications.

3. *"Are there any other references to documents or organisations that are now out-of-date? If so, these should be amended."*

The Councils do not believe that – at the time of writing –any other references are out-of-date.

4. *“Are the authorities intending to respond to the representations made by bodies such as Essex County Council and Natural England?”*

The Councils’ responses to issues raised through consultation are set out within the Consultation Statement (SUBDOC5). This statement seeks to provide responses to issues raised, rather than to specific respondents themselves.

In relation to issues raised by Natural England, including concerns that the recommendations of the HRA be clearly worded in the JAAP, we note that Natural England supports ENV7. The Councils feel that this policy appropriately addresses the issue of water use within the plan area. In relation to matters to be included in the Councils’ respective Annual Monitoring Reports (including monitoring of chemical and biological quality of the Rayleigh, Eastwood and Prittle Brooks), this is a matter that can be addressed through the Annual Monitoring Reports.

Essex County Council made a number of comments at pre-submission stage. The Consultation Statement seeks to address these comments generally, but for completeness the below addresses specific points raised by Essex County Council.

| Essex County Council comment | Response |
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| <p>Essex County Council welcomes the production of the Joint Area Action Plan setting out policies and proposals for the future development of London Southend Airport and its environs.</p> <p>Essex County Council stated that the Plan should assist the Airport, with the proposed adjacent employment areas, to realise its potential as a driver for the sub-regional economy. The area covered by the Plan has consistently been identified as a key spatial driver for regeneration and growth within Thames Gateway South Essex.</p> <p>Essex County Council stated that the re-emergence of London Southend Airport as a fully functioning regional airport with scheduled passenger services is already having a catalytic effect on the image of Southend and South Essex. The Full Time Equivalent jobs to be created with the growth of the Airport are a key component for achieving sub-regional jobs targets. But, equally important the Joint Area Action Plan, by including proposals for additional employment land, affords the opportunity to achieve business retention and growth in the area. In particular, the Plan should assist the successful cluster of high-tech engineering and manufacturing sector around the airport which is important to the South Essex economy because of the</p> | <p>Noted. These comments underline the importance of the JAAP for the area.</p> |

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| <p>number of highly skilled well-paid jobs that it brings to the sub-region.</p> <p>Essex County Council stated that expansion of the Airport and the development of additional employment opportunities should be accommodated with minimum environmental and amenity impact.</p> | |
| <p>Essex County Council would consider any co-location/joint working opportunities for Library provision that might arise from the proposals in the Plan. In particular any which would assist in promoting and achieving the document's objectives, especially in regard to enhancing career related training and development opportunities and improving quality of life/leisure.</p> | <p>Comment noted. This is an issue that can be explored through the masterplan and implementation of the JAAP.</p> |
| <p>Essex County Council states that the Plan should acknowledge the potential impact on library services and public access to information in the Plan area and the surrounding area.</p> | <p>The Councils are unclear as to whether the addition of reference to impact of development in the JAAP on library services would be justified; or whether such an addition would provide indication of how a decision maker should react to a development proposal.</p> |
| <p>Essex County Council state that the childcare sufficiency data suggests that there is a general need in several Rochford wards for additional childcare provision. An increase in jobs and wider employment opportunities would impact on the assessment of future need for provision. The Plan should note that there will be a need to provide additional childcare places and provision in the local area, although it is difficult to be precise on the scale and timing of additional provision at this point in time.</p> | <p>This issue is addressed through the Rochford Core Strategy. Policy CLT1, CLT2 and Appendix CLT1 are of particular relevance.</p> |
| <p>Essex County Council supports Policies T1, T2, T3, T4, T5, T6, and T7 stating that it has participated in joint discussions with the two authorities of Rochford and Southend-on-Sea at each stage of plan preparation in regard to the highways and transportation aspects of the Plan. As a result, the County Council welcomes the proposed approach to the delivery of infrastructure and transport interventions set out within the Plan. However, there will be a need to continue to clearly understand the phasing of these interventions and how the works will be</p> | <p>Comments noted.</p> |

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| <p>funded as the proposed development progresses</p> | |
| <p>Essex County Council state that the Plan should be amended by inclusion of additional text which draws attention of potential future developers to the requirements of the Mineral Planning Authority in respect of development within the Brickearth Consultation Area</p> | <p>It is not considered that the JAAP is unsound without such reference. The Essex County Council Minerals Local Plan has yet to be adopted.</p> |
| <p>Essex County Council state that the Plan should be amended to include appropriate consideration of the significance of the historic environment and its issues and impacts within the Plan area</p> | <p>The JAAP appropriately addresses issues in relation to the historic environment.</p> |
| <p>Essex County Council state that, to reflect the provisions of the Flood and Water Management Act (2010), the following text should be added to ENV7:</p> <p>'Schedule 3 of the Flood and Water Management Act (2010) will make unitary and county councils SuDS Approving Bodies, responsible for approving surface water drainage and subsequently adopting systems serving more than one property. Schedule 3 is currently set to commence in April 2014. For any development sites within the JAAP area, the approval of Essex County Council or Southend-on-Sea Borough Council would therefore be required for any SuDS system, which will be determined in accordance with the SuDS National Standards and any local standards set out.'</p> | <p>The Councils consider that such text may help explain the internal process through which proposals for development would undergo, but would not indicate how a decision maker would determine development proposals. In addition, it is not specific to the JAAP area.</p> |

5. *“Are there any other documents that should be added to the evidence base?”*

Documents that have been referred to herein will be added to the evidence base as well as any others that are considered to be relevant for the examination.

Duty to co-operate

1. *“Over what length of time have the Thames Gateway South Essex or Essex Thames Gateway formal groups been meeting?”*

The Thames Gateway Transportation Board has been in existence since 2005 which saw the publication of the Thames Gateway Business Plan for Transport, which was successful in securing significant funding for key pieces of infrastructure. A move to combine the planning and transport boards was taken in 2011. TGSE Planning & Transport had its first meeting on 16 January 2012.

2. *“What evidence is there from the Planning and Transport Board that the sub-regional impact of development around the Airport and its expansion has been actively considered?”*

Thames Gateway South Essex Partnership has endorsed and published *‘Supporting Growth and Increasing Prosperity: A Planning and Transport Strategy for Thames Gateway South Essex’* (October 2013) which includes reference to development at London Southend Airport and in the JAAP area. It supports the growth of the airport to two million passengers and also the creation of 7,380 jobs in the employment areas within the JAAP.

It states that delivery of the strategy will be guided and promoted by the TGSE Planning and Transport Board which draws together senior representatives from the TGSE Local Authorities, Government Departments, the Highways Agency, rail operators and private businesses including London Southend Airport and the London Gateway Port. The Board recognises that organisations cannot deliver the TGSE transport strategy individually and that partnership working will be vital to develop cost effective transport solutions that deliver growth and reduce carbon emissions.

The Planning and Transport Strategy for Thames Gateway South Essex is attached as Appendix 4

Consistency with national policy

1. *“Which paragraphs (if any) of the Aviation Policy Framework are relied upon to support the role of smaller and regional airports as set out in the JAAP?”*

The Executive Summary of the Aviation Policy Framework sets out many of the objectives which support the role of smaller and regional airports, for example paragraphs 9 and 10. In the remainder of the document there is some mixing of the roles of airports serving London, outside London and outside the South East. However, paragraphs 1.20 to 1.22 and the second bullet point in the box on page 22 indicate that Southend Airport's growth is supported by the APF.

2. *“Is it intended to update this section to refer to the most recent national policy?”*

The section will be updated to refer to most recent national policy.

Deliverability

1. *“Where in the Rochford Employment Land Study Update Final Report (JAAP26) does it say that: “... the area will be attractive to companies and investors over the long term”?”*

Paragraphs 6.10 to 6.12 of the Rochford Employment Land Study Update Final Report (JAAP26) state the following:

“The growth of Southend Airport to 1 million passengers per annum is likely to be a catalyst for further employment land demand in the area according to our analysis of commercial market trends and business number increases of Bournemouth Airport. Our analysis of similar growth at Bournemouth Airport shows an increase in business numbers by 25% between 2003 and 2007. It also showed that Bournemouth Airport has around 100,000 m² more B Class floorspace than Southend Airport currently has. These two factors combined suggest that the provision of additional B Class supply within the JAAP area is sufficient to meet this increased demand.

“The current employment land supply at Aviation Way is in good condition and has particularly strong links to the strategic road network with dual carriageways linking the site to the A127. Servicing and Public transport appear to be adequate with the only negative stemming from the areas access to amenities. This suggests that is well placed to serve the likely increase in demand for B Class employment land arising from the expansion of Southend Airport.

“Current demand at Southend Airport can in part be attributed to the areas high quality office supply. Coupled with our analysis which showed growth at Bournemouth Airport had a particular focus in sectors requiring high quality offices, Southend Airport and its environs would seem like an appropriate location for a high quality business park”.

2. *“Consideration should also be given to providing further evidence of the steps being taken to progress the Saxon Business Park and about the role of the MedTech Campus.”*

Supporting delivery of the Saxon Business Park:

- Southend Borough Council have approved a fund of £10m to progress and support the development of the Saxon Business Park
- An experienced Business Park Co-ordinator and an external professional procurement team are assisting SBC to find the best and most appropriate Development Partner before the end of 2014
- Masterplanning of the Saxon Business Park is being progressed, alongside four work streams that will ensure the enablement of the 70 acres can be progressed without constraints; these include the planning and relocation of a rugby club, archaeology studies, ground and soil studies, and finally how best to find and secure the most appropriate energy source. Integrated work with other significant neighbours, such as London Southend Airport, are also being progressed, so that the best long-term solution for the area are found.
- A more detailed demand study of the MedTech sector is now underway
- A delegation from Anglia Ruskin University are programmed to visit China in April, and within their information packs, on the potential development of MedTech campus in Essex

- Stobart Studio school discussion to support high level jobs to be delivered by ABP

Supporting delivery of MedTech Campus:

- European Regional Development Fund (ERDF) programme launched and Southend MedTech businesses have accessed the support available with grants pending
- Assisted Living workstream developed, which has involved colleagues from the Department of People at Southend Borough Council (SBC), to join up this project with the delivery challenges of adult social care and identify where this can make a difference. Now looking for test projects
- Inward investment - SBC have assisted an international tech company to locate in Southend. Some of its products have a MedTech application so they are now exploring the ERDF programme and hopefully will be able to make use of the PMI network in due course
- Engaged a Southend precision engineering company, not specifically MedTech, in the project as a possible occupant
- Introduced the Technology Strategy Board to MedTech campus in Southend to explore opportunities of working together in the future
- Secured funding from Essex County Council for innovation centre feasibility study which is nearing completion
- Relationship with existing interested parties maintained

South East Local Enterprise Partnership (SELEP) – Strategic Economic Plan:

The Strategic Economic Plan and Growth Deal, to be submitted to Government on 31st March 2014, sets out how SELEP plans to achieve growth of 200,000 new jobs and 100,000 new homes in the SELEP area by 2021. It builds on the economic strengths of Kent and Medway, East Sussex, Essex County, Thurrock and Southend. The SEP has four components:

- Investing in Our Growth Corridors;
- Boosting Our Productivity with our Universities Driving Growth;
- Enhancing Our Wealth: Improving Our Skills;
- Accelerating Investment in Housing

The investment in the “A127 Growth Corridor” includes the JAAP area, with the Growth Deal making the case for investment in transport infrastructure to serve the A127 growth areas, together with funding and support for a number of specific assets to support innovative growth in key sectors, including:

- The **Anglia Ruskin MedTech Campus** in Southend - providing one of the world's largest health innovation spaces for companies of all sizes with on-site business support services.
- **Saxon Business Park** - incorporating part of the Anglia Ruskin MedTech Campus and providing business accommodation with a focus on aviation, advanced engineering and servicing businesses connected to the airport.

