

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

ISSUES AND QUESTIONS

Issue 1

Is the overall strategy for development within the JAAP area sound having regard to the needs and demands of the area; the relationship with other plans, national policy and Government objectives and the evidence base and preparatory processes?

- i) Is the JAAP consistent with Government policy having particular regard to the National Planning Policy Framework, the Aviation Policy Framework (DoT, March 2013) and the Airports Commission: Interim report (December 2013)?
- ii) Is the JAAP consistent with existing development plans, especially the Rochford and Southend Core Strategies?
- iii) Is the boundary of the JAAP area appropriate?
- iv) Does the JAAP strike the right balance between economic, social and environmental considerations?

Issue 2

Are the airport policies justified, deliverable within the Plan period and consistent with national policy?

- i) Is the growth of the airport to 2 million passengers per annum justified and realistic?
- ii) Are the policies regarding noise, a noise compensation and purchase scheme, airport surface access strategy, operation of the new runway and air quality monitoring effective?
- iii) Are adequate environmental controls in place having regard to existing planning conditions, planning obligations and other regulatory controls?
- iv) Is Policy LS6 regarding the public safety zone as shown on the Proposals Map effective in the light of the review by the Civil Aviation Authority?
- v) Are the policies to allocate land for maintenance, repair and overhaul (MRO) justified and deliverable?
- vi) Do the policies for the MROs have sufficient regard to flooding, noise and other environmental issues?
- vii) Are the detailed site boundaries of the airport policies appropriate?
- viii) If any of the specific zones are found to be unsound, then what are the alternative options?

Issue 3

Are the employment policies justified, deliverable within the plan period and consistent with national policy?

- i) Are the individual areas proposed justifiable compared to any reasonable alternatives? Should brownfield sites in Southend be released first?
- ii) Are the individual areas proposed deliverable within the plan period given the various constraints that exist?
- iii) Are the expectations for new job creation realistic?
- iv) Are the detailed site boundaries appropriate?
- v) If any of the specific areas are found to be unsound, then what are the alternative options?
- vi) Do the policies contain sufficient detail regarding the achievement of high quality and inclusive design?
- vii) Is the differentiation between the various Use Classes and the proposed phasing of development within the policies justified?
- viii) Are the policies sufficiently flexible to accommodate needs not anticipated in the JAAP and to allow a rapid response to changes in economic circumstances?
- ix) Is there sufficient detail regarding the funding of infrastructure?

Issue 4

Are the transport policies justified, likely to be effective and consistent with national policy?

- i) Is sufficient emphasis given to promoting the use of means of transport other than the car?
- ii) Are the various transport improvements adequately linked to the proposed growth of the airport and the development of the employment areas?
- iii) Does the JAAP adequately address issues of east-west connectivity in the vicinity of the airport?
- iv) Is Policy T4 regarding the provision of a quality bus service realistic?
- v) Does Policy T5 provide sufficient detail about improvements for walking and cycling?

Issue 5

Are the environmental policies justified, likely to be effective and consistent with national policy?

- i) Is the proposed Green Belt boundary appropriate?
- ii) Is the creation of a green buffer to the east of the railway line (Policy ENV6) justified?

Issue 6

Does the JAAP have clear and effective mechanisms for implementation, delivery and monitoring?