

Mr J Fuller
Vice Chairman : SAEN
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Our Ref: SS/SAEN

Date 5 August 2013

Dear Mr Fuller

Re: London Southend Airport

I refer to your letter of 18th July 2013 addressed to Rochford District Council Councillors, which has been passed to me to respond to.

The Council's response to the points which you have raised is as follows:

1. Night/Weekend Flights at Southend Airport

The planning consents for the Airport development and the associated Planning Agreements impose much more stringent controls than had existed previously on aircraft movements (particularly at night), as well as take-off and landing procedures and noise restrictions. I also understand these new controls are repeated in the revised leasing arrangements between Southend Borough Council and the Airport Company.

The controls are designed to achieve a balance between protecting residents from the environmental impacts of the Airport, while delivering the significant benefits to the local economy of a revitalised Airport with the associated jobs created.

A summary of the position is attached at **Appendix 1**. An "Operational Controls Summary Table" which identifies the key controls which now apply to the Airport operations, including the important new controls on night flights is attached at **Appendix 2**.

Ensuring that the Airport Company complies with its obligations is clearly very important. Regular data on air traffic movements is provided by the Airport Company. The data is taken from air traffic control logs maintained by controllers individually licensed by the Civil Aviation Authority (CAA). The data is also supplied to the CAA and the Airport Consultative Committee (ACC).

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In addition, I'm aware that Southend Borough Council has established an Airport Monitoring Working Party, which meets regularly, and provides an additional mechanism to check that the Airport Company is complying with its obligations.

The Airport Company has a comprehensive complaints handling service which responds to comments and complaints about aircraft noise and routing. Complaints data, including information on complaints resolution, is considered regularly by the ACC and also by Southend Borough Council's Airport Monitoring Working Party.

In the light of the controls and monitoring arrangements set out above:

- (a) The survey work which you suggest is not justified; and
- (b) It is not accepted that there are any legitimate grounds for a legal challenge.

2. "Post Implementation Review" of Employment Impacts

The Airport Company has provided details of jobs created as a result of the Airport development. The data provided shows that approximately 500 more people are now working at the Airport compared with 2011 and 79% of employees directly employed by the Airport are from within southeast Essex. I am also advised that there are approximately 600 less people claiming job seekers allowance in Southend than this time last year and 84 less in Rochford.

I note your requests for this Council to undertake a study into the employment impacts of the Airport and I understand from colleagues in Southend that they will consider this once all the new terminal is open and the Airport has been fully operational for a reasonable period of time.

3. The JAAP

The final submission version of the JAAP is currently being prepared and it is anticipated that an Examination in Public will be held later this year. This will be overseen by a Government-appointed planning inspector and the soundness and deliverability of the plan will be assessed. A date has not yet been set, however once known it will be well publicised.

All legal and procedural requirements were complied with in connection with the recent developments at the Airport, and the JAAP has been subject to extensive public consultation.

4. The target for 25% of journeys to be by public transport

The Planning Agreements referred to in 1 above require 20% of airport passengers to travel using public transport, this target rises to 25% when the Airport reaches 2 million passengers per annum.

The most recent travel survey undertaken (October 2012) shows that 29% of passengers are using public transport to access the Airport; the majority of these by train. Transport Data and information is reviewed by the Airport Transport Forum which is made up of officers from Southend-on-Sea Borough Council, Rochford District Council, Essex County Council and representatives from other stakeholders.

5. Sewage and Drainage

The terminal extension is now well on the way to completion, but I can confirm that the Environment Agency and Anglian Water were satisfied with the details provided during the assessment of the planning application.

6. Civil Aviation Authority Covenants

I am not clear what covenants you are referring to, but in any event I note that you have already raised the issue with CAA.

7. Airport Consultative Committee

Southend Airport is a designated aerodrome and therefore there is a responsibility to provide facilities for consultation. The Department of Transport recommends that the operator of a designated aerodrome establishes an ACC in connection with this responsibility, with representatives of groups referred to in S.35 of the Civil Aviation Act 1982. Southend Airport has duly established an ACC. I note that you are pursuing the composition of the Southend ACC with Government Transport Ministers.

8. Public Opinion

Your comments are noted.

9. EasyJet Operations

Your comments are noted.

10. Airport Quality/Pollution

Rochford Council has consulted with the relevant organisations in determining planning applications for development on the airport and carefully considered the environmental impacts before granting planning consent. Similarly, the environmental impacts were considered by Southend Council as part of the determination of the planning application to extend the runway in 2009/10. The target imposed on the use of public transport is one way the two Councils are seeking to limit emissions. Regular air quality testing is also carried out.

I trust this information is of use.

Yours sincerely

A handwritten signature in black ink, appearing to read "Shaun Scrutton". The signature is written in a cursive style with a long horizontal stroke at the end.

Shaun Scrutton
Head of Planning & Transportation