

ADDENDUM TO ITEM 19 - Update on the delivery of London Southend Airport Joint Area Action Plan (JAAP)

1 ADDENDUM

- 1.1 The Government-appointed Inspector has provided Rochford District and Southend-on-Sea Borough Councils with further feedback on the proposed Modifications to the London Southend Airport and Environs Joint Area Action Plan, following production of the Schedule of Modifications to be considered by Council.
- 1.2 The additional comments relate to relatively minor matters, and can be summarised as follows:
- Additional text to be added to explain position in relation to the Public Safety Zone (PSZ)
 - Some modifications previously classified as “main modifications” to be reclassified as “additional modifications” and vice versa.
 - Changes to wording to clarify policies / supporting text

2 Recommendation

- 2.1 It is proposed that Cabinet agree to amend Recommendation 2.2 of the Cabinet Report to include the text underlined:-
- 2.2 **That the proposed schedule of main modifications (Appendix 2) is agreed and the JAAP can be consulted upon in accordance with the timetable for adoption in the Local Development Scheme. Together with the further changes set out in Appendix 1 to this Addendum, which takes account of the Inspector’s further comments.**

Appendix 1 – Amendments to Schedule of Modifications

1. The following main modifications to be reclassified as “additional modifications”:

Page	Policy/Paragraph
5-6	The Submission JAAP Section
7-8	Draft National Aviation Policy Framework Section

2. The following additional modifications to be reclassified as “main modifications”

Page	Policy/Paragraph
41	Policy TF1
42	Policy ADZ1
46	First paragraph below Access to Development Areas section
47	Policy T1
53	Policy ENV2
53	Policy ENV4

3. Main Modifications amended as highlighted in red.

Page	Policy / Paragraph	Main Modification
36	Final two paragraphs	<p><i>Amend paragraphs as follows:</i></p> <p>The <u>Environmental Controls Schedule controls appendix</u> specifies the arrangements for controlling noise and operations, but it is important to ensure arrangements are in place for regular reporting of activities and progress on the delivery and implementation of the various plans, including the quiet operations plan, airport surface access strategy and the preferred runway procedures plan. The policy requires the preparation of an annual statement to report on all matters relevant to the operation of the airport, but particularly noise.</p> <p>The airport has prepared a Noise Action Plan in accordance with the Environment Noise (England) Regulations 2006 and this covers noise reduction measures for the base case and development case scenarios. The Action Plan sets out the measures to be implemented over the next five years, or as relevant development schemes are completed. The policy <u>airport operator – through the section 106 obligation that accompanied planning permission for the runway extension - is required</u> to publish an annual statement to be published to explaining in full how the Noise Action Plan is performing, but also refers to the detailed measures for controlling noise, air quality, etc. set out in the controls appendix, part of this plan.</p>
38	Before Public Safety Zone section	<p><i>Insert new section as follows:</i></p> <p><u>London Southend Airport Runway Extension</u></p> <p><u>[Final paragraph]</u></p> <p><u>It is not anticipated that further amendments to the planning consent permission for the runway extension will be sought by the airport operator within the plan period. However, strict operating controls would be applied in a similar manner to those that accompanied planning permission (09/01960/FULM) should an application be received in the future, including noise controls.</u></p>

38	Before Public Safety Zone policy	<p>PSZs are based on risk contour modelling, a process which assesses the likelihood of a person remaining in the same location for a year being subjected to a particular level of risk of being killed as a result of an aircraft accident. The areas of the PSZ correspond to the 1 in 100,000 individual risk contours calculated for each airport and based on forecasts about numbers and types of aircraft movements fifteen years ahead. That being the case, whilst the policy seeks to reinforce that, in accordance with the Circular, limited types of activity or development will be accepted within a PSZ.</p> <p>It also recognises there will be a potential need for the Civil Aviation Authority to review the boundaries of the existing PSZs to take account of the expected change in traffic over the coming years and runway extension. The PSZ is not a land use proposal but a designation made by Government in conjunction with the CAA, which may be subject to change. The current PSZ is shown on the Proposals Map. A review of the PSZ has been undertaken by the Civil Aviation Authority which included a consultation that ended on 6 March 2014.</p>
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4. Additional Modifications amended as highlighted in **red**.

Page	Policy / Paragraph	Main Modification
35	First paragraph, Airport Policies Section	<p>Amend paragraph as follows:</p> <p>The JAAP supports, in principle, the expansion of London Southend Airport to handle up to 2 million passengers per annum. The expected mix of air traffic movements that would deliver 2 mppa is shown in table 1. Both Councils expect the number of ATMs in 2020 to be of the order of 53,300, based on the development case with an extended runway as proposed in Policy LS36</p>