

**Rochford District Council and Southend-on-Sea Borough Council**

**London Southend Airport and Environs Joint Area Action  
Plan (JAAP) Sustainability Appraisal Addendum**

**July 2014**

## **1 Introduction**

- 1.1 This report forms an addendum to the Sustainability Appraisal (SA) that was prepared for the London Southend Airport and Environs Joint Area Action Plan (JAAP) Submission Document, and which accompanied the JAAP document submitted for examination on 17 December 2013.
- 1.2 Following examination hearing sessions, the Examination Inspector wrote to Rochford District and Southend-on-Sea Borough Councils setting out his interim views, and suggested changes in order to make the JAAP sound and legal compliant. Consequently, the Councils prepared a Schedule of Modifications to the JAAP Submission Version (JAAP Schedule of Modifications).
- 1.3 This SA addendum provides an SA of the JAAP Schedule of Modifications. The SA addendum does not seek to repeat the assessment carried out for the SA of the JAAP Submission Version, but rather seeks to assess the changes made to the proposals themselves. This report should therefore be read in conjunction with the SA of the JAAP Submission Version.

## **2 Sustainability Appraisal Process**

- 2.1 Sustainability appraisal (SA) is required of JAAP under Planning and Compulsory Purchase Act 2004 regulations. Strategic Environmental Assessment (SEA) of certain plans and programmes is required by the European Directive EC/2001/42.
- 2.2 Production of the JAAP has been an iterative process, and SA was undertaken at the various stages to assist the decision-making process. The findings of the SA at each stage were used to inform the production of the following stage until production of the version for submission.
- 2.3 SA of the JAAP was undertaken at the Issues and Options, Preferred Options and Submission Version stages.
- 2.4 This SA addendum forms an addendum to, as stated above, the SA of the JAAP Submission Version and should therefore be read in conjunction with that SA. The SA of the JAAP Submission Version used a SA Framework<sup>1</sup>, including sustainability objectives, to assess policies. This addendum carries this approach forward using the same SA Framework to ensure consistency.

## **3 Assessment of the effects of proposed modifications**

- 3.1 The JAAP Schedule of Modifications is provided in Appendix 1. An assessment of the effects of the proposed amendments set out in the Schedule of Modifications, using the SA Framework of sustainability objectives, is provided in Appendix 2.

## **4 Habitats Regulation Assessment (HRA)**

- 4.1 The European Directive (92/43/EEC) on the Conservation of Natural Habitats and Wild Flora and Fauna (the Habitats Directive) protects habitats and species of European nature conservation

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<sup>1</sup> SA of JAAP Submission Version – Appendix 2

importance. The Habitats Directive establishes a network of internationally important sites designated for their ecological status. These are referred to as Natura 2000 sites or European Sites, and comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

- 4.2 Articles 6 (3) and 6 (4) of the Habitats Directive require Appropriate Assessment (AA) to be undertaken on proposed plans or projects which are not necessary for the management of the site but which are likely to have a significant effect on one or more Natura 2000 sites either individually, or in-combination with other plans and projects. This requirement is set out in the Conservation of Habitats and Species Regulations (as amended) 2010, which require the application of HRA to all land use plans. Government guidance also requires that Ramsar sites (which support internally important wetland habitats) and are listed under the Convention on Wetlands of International Importance (Ramsar Convention 1971) are included within HRA/AA
- 4.3 HRA has already been undertaken on the JAAP Submission Version. The HRA found that the following policies were considered to potentially lead to likely significant effects on Natura sites:

<b>Policy E2</b>	Aviation Way Industrial Estate
<b>Policy E3</b>	Saxon Business Park
<b>Policy E5</b>	Development of Area 1A - Saxon Business Park
<b>Policy E6</b>	Development of Area 1B - Saxon Business Park
<b>Policy E8</b>	Nestuda Way Business Park
<b>Policy LS1</b>	General Policy
<b>Policy TF1</b>	Expansion of New Terminal
<b>Policy MRO1</b>	Northern MRO
<b>Policy MRO2</b>	Northern MRO Extension
<b>Policy MRO3</b>	Southern MRO Zone
<b>Policy ADZ1</b>	Existing Terminal Area

- 4.4 The above policies were considered further through the HRA. The HRA found that the JAAP will not have adverse effects on the integrity of Natura sites.
- 4.5 The Schedule of Modifications proposes changes to all of the above policies. However, none of the modifications have the potential to alter the likely significant effect of any of these policies on Natura sites.
- 4.6 The Schedule of Modifications does not propose any changes to other policies not listed above such that they would have the potential to have a likely significant effect on one or more Natura sites.

## 5 Conclusions

- 5.1 The Schedule of Modifications will have a relatively modest impact on sustainability objectives. Overall, there are small positive impacts on the following sustainability objectives: to maintain the quality and setting of landscapes and townscapes (particularly in respect of cultural heritage); to ensure a high quality environment for local communities and other sensitive receptors. The Schedule of Modifications has the potential to have a negative impact on the sustainability objective to maximise economic benefits of the thriving airport (in that it, for example, places additional controls on new MRO operations) but any negative impact will be

nominal and certainly not undermine the JAAP's overall positive impact on this sustainability objective.

### Proposed Schedule of Modifications to the Submission Document (February 2013)

The changes below are generally expressed either in the conventional form of strikethrough for deletions and underlining for additions of text, or by specifying the change in words in *italics*.

#### The below proposed modifications relate to changes to the JAAP (February 2013).

The page numbers and paragraph numbering below refer to the JAAP Submission Document (February 2013), and do not take account of the deletion or addition of text.

Ref	Page	Policy/ Paragraph	Main Modification
MM1	17	Second paragraph after The future of the JAAP as an employment area Section	<p><i>Amend paragraph as follows:</i></p> <p>A high growth approach will require sufficient employment land to be allocated to allow for the potential of the area to be fully realised. The plan allocates land to accommodate up to 109,000 square metres of additional floorspace, with 99,000 square metres to be located in the new Saxon Business Park and the balance on a smaller business park at Nestuda Way, which together will accommodate up to 5,450 additional jobs in the area over the planning period to <del>2027</del><u>2031</u>. It is also anticipated that 15,000 square metres will become available for redevelopment within the existing Aviation Way Industrial Estate. All together these sites <del>will</del><u>could</u> deliver 6,200 additional jobs (excluding direct airport related employment).</p>
MM2	25	Policy E1	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy E1 - General Development Considerations</i></b></p> <p>The JAAP area will be developed as a strategic employment area to support the delivery of an additional <del>5380</del> jobs in the period to 2021, including employment directly related to the airport. <del>This total</del> <u>These jobs</u> will contribute to the delivery of the jobs totals for Rochford <del>DC</del><u>District Council</u> and Southend <del>BC</del><u>Borough Council</u> – the apportionment to each district will be based on a 50-50 split of</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>the overall jobs total to be provided within the JAAP area.</p> <p>The JAAP area will support the delivery of an additional 2,000 jobs in the period post 2021 through further development of the Saxon Business Park and the development of the Nestuda Business Park.</p> <p>The general principles for the development of the business parks will be set out in design briefs to be prepared and published prior to any development commencing. The design briefs will set out a framework for the general layout, appearance and design principles of the business parks. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against. Proposals should consider and appropriately address the impact on heritage assets or below ground archaeology.</u></p>
MM3	26	Policy E2	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy E2 - Aviation Way Industrial Estate</i></b></p> <p>Within Aviation Way Industrial Estate, the area shown as existing employment on the Proposals Map, applications for development within use classes B1 and B2 will be <del>welcomed</del> <u>supported</u>. It is expected that redevelopment and intensification within this area will accommodate an additional 750 jobs. A flood risk assessment will be required to be submitted with all planning applications to demonstrate that any development will be safe for its lifetime, without increasing flood risk elsewhere. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against.</u></p>
MM4	27	Final paragraph	<p>The general principles for the development of the business park will be set out in a Masterplan/<del>design</del> brief to be prepared and published prior to any development commencing. The Masterplan/<del>design</del> brief will set out a framework for the layout, appearance and design principles of the business park.</p>
MM5	28	Policy E3	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy E3 - Saxon Business Park</i></b></p> <p>Within the proposed employment areas shown as 1A, <del>24B</del> and <del>32</del> on the Proposals Map, applications for development will be <del>welcomed</del> <u>supported</u> which at least deliver, or proportionately contribute in</p>

Ref	Page	Policy/ Paragraph	Main Modification																				
			<p>land take towards achieving, the following schedule:</p> <table border="1" data-bbox="660 379 1836 571"> <thead> <tr> <th>Area</th> <th>Use class</th> <th>Floorspace</th> <th>Jobs</th> </tr> </thead> <tbody> <tr> <td>Area 1A</td> <td>B1/Education</td> <td>20,000</td> <td>1,000</td> </tr> <tr> <td><u>Area 2</u></td> <td>B1 <u>and B2</u></td> <td><u>30,000</u></td> <td></td> </tr> <tr> <td>Area <del>4B3</del></td> <td>B1 and B2</td> <td>49,000</td> <td>2,450</td> </tr> <tr> <td>Area 2-B4</td> <td>30,000</td> <td>1,500</td> <td></td> </tr> </tbody> </table> <p>In the case of Areas <u>2</u> and <u>34B</u>, Use Class B2 uses will be considered acceptable where they complement and support the B1 uses, and strengthen the role of the new employment land as a high quality business park, as set out in other policies within this <u>Pplan</u>. <u>B1 and B2 developments may be accompanied by ancillary storage and distribution uses.</u> Whilst, the local authorities do not want to be overly prescriptive about the uses that will be accommodated within the business park, it is expected that the layout will include a number of sustainable and eco-friendly business start-up units.</p> <p>Supporting non B1/B2 uses may be acceptable where it can be demonstrated that these uses are necessary to support the operation and/or the requirements of employees working in the business park. <del>It is expected that the release of the allocated land will be in phases as specified in Policy E4.</del></p> <p><del>All phases of development</del> <u>Applicants</u> will be required to <u>carefully consider any potential detrimental impact on residential amenity and propose suitable mitigation measures.</u> All development areas will <u>also be required to contribute towards new public open space to the north and east of the business park, as shown on the Proposals Map.</u></p>	Area	Use class	Floorspace	Jobs	Area 1A	B1/Education	20,000	1,000	<u>Area 2</u>	B1 <u>and B2</u>	<u>30,000</u>		Area <del>4B3</del>	B1 and B2	49,000	2,450	Area 2-B4	30,000	1,500	
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MM6	28	Phasing of Saxon Business Park Section and Policy E4	<i>Delete paragraph and Policy E4.</i>																				

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MM7	29	Second paragraph	<p><i>Amend paragraph as follows:</i></p> <p>Development of the site will be subject to the Masterplan/<del>design brief</del> to be prepared and published prior to any development commencing. The Masterplan/<del>design brief</del> will set out a framework for the layout, appearance and design characteristics of the business park.</p>
MM8	29	Policy E5	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy E45 - Development of Area 1A – Saxon Business Park</i></b></p> <p>The development of Area 1A will include a landmark building and entrance feature/gateway establishing the identity of the area as a high quality business park. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against.</u></p>
MM9	30	Policy E6	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy E56 - Development of Area 31B – Saxon Business Park</i></b></p> <p>The development of Area <del>31B</del> will include the extension of the access road so far as this is required to enable the development of the business park prior to the occupation of any buildings. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against.</u></p>
MM10	30	Fourth paragraph	<p><i>Amend paragraph as follows:</i></p> <p>The site is also bordered by the grade II listed building, Cherry Orchard Farm. The Masterplan/<del>Development Brief</del> for the site will be required to <del>incorporate</del><u>maintain</u> a green buffer zone and landscaping around the building to preserve the rural character of its setting.</p>
MM11	30	Policy E7	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy E67 - Development of Area 2 – Saxon Business Park</i></b></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>In addition, the development of this area will be required to provide a new junction to provide access to the business park from Cherry Orchard Way. The initial section of the new access road and green corridor from the new junction will also be required to enable access to the development.</u> The development of Area 2 will be required to fund the relocation of the rugby club, including setting out the pitches and provision of new club house facilities. This replacement must be at least equivalent to the existing site in terms of the quantity and quality of facility provided and at least equivalent in terms of tenure/management arrangements. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against. Proposals should consider and appropriately address the impact on heritage assets or below ground archaeology.</u></p>
MM12	31	Fifth paragraph	<p><i>Amend paragraph as follows:</i></p> <p>The general principles for the development of the business park will be set out in a Masterplan/design brief to be prepared and published prior to any development commencing. The Masterplan/design brief will set out a framework for the layout, appearance and design characteristics of the business park.</p>
MM13	31	Policy E8	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy E78 - Nestuda Way Business Park</i></b></p> <p>Within the proposed Nestuda Way Business Park applications for development within Use Class B1 will be expected in the period post 2021. It is expected that the site is capable of accommodating 10,000 sq. metres of floorspace, <del>delivering at least 500 jobs</del>. The design, sustainability and quality of buildings within the business park will need to be carefully considered and provide an appropriate visual frontage to the A127.</p>
MM14	35	Policy LS1	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy LS1 – General Policy</i></b></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>The operational boundary of London Southend Airport will be as shown on the Proposal Map, and both Councils will support the growth of the airport to a capacity of <del>up to 2 million passengers</del> <u>53,300 ATMs per annum</u>.</p>
MM15	36	Before Policy LS2	<p><i>Add additional paragraph below policy as follows:</i></p> <p><u>An airport surface access strategy (ASAS) is considered to be an essential prerequisite to any scheme for development at the airport.</u></p> <p><u>The ASAS considers appropriate arrangements for all modes of transport, with a particular focus on modal shift and sustainable travel. In particular, it considers the implications of development for the road network, the opportunities for better public transport, and access for cyclists and pedestrians. The first version of the ASAS has been prepared, but this must be regularly updated in response to any new developments.</u></p>
MM16	36	Policy LS2	<p><i>Amend policy as follows:</i></p> <p>Applications for planning permission will be <del>welcomed</del> <u>supported</u> provided they:</p> <ul style="list-style-type: none"> <li>• are airport related;</li> <li>• deal with noise issues as set out in the <del>controls appendix</del> <u>Environmental Controls Schedule</u> and other policies in this plan;</li> <li>• include measures to monitor air quality;</li> <li>• contribute to the transport infrastructure needs of the area;</li> <li>• incorporate sustainable transport measures that will make an appropriate contribution towards the targets for modal shift of passengers, visitors and staff travelling to the airport;</li> <li>• <u>include updates to the surface access strategy as appropriate;</u></li> <li>• <u>consider and appropriately address the impact on heritage assets or below ground</u></li> </ul>

Ref	Page	Policy/ Paragraph	Main Modification
			<u>archaeology.</u>
MM17	36	Final two paragraphs	<p><i>Amend paragraphs as follows:</i></p> <p>The <u>Environmental Controls Schedule</u> <del>controls appendix</del> 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. <del>The Action Plan sets out the measures to be implemented over the next five years, or as relevant development schemes are completed. The policy</del> <u>airport operator – through the 106 that accompanied planning permission for the runway extension - is required</u> to publish an annual statement <del>to be published to explaining</del> in full how the Noise Action Plan is performing, <del>but also refers to the detailed measures for controlling noise, air quality, etc. set out in the controls appendix, part of this plan.</del></p>
MM18	37	Policy LS3	<i>Delete Policy LS3</i>
MM19	37	Policy LS4	<i>Delete Policy LS4</i>
MM20	37	Final two paragraphs	<p><i>Delete paragraphs as follows:</i></p> <p><del>Airport Surface Access Strategy (ASAS) An airport surface access strategy is considered to be an essential prerequisite to any scheme for development at the airport. This must be prepared in accordance with the guidance prepared by the then Department of Environment and Transport in July</del></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><del>1999, and include a travel plan.</del></p> <p><del>The ASAS considers appropriate arrangements for all modes of transport, with a particular focus on modal shift and sustainable travel. In particular, it considers the implications of development for the road network, the opportunities for better public transport, and access for cyclists and pedestrians. The first version of the ASAS has been prepared, but this must be regularly updated in accordance with the policy.</del></p>
MM21	38	Policy LS5	<del>Delete Policy LS5</del>
MM22	38	Before Public Safety Zone section	<p><i>Insert new section as follows:</i></p> <p><b><u>London Southend Airport Runway Extension</u></b></p> <p><u>Planning permission (09/01960/FULM) was granted for an extension to the runway at London Southend Airport in 2010. This application was subsequently implemented by London Southend Airport and the extended runway is operational.</u></p> <p><u>Planning permission to extend the runway was subject to a detailed S106 agreement which applied a number of environmental controls to the operation of the airport.</u></p> <p><u>The extended runway has an operational length of 1,799 metres as the declared maximum take-off distance available (TODA). This means that the airport continues to be categorised as a Code 3 aerodrome. The extended runway is in fact 1,905 metres in length to allow for a take-off length on runway 06 equivalent to that provided for runway 24.</u></p> <p><u>Effectively, this means the runway is balanced to allow, subject to air traffic control, weather conditions, etc. the opportunity for better utilisation and take-off in either direction. The runway extension also incorporates a turning head.</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>The extension to the runway results in the following operational changes:</u></p> <ul style="list-style-type: none"> <li>• <u>For aircraft landing on runway 24, the runway threshold is displaced about 100 metres to the south-west. As a result the runway end safety area (RESA) extends from 90 to 150 metres with a width of 150 metres which means that aircraft will be slightly higher as they come into land over Rochford.</u></li> <li>• <u>In the case of take-offs from runway 24, the start of the roll remains at the north-east end of the runway paved surface and finishes allowing sufficient space within the proposed airport boundary to provide a 240 metre overrun RESA in line with CAA requirements.</u></li> <li>• <u>For aircraft landing on runway 06, the landing threshold is displaced about 420 metres further to the south west than the existing runway - aircraft using an instrument landing system (ILS) would approach with a slightly higher angle of descent.</u></li> <li>• <u>In the case of take-offs from runway 06, larger aircraft will commence from the turning head, and would be 380 metres further to the south-west when they start to roll.</u></li> </ul> <p><u>In summary, the runway extension allows airlines to operate larger aircraft with increased passenger seating capacity, such as the Embraer 195, Airbus 319 and smaller models of the Boeing 737.</u></p> <p><u>Whilst the operational benefits arising from the runway extension are important, it is the economic impacts of the development that provide the significant benefits for the community, with substantial benefits for people in the local area and the wider region, through income growth, economic structure, regeneration, skills and employment.</u></p> <p><u>The joint planning authorities consider it to be essential for strict operating conditions to be applied to the airport for operation of the new runway extension.</u></p> <p><u>The controls set out in the Environmental Controls Schedule listed in this Plan have been incorporated into the S106 that accompanied planning permission for the runway extension.</u></p> <p><u>It is not anticipated that further amendments to the planning consent for the runway extension will be</u></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><u>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>
MM23	38	Before Public Safety Zone section	<p><i>Insert new section as follows:</i></p> <p><b><u>Air Quality Monitoring</u></b></p> <p><u>It is considered that an essential part of the monitoring and controls for a modern airport must include careful monitoring of air quality. In relation to London Southend Airport, air quality issues have been addressed through the s106 agreement that accompanied the granting of the planning permission for the runway extension (09/01960/FULM).</u></p> <p><u>The airport operator will be required to maintain an air quality monitoring system to include:</u></p> <ul style="list-style-type: none"> <li>• <u>periodic measurement and publication of air quality data;</u></li> <li>• <u>the preparation of an Air Quality Management Plan; and</u></li> <li>• <u>a rolling five year review of air quality using the year that the runway extension becomes operational as the base year (2012).</u></li> </ul> <p><u>Should the increased operations lead to breaches of statutory air quality standards then the Councils will be required to consider introducing an Air Quality Management Area, notwithstanding any lease or s106 provisions.</u></p> <p><u>Emissions from surface transport will be tackled through the implementation of a Travel Plan.</u></p>
MM24	38	Policy LS6	<p><i>Amend policy as follows:</i></p> <p><b><u>Policy LS63 – Public Safety Zones</u></b></p> <p>Within the defined Public Safety Zones (PSZ), as shown on the Proposals Map, planning</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>permission will not be granted for:</p> <ul style="list-style-type: none"> <li>• development or changes of use, which would result in an increase in the number of people within the zone; or</li> <li>• development that would adversely impact upon the safe operation of London Southend Airport;</li> </ul> <p>Further details of the restrictions on development within the PSZ can be found in Department for Transport Circular 01/2010. <del>It is expected that the current Public Safety Zone for London Southend Airport will be reviewed following the extension to the runway.</del></p>
MM25	39-40	Sections on Runway Extension; Operation of the extended runway; and Air Quality Monitoring	<p><i>Delete sections on Runway Extension; Operation of the extended runway; and Air Quality Monitoring</i></p> <p><i>Delete Policies LS7 and LS8</i></p>
MM26	41	Policy TF1	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy TF1 – Expansion of New Terminal</i></b></p> <p>Applications for planning permission for the expansion of terminal facilities will be <del>welcomed</del> <u>supported</u> in the area shown on the Proposals Map to enable growth, but subject to the details set out in the <del>e</del>Environmental <del>e</del>Controls <del>s</del>Schedule, to be delivered through conditions or a S106 Agreement, as appropriate.</p>
MM27	41	Policy MRO1	<p><i>Amend policy as follows:</i></p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p><b>Policy MRO1 – Northern MRO</b>                      Applications for airport related MRO developments (e.g. increased hangerage and aircraft maintenance facilities) will be <del>welcomed</del> <u>supported</u> in the Northern MRO Zone as shown on the Proposals Map. All applications will be required to make a financial contribution towards the upgrade of the junction at the southern end of Aviation Way and improvement of Aviation Way in accordance with Policy T4. <u>Engine testing restrictions referred to in the Environmental Controls Schedule will be applied to any applications for MRO development.</u> A flood risk assessment will be required to demonstrate any development will be safe, without increasing flood risk elsewhere. <u>Proposals should consider and appropriately address the impact on heritage assets or below ground archaeology.</u></p>
MM28	42	Policy MRO2	<p><i>Amend policy as follows:</i></p> <p><b>Policy MRO2 – Northern MRO Extension</b>                      Applications for airport related MRO developments (e.g. increased hangerage and aircraft maintenance facilities) will be <del>welcomed</del> <u>supported</u> in the Northern MRO Zone Extension as shown on the Proposals Map. Access to the new MRO Zone will be from an extension to Aviation Way funded by the development. All applications will be required to make a financial contribution towards the upgrade of the junction at the southern end of Aviation Way and the improvement of Aviation Way in accordance with Policy T4. <u>Engine testing restrictions referred to in the Environmental Controls Schedule will be applied to any applications for MRO development.</u> <u>Development of this area will be required to be accompanied by appropriate noise attenuation measures (e.g. bunds) to mitigate potential noise impacts on residents and the golf course to the north.</u> A flood risk assessment is required to demonstrate any development will be safe, without increasing flood risk elsewhere. The development will be required to make a contribution towards the new public open space to the west of the site as shown on the Proposals Map – the details are set out in Policy ENV2.</p>
MM29	42	Policy MRO3	<p><i>Amend policy as follows:</i></p> <p><b>Policy MRO3 – Southern MRO Zone</b></p>



Ref	Page	Policy/ Paragraph	Main Modification
			<p>Applications for airport related MRO developments (e.g. increased hangerage and aircraft maintenance facilities) will be supported in the Southern MRO Zone as shown on the Proposals Map, including a fixed base operator and limited freight handling, and any other operations or activities required to support the development of the airport, in accordance with other policies in the plan. <u>Engine testing restrictions referred to in the Environmental Controls Schedule will be applied to any applications for MRO development.</u></p>
MM30	42	Policy ADZ1	<p><i>Amend policy as follows:</i></p> <p><b>Policy ADZ1 – Existing terminal area</b>            Within the Airport Development Zone, applications for airport related development will be <del>welcomed</del> <u>supported</u>, provided it can be demonstrated they will support the expansion of the airport to its capacity of 53,300 ATMs or support the enhancement of the airport’s MRO capabilities. Applications for retail development will not be supported.</p>
MM31	46	First paragraph below Access to Development Areas section	<p><i>Amend paragraph as follows:</i></p> <p>It is essential that this new employment land is supported by improvements to, and upgrading of, junctions to provide improved capacity, connectivity and access to the existing industrial area on the Aviation Way. In order to provide this, it will be necessary to consider what the minimum access requirements might be needed to service <del>the phased</del> <u>each</u> development <u>area</u> of the Saxon Business Park in advance of constructing the new access from Cherry Orchard Way. <del>To release land for early phased development, and to allow greater flexibility, a</del> <u>A</u> link from Aviation Way would be required, which would also include access for future bus services.</p>
MM32	47	Policy T1	<p><i>Amend policy as follows:</i></p> <p><b>Policy T1 - Access to Development Areas</b>            An access road and junction from Cherry Orchard Way will be required as outlined in policies T2 and <u>E45, E7 and ENV4</u></p> <p>Consideration will be given to access to the new business park from Aviation Way dependent on</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>the need identified in the <del>phasing</del> of development <u>areas coming forward</u> and provision for future bus services.</p> <p>In order to support the above and redevelopment of the Aviation Way Industrial Estate and to allow for the expansion of the Northern MRO, a modified junction will be required at the intersection of Aviation Way and Eastwoodbury Lane as a result of planned intensification of uses at the industrial estate. In addition highway and traffic management improvements will be required to Aviation Way, including public realm, safety and greater provision for walking, cycling and bus services linking to the wider business park.</p> <p>New development on Aviation Way Industrial Estate and within both the existing and extended <u>Northern MRO Zone</u> will be expected to make a contribution towards the cost of the upgrade to the junction at Eastwoodbury Lane and Aviation Way, and the public realm and road improvements on Aviation Way.</p> <p>Infrastructure improvements will be phased to require the junction improvements to be undertaken first, followed by improvements to Aviation Way.</p> <p>A Green Link through the site will be required as part of the master planning and linking into the surrounding network as mentioned in E3.</p>
MM33	47	Access to Saxon Business Park Section	<p><i>Amend paragraph as follows:</i></p> <p><b>Access to Saxon Business Park</b></p> <p>It is anticipated that access to the new Saxon Business Park will be from a new roundabout on Cherry Orchard Way as shown indicatively on the Proposals Map. The detailed planning for the location of <u>the</u> access road will be developed with the Masterplan for the Business Park so that <del>phasing of the</del> development <u>areas coming forward</u> and the requirements of potential occupiers may be taken into</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<p>account. Nevertheless, consideration has been given to the impact of traffic turning right from the Saxon Business Park to use Hall Road and other local roads in Rochford for their journey. <u>Turning right out of the Saxon Business Park and onto local highway network will be discouraged through the road signage. Traffic will be encouraged to turn left towards the strategic highway network, to which improvements are to be made.</u> <del>Whilst the traffic modelling shows there is expected to be no negative effects on the road network caused by traffic turning right from the new junction, there is nevertheless concern about the impact this may have and, as a result, it is proposed to prevent right turning movements for traffic leaving the business park to direct traffic to the major road network, while still allowing buses to make this movement.</del> Further analysis of traffic movements and the <del>design of the traffic controls</del> <u>balancing of traffic flows</u> will be considered through the preparation of the Masterplan.</p>
MM34	48	Policy T2	<p><i>Amend policy as follows:</i></p> <p>A new access will be required to serve the Saxon Business Park from Cherry Orchard Way. <del>The new access to Saxon Business Park will incorporate a no right-turn restriction for traffic (except buses) leaving the estate.</del> <u>The new access to Saxon Business Park will, through the use of signage, encourage traffic to turn left on leaving the Business Park to use the principal highway network.</u> The location for the new access road to the Business Park will be developed through the Masterplan. <u>The access should be of an appropriate type and scale to serve the needs of the new development.</u></p>
MM35	50	Policy T5	<p><i>Amend policy as follows:</i></p> <p><b><i>Policy T5 - Walking and Cycling</i></b></p> <p>All development will be required to contribute towards the timely construction of new, as well as improvement to existing, walking and segregated cycling infrastructure and facilities in the JAAP area and the integration of these facilities into the wider network.</p> <p>Specifically development will be required to contribute towards, but not exclusively, the following improvements:</p>

Ref	Page	Policy/ Paragraph	Main Modification
			<ul style="list-style-type: none"> <li>• The establishment of a segregated route for walking and cycling to the north of the JAAP area linking to Hall Road funded through Saxon Business Park <del>phases 1A and 1B</del> <u>Areas 1 and 3</u>;</li> <li>• Improving cycling and walking linkages between Cherry Orchard Way and Nestuda Way funded by Saxon Business Park <del>phases 1A and 1B</del> <u>Areas 1 and 3</u>;</li> <li>• Improve walking and cycling by enhancing accessibility, providing secure cycle storage and changing facilities for workers and visitors and appropriate training for cyclists; and</li> <li>• Towards a network of routes, <u>agreed between Essex County, Southend Borough and Rochford District Councils and identified in the emerging transport strategy, including the extension of the National Cycle Network from Stock, through the District to London Southend Airport.</u></li> </ul>
MM36	53	Policy ENV2	<p><i>Amend policy as follows:</i></p> <p><b>Policy ENV2 – New Public Open Space – North</b></p> <p>A new area of public open space, in two sections, will be created on land to the north of the Saxon Business Park as shown on the Proposals Map. Section 1 of the new open space will include provision for the relocation of the Westcliff Rugby Club (see Policy <del>E4 and E67</del>). The layout and development of <del>s</del><u>Section 1</u> will be funded by the development of <del>phase 2</del> <u>Area 2</u> of the Saxon Business Park. Section 2 will be laid out as informal public open space, and include the enhancement of the area of land at the southern end for nature conservation. Section 2 will be funded by the development of the Northern MRO extension (see Policy MRO2).</p>
MM37	53	Policy ENV4	<p><i>Amend policy as follows:</i></p> <p><b>Policy ENV4 – Country Park; Access and Facilities</b></p> <p>A link to the Cherry Orchard Jubilee Country Park will be provided in conjunction with the development of <del>Area 4A2</del> <u>Area 2</u> of the Saxon Business Park and the construction of a new <del>junction and</del> access road (see Policy <del>E45</del>).</p>

Ref	Page	Policy/ Paragraph	Additional Modification
AM1	5-6	The Submission JAAP Section	<p><i>Amend section as follows:</i></p> <p><b><u>The Submission JAAP Preparation of the JAAP</u></b></p> <p>A key step in the process of establishing the JAAP was the preparation of an ‘Issues and Options’ Report that provided an opportunity for the general public and all interested parties to comment on the future development of London Southend Airport and <u>its e</u>Environs. It set out the initial analysis and potential spatial scenarios for the development of London Southend Airport and <u>its e</u>Environs in the period to 2031 derived from the evidence base and analysis. It also set out the vision and objectives of the area, and key issues and options for future development.</p> <p>The feedback received from the Issues and Options Report was carefully considered and used to prepare a Preferred Options Report for future development in the area. In turn, the feedback received to the informal consultation on the preferred options, together with further development of the evidence base <del>has</del> contributed to the pre-submission consultation document.</p> <p><del>The purpose of this stage (pre-submission consultation) is to consult on whether the document is considered to be ‘sound’, has been positively prepared, and is justified, effective and consistent with national planning policy. If you wish to make a representation seeking a change to the JAAP at this stage you should make clear in what way the JAAP or part of the JAAP is not sound, having regard to the legal compliance checks and the tests of soundness<sup>4</sup>.</del></p> <p><del>You should try to support your representation by evidence showing why and how the JAAP should be changed. Representations should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change, as there will not normally be a subsequent opportunity to make further submissions based on the original</del></p>

Ref	Page	Policy/ Paragraph	Additional Modification
			<p><del>representation made at publication.</del></p> <p><del>After this stage, further submissions will be only at the request of the Planning Inspector, based on the matters and issues he/she identifies for an examination in public.</del></p> <p>Once adopted, the JAAP will be kept under regular review and will be revised, as appropriate, to reflect any changing or new circumstances or objectives for the area. Any future revisions of the final plan will, of course, be subject to public consultation.</p>
AM2	7-8	Draft National Aviation Policy Framework Section	<p><i>Amend section as follows:</i></p> <p><b><del>Draft National Aviation Policy Framework</del></b></p> <p><del>The Government published a draft the Aviation Policy Framework for consultation in July 2012 in March 2013, replacing the aforementioned 2003 Air Transport White Paper. The document Framework sets out overall objectives for aviation and the policies that will be used to achieve these objectives considers how existing policies and additional policy options can achieve these objectives.</del></p> <p>The key objectives set out in the framework are:</p> <ul style="list-style-type: none"> <li>• To ensure that the UK’s air links continue to make it one of the best connected countries in the world. This includes increasing our links to emerging markets so that the UK can compete successfully for economic growth opportunities.</li> <li>• To ensure the aviation sector makes a significant and cost-effective contribution towards reducing global emissions.</li> <li>• To limit, and where possible, reduce the number of people in the UK significantly affected by aircraft noise.</li> <li>• To encourage the aviation industry and local stakeholders to strengthen and streamline the way in which they work together.</li> </ul> <p>Whilst the main focus of the framework is the largest airports located in the South East, there is</p>

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			<p>nevertheless, strong recognition of the important role that smaller airports play in providing domestic and international connections and the contribution made to regional economies.</p> <p>Specifically, the Government wants to see the best use of existing airports capacity, and as a general principle, support the growth of regional airports in England, including London Southend Airport. Nevertheless, proposals for expansion of regional airports should be judged on their individual merits, taking careful account of all relevant considerations, particularly economic and environmental impacts.</p> <p>The framework recognises that some regional airports are already responding to local demands and notes that:</p> <p style="color: #008080;">“Southend Airport has completed a programme of investment that has transformed the airport. A new terminal has been constructed, a runway extension that allows the operation of newer_ generation, high_efficiency, medium_capacity aircraft has been completed and an airport railway station that offers direct rail links to London opened in September 2011. As a result, Southend Airport expected_s to handle one million passengers in 2012 and create 500 new jobs.”</p> <p>Airports play an important role through delivering wider economic benefits and significant job opportunities, and it is expected that London Southend Airport will contribute to meeting the needs of local and niche markets. In addition the airport is recognised as a key economic site and will act as a key driver for growth and expansion. It will play an important and significant role in improving the competitive strength and attractiveness of the area as a business location and tourism destination.</p>
AM3	19	Paragraph below first bullet point	<p><u>Amend paragraph as follows:</u></p> <p><b>Proposal</b>-- The site is located close to one proposed option for new access to Saxon Business Park from Cherry Orchard Way as set out in Policy E3. The allocation is Class B1. There are no plans to remove the residential properties to facilitate development. The area is shown as 1A on the Proposals Map.</p>
AM4	19	Paragraph below second	<p><u>Amend paragraph as follows:</u></p>

Ref	Page	Policy/ Paragraph	Additional Modification
		bullet point	<b>Proposal</b> -- Shown as <del>34B</del> on the Proposals Map, this land is allocated for Class B1 development as set out in Policy E3.
AM5	21	Paragraph below third bullet point	<i>Amend paragraph as follows:</i>  <b>Proposal</b> - This area of land accommodates the extension to the existing runway, and the new link road between Nestuda Way and Eastwoodbury Lane. The new link road has been constructed so as to avoid the safety zone associated with the extended runway. See <del>Policies</del> <u>Policy T1 and LS5</u> .
AM6	21	Paragraph below fourth bullet point	<i>Amend paragraph as follows:</i>  <b>Proposal</b> --An area of land to the south of the <del>p</del> <u>Public</u> <del>s</del> <u>Safety</u> <del>z</del> <u>Zone</u> is allocated for B1 development, as shown on the Proposals Map and set out in Policy <del>E7</del> <u>8</u> (Nestuda Business Park).
AM7	27	Fourth paragraph and bullet points below	<i>Amend paragraph as follows:</i>  Delete reference to jobs
AM8	29	Section title above Policy E5	<i>Amend section title as follows:</i>  <b>Development of Area 1A –Saxon Business Park</b>
AM9	29	Section title above Policy E6	<i>Amend section title and first paragraph below as follows:</i>  <b>Development of Area <u>34B</u> – Saxon Business Park</b> Area <u>34B</u> lies to the north of the eastern end of Aviation Way Industrial Estate. The site is approximately 12.5ha, is currently used for agricultural purposes and lies within metropolitan Green Belt.
AM10	33	Final paragraph	<i>Amend paragraph as follows:</i>  Matters have been raised about noise and its potential impact generally on quality of life, but also on specific locations such as schools. Noise is dealt with in detail under <del>Policies</del> <u>Policy LS2, LS3 and</u>



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			LS7, but is recognised as being a key issue for attention if the airport is to realise its potential without impacting on quality of life.
AM11	35	First paragraph, Airport Policies Section	<p><i>Amend paragraph as follows:</i></p> <p>The JAAP supports, in principle, the expansion of London Southend Airport to handle up to <u>53,300 ATMs</u> 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 <u>53,300</u>, based on the development case with an extended runway as proposed in Policy LS<u>36</u></p>

<b>Modification Ref.</b>	<b>Impact on sustainability objectives</b>
MM1	No impact. Modification makes a correction to the reference to the plan period so that it is consistent with the date stated elsewhere in the JAAP.
MM2	<p>The removal of the number of jobs to be created would not have an impact on sustainability objectives, as the same quantum of employment-generating development is still proposed.</p> <p>The specific requirement that the modification adds to Policy E1 for the potential impact of development on the amenity of the occupiers of nearby dwellings (e.g. in terms of noise) will have a positive impact on the sustainability objective to ensure a high quality environment for local communities and other sensitive receptors.</p> <p>The specific requirement that the modification adds to Policy E1 for proposals to consider and appropriately address the impact on heritage assets or below ground archaeology will have a positive impact on the sustainability objective to maintain the quality and setting of landscapes and townscapes, with the modification having a positive impact on cultural heritage.</p>
MM3	The specific requirement that the modification adds to Policy E2 for the potential impact of development on the amenity of the occupiers of nearby dwellings (e.g. in terms of noise) will have a positive impact on the sustainability objective to ensure a high quality environment for local communities and other sensitive receptors.
MM4	This modification will have no impact on sustainability objectives.
MM5	<p>The amendment to allow B1 and B2 uses to be accompanied by ancillary storage and distributions would have a nominal impact on sustainability objectives as, by definition, such uses would only be ancillary to the main uses being developed.</p> <p>The amendment to allow B2 as well as B1 in Area 2 where they would compliment and support B1 uses will not have a significant impact on sustainability objectives.</p> <p>Phasing of the employment development of the JAAP had the potential to help prioritise the regeneration of Southend town centre, as several sites identified for regeneration are dependent on securing new investment for business for employment growth for their delivery. The removal of the phasing of employment development has some potential to discourage the prioritisation of Southend town centre for regeneration. However, the removal of the phasing introduces greater flexibility for employment development in the JAAP, assisting delivery, and therefore having a positive impact on the sustainability objective to improve the vitality and viability of the airport, and to achieve sustainable levels of prosperity and economic growth; and the sustainability objective to maximise economic benefits of the</p>

	thriving airport, enhance wealth creation factors and emphasise local strengths and qualities to attract investment.
MM6	<p>Phasing of the employment development of the JAAP had the potential to help prioritise the regeneration of Southend town centre, as several sites identified for regeneration are dependent on securing new investment for business for employment growth for their delivery. The deletion of Policy E4, and the removal of the phasing of employment development this would entail, has some potential to discourage the prioritisation of Southend town centre for regeneration. However, the removal of the phasing introduces greater flexibility for employment development in the JAAP, assisting delivery, and therefore having a positive impact on the sustainability objective to improve the vitality and viability of the airport, and to achieve sustainable levels of prosperity and economic growth; and the sustainability objective to maximise economic benefits of the thriving airport, enhance wealth creation factors and emphasise local strengths and qualities to attract investment.</p> <p>Policy E4 included the requirement that the final phase of the business park development could only proceed once the Westcliff Rugby Club has been relocated and is operational. However, Policy E6 also secures the relocation of Westcliff Rugby Club. As such, the deletion of Policy E4 would not have a negative impact on sustainability objectives in this respect, provided Policy E6 is retained (as it currently is proposed to be).</p>
MM7	This modification will have no impact on sustainability objectives.
MM8	The specific requirement that the modification adds to Policy E1 for the potential impact of development on the amenity of the occupiers of nearby dwellings (e.g. in terms of noise) will have a positive impact on the sustainability objective to ensure a high quality environment for local communities and other sensitive receptors.
MM9	The specific requirement that the modification adds to Policy E1 for the potential impact of development on the amenity of the occupiers of nearby dwellings (e.g. in terms of noise) will have a positive impact on the sustainability objective to ensure a high quality environment for local communities and other sensitive receptors.
MM10	This modification will have no impact on sustainability objectives.
MM11	The specific requirement that the modification adds to Policy E1 for the potential impact of development on the amenity of the occupiers of nearby dwellings (e.g. in terms of noise) will have a positive impact on the sustainability objective to ensure a high quality environment for local communities and other sensitive receptors.
MM12	This modification will have no impact on sustainability objectives.

MM13	The removal of the number of jobs to be created would not have an impact on sustainability objectives, as the same quantum of employment-generating development is still proposed.
MM14	The amendments results in the policy referring to air transport movements (ATMs) rather than passenger numbers. This modification will have no impact on sustainability objectives.
MM15	This modification entails a change to supporting text rather to the policy itself, so alone would not have an impact on sustainability objectives. However, in combination with Policy LS2 this modification would have a positive impact on the sustainability objectives to enable people to have similar and sufficient levels of access to transport services and promote sustainable transport measures; and to ensure a high quality environment for local communities and other sensitive receptors.
MM16	<p>The modification to Policy LS2 with the addition of the requirement for planning applications related to the airport to include updates to the surface access strategy as appropriate would have a positive impact on the sustainability objectives to enable people to have similar and sufficient levels of access to transport services and promote sustainable transport measures; and to ensure a high quality environment for local communities and other sensitive receptors.</p> <p>The specific requirement for proposals to consider and appropriately address the impact on heritage assets or below ground archaeology will have a will have a positive impact on the sustainability objective to maintain the quality and setting of landscapes and townscapes, with the modification having a positive impact on cultural heritage.</p>
MM17	These modifications will have no impact on sustainability objectives.
MM18	This modification entails the deletion of Policy LS3 of the Submission Version, but as it relates to matters that are addressed through the existing planning consent and accompanying section 106 agreement, the modification will have no impact on sustainability objectives.
MM19	This modification entails the deletion of Policy LS4 of the Submission Version, but as it relates to matters that are addressed through the existing planning consent and accompanying section 106 agreement, the modification will have no impact on sustainability objectives.
MM20	This modification entails the deletion of supporting text in relation to Policy LS5 of the Submission Version, but as it relates to matters that are addressed through the existing planning consent and accompanying section 106 agreement, the modification will have no impact on sustainability objectives.

MM21	This modification entails the deletion of Policy LS5 of the Submission Version, but as it relates to matters that are addressed through the existing planning consent and accompanying section 106 agreement, the modification will have no impact on sustainability objectives.
MM22	This modification entails the insertion of supporting text explaining the effects of the runway. It also explains that, whilst it is not anticipated that further amendments to the implemented planning consent for the runway extension will be sought within the plan period, if they were to be, similar strict operating controls would be applied in a similar manner to those that accompanied the planning permission. As such, the modification in itself will have no impact on sustainability objectives.
MM23	This modification largely entails movement of text from one part of the JAAP to another, with the addition of references to the planning consent for the runway extension. It also involves text that was included in a policy in the Submission Version (Policy LS8) being moved to supporting text, as it relates to matters addressed through the planning consent for the runway extension and accompanying section 106 agreement. As such the modification will have no impact on sustainability objectives.
MM24	This modification will have no impact on sustainability objectives.
MM25	Deletion of Policies LS7 and LS8 will have no impact on sustainability objectives, as they relate to matters that are already addressed through the through the planning consent for the runway extension and accompanying section 106 agreement.
MM26	These modifications will have no impact on sustainability objectives.
MM27	The modification to the policy, such that it states engine testing restrictions referred to in the Environmental Controls Schedule will be applied to any applications for MRO development, will have a positive impact on the sustainability objective to ensure a high quality environment for local communities and other sensitive receptors. The modification, in applying restrictions to potential MRO business, may have some negative impact on the sustainability objective to maximise economic benefits of the thriving airport, enhance wealth creation factors and emphasise local strengths and qualities to attract investment, but this is not considered likely to have a significant impact on this objective.
MM28	The modification to the policy such that it states engine testing restrictions referred to in the Environmental Controls Schedule will be applied to any applications for MRO development, and the introduction of the requirement for development of this area to be accompanied by appropriate noise attenuation measures (e.g. bunds) to mitigate potential noise impacts on residents and the golf course to the north will have a positive impact on the sustainability objective to ensure a high quality environment for local communities and other sensitive receptors. The modification, in applying restrictions to potential MRO business and the obligation to implement mitigation measures, may have some negative impact on the sustainability objective to maximise economic benefits of the thriving airport, enhance

	wealth creation factors and emphasise local strengths and qualities to attract investment, but this is not considered likely to have a significant impact on this objective.
MM29	The modification to the policy, such that it states engine testing restrictions referred to in the Environmental Controls Schedule will be applied to any applications for MRO development, will have a positive impact on the sustainability objective to ensure a high quality environment for local communities and other sensitive receptors. The modification, in applying restrictions to potential MRO business, may have some negative impact on the sustainability objective to maximise economic benefits of the thriving airport, enhance wealth creation factors and emphasise local strengths and qualities to attract investment, but this is not considered likely to have a significant impact on this objective.
MM30	This modification will have no impact on sustainability objectives.
MM31	This modification to the supporting text ensures the text is consistent with amendments to employment policies in respect of the removal of phasing of employment land. In itself, this modification has no impact on sustainability objectives.
MM32	This modification will have no impact on sustainability objectives.
MM33	This modification relates to the supporting text for the modified Policy T2. The modified policy has a very similar impact to that in the Submission Version, with the end result – traffic is directed onto the strategic network – being the same, albeit the modification to the policy now proposes soft measures, including signage, to control right turn movements. The impacts on sustainability objectives will be nominal, although there will be a small positive impact on the objective to enable people to have similar and sufficient levels of access to transport services and promote sustainable transport measures, as it would make the return commute home for workers in the new employment park who live in Rochford / Hockley area very marginally easier.
MM34	The modified Policy T2 has a very similar impact to that in the Submission Version, with the end result – traffic is directed onto the strategic network – being the same, albeit the modification to the policy now proposes soft measures, including signage, to control right turn movements. The impacts on sustainability objectives will be nominal, although there will be a small positive impact on the objective to enable people to have similar and sufficient levels of access to transport services and promote sustainable transport measures, as it would make the return commute home for workers in the new employment park who live in Rochford / Hockley area very marginally easier.
MM35	This modification will require development to contribute specifically towards extension of the National Cycle Network from Stock, through the District to London Southend Airport. This modification has the potential to have a positive impact on the sustainability objective to

	enable people to have similar and sufficient levels of access to transport services and promote sustainable transport measures.
MM36	This modification will have no impact on sustainability objectives.
MM37	This modification will have no impact on sustainability objectives.