

Public Document Pack

Southend-on-Sea Borough Council

Legal & Democratic Services

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04 September 2020

Dear Councillor

DEVELOPMENT CONTROL COMMITTEE - WEDNESDAY, 9TH SEPTEMBER, 2020

Please find enclosed, for consideration at the next meeting of the Development Control Committee taking place on Wednesday, 9th September, 2020, the following report(s) that were unavailable when the agenda was printed.

Agenda No Item

18. **19/02066/BC4M - Airport Parking, Southend Airport, Eastwoodbury Crescent (St Laurence Ward) (Pages 1 - 30)**

19. **Airport Surface Access Strategy - Airport Surface Access Strategy (St Laurence Ward) (Pages 31 - 64)**

Yours faithfully

Tim Row

Principal Democratic Services Officer

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Reference:	19/02066/BC4M	<h1>18</h1>
Application Type:	Borough Council Regulation 4-Major	
Ward:	St Laurence	
Proposal:	Erect Part5/Part 6 Storey Hotel (Use Class C1) comprising of 132 rooms, with associated access, car parking and secure cycle parking, reconfigure existing staff car park with secure barrier, delivery/servicing to north of site for Hotel and hard and soft landscaping	
Address:	Airport Parking, Southend Airport, Eastwoodbury Crescent	
Applicant:	Mr Glyn Jones	
Agent:	Mr Robert Matthews of Vantage Planning Ltd	
Consultation Expiry:	3rd April 2020	
Expiry Date:	11th September 2020	
Case Officer:	Spyros Mouratidis	
Plan Nos:	6126 (00) 001 REV P6, 6126 (20) 000 REV P6, 6126 (20) 001 (1) REV P5, 6126 (20) 002 (1) REV P5, 6126 (20) 100 (1) REV P5, 6126 (20) 101 (1) REV P2, 6126 (20) 102 (1) REV P2, 6126 (20) 103 (1) REV P2, 6126 (20) 104 (1) REV P4, 6126 (20) 300 (1) REV P2, 6126 (20) 301 (1) REV P3, 6126 (20) 400 REV P3, 6126 (20) 401 REV P3, 6126 (20) 402 REV P3, 6126 (20) 403 REV P3, 6126 (20) 500 (1) REV P3, 6126 (20) 501 (1) REV P3, 6126 (20) 502 (1) REV P3, 6126 600 REV P1, 019869-RPS-SI-XX-DR-C-0701 REV P01, 019869-RPS-SI-XX-DR-D-0300 REV P01, 019869-RPS-SI-XX-DR-D-0301 REV P01, LSA-TPP-161019 REV A, Y321_PL_DR_201 rev F	
Recommendation:	GRANT PLANNING PERMISSION subject to conditions	

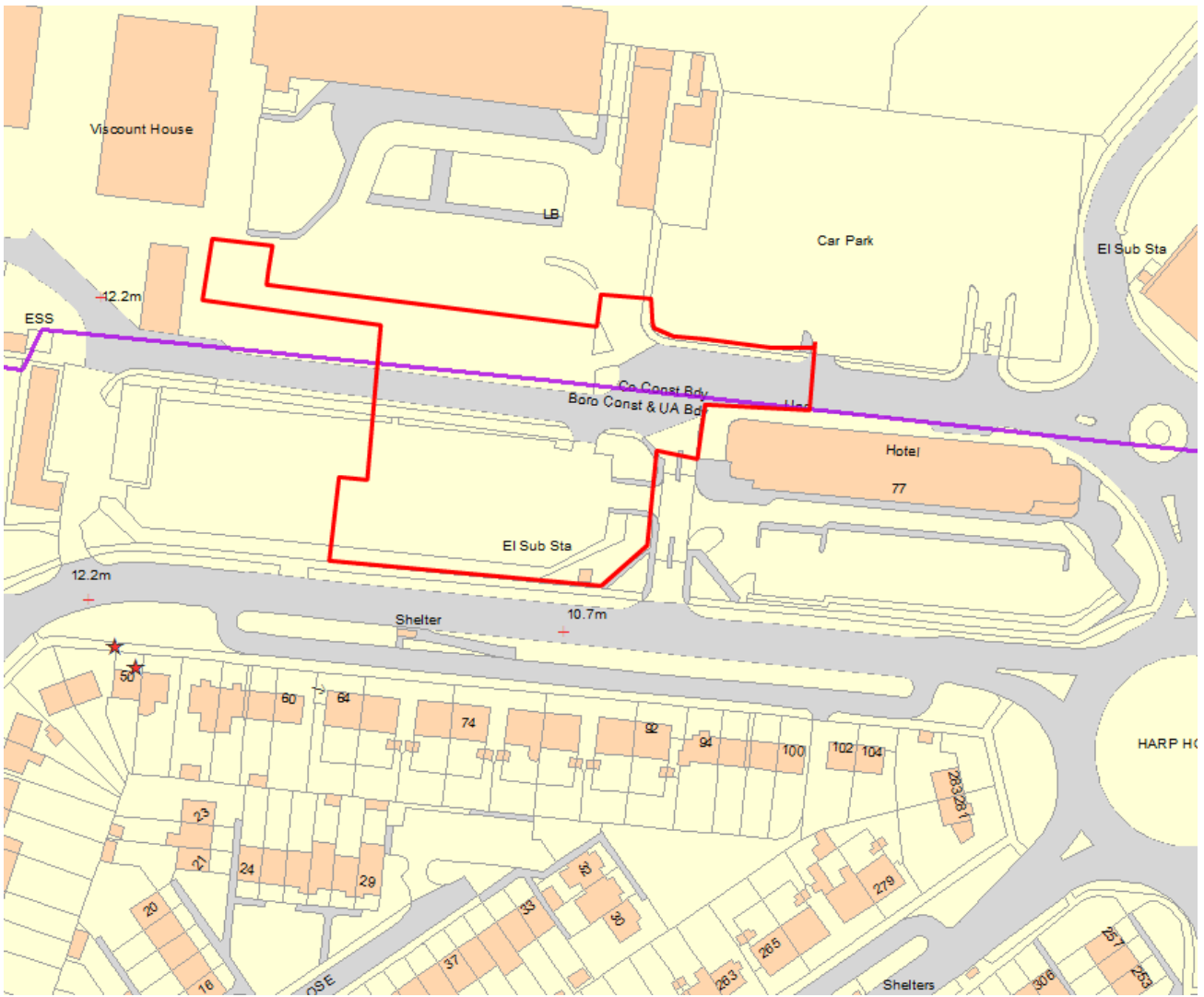


TABLE OF ABBREVIATIONS	
ASAS	Airport Surface Access Strategy
ATF	Airport Transport Forum
ATP	Airport Travel Plan
CIL	Community Infrastructure Levy
CPZ	Controlled Parking Zone
DCC	Development Control Committee
JAAP	Joint Area Action Plan
LSA	London Southend Airport
NDG	National Design Guide
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
RCS	Rochford District Council Core Strategy
RDC	Rochford District Council
RDMP	Rochford District Council Development Management Plan
SBC	Southend-on-Sea Borough Council
S-o-S	Southend-on-Sea

1 Site and Surroundings

- 1.1 The application site is located on the northern side of Eastwoodbury Crescent. The site is part of an existing open, surface car park and accommodates 86 parking spaces. It is understood that the car park is currently used by airport staff and as an overspill car park for the existing Holiday Inn hotel which is to the east of the site. To the south of the site are mainly dwellinghouses, typically two-storey in scale. To the north and west of the site are other airport car parks and airport buildings. Farther west there are more dwellings.
- 1.2 The site is within an area allocated as a major airport within the Core Strategy Key Diagram but has no specific allocation in the Development Management Document Proposal's Map. The site is located within area v-iii *Southern maintenance zone and passenger terminal area* as defined within the London Southend Airport (the "LSA") and Environs Joint Area Action Plan (the "JAAP"). The main part of the site is located within the administrative area of Southend-on-Sea (the "S-o-S") Borough Council (the "SBC"). A small part of the site to the north is within the administrative area of Rochford District Council (the "RDC").
- 1.3 The same application was submitted to RDC for their determination in line with the relevant statutory requirements. RDC has resolved to devolve powers to SBC to deal with the determination of the application submitted to them.

2 The Proposal

- 2.1 Planning permission is sought for the erection of a part-five-part-six-storey building to be used as a hotel (Use Class C1) that would accommodate 132 rooms. The building would have an almost rectangular layout at ground floor level, measuring a maximum of 27.8m deep by a maximum of 42m wide. The floors above ground floor would have a "U"-shaped layout. The building would have flat roofs and a maximum height of 20m.

The proposed materials include brushed stainless steel rain screen cladding for the walls of the top floor, Petrol Blue engineering brick for the walls with brick corbel patterns to the piers and projecting pale white tone band of square profile between each storey on the lower floors and brushed rose gold for the window reveals and frames of the windows. At the rear part of the top floor, an external plant compound would be screened with louvered screen of similar colour to the rain screen cladding.

- 2.2 As part of the proposal, 45 parking spaces, 4 of which would be for disabled users, would be provided to the south and east of the hotel and the access arrangements to the site would be amended and include alterations to an existing roundabout at the north-eastern part of the site which would be turned into a T-junction, the creation of a T-junction at the north-western part of the site and the provision of a roundabout at the south-western part of the site. A drop-off area would be formed to the west of the hotel and a servicing area to the north. Twelve cycle racks would be provided to the east of the building. Refuse and recycling storage facilities would be provided inside the building. The application submission states that the building has been designed to reach an 'Excellent' standard using the BREEAM sustainability methodology and a pre-assessment has been supplied to demonstrate this.
- 2.3 The north-western part of the application site has been included in the application to make provision for a new power substation. It is proposed to control surface water drainage flows via underground attenuation tanks and to connect to the public sewer network for the foul water drainage of the site. The application is supported by a Supporting Planning Statement, a Design and Access Statement, an Arboriculture Impact Assessment, an Air Quality Assessment, a Drainage Strategy, an Energy Statement, a Framework Travel Plan, a Transport Assessment, a Phase 1 Desk Risk Assessment and a Stage 1 Road Safety Audit with associated response.
- 2.4 The extent of the application site was enlarged twice during the course of the application to include the land necessary for the access improvements and additional consultation was carried out accordingly.

3 Relevant Planning History

- 3.1 The relevant planning history of the application site is shown on the table below. The table also includes reference to a planning permission for development of similar nature on an adjoining site.

Table 1: Relevant Planning History

Reference	Description	Outcome
On site		
09/02107/FUL	Retention of change of use of part of car park to front of airport to form parking area to van hire (sui generis), retain portable building forming office and retain gates (Retrospective)	Permission Granted [15.01.2010]
03/00296/FUL	Erect 1.8 metre high fence to norther boundary, erect 15 x 6 metre high lighting columns, re-surface car park providing additional parking spaces and use car park as 'park and ride' facility for Southend Hospital	Permission Granted [14.08.2003]

On adjacent sites - Car Park 2 Southend Airport		
10/01155/FULM	Erect 5 storey building comprising 129 bedroom hotel with restaurants and bars to ground and fifth floor and ancillary offices and meeting rooms to ground and fourth floor and lay out cycle store and car parking spaces	Permission Granted [24.09.2010]

4 Representation Summary

4.1 The application has been called in for determination by the Council's Development Control Committee (the "DCC") by Councillors Cowan and Flewitt. It is also a requirement for the application to be presented to the DCC as the proposal involves significant development as defined in the Council's constitution. Furthermore, the application must be presented to the DCC as there is conflict between the officer's recommendation and a material planning objection in principle from a statutory consultee.

Public Consultation

4.2 The application has been publicised three times, once for the application as originally submitted and then twice for the revisions received during the course of the application. Forty-one (41) neighbouring properties were consulted, two site notices have been displayed and the application has been advertised in the local press. Eighty (80) representations have been received for this application from fifty-six (56) individuals objecting to the scheme. The objecting comments made within the representations are summarised as follows:

Impact on the character and appearance of the area

- The additional hotel would constitute over-development of the area.
- Concerns hotel is of excessive size and scale and the design is unacceptable.

Impact on residential amenity

- The hotel will impact adversely upon neighbour amenity due to loss of outlook and will lead to an increased sense of enclosure.
- Concerns about increased noise and disturbance from ventilation/extractor equipment and general use of the hotel.
- Impact from smells, dust, vibration and light pollution.
- Overshadowing and loss of daylight to neighbouring property.
- Overlooking.
- The hotel would enable the expansion of the airport which causes noise.

Impact on highway safety

- Existing infrastructure cannot cope with the volume of traffic as is.
- Concerns additional hotel will increase congestion.
- The hotel will lead to the loss of car parking spaces, exacerbating existing parking issues in the immediate area.
- Park and Ride should be considered as an alternative to an additional hotel.
- Access and safety concerns.
- The proposed hotel would drive the capacity of the airport up and would generate even more traffic.

Principle of hotel provision

- Additional hotel will negatively impact upon existing hotels in the borough.
- There is not a demonstrable need for an additional hotel in this location.
- The provision of the hotel would encourage late night and early morning flights.
- The provision of a hotel goes against the S.106 agreement for the airport.

Impact on the environment

- The council has called a climate emergency and an additional hotel in this location together with the wider airport expansion will conflict with this.
- The additional traffic will worsen air pollution and air quality of the immediate area and this is not considered to be outweighed by limited job creation.
- The proposed hotel would increase the airplane movements increasing air pollution.

- 4.3 The comments submitted have been taken into consideration and the relevant planning matters raised are discussed in the relevant sections of the report. The objecting points raised by the representations are not found to represent sustainable reasons for recommending refusal of the planning application in the circumstances of this case.

Rochford District Council

- 4.4 No objections subject to conditions.

Highways Team

- 4.5 Object - The loss of airport staff parking would be detrimental and has not been sufficiently justified. The provision of parking on site for the proposed hotel use, although in line with policy, would increase traffic and parking needs. No appropriate mitigation measures, such as a contribution for a controlled parking zone, have been put forward by the applicant. No sufficient contribution for the monitoring of the travel plan has been agreed. The proposed changes to the access would be acceptable subject to conditions.

Parks

- 4.6 No objections subject to conditions regarding detailed landscaping, tree protection and tree replacement.

Lead Local Flood Authority (Southend-on-Sea)

- 4.7 No objections subject to condition requiring additional information.

Lead Local Flood Authority (Rochford, Essex)

- 4.8 Holding objection subject to additional information. [Officer comment: The additional information required is the same type of information that the other Lead Local Flood Authority has requested and can be secured by condition.]

London Southend Airport

- 4.9 No objection.

Essex Police

- 4.10 Comment – The applicant is encouraged to arrange a meeting to discuss how to design out crime.

Anglian Water

- 4.11 No objections subject to conditions.

Environmental Health

- 4.12 No objection subject to conditions regarding land contamination, method statement, control of hours for deliveries and collections and additional details of ventilation and extraction, external illumination, refuse and recycling.

Air Quality Officer

- 4.13 No objections subject to additional information.

5 Planning Policy Summary

- 5.1 The National Planning Policy Framework (NPPF) (2019).
- 5.2 Planning Practice Guidance (PPG) – National Design Guide (NDG) (2019).
- 5.3 S-o-S Core Strategy (2007): Policies KP1 (Spatial Strategy), KP2 (Development Principles), KP3 (Implementation and Resources), CP1 (Employment Generating Development), CP3 (Transport and Accessibility), CP4 (The Environment and Urban Renaissance), CP6 (Community Infrastructure).
- 5.4 S-o-S Development Management Document (2015): Policies DM1 (Design Quality), DM2 (Low Carbon Development and Efficient Use of Resources), DM3 (Efficient and Effective Use of Land), DM4 (Tall and Large Buildings), DM10 (Employment Sectors), DM11 (Employment Areas), DM12 (Visitor Accommodation), DM14 (Environmental Protection), DM15 (Sustainable Transport Choices).
- 5.5 JAAP (2014): Policies LS1 (General policy), LS2 (Development at London Southend Airport), LS3 (Public Safety Zones), ADZ1 (Existing Terminal Area), T1 (Access to Development Areas), T3 (Travel Planning), T4 (Public Transport), T5 (Walking and Cycling), T7 (Network Capacity Improvements), ENV7 (Environmental Sustainability).
- 5.6 RDC Core Strategy (the “RCS”) (2011): Policies ED1 (Employment Growth), ED2 (London Southend Airport), CP1 (Design), ENV8 (On-Site Renewable and Low Carbon Energy Generation), ENV10 (BREEAM), ENV11 (Contamination), T1 (Highways), T3 (Public Transport).
- 5.7 RDC Development Management Plan (the “RDMP”) (2014): Policies DM1 (Design of New Developments), DM5 (Light Pollution), DM29 (Air Quality), DM30 (Parking Standards), DM31 (Traffic Management).
- 5.8 S-o-S Design & Townscape Guide (2009).
- 5.9 RDC Supplementary Planning Document 7 – Design, Landscaping and Access Statements (2007).
- 5.10 RDC Parking Standards Design and Good Practice Supplementary Planning Document (2010).
- 5.11 S-o-S Waste Storage, Collection and Management Guide for New Developments (2019).
- 5.12 S-o-S Community Infrastructure Levy (CIL) Charging Schedule (2015).

6 Planning Considerations

- 6.1 The main considerations in relation to this application are the principle of the development, design and impact on the character and appearance of the site and the wider surrounding area, the impact on residential amenity, parking and highways considerations, air quality, drainage and flooding, land contamination, refuse and recycling storage, water and energy use sustainability and CIL (Community Infrastructure Levy).

7 Appraisal

Principle of Development

Provision of hotel

- 7.1 Paragraph 117 of the NPPF states: "Planning policies and decisions should promote an effective use of land in meeting the need for homes and other users, while safeguarding and improving the environment and ensuring safe and healthy living conditions."
- 7.2 Policy KP2 of the S-o-S Core Strategy states that all new development should: "make the best use of previously developed land, ensuring that sites and buildings are put to best use". Policy CP4 of the S-o-S Core Strategy requires development proposals to: "maximise the use of previously developed land [...] and promote good, well-designed, quality, mixed use development". Similarly, Policy DM3 of the S-o-S Development Management Document states that: "The Council will seek to support development that is well designed and that seeks to optimise the use of land in a sustainable manner"
- 7.3 Paragraph 92 of the NPPF states: "To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments".
- 7.4 Policy DM10 of the S-o-S Development Management Document recognises the area around the airport as a priority location in relation to hotel provision. Policy DM12 of the same document states that: "New visitor accommodation will be focused within the Southend Central Area, London Southend Airport area and at locations with good access and a clear and strong relationship with the Seafront. Proposals must relate well to strategic routes and the distributor road network, have good public transport accessibility and meet the requirements of other relevant planning policies". "Tourism and cultural industries within Southend are important for sustained economic growth in the Borough. Visitor accommodation is an important part of the tourism sector [...] there are opportunities in Southend to develop this sector".
- 7.5 Policy CP1 of the S-o-S Core Strategy seeks to promote economic regeneration and expects development to support the Southend's regional potential to develop as a hotel and conference resort and to the future potential of the LSA. Policy CP6 of the same document states: "Development proposals must mitigate their impact on community infrastructure [...] by [...] safeguarding existing and providing for new leisure, cultural, recreational and community facilities"

- 7.6 Policies ED1 and ED2 of the RCS recognise LSA as a catalyst of economic growth and employment generation and seek to see the economic potential of LSA realised. Policies LS2 and ADZ1 of the JAAP supports development that is airport related in the area.
- 7.7 There is clear policy support for the principle of the provision of a hotel in this location. Although the provision of a hotel is not development which would enable the expansion of the airport to its full capacity, it is development associated with the presence of the airport in the area and the overall economic activity arising from it. It is noted that objections have been submitted against the principle of the provision of a new hotel on the grounds that it would economically affect existing hotels. It is a clear intention of planning legislation and guidance that the planning system should not interfere in competition and similar market forces except in specific circumstances such as retail competition at a spatially strategic level. Given that the area where the hotel is proposed to be located is compatible with the spatial vision of the Local Planning Authorities, any considerations for the impact of the proposal on existing hotel units are of very limited weight.

Provision of a tall building

- 7.8 Policy DM4 of the S-o-S Development Management Document states that tall and large buildings will be considered acceptable where the following criteria are met:
- (i) They are located in areas whose character, function and appearance would not be harmed by the scale, mass or bulk of a tall or large building; and
 - (ii) They integrate with the form, proportion, composition, and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level; and
 - (iii) Individually or as a group, form a distinctive landmark that emphasises a point of visual significance and enhances the skyline and image of Southend; and
 - (iv) The highest standards of architecture and materials are incorporated; and
 - (v) The latest regulations and planning policies for minimising energy use and reducing carbon emissions over the lifetime of the development are exceeded, where viable and feasible; and
 - (vi) Ground floor activities provide a positive relationship to the surrounding streets; and
 - (vii) They are located in a sustainable area with frequent public transport links, and where local services are accessible by foot and bicycle.
- 7.9 The design and impact of the proposed building is discussed in more detail in the relevant section of this report. In summary, in relation to criteria (i) and (ii), it is considered that the character, function and appearance of the area would not be harmed and that the proposed building would integrate well in the locality. The area already accommodates a similarly tall building, the Holiday Inn. The two hotel buildings along with other tall buildings in the vicinity of the airport would function as landmarks enhancing the image of Southend in line with criterion (iii). Criteria (iv) and (v) are considered to be met as discussed in the relevant sections of this report. In compliance with criterion (vi), the ground floor of the proposed hotel would contain an active and transparent frontage where all the reception and associated facilities would be accommodated. The area is very well served by public transport, including bus and train links, and is accessible by alternative means in line with the requirements of criterion (vii). The principle of providing a tall building in this location is considered acceptable and policy compliant.

Loss of airport staff parking

- 7.10 Policy T3 of the JAAP requires any development to be justified with a travel plan. In the case of the approved airway expansion and the associated development which followed, including the new terminal building and new railway station, there are two documents which dictate LSA's strategy and actions in relation to parking; the Airport Surface Access Strategy (the "ASAS") and Airport Travel Plan (the "ATP"). These two documents are agreed and overseen by the Airport Transport Forum (the "ATF") which comprises key stakeholders, including RDC and SBC. The application site is designated as a parking area for staff employed by the airport. Any deviation from that designation would require convincing justification to be acceptable in principle.
- 7.11 The proposal would result in the loss of 60 parking spaces for airport employees. Although there are 86 existing spaces on the application site, 26 will be gained from the reconfiguration of the remaining airport staff parking area, outside the scope of this application. Overall, of the 250 existing airport staff spaces, 190 will be provided in the area outside the application site. The reduction in the existing provision of car parking spaces as a result of this application would not be materially harmful in planning terms given the documented spare capacity that exists in other car parking areas within the control of the applicant. The applicant considers that the lost spaces, if required to be replaced, would be accommodated within the existing long stay car parking area in the short term for which there is a documented spare capacity of at least 30% even at peak times. For the medium and long term, the applicant can create additional car parking capacity within the site south-east of Harp House Roundabout. Paragraphs 4.23 to 4.25 of the applicant's submitted Transport Assessment deal with the existing parking. It is stated that even at its peak use, the long stay car parking areas are occupied at a rate of 70% leaving 358 car parking spaces available. Furthermore, there is the extant planning permission 19/00568/BC4 for a parking area accommodating 260 spaces to the south-east of Harp House Roundabout, some 190m away from the application site.
- 7.12 The highway authority for SBC is concerned at the loss of the existing parking. They consider that, bearing in mind LSA's expressed targets for further expansion in terms of passengers' numbers, the spare capacity in the long stay parking area would be lost and there could be additional parking need created in the surrounding areas. They suggest that mitigation measures be sought with a Section 106 legal agreement either to create in the short-term additional parking capacity at the permitted site at Harp House Roundabout or to create a Controlled Parking Zone (CPZ) for residents only around the streets near the airport.
- 7.13 It has been reported by reputable media sources that the recent COVID-19 pandemic hit the aviation industry particularly hard and most companies do not expect to achieve pre-pandemic passenger levels in the short-term. However, irrespective of the pandemic and its impact on the aviation industry, the ASAS and ATP have a strong orientation towards encouraging employees and passengers to use public transport. The applicant explains that requiring LSA to increase its parking space capacity when there is no need for it could potentially impact the price of parking, making the use of private vehicles more attractive. This would clearly be counter-productive.
- 7.14 The operator of LSA has the discretion to authorise any employee to be able to park in any of the areas they control, subject to limitations imposed by planning conditions. On balance, it is considered that the spare capacity of the long stay parking area for the short-term and the additional parking area at Harp House Roundabout for the long-term

are acceptable mitigation for the resulting loss of airport staff car parking spaces, and that the additional measures suggested by the Highways authority cannot reasonably be considered to be a necessary element of any permission given for the hotel use proposed.

- 7.15 To secure any planning obligation through a Section 106 legal agreement, the obligation must meet the three statutory tests of Regulation 122 of the amended Community Infrastructure Levy Regulations 2010. Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.

- 7.16 As set out in previous paragraphs, the planning obligations suggested by the Highways team are not considered to be necessary to make the development acceptable in planning terms. In terms of the suggested contribution towards setting up a new CPZ or requirement for creation of additional parking spaces there is currently insufficient evidence to support a sustainable planning-based argument that the additional parking or the CPZ are required in the short term. In most cases, CPZs can also be designed to cover their own costs through parking permits and enforcement. Furthermore, the highway related contributions sought are not directly related to this proposed development but relate to general impacts generated by the airport. Hence approaching the planning related considerations in the above way these three tests are not considered to be met in this instance. Highways objections are noted and have been taken carefully into account in the assessment of the proposal. When judged on its individual merits in planning terms it is considered, on balance, that this specific proposal would have an acceptable impact on the highway and parking conditions in the area subject to conditions. Taken in the round there is, therefore, no objection to the principle of the development, on balance. Other material planning considerations, including other aspects of the schemes transport impacts, are discussed in the following sections of this report.

Design and Impact on the Character of the Area

- 7.17 Good design is a fundamental requirement of new development in order to achieve high quality living environments. Its importance is reflected in the NPPF, in Policies KP2 and CP4 of the S-o-S Core Strategy and also in Policy DM1 of the S-o-S Development Management Document. RDC's policies CP1 of the RCS and DM1 of RDMP stipulate similarly high design standards. The S-o-S Design and Townscape Guide also states that: "the Borough Council is committed to good design and will seek to create attractive, high-quality living environments."
- 7.18 Paragraph 124 of the NPPF states that: "The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."
- 7.19 Policy DM1 of the S-o-S Development Management Document states that all

development should: “add to the overall quality of the area and respect the character of the site, its local context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, layout, proportions, materials, townscape and/or landscape setting, use, and detailed design features.” Policy DM4 of the same document requires the highest standards of architecture and materials to be incorporated.

- 7.20 Policy KP2 of the S-o-S Core Strategy states that new development should: “respect the character and scale of the existing neighbourhood where appropriate”. Policy CP4 of the Core Strategy requires that development proposals should: “maintain and enhance the amenities, appeal and character of residential areas, securing good relationships with existing development and respecting the scale and nature of that development”.
- 7.21 Policy DM1 of the RDMP sets out that the design of new developments should promote the character of the locality to ensure that the development positively contributes to the surrounding natural and built environment and residential amenity. The S-o-S Design and Townscape Guide states that: “The successful integration of any new development is dependent upon the appropriate scale, height and massing in relation to the existing built fabric. Buildings that are over scaled will appear dominant [...] the easiest option is to draw reference from the surrounding buildings.”
- 7.22 The application site is at a relatively prominent location, exposed to public views including from long distances. The area is characterised by buildings being set back from the adjacent main highway, Eastwoodbury Crescent, within sites which appear unenclosed at their frontages. Due to the presence of street trees the locality has a comparatively verdant appearance. The hardsurfaced parking area, which is the application site and its adjoining land, is currently somewhat at odds with other development in the streetscene.
- 7.23 The layout of the proposal would result in a rectangular footprint of development being set back from Eastwoodbury Crescent with intervening hardsurfaces for carparking and some soft landscaping. The proposal would respect the urban grain of the area and would have a layout arrangement similar to the Holiday Inn. Although the proposed building would sit further forward from the notional building line set by the Holiday Inn building, this building line is not particularly strong in the locality. The scale of the proposed building would be lower than the neighbouring hotel. Whilst the proposed building would be the second tallest building in the immediate vicinity of the application site, it is considered that the proposed scale would be acceptable on its merits and can be acceptably accommodated within the context of the streetscene and the function of the northern part of Eastwoodbury Crescent.
- 7.24 The proposed form is relatively simple, dominated by rectangular shapes. The recessed middle part of floors 1 to 4 and the setting back of floor 5 add articulation to the otherwise rudimentary form and assist with the integration of the proposed building within the streetscene and breaking up the bulk and mass of the building in a satisfactory way. In terms of appearance, the elevations are well resolved with proportionate levels of glazing and high-quality detailing. The vertical fenestration would be vertically aligned and structured in a strict rhythm. Patterned brick corbelling would be used to externally signify the columns of the structure and to add interest to the elevations. Projecting bands would be used to visually emphasise the horizontal alignment of the fenestration. The proposed use of materials as shown on the submitted elevation plans would complement the appearance of the building. The use of the cladding at the top floor would make this part of the development appear more lightweight. The proposed

detailing and materials are considered to represent high standards of architecture and its use on the building can be secured with a planning condition.

- 7.25 The proposed development would retain a hardsurfaced area to the front of the proposed building and would slightly increase the soft landscaped area on site. Limited details have been provided regarding choice of materials, means of enclosure, species of plants and trees to be used. The submitted arboriculture impact assessment shows that the adjacent street trees would be protected from the impacts of the development. Details associated with the landscaping of the site can be required by condition. In the round, whilst the development adopts a more simple form when compared to the neighbouring Holiday Inn, the proposed layout, scale, well-articulated form, well-resolved appearance and high standard of detailing and materials would not materially harm the character and appearance of the streetscene or wider surrounding area. The proposal is considered acceptable and policy compliant in these regards.

Impact on Residential Amenity

- 7.26 Policies DM1 and DM3 of the S-o-S Development Management Document, CP4 of the S-o-S Core Strategy and DM1 of the RDMP refer to the impact of development on neighbouring residential occupiers. High quality development, by definition, should provide a positive living environment for its occupiers whilst not having an adverse impact on the amenity of neighbours. Protection and enhancement of amenity is essential to maintaining people's quality of life and ensuring the successful integration of proposed development into existing neighbourhoods. Policy DM1 of the S-o-S Development Management Document requires all development to be appropriate in its setting by respecting neighbouring development and existing residential amenities and also: "having regard to privacy, overlooking, outlook, noise and disturbance, sense of enclosure/overbearing relationship, pollution, daylight and sunlight."
- 7.27 The nearest residential properties to the application site are located to the south of Eastwoodbury Crescent, some 30m from the boundary of the application site and 50m from the proposed building. Due to the distance and relationship with the neighbouring residential properties, the proposal would not have a materially adverse impact on the amenity of any neighbouring residential occupier in terms of privacy, overlooking, outlook, sense of enclosure/overbearing relationship, daylight and sunlight. The proposal has the potential to create undue impact on the residential amenity of neighbouring residents in relation to pollution, noise and disturbance. Conditions can be imposed in order to secure appropriate details of any external lighting to avoid any detrimental light pollution and any externally mounted equipment or apparatus to avoid associated noise and disturbance. Appropriate hours for deliveries and collections as well as an appropriate construction method statement can also be secured by conditions. The SBC's Environmental Health service raised no objection subject to such conditions.
- 7.28 Regarding air pollution, many representations raised this issue due to the association of the hotel with LSA. Whilst aviation is a major emitter, the proposed hotel in itself would not enable or accommodate the expansion of LSA. Irrespective of interconnection, air quality for the area is considered cumulatively and the contribution of the individual project is assessed on the basis of the background pollution. In the submitted Air Quality Assessment, no likely significant effects were identified for receptors or the nearest Air Quality Management Area, some 800m to the south of the site, subject to mitigation measures during construction. SBC's Air Quality Specialist raised no objection subject

to the provision of details for the proposed mitigation measures. On this basis and subject to conditions, the proposal is acceptable and policy compliant in the above regards.

Traffic and Transportation Issues

- 7.29 Policy DM15 of the S-o-S Development Management Document states: “Development will be allowed where there is, or it can be demonstrated that there will be, physical and environmental capacity to accommodate the type and amount of traffic generated in a safe and sustainable manner”. The policy also requires that adequate parking should be provided for all development in accordance with the adopted vehicle parking standards. Similar principles are repeated in policies CP3 of the S-o-S Core Strategy, T1 and T3 of the RCS, LS2 and T3 of the JAAP and DM30 and DM31 of the RDMP. RDC has its own adopted parking standards which are similar for a hotel use as those of SBC.
- 7.30 The adopted parking standards require the provision of a maximum of one (1) parking space per bedroom for an establishment in Use Class C1. The proposed development would provide 45 car parking spaces. This requirement is in line with the required standard which is expressed as maximum. In this instance, it is considered acceptable to allow a parking provision lower than the maximum as the majority of the clientele of the proposed hotel is expected to use either public transport or if arriving by car, will park in the LSA’s parking areas. Similarly, hotel employees will be eligible for airport staff permits and would be allowed to park within the designated parking areas controlled by LSA. A framework travel plan has been submitted in support of the application and expresses the general measures to encourage alternative modes of transport. Conditions to require a more detailed travel plan and its monitoring as well as a car parking management plan have been recommended to ensure that the parking strategy functions appropriately and does not create additional parking stress in the local area. It is noted that the neighbouring Holiday Inn hotel was granted planning permission in 2010 with similar parking arrangements.
- 7.31 SBC’s Highways team raised concerns about the parking provision on site to serve the proposed use. They consider that the proposed level of parking would not cover the parking required by employees who may need to travel to and from the site at unsociable hours when public transport is less frequent. Whilst the concerns of the Highways team are noted, officers consider that the applicant has provided sufficient justification for the lower than maximum provision proposed, noting in particular the availability of long term car parking space which remains available to hotel employees within the LSA. Subject to conditions requiring a Detailed Travel Plan with associated monitoring and a Car Parking Management Plan, which the applicant has already indicated to agree with, the scheme is, on balance, found to be acceptable on parking grounds.
- 7.32 In line with the required standards, the proposal includes provision of parking suitable for disabled users. Policy DM15 of the S-o-S Development Management Document seeks development proposals to provide as many electric spaces as possible. It would be reasonable to require all parking spaces to be equipped with cabling to allow their retrofitting in the future. Furthermore, the applicant has offered to provide two electric charging points ready to be used from the first occupation of the proposed hotel. In the absence of any policy requirements regarding the level of electric charging points, the proposed level is considered acceptable and can be secured with a condition. The proposal is anticipated to generate employment for 25 full-time equivalent employees. The parking standards require a minimum cycle storage provision of one space for every

five staff and one space per ten bedrooms, for this scheme, nineteen (19) cycle parking spaces. The proposal would exceed the minimum standard required offering twenty-four (24) spaces in a convenient and secure location.

- 7.33 In terms of traffic generation, the submitted Transport Assessment has estimated the expected traffic levels by surveying the neighbouring hotel and other similar sites. Surveys of local junctions were also carried out. Adopting the highest trip generation estimate of some 268 vehicle movements per day, along with modelled future growth the conservative assessment found that the worst impact would be some 2.3% at the Eastwoodbury Crescent / Holiday Inn Exit junction. This impact is considered negligible and no mitigation would be required.
- 7.34 Regarding the access arrangements, the Phase 1 Road Safety Audit identified some issues which were resolved during the course of the application. The audit of the amended access scheme includes some suggestions, such as the provision of adequate signage for the new "T" junctions, which can be secured by conditions. The provision of a service bay and the drop-off bay would be in an appropriate and accessible location. The proposal is acceptable and policy compliant in the above regards.

Refuse and Recycling Storage

- 7.35 The submitted plans show refuse and recycling store areas within the rear part of the building. SBC's Waste Management Guide requires that refuse storage is located in a convenient location for collection and offers sufficient capacity for the intended use. It is considered that the proposed arrangements would result in an easily accessible area and would offer sufficient capacity for the proposed hotel use. Subject to a condition requiring the provision of the bin storage prior to the first use of the proposed development, these details are acceptable and policy compliant.

Energy and Water Sustainability

- 7.36 Policy KP2 of the S-o-S Core Strategy requires that: "at least 10% of the energy needs of new development should come from on-site renewable options (and/or decentralised renewable or low carbon energy sources)". A similar requirement is expressed in policy ENV8 of the RCS. Policy DM2 of the S-o-S Development Management Document states that: "to ensure the delivery of sustainable development, all development proposals should contribute to minimising energy demand and carbon dioxide emissions". This includes energy efficient design and the use of water efficient fittings, appliances and water recycling systems such as grey water and rainwater harvesting. The same policy, along with policies ENV7 of the JAAP and ENV10 of the RCS require non-residential buildings to achieve a minimum BREEAM rating of 'Very Good'
- 7.37 The submitted BREEAM pre-assessment confirms that the building has been designed to achieve an 'Excellent' rating, higher than that required. The appropriate certification can be secured by condition in line with policy requirement. The submitted energy statement confirms that the proposal would exceed the policy requirement of 10% of the energy need to be covered by renewable sources. The provision of solar photovoltaic panels on the roof of the building would be a visually acceptable solution towards the achievement of that aim. The proposal is acceptable and policy compliant in these regards, subject to conditions.

Flooding and surface water drainage

7.38 National policy requires that any development is safe from flooding and does not increase the risk of flooding elsewhere. The proposal has been submitted with a surface water strategy to increase the drainage performance of the site in accordance with principles of Sustainable Drainage Systems. The Lead Local Flood Authorities for SBC and RDC require some additional information in relation to the proposed drainage strategy. The required information and appropriate implementation of the proposed drainage scheme can be secured by condition. Subject to such a condition, the development would be acceptable and policy compliant in these regards.

Land contamination

7.39 Paragraph 170 of the NPPF stipulates that planning decisions should contribute to and enhance the natural and local environment by, among others, remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Paragraph 178 of the NPPF requires that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination and after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990.

7.40 Policy DM14 of the S-o-S Development Management Document states that: "Development on or near land that is known to be contaminated or which may be affected by contamination will only be permitted where:

- (i) An appropriate Contaminated Land Assessment has been carried out as part of the application to identify any risks to human health, the natural environment or water quality; and
- (ii) Where contamination is found which would pose an unacceptable risk to people's health, the natural environment or water quality, the Council will impose a condition, if appropriate, to ensure the applicant undertake appropriate remedial measures to ensure that the site is suitable for the proposed use and that the development can safely proceed.
- (iii) Remediation works will be carried out before the commencement of any new development.

7.41 Policy ENV11 of the RCS states that the presence of contaminated land would not be a reason to resist development subject to investigation, remediation and mitigation measures.

7.42 The submitted Phase 1 Desk Risk Assessment confirms that the land may be contaminated and further on-site investigations are required. Conditions to require the investigations are undertaken and any necessary remediation and mitigation measures are agreed and implemented can be imposed. SBC's Environmental Health service raised no objection in this regard subject to conditions. The proposal is acceptable and policy compliant in the above regards.

Community Infrastructure Levy (CIL)

7.43 This application is CIL liable and there will be a CIL charge payable. In accordance with Section 70 of the Town and Country Planning Act 1990 (as amended by Section 143 of the Localism Act 2011) and Section 155 of the Housing and Planning Act 2016, CIL is

being reported as a material 'local finance consideration' for the purpose of planning decisions. The proposed development includes a gross internal area of 5,405.55m², which may equate to a CIL charge of approximately £69,440.53 (subject to confirmation). Any existing floor area that is being retained/demolished that satisfies the 'in-use building' test, as set out in the CIL Regulations 2010 (as amended), may be deducted from the chargeable area thus resulting in a reduction in the chargeable amount.

8 Conclusion

- 8.1 Having taken all material planning considerations into account, it is found that subject to compliance with the attached conditions, the proposed development would be acceptable and compliant with the objectives of the relevant local and national policies and guidance. The proposal, subject to conditions, would have an acceptable impact on the character and appearance of the area and the amenities of neighbouring occupiers. Highways objections are noted and have been taken carefully into account in the assessment of the proposal. When judged on its individual merits in planning terms it is considered, on balance, that this specific proposal would have an acceptable impact on the highway and parking conditions in the area subject to conditions. The proposed development would provide acceptable waste and recycling bin storage provision, drainage strategy on site and energy and water sustainability. Risk from contamination would be managed sufficiently, subject to conditions. This application is, therefore, recommended for approval subject to conditions.

9 Recommendation

9.1 GRANT PLANNING PERMISSION subject to the following conditions:

General Conditions

- 01 The development hereby permitted shall be begun not later than 3 years beginning with the date of this permission.

Reason: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

- 02 The development hereby approved shall be carried out in accordance with the approved plans: 6126 (00) 001 REV P6, 6126 (20) 000 REV P6, 6126 (20) 001 (1) REV P5, 6126 (20) 002 (1) REV P5, 6126 (20) 100 (1) REV P5, 6126 (20) 101 (1) REV P2, 6126 (20) 102 (1) REV P2, 6126 (20) 103 (1) REV P2, 6126 (20) 104 (1) REV P4, 6126 (20) 300 (1) REV P2, 6126 (20) 301 (1) REV P3, 6126 (20) 400 REV P3, 6126 (20) 401 REV P3, 6126 (20) 402 REV P3, 6126 (20) 403 REV P3, 6126 (20) 500 (1) REV P3, 6126 (20) 501 (1) REV P3, 6126 (20) 502 (1) REV P3, 6126 600 REV P1, 019869-RPS-SI-XX-DR-C-0701 REV P01, 019869-RPS-SI-XX-DR-D-0300 REV P01, 019869-RPS-SI-XX-DR-D-0301 REV P01, LSA-TPP-161019 REV A, Y321_PL_DR_201 rev F.

Reason: To ensure the development is carried out in accordance with the development plan.

- 03 The development hereby approved shall only be used as a hotel within Use Class C1 and shall not be used for any other purposes including any other purposes

within that use class in the Town and Country Planning (Use Classes) Order 1987 (as amended) nor any change of use permitted under the Town and Country Planning (General Permitted Development) Order 2015 (as amended) or in any provision equivalent to that Class in any statutory instruments revoking or re-enacting these Orders.

Reason: To determine the scope of the permission in the interest of the character and functionality of the area in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP1 of the Southend-on-Sea Core Strategy (2007), Policies DM10, DM11 and DM12 of the Southend-on-Sea Development Management Document (2015), Policy ADZ1 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policies ED1 and ED2 of the Rochford Core Strategy (2011).

Design and visual impact

- 04 Notwithstanding the details shown on the plans submitted and otherwise hereby approved, no construction works except demolition and construction up to ground floor slab level shall take place until samples of the materials to be used in the construction of the external elevations of the building hereby permitted, including balconies, balustrades, screening and fenestration, have been submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority, in consultation with Rochford District Council as the minority Local Planning Authority. Development shall be carried out solely in full accordance with the approved details before it is first occupied.**

Reason: In the interest of visual amenity of the area in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 05 No works shall take place on site unless and until the tree protection measures identified within the submitted Arboricultural Impact Assessment and Method Statement dated 24th October 2019 prepared by Place Services have been implemented on site and these shall be retained for the duration of the construction works.**

Reason: In the interest of visual amenity of the area in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 06 Within the first available planting season (October to March inclusive) following the first use of the development hereby approved, a soft landscaping scheme shall be implemented and completed in full accordance with details that have previously been submitted to and approved in writing by the Local Planning Authority. The soft landscaping scheme shall follow the general principles shown within the approved plan 6126 (20) 002 Rev P5 and shall include measures to enhance the biodiversity on site, details of the species to be planted, the treatment of the ground before planting and maintenance details.**

Within a period of five years from the completion of the development hereby approved, or from the date of the planting of any tree or any tree planted in its replacement, if any tree existing or planted as part of the approved landscaping scheme is removed, uprooted, destroyed, dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that of the original tree shall be planted in the same place or in accordance with alternative tree replacement details approved under the scope of this planning condition.

Reason: In the interest of visual amenity of the area in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 07 The use of the development hereby approved shall not commence until a hard landscaping scheme has been carried out and implemented solely in full accordance with details which have previously been submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority. The hard landscaping scheme shall follow the general principles shown on the approved plan 6126 (20) 002 Rev P5 and shall include details and, where practicable, samples of materials to be used on hardsurfacing, elevations and details of materials for cycle stores and boundary treatment of the site, including boundaries within the site.**

Reason: In the interest of visual amenity of the area in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 08 Notwithstanding the information submitted and otherwise hereby approved, the substation hereby approved shall be not be constructed unless it is solely in accordance with details, including details of materials and elevation drawings,**

which have previously been submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority.

Reason: In the interest of visual amenity of the area in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 09 Prior to the first use of the development hereby approved, a signage strategy shall be implemented in full accordance with details which have previously been submitted to and agreed in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority.

Reason: In the interest of visual amenity of the area in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

Residential amenity

- 10 No development shall take place, including any works of demolition or excavation, unless and until a Construction Management Plan and Strategy to include a Dust Mitigation Strategy has been submitted to, and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority. The approved Construction Management Plan and Strategy shall be adhered to in full throughout the construction period and shall provide, amongst other things, for:
- i) the parking of vehicles of site operatives and visitors
 - ii) loading and unloading of plant and materials
 - iii) storage of plant and materials used in constructing the development
 - iv) the erection and maintenance of security hoarding
 - v) measures to control the emission of dust and dirt during construction
 - vi) a scheme for recycling/disposing of waste resulting from construction works that does not allow for the burning of waste on site.
 - vii) a dust management plan to include mitigation and boundary particulate monitoring during demolition and construction.
 - viii) details of the duration and location of any noisy activities and the measures to be implemented to minimise noise impacts.

Reason: In the interest of the residential amenity of nearby occupiers in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 11** Construction works associated with the approved development on site shall only be undertaken between 7:30 am to 6 pm on weekdays, between 8 am and 1 pm on Saturdays and not at any time on Sundays and Public Holidays.

Reason: In the interest of the residential amenity of nearby occupiers in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 12** No dust or fume extraction or filtration equipment or air conditioning, ventilation, or refrigeration equipment shall be installed on the building hereby approved unless and until details of its design, siting, discharge points, predicted acoustic performance and details of any noise mitigation measures to be used have been submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority. The equipment shall be installed only in accordance with the approved details and shall be maintained in good working order thereafter.

Reason: In the interest of the residential amenity of nearby occupiers in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 13** No external lighting shall be installed on site unless in accordance with the details of a scheme which has previously been submitted to and agreed in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority. Details to be submitted for approval shall include design, siting, direction and screening of the light sources on site. All lighting shall be retained on site in accordance with the approved scheme for the lifetime of the

development.

Reason: In the interest of the residential amenity of nearby occupiers in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 14** The premises of the hotel hereby approved shall not be open to non-residents outside the hours of 07:00 am to 11:00 pm on any day.

Reason: In the interest of the residential amenity of nearby occupiers in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 15** Deliveries to and refuse and recycling collection from the premises hereby approved shall not take place outside the hours of 7:30 am to 6 pm on weekdays, between 8 am and 1 pm on Saturdays and not at any time on Sundays and Public Holidays.

Reason: In the interest of the residential amenity of nearby occupiers in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 16** Notwithstanding the details shown on the documents submitted and otherwise hereby approved, with reference to British Standard 7445:2003, the noise rating level arising from activities associated with the use hereby approved (including amplified music and human voices) shall be at least 10dB(A) below the background noise level as measured at 1m from the facades of the neighbouring noise sensitive premises.

Reason: In the interest of the residential amenity of nearby occupiers in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan

(2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

- 17 Notwithstanding the information submitted and otherwise hereby approved, the proposed substation shall not be constructed unless and until full details of the acoustic insulation of this building have been submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority. The substation shall be constructed in full accordance with the approved details prior to its first use and shall be retained as such thereafter for the lifetime of the development.

Reason: In the interest of the residential amenity of nearby occupiers in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM4 of the Southend-on-Sea Development Management Document (2015), Policies LS1 and LS2 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy CP1 of the Rochford Core Strategy (2011), Policy DM1 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007) and Southend-on-Sea Design and Townscape Guide (2009).

Highways

- 18 The development hereby approved shall not be first used unless and until the access improvement works, the servicing bay and the drop off bay shown on approved plan Y321_PL_DR_201 rev F, the forty-five (45) on site car parking spaces, including four (4) spaces for disabled users and the roundabout shown on approved plan 6126 (20) 002 Rev P5 and traffic management signage and pedestrian access improvements, the details of which have previously submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority, have been fully implemented at the site solely in accordance with the approved details. The parking spaces, the bays, the access arrangements, traffic management signage and pedestrian access improvements shall be permanently maintained thereafter.

Reason: To ensure that acceptable access arrangements and adequate car parking is provided and retained to serve the development in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP3 of the Southend-on-Sea Core Strategy (2007), Policies DM3 and DM15 of the Southend-on-Sea Development Management Document (2015), Policies T1 and T7 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy T1 of the Rochford Core Strategy (2011), Policies DM30 and DM31 of the Rochford Development Management Plan and the advice contained within the Rochford Parking Standards Design and Good Practice Supplementary Planning Document (2010).

- 19 The development shall not be brought into first use unless and until at least 24 secure and covered cycle parking spaces to serve the development have been

provided on site and made available for use in line with details previously submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority. The approved cycle parking spaces shall thereafter be permanently maintained solely for use by users of the development.

Reason: To ensure the provision of adequate cycle parking in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP3 of the Southend-on-Sea Core Strategy (2007), Policies DM3 and DM15 of the Southend-on-Sea Development Management Document (2015), Policies T1 and T5 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy T1 of the Rochford Core Strategy (2011), Policy DM30 of the Rochford Development Management Plan and the advice contained within the Rochford Parking Standards Design and Good Practice Supplementary Planning Document (2010).

- 20 Prior to the first occupation of the development hereby approved at least two (2) car parking spaces shall have an active electric charging point provided, capable of charging vehicles from the outset, and every car parking space shall be future proofed with passive electric vehicle charging point provision, with measures such as, but not exclusively, four-way duct and drawpits to all service bays, so that electric charging points can be installed when demand requires.

Reason: In the interests of providing sustainable transport choices in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP3 of the Southend-on-Sea Core Strategy (2007), Policies DM3 and DM15 of the Southend-on-Sea Development Management Document (2015), Policies T1 and T7 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policy T1 of the Rochford Core Strategy (2011), Policy DM30 of the Rochford Development Management Plan and the advice contained within the Rochford Parking Standards Design and Good Practice Supplementary Planning Document (2010).

- 21 The development hereby approved shall not be brought into first use unless and until a Detailed Travel Plan to promote sustainable travel for journeys associated with the proposed development, which shall include, among other requirements, details of parking packs, booking arrangements to be offered to customers, details of parking areas for staff, a communication strategy, which shall include the provision of individual travel packs to engage with customers and employees in order to encourage them to use public transport to access the hotel and implementation, monitoring and review arrangements for the Detailed Travel Plan, has been submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority. The Detailed Travel Plan shall be implemented in accordance with the terms set out in the approved details.

Reason: In the interests of providing sustainable transport choices in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP3 of the Southend-on-Sea Core Strategy (2007), Policies DM3 and DM15 of the Southend-on-Sea Development Management Document (2015), Policies T1, T3, T4 and T5 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policies T1 and T3 of the Rochford Core Strategy (2011), Policies DM30 and DM31 of the Rochford Development Management Plan and the advice contained within the

Rochford Parking Standards Design and Good Practice Supplementary Planning Document (2010).

- 22 The development hereby approved shall not be brought into first use unless and until a Car Parking Management Plan to promote sustainable use of the available car parking spaces associated with the proposed development, which shall include, among other requirements, details of the operation of the car parking facilities e.g. timed use of parking by different users, management and enforcement, and consideration to the Safer Parking Award, has been submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority. The Car Parking Management Plan shall be implemented and operated for the lifetime of the approved development in accordance with the terms set out in the approved details.**

Reason: In the interests of providing sustainable car parking in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP3 of the Southend-on-Sea Core Strategy (2007), Policies DM3 and DM15 of the Southend-on-Sea Development Management Document (2015), Policies T1, T3, T4 and T5 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policies T1 and T3 of the Rochford Core Strategy (2011), Policies DM30 and DM31 of the Rochford Development Management Plan and the advice contained within the Rochford Parking Standards Design and Good Practice Supplementary Planning Document (2010).

Waste management

- 23 Prior to the first occupation of the development hereby approved the refuse area shown on the approved plan 6126 (20) 100 (1) REV P5 shall be provided and operated in full accordance with the principles contained within the Design and Access Statement REV F (prepared by Aros Architects and dated December 2019) and the Supporting Planning Statement (prepared by Vantage Planning and dated November 2019) in perpetuity for the lifetime of the hotel.**

Reason: To ensure that the development is satisfactorily serviced and that refuse and recycling facilities are proposed in the interests of highway safety and visual amenity and to protect the character of the surrounding area, in accordance with the National Planning Policy Framework (2019), Policies KP2, CP3 and CP4 of the Southend-on-Sea Core Strategy (2007), Policies DM1, DM3 and DM15 of the Southend-on-Sea Development Management Document (2015), Policies LS1, LS2, T1, T3 and T5 of the London Southend Airport and Environs Joint Area Action Plan (2014), Policies CP1 and T1 of the Rochford Core Strategy (2011), Policies DM1, DM30 and DM31 of the Rochford Development Management Plan and the advice contained within the National Design Guide (2019), the Rochford Supplementary Document 7 (2007), Southend-on-Sea Design and Townscape Guide (2009) and Rochford Parking Standards Design and Good Practice Supplementary Planning Document (2010).

Energy and water sustainability

- 24 The development hereby approved shall not be first used unless and until a final**

Certificate has been issued certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating “Excellent” has been achieved for the development.

Reason: In the interests of providing a sustainable development, in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policy DM2 of the Southend-on-Sea Development Management Document (2015), Policy ENV7 of the London Southend Airport and Environs Joint Area Action Plan (2014) and Policies ENV8 and ENV10 of the Rochford Core Strategy (2011).

- 25 Prior to occupation of the development hereby approved the energy efficiency and other sustainability measures to benefit the scheme, including the provision of at least 10% of the energy needs of the development hereby approved being provided from onsite renewable sources, shall be implemented on site in accordance with the agreed details contained within in the submitted Energy Statement RREV 04 (prepared by Hoare Lea and dated 06 November 2019).**

Reason: To minimise the environmental impact of the development through efficient use of resources and better use of sustainable and renewable resources in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policy DM2 of the Southend-on-Sea Development Management Document (2015), Policy ENV7 of the London Southend Airport and Environs Joint Area Action Plan (2014) and Policy ENV8 of the Rochford Core Strategy (2011).

Flooding and water drainage

- 26 In accordance with the latest submitted Updated Drainage Strategy (RPS, February 2020, Document Ref: NK019869-HPS-SI-XX-HP-DS-301 P01), no construction works other than demolition and excavation works shall take place on site unless and until detailed designs of a surface water drainage scheme incorporating the following measures has been submitted to and agreed in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority and the Lead Local Flood Authorities. The approved scheme shall be implemented prior to the first occupation of the development. The scheme shall address the following matters:**

- a. Information on overland flow routes.**
- b. Evidence of infiltration testing in accordance with BRE 365 to confirm infiltration is not a viable option on this specific site. If infiltration is found to be viable an updated drainage strategy should be submitted along with information in relation to the potential for ground instability or deterioration in groundwater quality as a result of infiltration.**
- c. Details of how the attenuation system connects and drains via the proposed Aquaswirl and Hydrobrake control chambers.**
- d. Evidence of correspondence from Anglian Water for the proposed discharge rate and connection location to the public surface water sewer.**

Reason: To ensure the approved development does not increase flood risk elsewhere in accordance with the National Planning Policy Framework (2019),

Policies KP1 and KP2 of the Southend-on-Sea Core Strategy (2007) and Policy LS1 of the London Southend Airport and Environs Joint Area Action Plan (2014).

Land Contamination

- 27 (a) Notwithstanding the details submitted and otherwise hereby approved, no development shall take place, other than that required to carry out additional necessary investigation which in this case may include demolition, site clearance, removal of underground tanks and old structures, and any construction until an investigation and risk assessment has been submitted to and approved in writing by the local planning authority. The risk assessment shall assess the nature and extent of any contamination on the site whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be submitted to and approved in writing by the local planning authority.**

The report of the findings must include:

- i) A survey of extent, scale and nature of contamination;**
- ii) An assessment of the potential risks to:**
 - human health;**
 - properly (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes;**
 - adjoining land;**
 - groundwaters and surface waters;**
 - ecological systems;**
 - archaeological sites and ancient monuments; and**
 - an appraisal of remedial options, and proposal of the preferred option(s).**

This must be conducted by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority.

(b) Remediation Scheme: Notwithstanding the details submitted and otherwise hereby approved, no development shall be undertaken, other than where necessary to carry out additional investigation, until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The Local Planning Authorities must be given two weeks written notification of

commencement of the remediation scheme works. This must be conducted by a competent person and in accordance with DEFRA and the Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of the Local Planning.

(c) Implementation of Remediation Scheme: Notwithstanding the details submitted and otherwise hereby approved, no development shall be undertaken unless and until the measures set out in the detailed remediation scheme approved under part (b) of this condition have been implemented. Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority may give approval for the commencement of development prior to the completion of the remedial measures when it is deemed necessary to do so in order to complete the agreed remediation scheme. The Local Planning Authorities must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced. This must be conducted by a competent person and in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR11' and the Essex Contaminated Land Consortium's 'Technical Guidance for Applicants and Developers' and is subject to the approval in writing of Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority.

(d) Reporting of Unexpected Contamination: In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing within 7 days to the Local Planning Authorities. Development must be halted on that part of the site until an assessment has been undertaken in accordance with the requirements of part (a) of this condition, and where remediation is necessary a remediation scheme, together with a timetable for its implementation, has been submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority in accordance with the requirements of part (b) of this condition. The measures in the approved remediation scheme must then be implemented in accordance with the approved timetable. Following completion of measures identified in the approved remediation scheme a validation report must be submitted to and approved in writing by Southend-on-Sea Borough Council as the majority Local Planning Authority in consultation with Rochford District Council as the minority Local Planning Authority before the development is brought into use.

Reason: To ensure that any contamination on site is identified and treated so that it does not harm anyone who uses the site in the future and in accordance with the National Planning Policy Framework (2019), Policies KP2 and CP4 of the Southend-on-Sea Core Strategy (2007), Policy DM14 of the Southend-on-Sea Development Management Document (2015) and Policy ENV11 of the Rochford Core Strategy (2011).

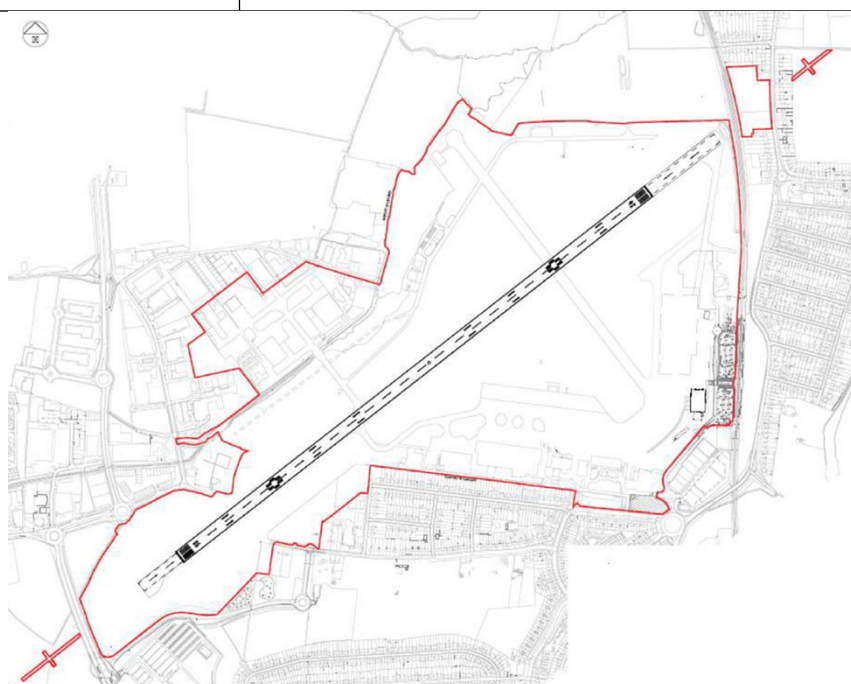
The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework. The detailed analysis is set out in a report on the application prepared by officers.

Informatives:

- 1 Please note that the development which is the subject of this application is liable for a charge under the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) and it is the responsibility of the landowner(s) to ensure they have fully complied with the requirements of these regulations. A failure to comply with the CIL regulations in full can result in a range of penalties. For full planning permissions, a CIL Liability Notice will be issued by the Council as soon as practicable following this decision notice. For general consents, you are required to submit a Notice of Chargeable Development (Form 5) before commencement; and upon receipt of this, the Council will issue a CIL Liability Notice including details of the chargeable amount and when this is payable. If you have not received a CIL Liability Notice by the time you intend to commence development it is imperative that you contact S106andCILAdministration@southend.gov.uk to avoid financial penalties for potential failure to comply with the CIL Regulations 2010 (as amended). If the chargeable development has already commenced, no exemption or relief can be sought in relation to the charge and a CIL Demand Notice will be issued requiring immediate payment. Further details on CIL matters can be found on the Planning Portal (www.planningportal.co.uk/info/200136/policy_and_legislation/70/community_infrastructure_levy) or the Council's website (www.southend.gov.uk/cil).**
- 2 You should be aware that in cases where damage occurs during construction works to the highway in implementing this permission that the Council may seek to recover the cost of repairing public highways and footpaths from any party responsible for damaging them. This includes damage carried out when implementing a planning permission or other works to buildings or land. Please take care when carrying out works on or near the public highways and footpaths in the borough.**

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Reference:	n/a	<h1>19</h1>
Application Type:	n/a	
Ward:	St Laurence	
Proposal:	Review of the Airport Surface Access Strategy as required by the Section 106 Agreement dated 30 th April 2010 as modified by a Deed of Variation dated 20 th June 2012	
Address:	London Southend Airport	
Applicant:	London Southend Airport Company Limited ("the Airport Operator")	
Agent:	n/a	
Consultation Expiry:	n/a	
Expiry Date:	n/a	
Case Officer:	Amanda Rogers	
Plan Nos:	Airport Surface Access Strategy (February 2020)	
Recommendation:	<ol style="list-style-type: none"> 1. AGREE the Airport Surface Access Strategy review document pursuant to the Section 106 Agreement dated 30th April 2010 as modified by a Deed of Variation dated 20th June 2012 2. Members are asked to highlight any issues for further consideration as part of the next review of the ASAS 	



1 Site and Surroundings

- 1.1 London Southend Airport (the “Airport”) is an international airport located between Southend-on-Sea and Rochford town centres, and is approximately 36 miles from the centre of London with a direct train link.
- 1.2 Southend-on-Sea Borough Council owns the freehold of London Southend Airport even though most of the Airport land lies within the administrative district of Rochford District Council. The Council has leased the Airport to London Southend Airport Company Limited.
- 1.3 The current runway was extended in 2010 following the grant of planning permission by Southend-on-Sea Borough Council, and the current terminal was completed in 2012 following the grant of planning permission by Rochford District Council.
- 1.4 The Airport currently has capacity for a total of 53,300 annual air traffic movements (excluding Exempt ATMs such as Police, HM Customs, Coastguard, Military and Air Ambulance). The Airport saw a substantial increase in passengers in 2018/19 with a 33% increase in scheduled passengers to 1.5m for the period.

2 The Proposal

- 2.1 This report deals with the requirement of the S.106 Agreements (details of which are set out in the Planning History below) for an [Airport Surface Access Strategy](#) (ASAS), which is published and regularly reviewed by the Airport Operator in liaison with Southend-on-Sea Borough Council, Rochford District Council, Essex County Council (“the Councils”) and infrastructure providers. This Strategy actively seeks to promote sustainable transport to, from and within the Airport. The last review of the original ‘December 2011’ document, approved in 2012, took place in 2014 and is published on-line (see above link).
- 2.2 The S.106 Agreements require that the ASAS be reviewed and agreed between the Councils every time the Airport reaches a passenger threshold increase of 500,000. By the end of February 2019 the annual passenger number threshold of 1.5mppa (million passengers per annum) had been reached and a review commenced. Prior to the COVID-19 pandemic, which has had a significant impact on passenger numbers, it was the Airport Operator’s ambition to reach 2mppa imminently. The ASAS review document therefore takes into consideration the impact of both these thresholds being reached as it was drafted prior to the start of the pandemic. However, once this version of the ASAS has been published, an immediate review will again commence as the decrease in passenger numbers is relevant to the ASAS targets.

3 Relevant Planning History

3.1 The relevant planning history of the site is shown on Table 1 below:

Table 1: Relevant Planning History

Reference	Description	Outcome
09/01960/FULM	Extend runway, divert Eastwoodbury Lane with new cycleway and footpath, re-position play area and re-provide recreational space and associated parking to the south east, alter access, parking area and boundary to St Laurence and All Saints Church and various ancillary works in connection with runway extension, including the demolition of 6 dwellings.	Conditional planning permission granted 30 th April 2010 subject to the S.106 Agreements
Documents relating to S.106 Agreements	Original ASAS (dated December 2011) 1 st ASAS review (dated September 2014)	Agreed January 2012 Agreed December 2014

3.2 When Planning Permission ref. 09/01960/FULM was granted to extend the runway and carry out associated works at London Southend Airport (“the 2010 Planning Permission”), strict operational controls were imposed. These were set out in the following documents:

- the associated Section 106 Agreement dated 30th April 2010 as modified by a Deed of Variation dated 20th June 2012 made between Southend-on-Sea Borough Council, Rochford District Council, Essex County Council and London Southend Airport Company Limited (“the S.106 Agreements”); and
- the leases relating to the Airport (which repeat the Operational Controls in the S.106 Agreements).

3.3 Previous versions of the ASAS have been agreed by officers of the Councils under delegated authority, which is consistent with other details regularly agreed pursuant to the requirements of Section 106 Agreements. However, it was considered appropriate in this instance to bring the review to members for consideration. This is due to increased local interest in Airport operations over the last 2 years as airport activity has grown. In relation to surface access, there has been an increase in concerns expressed about the impact the Airport may have on climate change and on-street parking. To some extent (as far as it is relevant to the ASAS) this report seeks to highlight what the Airport are doing about these matters.

4 Representation Summary

4.1 The draft ASAS review document was presented to the Airport Consultative Committee (ACC) for comment on 4 September 2019.

- 4.2 The ASAS review document has been the subject of lengthy discussions and negotiations at the quarterly meetings of the Airport Transport Liaison Group (TLG) over the last 18 months. The TLG agreed the final draft in **Appendix 1** in February 2020.
- 4.3 As Highway Authority for the Borough, officers from the Council’s Strategic Transport Policy team have guided and agreed the drafting of the ASAS review document through attendance at the TLG. Similarly, Rochford District Council and Essex County Council have been represented by strategic planning and transport officers attending and agreeing the document through the TLG.
- 4.4 The Cabinet Member for Environment & Planning and the Deputy Leader (Cabinet Member for Transport, Capital & Inward Investment) also agreed the appended draft in principle in March 2020.

Public Consultation

- 4.5 None required as the Airport are not seeking any material modifications to the Planning Permission or S.106 Agreements previously agreed.

5 Planning Policy Summary

- 5.1 Aviation Policy Framework Annex B (March 2013)
- 5.2 The National Planning Policy Framework (NPPF) (2019)
- 5.3 Planning Practice Guidance (PPG)
- 5.4 Core Strategy (2007): Policies KP1 (Spatial Strategy), KP2 (Development Principles), CP3 (Transport and Accessibility), CP4 (Environment and Urban Renaissance)
- 5.5 Development Management Document (2015): Policies DM15 (Sustainable Transport Management)
- 5.6 London Southend Airport and Environs Joint Area Action Plan (2014)

6 Planning Considerations

Although this matter does not require the same consideration as a planning application, the above policies remain of relevance to the objectives of the ASAS. The main consideration of this report is whether the ASAS review document sets adequate targets, commitments and actions to maximise the use of sustainable modes of transport for passengers and staff; and to ensure that the requirement of the S.106 Agreements for at least 25% of passengers to travel to and from the airport by public transport/non-car modes is achieved.

7 Appraisal

- 7.1 In the original ASAS, Target ‘ATP 16’ set out the requirement for the setting up of the *‘Transport Liaison Group, principally comprising LSA and the three local*

authorities, to be set up to annually assess the performance of the ASAS and ATP (Airport Travel Plan) and determine a programme of reviews and surveys.’ In accordance with this requirement, this review document has been discussed at a number of Airport Transport Liaison Group (TLG) meetings including Airport staff, representatives from Rochford District Council and Essex County Council together with officers from Southend-on-Sea Borough Council’s Strategic Transport Policy team. When the TLG met on 4 February 2020, all attendees agreed the February 2020 draft of the ASAS (as attached at **Appendix 1**), which had been the subject of more than a year of negotiations.

- 7.2 To date, the ASAS has proved effective in helping the Airport meet its target air passenger public transport mode share for 2mppa, which was approximately 33% in September 2019. The travel planning for staff is also helping to maximise the use of sustainable modes of travel to and from work. Since 2011, it is considered that the Councils’ position in relation to what the Airport is required to seek to achieve in terms of sustainable surface access to and from the airport has been significantly strengthened. There were 16 targets in 2011, 19 in 2014 and now in the latest review document there are 32 targets supporting sustainable travel measures.
- 7.3 The matter of on-street parking has been raised by a number of residents and by councillors at the ACC on 4 September 2019. After negotiation between the Airport and officers, the potential impact of the Airport on on-street parking, should passengers or staff choose not to use on-site car parks, has now been strengthened through Targets 17 and 18 relating to ‘Car parking’:

No.	Target/commitment/action
Car parking	
16	Install electric car charging point(s) for employees and passengers in any new staff and/or short stay car parks and where feasible, in other areas (including as part of any ‘meet and greet’ offers).
17	Sufficient car parking spaces (including DDA compliance) will be provided to meet demand from air passengers, so as to avoid the need for off-airport fly parking. The Airport will closely monitor on-airport demand and will have contingency plans for additional spaces to be brought into use if required.
18	The Airport will support and financially contribute to the Southend Borough Council’s monitoring of street parking.
19	Ensure safe drop off and pick up arrangements are maintained

- 7.4 In addition, in the context of a Climate Change emergency, the ASAS has been amended to help enhance the positive impacts it can make through the use of sustainable travel options and reducing local congestion. Importantly, whilst the S.106 Agreements only require a 25% air passenger public transport mode share (as set out in the original ASAS), the latest ASAS review document aims for 35% with less than 65% of staff using single occupancy vehicles also. The Airport has also developed its relationships with public transport operators since 2011 to ensure maximum use of buses, trains and taxis. These measures will be further enhanced through the Airport Environmental Action Plan currently being drafted. The Action Plan is not a requirement of the S.106 Agreements and is being prepared separately between the Airport and the Council.

8 Conclusion

- 8.1 It is considered that the ASAS review document as attached as **Appendix 1** complies with the requirements of the S.106 Agreements and is fit for its purpose. The document will form an effective basis upon which the Councils, infrastructure

providers and the public (through the ACC, Airport Transport Forum and the Airport Transport Liaison Group) can work towards improved use of sustainable modes of surface access to and from the Airport.

9 Recommendation

- 9.1 Members are recommended to AGREE the Airport Surface Access Strategy review document pursuant to the Section 106 Agreement dated 30th April 2010 as modified by a Deed of Variation dated 20th June 2012.
- 9.2 Members are also asked to highlight any issues for further consideration as part of the next review of the ASAS.

APPENDIX 1

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Airport Surface Access Strategy

February 2020



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Introduction

An Airport Surface Access Strategy (ASAS) was published in December 2011 and September 2014. The September 2014 ASAS target 19 required the airport to review the ASAS within six months of reaching 1.5 and 2mppa. This review meets this commitment, with 1.5mppa being achieved during March 2019.

The Section 106 Agreement dated 30 April 2010 (as amended by the Deed of Variation dated 20 June 2013) which accompanied the planning approval for the runway extension and associated works includes a number of obligations and commitments related to the ASAS, including the requirement to review it. These are set out at paragraphs 11.2 to 11.5 of Schedule 1 of the Deed of Variation. In addition, paragraph 13 of Schedule 1 sets out targets relating to public transport use to be achieved through the implementation of the ASAS.

The review has been undertaken with the help of the Southend Airport Transport Liaison Group (SATLG), which was set up also following a commitment in the ASAS. The Airport Transport Forum (ATF) and the Airport Consultative Committee (ACC) were also invited to review and make comments on the proposed ASAS targets contained within this document.

This review primarily looks at actual performance against the 2014 ASAS targets, but also takes the opportunity to update a number of areas and to refresh, consolidate and revise the targets.

Government guidance on ASAS was revised in the Aviation Policy Framework Annex B published in March 2013. The Airports National Policy Statement published in 2018 para 5.9 requires airports to produce an ASAS in conjunction with its Transport Forum:

“The applicant must prepare an airport surface access strategy in conjunction with its Airport Transport Forum, in accordance with the guidance contained in the Aviation Policy Framework.

The airport surface access strategy must reflect the needs of the scheme contained in the application for development consent, including any phasing over its development, implementation and operational stages, reflecting the changing number of passengers, freight operators and airport workers attributable to the number of air traffic movements.

The strategy should reference the role of surface transport in relation to air quality and carbon. The airport surface access strategy must contain specific targets for maximising the proportion of journeys made to the airport by public transport, cycling or walking.

The strategy should also contain actions, policies and defined performance indicators for delivering against targets, and should include a mechanism whereby the Airport Transport Forum can oversee implementation of the strategy and monitor progress against targets alongside the implementation and operation of the preferred scheme.

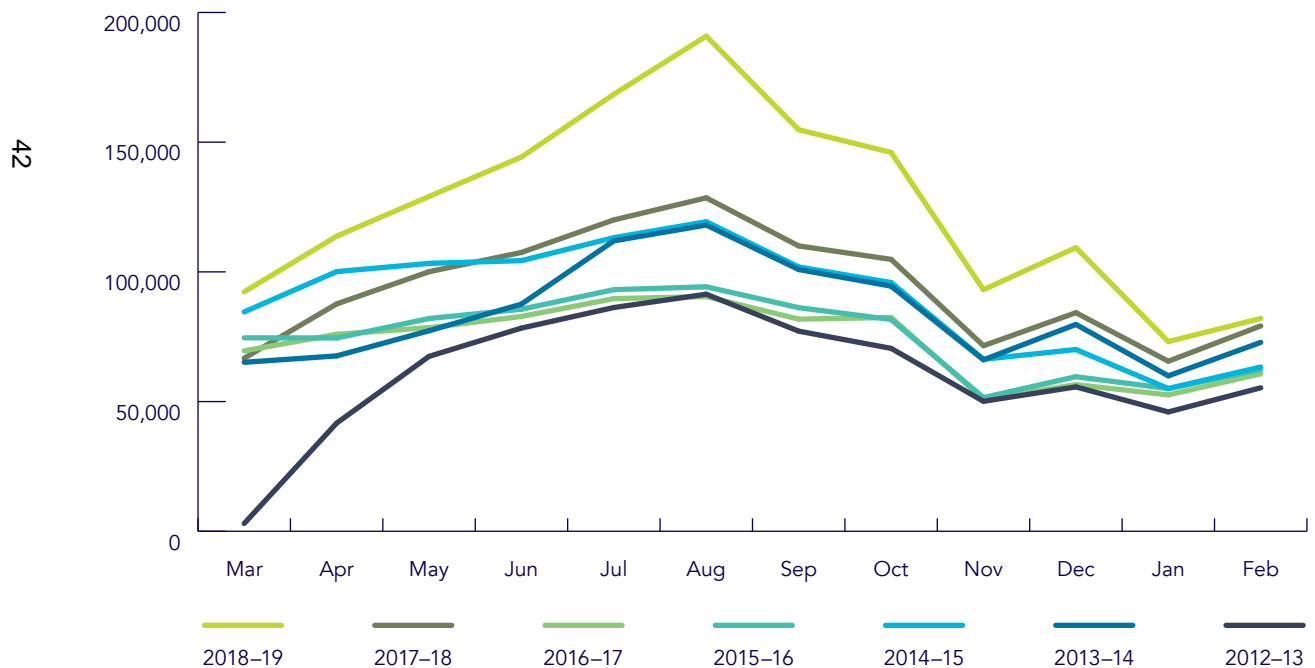
The Surface Access Strategy is to minimise the environmental impact of travel to and from the airport by passengers and those who work on airport, to ensure growth is sustainable. Targets that are included are aimed at increasing the proportion of journeys made by sustainable means to ensure environmental benefits and address climate change.”

1. London Southend Airport today and our future plans

1.1 Activity

London Southend Airport saw a substantial increase in passengers in 2018/19 with a 33% increase in scheduled passengers to 1.5m for the period. easyJet passengers and capacity increased by 11% but the main driver of growth was Flybe who generated an 80% increase in passengers on the back of a 65% increase in capacity. Ryanair began services at the beginning of April 2019, to fourteen destinations. The airport therefore saw accelerated growth through summer 2019, with passengers up 48.5% in May to July compared to the same period in 2018. The airport has capacity to grow further within its existing S106 Planning Agreement and is in discussions with existing and new airlines to continue growing scheduled passenger services and is aiming to increase passenger numbers to 5m ppa by 2023.

+ Passenger numbers



1.2 Property and infrastructure

Over £170 million has been invested in London Southend Airport by owners Stobart Group since it was acquired in 2008, which includes:

- Air Traffic Control Tower – officially opened on 21 July 2011
- Southend Airport Railway Station – officially opened on 21 September 2011
- 300m Runway Extension – opened in March 2012
- New Passenger Terminal – officially opened to passengers on 5 March 2012
- Stobart Executive Handling Lounge – opened July 2012
- Holiday Inn Southend – opened during October 2012
- Phase 2 Terminal Extension – opened April 2014
- Bar & Restaurant – opened April 2015
- Solar Farm – opened December 2015
- 650 space car park extension to Long Stay 2 in September 2017
- Rehabilitation of existing Taxiways Bravo and Charlie, North and South Aprons and Stands 8–10 – completed Summer 2017
- Jet Centre – opened January 2018
- Centralised De-icing Facility (Remote De-icing Pad) and Taxiway Zulu installed – January 2018
- New Fire Bay – June 2018
- Runway rehabilitation – completed April 2019
- Passenger Pre-boarding zones – completed April 2019

Future investment in infrastructure across the airport will continue as the airport develops.



1.3 Employment

Airports are important economic generators, providing jobs, encouraging inward investment and boosting local tourism. London Southend Airport is now a significant employer, playing a key role in regenerating the local area as well as offering accessible leisure and business travel to people across Essex and the South East.

The airport is committed to ensuring that jobs available are publicised locally and opportunities are advertised via the ‘Careers’ page of the airport website, Linked-In and social media channels.

In February 2019, London Southend Airport itself employed 220 people, of which 49 were part time. 78% were from the SS postcode area, 15% were from the wider Essex area and only 7% were from outside of Essex.

The number of staff employed on the airport site is around 1,200. These are employed by 33 companies based within the airport boundary.

London Southend Airport offer a diverse range of roles and functions including Air Traffic Control, Fire, Ground Handling, Security, Customer Services, Finance, Facilities, Asset Management, HR, Marketing Operations & Dispatch and Business Development. The airport’s resourcing includes a mix of full and part time opportunities, in addition to fixed term and casual options.

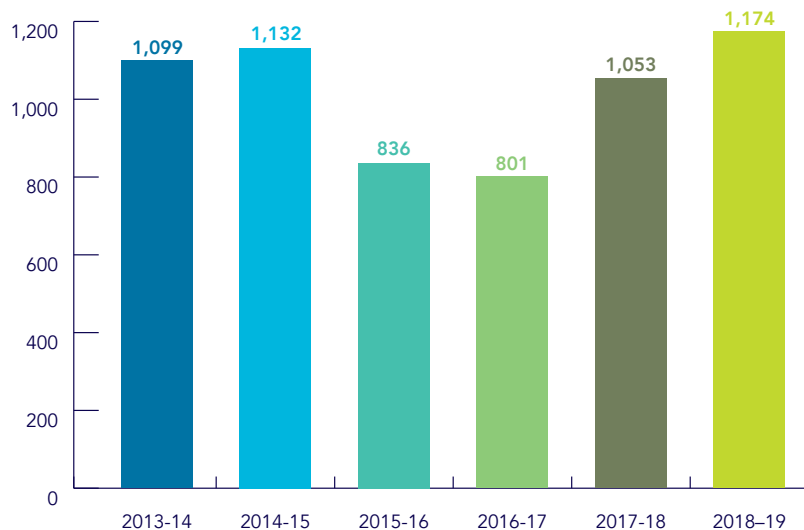
During 2015–16 the airport saw a decline in the total number of people working on the site largely due to the collapse of ATC (Lasham) Ltd, and a reduction in staff at Inflight, however since 2016 numbers have steadily risen.

The main area of employment growth has been associated with airline and passenger numbers. easyJet increased staff number by 32 in the previous 12-month period to 168 and the number of staff employed by Stobart Aviation Services, London Southend Airport and TRG concessions combined increased by 83.

Approx. 120 airport employees are located in businesses based on the north side of the airfield and enter the airport site via Aviation Way.

Airport employment 2018 – 2019	
Airport operations, terminal and handling	340
Terminal concessions	103
Aircraft support and catering	26
Onward travel	35
Hotel	66
Airlines	286
Rail station	9
Control authorities	37
Aircraft maintenance	117
Private charter	107
Flying clubs	34
Travel agents	3
Other (non-aviation related)	11
Total	1,174

44 + Airport employment 2013 – 2019



In September 2019, the airport announced 200 new jobs as part of a recruitment drive for a number of roles including ground handling, cleaners and security. A recruitment event was held over two days and was attended by over 850 people.

Staff employee numbers on airport for 2018–19 show an overall increase of 373 employees from 801 in 2016/17 to 1,174 in 2019 in 33 companies based within the airport boundary as detailed in the table above;

1.4 Future plans

Employment within the airport boundary is likely to continue growing significantly over the next few years as the airport progresses plans to increase passenger numbers to 5mppa by working with existing operators to grow routes and passengers, and by attracting new airlines to the business.

To prepare for passenger growth the airport will continue reviewing demand for on-site parking, both for staff and passengers to ensure that adequate spaces are provided. The airport is currently exploring a number of options which include; Meet and Greet services, off airport locations and multi-level parking. The airport will also continue to promote sustainable transport modes to both passengers and staff. Key to this, will be the airport train station, which has capacity to grow passenger usage with the existing services. The airport is working closely with Greater Anglia to develop services to serve a wider range of passengers, including earlier and later services to and from London.

The airport has developed a number of targets, commitments and actions to actively promote and monitor the use of sustainable transport. This summary will be reviewed when passenger numbers reach 5mppa or in three years, whichever is earlier.

Ongoing engagement and an ASAS review to ensure future growth at the Airport is complimented by efficient, effective and sustainable transport measures.



The airport has developed a number of targets, commitments and actions to actively promote and monitor the use of sustainable transport.

2. Summary of targets, commitments and actions

No.	Target/commitment/action	Timescale
Mode share		
1	Air passenger public transport mode share should be at least 35% by 5mppa	Review when passenger numbers reach more than 5mppa or within three years (whichever is earlier)
2	Staff mode share should not exceed 65% using single occupancy vehicles	Ongoing
Sustainable modes		
3	100% of new developments will include good pedestrian access. Terminal, railway station and associated forecourt and vehicular facilities to be DDA compliant. Policies related to walking routes for the JAAP area will be supported.	Ongoing
4	100% of new developments will include provision for secure cycle parking (Section 106 Agreement target), showers and lockers. The Travel Plan Co-ordinator will arrange cycle promotions and activities for staff. Demand for cycle parking will be monitored and additional cycle racks provided when required. Policies related to cycle routes for the JAAP area will be supported.	Ongoing
5	The Airport will engage and liaise with stakeholders to identify gaps and develop a bus and coach strategy for the JAAP area.	Ongoing
6	The Travel Plan Co-ordinators will investigate and develop car sharing scheme options (Lift Share, Carbon Heroes etc.) and Car Clubs as well as encouraging the growth of informal car sharing. Companies operating at the Airport will be encouraged to designate the best parking bays for car sharers.	Ongoing
7	Work with taxi companies to reduce empty running.	Ongoing
8	Establish surface access partnership arrangements to encourage all employers on airport to engage with the ASAS.	Ongoing
9	Review pedestrian access routes between bus and train services and terminal and place of work and provide additional infrastructure where required.	Ongoing
10	Work with bus and coach operators to aim for a 4% mode share by passengers and staff.	Ongoing
11	Work with C2C to identify how to encourage use of the Essex Thameside rail service for the airport.	Ongoing
12	Work with train operators to achieve 30% rail passenger mode share and develop train services that support passenger and staff travel demands.	Ongoing
13	Work with the bus operators and relevant local authorities to maintain / improve facilities at bus stops serving the airport with travel information. Work with bus operators and local authorities on measures required to improve bus service reliability. Encourage staff for whom bus services represent a realistic travel option on existing services and work with Arriva and First to market services to those members of staff.	Ongoing
14	Promote public transport integrated ticketing availability to staff and passengers.	Ongoing
15	Encourage employees to walk and cycle to work.	Ongoing



No.	Target/commitment/action	Timescale
Car parking		
16	Install electric car charging point(s) for employees and passengers in any new staff and/or short stay car parks and where feasible, in other areas (including as part of any 'meet and greet' offers).	Ongoing
17	Sufficient car parking spaces (including DDA compliance) will be provided to meet demand from air passengers, so as to avoid the need for off-airport fly parking. The Airport will closely monitor on-airport demand and will have contingency plans for additional spaces to be brought into use if required.	Ongoing
18	The Airport will support and financially contribute to the Southend Borough Council's monitoring of street parking.	Ongoing
19	Ensure safe drop off and pick up arrangements are maintained	Ongoing
Travel planning and information		
20	Work with local authorities to promote public transport links to the airport.	Ongoing
21	Maintain/improve onward travel information in baggage reclaim area.	Ongoing
22	Continue to engage with active travel organisations to deliver a lifestyle approach to travel planning for staff.	Ongoing
23	Seek views of Southend Bus Users Group on Bus Services for the airport.	Ongoing
24	Engage with Airport Consultative Committee to seek views on surface access.	Ongoing
25	Use emerging technology to review and develop travel information.	Ongoing
26	Maintain DDA compliant real-time and web-based onward travel information in the rail station and terminal, in particular to provide live onward travel information in the landside arrivals area.	Ongoing
27	Work with relevant parties to provide smart ticketing facilities in the rail station and terminal.	Ongoing
Surveys, monitoring and reviews		
28	Annual Passenger surface access travel surveys to be undertaken by CAA on a continuous basis.	Ongoing
29	Staff travel surveys to be undertaken at least every three years or more frequently if the TLG agree.	2022 or earlier
30	Continue to hold annual ATF meetings.	Ongoing
31	Continue to hold quarterly Transport Liaison Group meetings to review performance of ASAS targets.	TLG to meet quarterly
32	Review the Airport Surface Access Strategy in accordance with the S106 Agreement requirements (at 1mppa and every additional 500,000 ppa thereafter).	The next review will be at 2.5mppa then every additional 500,000 ppa thereafter



3. National, regional and local transport policies

3.1 National policy

In June 2018 the DfT released a paper titled “Aviation Policy Framework: new runway capacity and infrastructure at airports in the South East of England” This document highlights the need to continue to grow the UK’s aviation sector, in the South East, in order to sustain economic growth. It also acknowledges that London’s major airports are either at or reaching capacity (see Para 1.2 below). Unlike other London airports, London Southend Airport has plenty of capacity and room to grow to help offset the negative impact to passengers (see Para 2.16 below), to grow the UK’s aviation sector, in the South East, in order to sustain economic growth.

Para 1.2: The aviation strategy 2050 states *London and the South East are now facing longer term capacity problems. Heathrow Airport is operating at capacity today, Gatwick Airport is operating at capacity at peak times, and the whole London airports system is forecast to be full by the mid-2030s. There is still spare capacity elsewhere in the South East for point to point and especially low cost flights. However, with very limited capability at London’s major airports, London is beginning to find that new routes to important long haul destinations are being set up elsewhere in Europe. This is having an adverse impact on the UK economy, and affecting the country’s global competitiveness.*

Para 2.16: *The Government believes that not increasing capacity will impose costs on passengers and on the wider economy. The Airports Commission estimated that direct negative impacts to passengers, such as fare increases and delays would range from £21 billion to £23 billion over 60 years. Without expansion, capacity constraints would impose increasing costs on the rest of the economy over time, lowering economic output by making aviation more expensive and less convenient to use, with knock-on effects in lost trade, tourism and foreign direct investment.”*

Any changes to national policy for the aviation sector will be monitored and reflected in the Surface Access Strategy adopted.

3.2 Regional policy

Regional transport policy is now being developed through Local Enterprise Partnerships (LEPs) and Transport East Body. The relevant LEP for London Southend Airport is the South East LEP (SELEP) which covers Essex, Kent and East Sussex. The Transport East Body is currently working on regional policy with which a local strategy is emerging. SELEP has published a Strategic Economic Plan which has been submitted to Government and funds have been allocated in the Growth Deal announcement. Relevant transport schemes in the SELEP Strategic Economic Plan include:

- **A127 route management strategy**
- **A13 Widening (Stanford-le-hope to A128)**
- **Rochford JAAP infrastructure and housing delivery**
- **JAAP airport sustainability access package measures**
- **JAAP development of Southend business park at Southend Airport**
- **JAAP A127 Bell Junction**
- **Lower Thames Crossing**

The SELEP Economic Strategy Statement dated December 2018 seeks enhancements to the strategic rail network and connections to ports and airports and refers to a close working relationship with Network Rail. Network Rail has published its Delivery Plan for 2019 to 2024 (Control Period 6). Abellio East Anglia Limited has a Franchise Agreement to operate trains to and from London Southend Airport until 2025. Network Rail’s Delivery Plan makes provision for the introduction by Abellio of a new fleet of trains to replace the existing fleet. The Delivery Plan also makes provision for proposed enhancements to the frequency of services. Connectivity to and from the airport will be further improved by connections at Liverpool Street and Stratford upon opening of the Elizabeth Line.

3.3 Local policy

The JAAP will provide the basis for coordinating the actions of a range of partners with an interest in London Southend Airport and its surrounding area and establish planning policies up to 2021. It will:

- **Manage growth and change in the area by setting out development and design principles**
- **Ensure the protection of areas and places sensitive to change**
- **Direct investment and form the basis for regeneration in the area**
- **Be deliverable**

The adopted JAAP and relevant documents can be downloaded below:

 [London Southend Airport and Environs Joint Area Action Plan Adopted Version](#)

4. Air passengers and employee surface access

4.1 Air passengers

The target in the 2014 ASAS was:

Air Passenger public transport mode share should be at least 20% by 1.5 mppa and 25% by 2 mppa.

As of January 2019, London Southend Airport commissioned the CAA to survey passengers throughout the year, in line with all other London Airports. The Airport now receives quarterly interim reports, the results of which can be shared with the Airport Transport Liaison group and be used to track and monitor mode share performance. The first six months' data (Jan – Jun) has been analysed below and has been compared to the 2016 survey results, however it must be taken into account that this period was heavily impacted with rail engineering works, and bus replacement services, and Ryanair did not commence flights until April 2019.

The highlights from the first six months of data collected by the CAA are below, as well as more detailed analysis below.

- **Public transport was used by 33% of departing passengers**
- **31% of passengers arrived at the airport using the Greater Anglia train line**
- **31% of departing passengers arrived and parked**
- **20% of departing passengers arrived by taxi**
- **79% of departing passengers that completed a survey were from an UK/Ireland postcode**
- **88% of departing passengers said the purpose of their journey was for pleasure**
- **38% of passengers surveyed were travelling alone**
- **77% had a journey time to the airport of two hours or less**

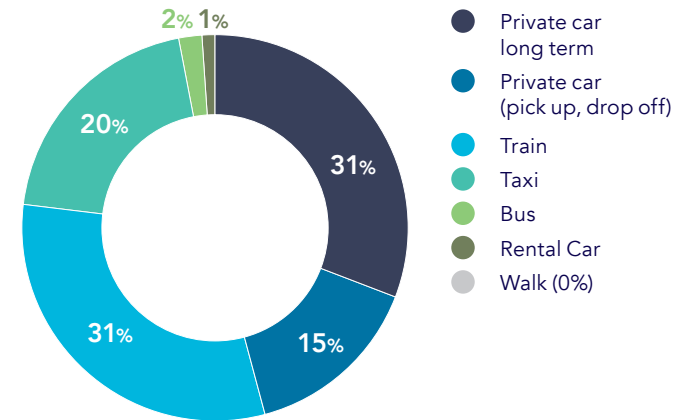
The target air passenger public transport mode share for 2mppa, is currently being achieved (33%) however this is only six months' worth of data. A factor in helping increase the Train usage has been the introduction of earlier and later train services from the airport to/from London. These services arrive at 05:30 and depart at 23:59 which allows passengers on the first set of flights to depart and the last to arrive to catch a train from/to London, which was not previously possible.

Due to locality of residential properties to the airport, Kiss and Fly, along with taxis represent an attractive option to many local passengers. This is seen in the 35% of passengers arriving at the airport by one of those modes.

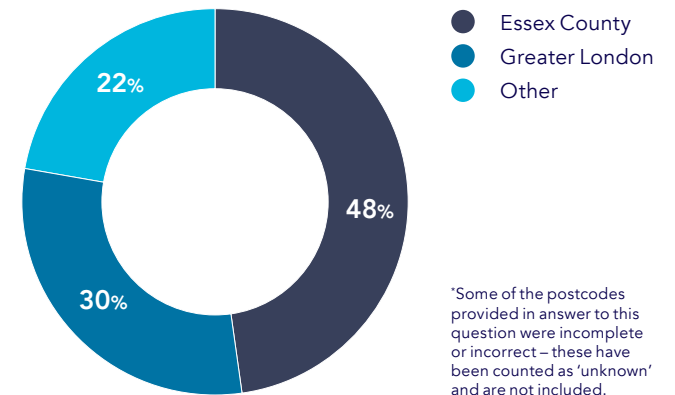
London Southend Airport has worked with other providers to ensure all passengers can get to/from the airport for early and late flights, with the introduction of a bus service to/from London starting in October 2019.

As the airport has grown over the last few years, we have seen a shift towards a more London based passenger profile, growing from 15% to 30% of passengers from Greater London. The pie chart on the right shows the results of the 799 responses received, group into the two catchment areas, as well as an "Other" category:

+ Passenger transport mode



+ Locality of London Southend passengers



The table below provides a full breakdown of the air passenger post code locations:

Essex County	Number	Greater London	Number	Other	Number
Southend-on-Sea	117	Havering	36	Suffolk County	37
Basildon District	43	Redbridge	21	Kent County	35
Rochford District	36	Tower Hamlets	16	Norfolk County	14
Thurrock	33	Hackney	14	Hertfordshire County	13
Castle Point District	30	Newham	13	Cambridgeshire County	10
Chelmsford District	27	Waltham Forest	13	Leicestershire County	6
Colchester District	23	Barking and Dagenham	12	Surrey County	6
Brentwood District	21	Lewisham	11	Hampshire County	6
Maldon District	18	Islington	9	West Midlands	5
Epping Forest	13	Camden	9	Buckinghamshire	4
Tendring District	8	City of Westminster	8	Lincolnshire County	4
Braintree District	5	Lambeth	8	Berkshire County	3
Uttlesford District	5	Haringey	8	Derbyshire County	3
Harlow District	3	Southwark	8	Devon County	3
Stansted Airport	1	Barnet	7	Warwickshire County	3
Total	383	Greenwich	7	Oxfordshire County	2
		Wandsworth	6	City of Bristol	2
		Ealing	5	West Sussex County	2
		Brent	5	North Yorkshire County	2
		City of London	4	South Yorkshire	1
		Hammersmith	3	Luton	1
		Croydon	3	Isle of Wight	1
		Enfield	3	Greater Manchester	1
		Bromley	3	Somerset County	1
		Sutton	2	West Yorkshire	1
		Merton	2	East Sussex County	1
		Heathrow	1	Northamptonshire	1
		Hounslow	1	Vale of Glamorgan	1
		Total	243	Nottinghamshire	1
				Durham County	1
				Cornwall County	1
				East Riding of Yorkshire	1
				Total	173

The airport will continue to monitor the results of the ongoing CAA passenger survey data and identify any specific catchment areas that might be sustainable for additional transport options.

77% of passengers had a journey time of two hours or less, which is typically what an airport uses as its catchment area. The high proportion of people in the 1 – 2 hour bracket may be due to a higher number of passengers using the Greater Anglia train from London, who have additional journey time from their home location to London Liverpool Street. (The train from London Liverpool Street takes 53 minutes).

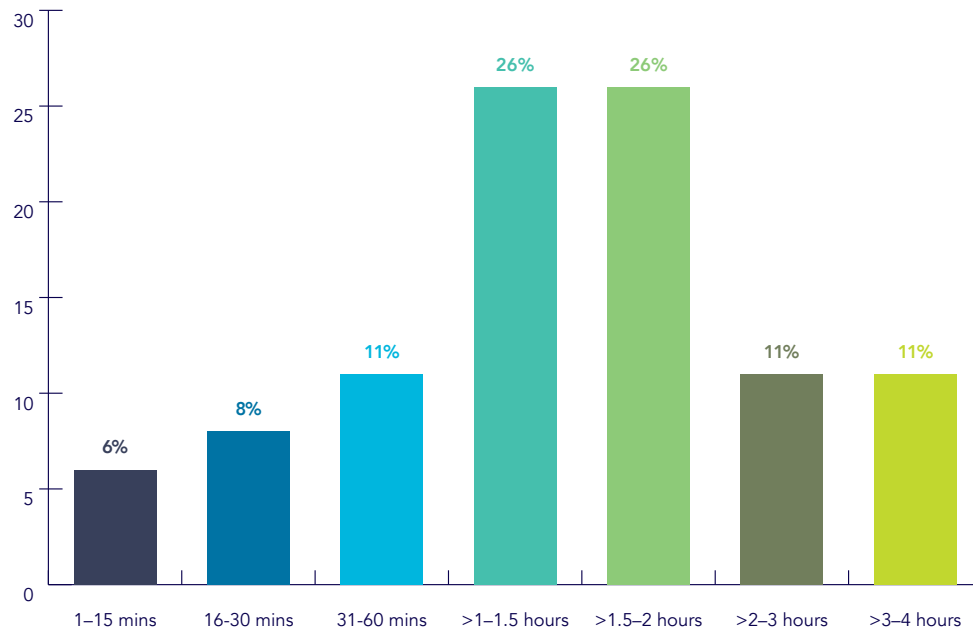
Public transport use is driven by its availability and one significant issue has been the timing of the first and last trains. Greater Anglia have now added one early and one late train 6 days a week, which is an extension of the franchise commitment, however, the early train still does not allow passengers to arrive two hours before the first flight.

This analysis supports the proposal to increase the mode share target to 35% at 5mppa. It will of course be appropriate to review the target as the Airport grows towards that passenger figure. With an increasing London passenger mix and engineering works due to finish in March 2020 this target should be achievable.

+ Passenger transport mode

Transport mode	2016	2019	Trend
Private Car Long Term	35%	31%	-4%
Private Car Pick Up Drop Off	16%	15%	-1%
Train	27%	31%	4%
Taxi	14%	20%	6%
Bus	3%	2%	-1%
Rental Car	1%	1%	0%
Walk	4%	0%	-4%

51 **+ Passenger journey times**



77% of passengers had a journey time of two hours or less, which is typically what an airport uses as its catchment area.



4.2 Employees

A Staff Travel Survey was undertaken during the summer of 2019. The aim of the travel survey, as in previous years, was to better understand staff travel needs and behaviours, to understand the barriers to sustainable transport and identify solutions and to monitor the progress of the airport’s travel plan. Where applicable a comparison to previous surveys has been included in this report. In total 227 responses were received, up from 196 in the previous survey in 2016. The target in the 2014 ASAS was:

Staff mode share should not exceed 65% using car alone.

A staff travel survey in 2010 had indicated that 65% could be achieved and, benchmarked against other airports and areas, this was felt to be an achievable target. However, a survey in 2012 showed a much higher use of car alone, probably because of adverse weather during the survey period. Further surveys in 2013 and 2014 showed that 61% and 62% used car alone, within the target. The survey undertaken in 2019 put this figure at 67%, just outside of the target. As the airport has grown there has been a need to recruit from a wider geographic area, making sustainable travel modes less likely. Detailed results from all the surveys are shown below.

Key highlights of the 2019 Staff Travel Survey

- The number of returns broadly represents all business functions within the airport footprint, with a response percentage comparable with other London airports. A total of 227 returns out of 1054 employees that work on the South Side of the airport (22%)
- 85% of staff that completed a survey were from an SS postcode
- 67% car single occupancy – 2% above the 65% ASAS target
- Bus and train usage have both increased since 2015, 6% in total
- The number of people cycling and walking has remained very similar, however due to a higher number of survey returns, this has reduced as a percentage
- 98% of staff that drive use a staff car park and do not park off site or on residential streets
- 48% of staff have a ‘journey to work’ time of 15 minutes or less, with 84% having a journey of 30 minutes or less
- 22% of staff said that they would consider rail transport if discounts were offered
- 20% of staff said that they would consider bus transport if discounts were offered
- 18% of staff said that they would be interested in a Cycle to Work scheme
- 20% of staff said that they would consider getting an electric vehicle if charging points were provided

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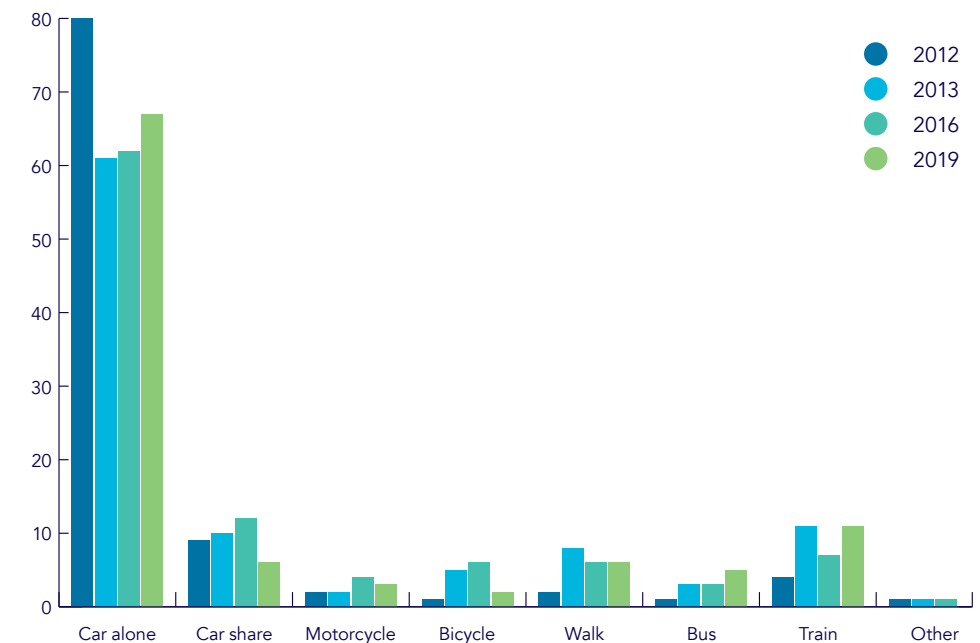
Benchmarks can be provided by national statistics. In Great Britain, 68% of journeys to work are made by car. 77% of journeys to workplaces in the East of England were by car.

All of the employee responses that were received are located on the south side of the airport, and the majority of these enter via the Harp House roundabout if they come by car. Jota Aviation and Stobart Jet Centre employees enter the site via South Road. Cycling provisions are available at the Validation Point, Hotel and in the Short Stay Car Park. Below are the number of responses by employer.

It is hoped that, with the development of the JAAP, improved public transport will be provided which will appeal to employees based on the North Side of the Airport, (access via Aviation Way).

Means of helping to reduce single car occupancy (e.g. the cycle scheme, bus awareness) and more details are given later in this review. However, the conclusion is that the target of 65% should remain. As with the air passenger mode share target, it is an aspiration to improve on the target as employee numbers grow.

+ Staff transport mode

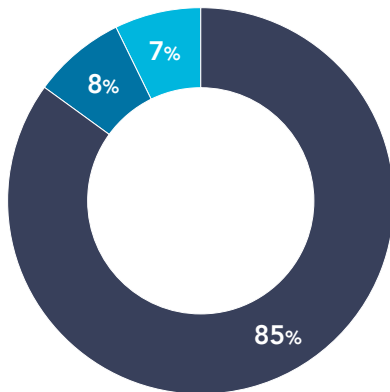


+ Staff mode transport trends

Transport mode	2016	2019	Trend	
Train	7%	11%	+4%	Public transport 16% (+6%)
Bus (local and X30)	3%	5%	+2%	
Single car occupancy	62%	67%	+5%	Private car 76% (-2%)
Car share (driver or passenger)	12%	6%	-6%	
Motorcycle	4%	3%	-1%	
Bicycle	6%	2%	-4%	
Walk	6%	6%	0%	Bike/walk/other 8% (-4%)
Other	1%	0%	-1%	
	100%	100%		

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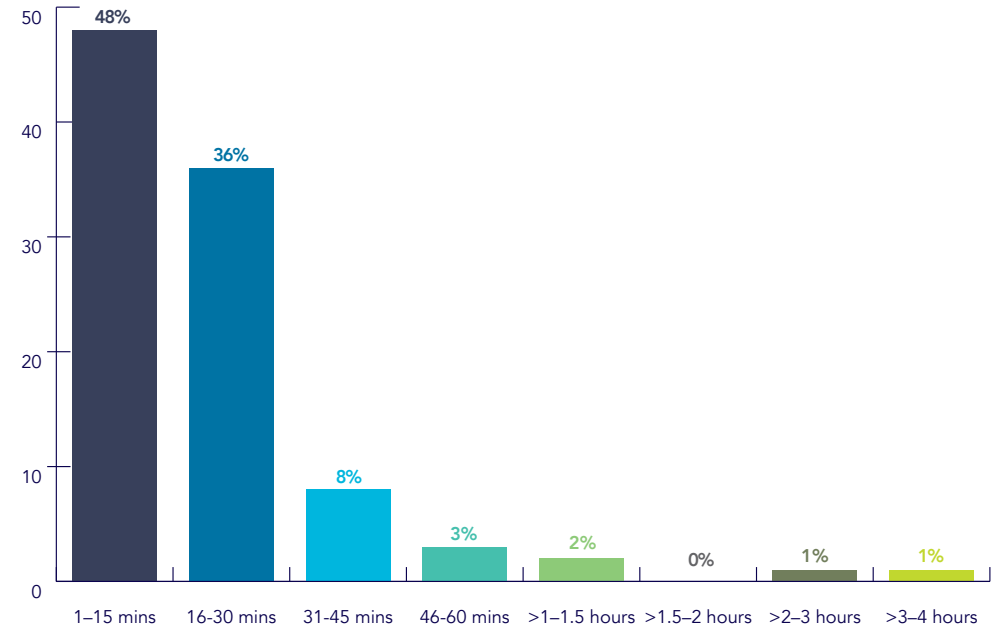
+ Staff postcode data



- SS postcode
- Essex postcode
- Other

Postcode	Number	%
SS	190	85%
Essex	19	8%
Other	15	7%

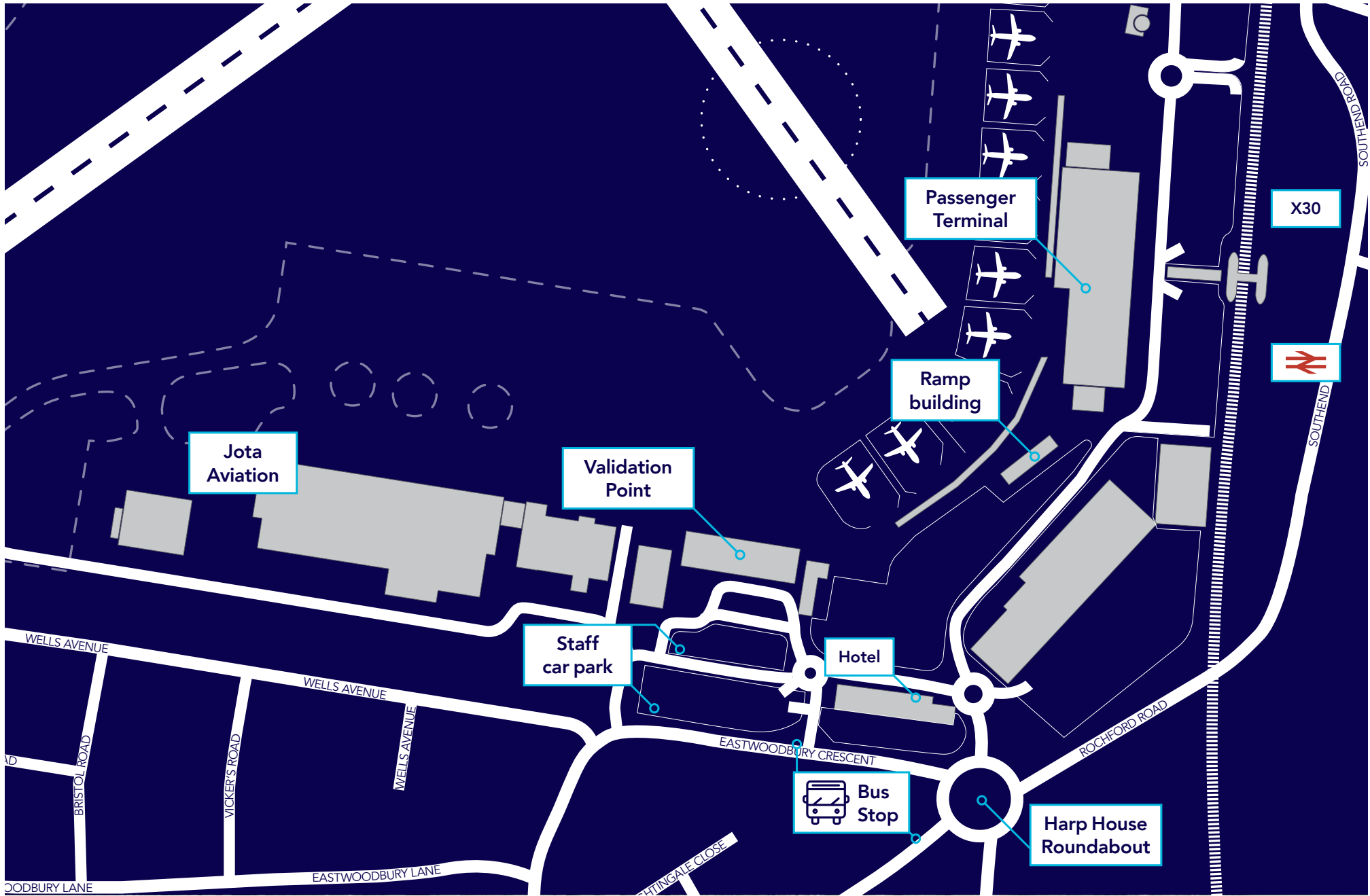
+ Staff journey times



Other travel which could come under the staff heading includes visitors to the airport or deliveries. These may not be significant in numbers of movements, but should be monitored to ensure that any particular issues associated with them are identified. This can be covered by the Transport Liaison Group.

The highest percentage of single occupancy car mode is from staff living in the CM postcode, who do not have good links to public transport modes.

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5. Sustainable transport modes



5.1 Walking

Good pedestrian facilities are provided at the new terminal, railway station and hotel that opened in 2011 and 2012 and the terminal extension that opened in April 2014. Plans to improve the layout of the terminal forecourt area and drop off/pick up points have considered improvements to pedestrian access and to be accessible to people with reduced mobility. A Passengers with Reduce Mobility (PRM) shelter was installed June 2017. The taxi rank and bus stop has been relocated to the approach road layby. An additional shelter has been provided for the taxi rank.



5.2 Cycling

Secure cycle racks are located in Long Stay 1 car park, behind the hotel and in front of the staff validation point. Showers and lockers are provided in staff facilities. Cycle promotions are coordinated by the Travel Plan Coordinator and HR Manager and include campaigns at certain times of year promoting cycling and designed to raise awareness of benefits. Demand for cycle storage is monitored. The number of cycles stored in the staff cycle rack is steadily increasing with approx. 80% capacity on dry weather days.



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5.3 Rail

Greater Anglia are three and a half years into the rail franchise which will run through to 2025, with £1.4 billion of investment promised. New trains are currently undergoing tests, to be rolled out on the network from 2020. These new trains will include additional seating, air conditioning, plug points, and USB ports. Several existing trains have been refurbished to include new seats, air conditioning and better lighting and all trains on the line are now fitted with Wi-Fi.

Additional early and late trains have been introduced as part of the agreed improvements and LSA will continue to pursue this matter with Abellio Greater Anglia to extend these services further. Network Rail issued an updated list of the improvement projects they plan to undertake over Control Period six, three of which would affect services to and from Liverpool Street on the lines via Shenfield:

- **Crossrail**
- **Anglia Traction Power Supply Upgrade**
- **Great Eastern Main Line Capacity Improvement**

New ticket vending machines and Gateline barriers have been installed at the rail station and in the arrivals area of the terminal building. London Southend Airport will continue to explore contactless options with DfT, TFL and GA.



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5.4 Car sharing

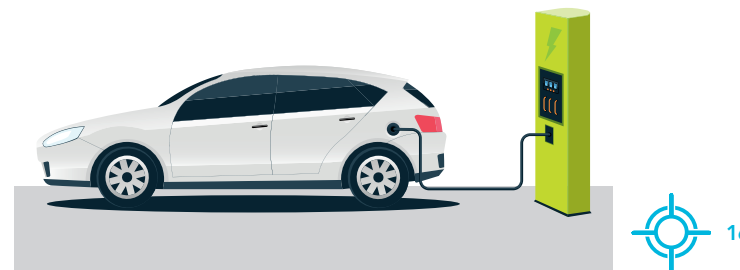
The number of staff that car share is decreasing. Shift patterns limit the potential for car sharing. Car share promotions in place, designated car parking spaces for car sharers. System in place to facilitate contact between those interested in car sharing. The results of the 2019 staff travel survey will be used to develop new initiatives. SEAT (South Essex Active Travel) have also offered to support LSA by sharing membership costs for Liftshare.



 6

5.5 Electric car sharing points

The latest electric vehicle usage figures in Southend show a small but significant increase in the use of electric charging points locally. Therefore, it is recommended that the case for electric charging points be kept under review by the Transport Liaison Group and that investigations take place into the possible use of electric charging points. The Airport will actively engage with EV partners and other airports for best practice in pursuit of this target.



5.6 Bus and coach

First Essex Buses continue to provide a link to Chelmsford and Rayleigh with service X30 which operates between Southend and Stansted Airport. The service serves the airport forecourt from 0511 until 0010 hours daily. The service was upgraded in November 2016 with a fleet of new buses to an enhanced specification with easier access and including Wi-Fi and charging points. A new fleet of double decker buses entered service in early 2020. A designated X30 waiting shelter was installed in 2017 in order to encourage increased use of the service.

Arriva operate services 7, 8 and 9 from Rochford Road close to the entrance to the airport. These services provide up to 18 buses an hour and offer direct links to Ashingdon, Eastwood, Hawkwell, Hockley, Rayleigh, Rochford, Shoeburyness, and Thorpe Bay. Buses operate Monday to Friday from 5:25am until just after midnight.

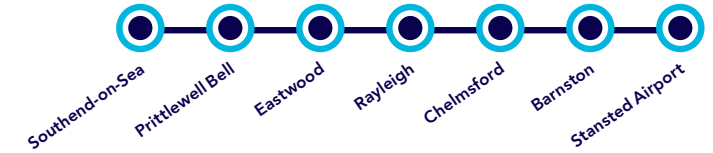
From October 2019, an agreement between London Southend Airport and Ensign Bus saw a daily bus service from London Victoria, arriving at 04:30 and departing at 23:40 from London Southend Airport to London Victoria, where customers can make onward connections. The Airport will continue to work with its local bus providers via the TLG, ATF and its commercial team.

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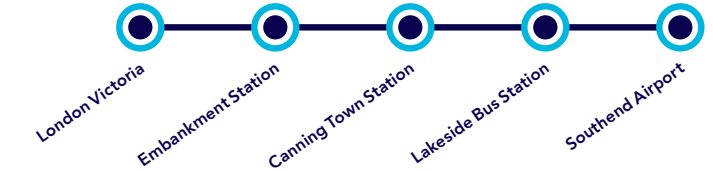


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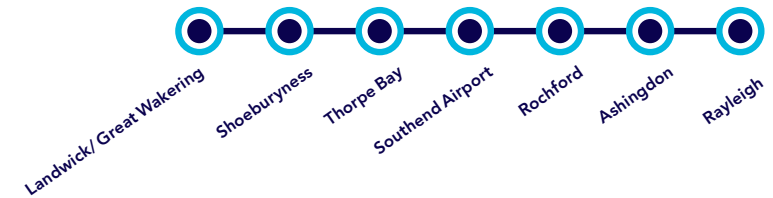
X30



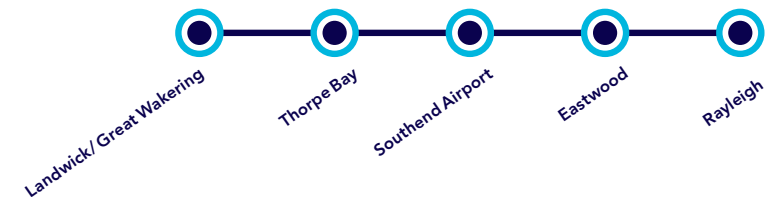
Southend JetLink



Local bus service operated by Arriva (Route 7 and 8)



Local bus service operated by Arriva (Route 9)



6. Road network and car parking



6.1 Highway access

Following concerns about the flow of traffic into the retail park adjacent to the airport, which shares an entrance via Harp House Roundabout, Southend-on-Sea Borough Council (SBC) completed works to widen the entrance to the airport in November 2016, this included installation of an additional entrance lane for traffic flow to the airport as well as a pedestrian crossing. Crossing works on Eastwoodbury Crescent and Rochford Road were also completed in 2016 which have improved pedestrian safety as well as provided for improved bus interchanges at Rochford Road and travel information for bus passengers.



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6.2 Air passenger set down, pick up and car parking

London Southend Airport is committed to providing sufficient, reasonably priced, secure and safe car parking for both air passengers and staff. Pre-booked parking during the busier summer months remains at around 85% of capacity. (Pre-bookings for the summer peaked at 93% in August). To ensure that capacity continues to exceed demand, the Airport is looking at ways to grow its car parking offering ahead of next summer.

An area of particular concern has been congestion and safety immediately outside the passenger terminal and available space within the short stay car park. To reduce blockage and increase availability in the short stay car park a number of new measures were introduced; the layout of the Short Stay car park was adapted to help ensure a smooth, safe and hassle-free passenger experience. An additional entrance and exit barrier were added to the Short Stay car park in order to ensure vehicles can enter and exit as efficiently as possible. The 0-5-minute free period was removed and pricing in this car park will begin from £3 for up to 10 minutes for picking up and dropping off. Passengers that still wish to be picked up and dropped off for free can use the 15 minutes free drop off / pick up option in the Long Stay 3 car park, which is just a short walk from the terminal front door.



7. Travel planning and information

7.1 Travel planning

The Corporate & Social Responsibility Manager is the designated Travel Planning Coordinator. The HR Manager undertakes responsibility for staff travel planning. Travel options and information, including sustainable modes, is sent with new joiner pack and to all staff as part of induction presentations. (See Appendix A).



7.2 Travel information

Within the airside, baggage reclaim area, real time train information is provided on three separate screens. A travel kiosk has been installed in the landside arrivals area which provides live bus information and access to internet travel information and planning tools. Maps and bus information is displayed next to the kiosk.



7.3 Smart ticketing facilities

London Southend Airport welcomed the announcement made by the DfT in March 2015 about the introduction of smart tickets on the Liverpool Street to Southend Victoria line as part of the franchise. Gateline hardware was installed and became operational throughout Summer 2018. The Airport will continue to explore contactless options with DfT, TFL and GA. Contactless payment and smart ticketing is currently only available within the Oyster Zone i.e. up to Shenfield.

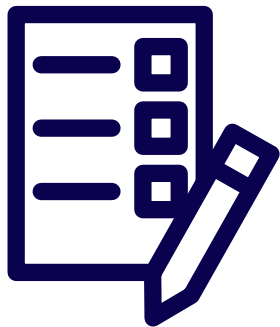


8. Surveys, monitoring and review

8.1 Surveys

The Airport is committed to continuing to fund the CAA passenger surveys to understand the changing passenger travel profile and help to inform subsequent targets and actions.

Staff Travel Surveys will be undertaken at least every three years, or more frequently if required by the Transport Liaison Group.



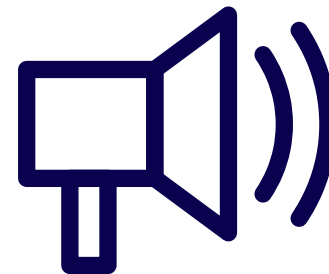
8.2 Airport transport forum and Liaison Group

Airport Transport Forum meetings are held annually and are attended by local authorities, local community representatives, transport operators and other stakeholders. Presentations typically include updates on activity at London Southend Airport, the Joint Area Action Plan, data from surveys, and discussions on topical and current matters regarding the airport and the wider transport network within the local area. In addition, quarterly Transport Liaison Group meetings are held to discuss any ongoing transport matters and to move the ASAS targets forward.



8.3 Local stakeholder engagement

The Airport Consultative Committee will be updated on progress with the Airport Surface Access Strategy.



8.4 Airport Surface Access Strategy

This Airport Surface Access Strategy will be continued to be reviewed in line with the Section 106 agreement, at each additional 500,000ppa reached.



Appendix A: Staff sustainable travel options

At London Southend Airport we promote Sustainable Travel to encourage airport staff to use healthier and low carbon ways of travelling to work. This document provides advice for all Airport staff regarding sustainable travel and healthy options. It may be difficult to use public transport for some shifts, but just travelling occasionally by bus or train or, if you live closer, walking or cycling when the weather is good is worthwhile. Why not even give these options a try and see if it can become part of your getting to work routine?

The information below provides a brief summary of what the individual travel options are (train, bus, car share and cycling).

Train travel

There are up to 11 trains an hour at peak times, into and out of Southend Airport Railway Station.

The railway line is run by Greater Anglia (Abellio) with the railway station being operated by the Stobart team.

The train timetables to and from Southend Airport Railway Station are located on the Greater Anglia website:

 greateranglia.co.uk/travel-information/timetables

You can also download the National Rail mobile app which gives train times, live train updates and journey planners.



Bus

The local bus service is operated by Arriva. Timetables can be found on the Arriva website:

 arrivabus.co.uk/herts-and-essex/journey-planner/

If you don't already have the Arriva Bus App on your iPhone or Android smart phone, download it now from your usual app store. It's completely free!

 arrivabus.co.uk/travel-help-and-accessibility/arriva-bus-app/

Route 7

Landwick / Great Wakering to Rayleigh station via Shoeburyness, Thorpe Bay, Southend Airport, Rochford, Ashingdon.

The bus stop is located on Rochford Road near Warners Bridge.

Route 8

Landwick / Great Wakering to Rayleigh station via Shoeburyness, Thorpe Bay, Southend Airport, Rochford, Hawkwell.

The section of route from Landwick and Great Wakering runs on a Monday to Saturday only. The Sunday service starts and terminates at Shoeburyness.

The bus stop is located on Rochford Road near Warners Bridge.

Route 9

Shoeburyness to Rayleigh via Thorpe Bay, Southend Airport, Eastwood.

The well-lit bus stop is located on Eastwoodbury Crescent outside the new Holiday Inn.



First – X30

First operate the X30 route between Southend – Chelmsford – Stansted Airport, calling at Prittlewell, Eastwood and Rayleigh.

 firstgroup.com/essex/airport-services/x30

The X30 stop is located outside the terminal by the taxi rank.

Car share

Where possible we encourage staff to car share when appropriate. By car sharing you are helping reduce daily travel costs and reduce CO₂ emissions.

Car sharing is an excellent way to get to know all types of employees across the LSA site from different departments.

You don't have to do this every day, but just when it's convenient for you and your sharer.

 essex.liftshare.com/

Please consider the benefits to both your health, budget and the environment when deciding on your travel options.

Walking

By choosing to walk to work you can start the day with a refreshing boost.

There are showers provided for airport staff who have cycled to work within a number of locations including; fire station, Air Traffic Control Tower and Ramp building.

You can also download the National Rail mobile app which gives train times, live train updates and journey planners.

Cycling

Cycling to work is becoming increasingly popular as Southend has lots of cycle routes around the town. There are a number of cycle storage shelters around the airport site.

- **Secure cycle is provided outside the Validation Point in the old terminal building**
- **Covered bicycle shelters are provided within the short stay car park where employees can leave bicycles safely and securely. This area is covered by CCTV**
- **Cycle racks are provided by the Holiday Inn – by the entrance to the staff car park**
- **Cycles may be stored inside in some areas of the airport site**

There are showers provided for airport staff who have cycled to work within a number of locations including; fire station, Air Traffic Control Tower and Ramp building.

Cycle Southend – For information on cycling in and around Southend.

 cyclesouthend.co.uk/

For more information about cycling routes around Southend please visit the Southend Borough Council website:

 southend.gov.uk/info/200340/travel_information/38/cycling



Appendix B: The Southend Airport Transport Forum

Membership

London Southend Airport
Essex County Council
Rochford District Council
Southend-on-Sea Borough Council
Stobart Rail
Greater Anglia
c2c
Arriva Southern Counties
First Buses
easyJet
Ryanair
Stobart Air
Andrews Taxis
Resident's Representative
Southend Area Bus User Group
SEAT (South Essex Active Travel)
Forward Motion
Essex Area Ramblers
Essex Ramblers Footpaths
Airport Consultative Committee
Holiday Inn
Airport Business Park – Henry Boot
Highways England
DIAL Southend

Transport Focus
Southend Pensioners
Blind Welfare
Simply Stride
Vantage Planning
Stansted Airport





London Southend Airport

Southend-on-Sea

Essex

SS2 6YF

southendairport.com

