

## London Southend Airport controls: Briefing note September 2018

The purpose of this briefing note is to explain the controls which both Southend-on-Sea Borough and Rochford District Councils put in place in 2012 when London Southend Airport was revitalised by the Stobart Group; investing some £150m in constructing a runway extension, new terminal, new control tower, new radar, hotel, railway station etc.

### Background:

London Southend Airport is a key regional and European transport hub, helping to generate important economic investment and jobs in Southend and the wider Thames Gateway.

The airport lies partly in Southend-on-Sea and partly in the District of Rochford and both Southend and Rochford Councils are relevant planning authorities.

Southend Council owns the freehold of the airport, but it has been leased since 1994 to London Southend Airport Company Limited, which is now a subsidiary of the Stobart Group.

As part of the Airport Company's expansion and development plans, Southend Council has considered very carefully how best to achieve an appropriate balance between encouraging airport development and economic growth; while adopting tough measures to protect residents as much as possible from the environmental impact of aircraft movements, particularly at night.

### The controls:

As part of the Airport expansion, new controls are in place, which impose much more stringent controls on flights, and especially night time movements. Compliance is monitored by the Airport Consultative Committee and the Council and an Airport Monitoring Working Party has been established to review the position.

Prior to 2012 there were far less controls on operations at the Airport, particularly night flights and in the 1960's and 1970's the Airport was much busier: Indeed it was London's third busiest airport until the end of the 1970's when it was overtaken in passenger numbers by Stansted.

The new controls include the following important restrictions:

- The number of possible night flights per month has been reduced from more than 900 to 120
- The night period has been increased from 6 hours to 7.5 hours
- There is now a runway preference scheme to restrict the number of take offs and landings over the south west, Leigh-on-Sea area
- Noise restrictions have also been imposed, although aviation noise is explicitly excluded from general noise nuisance legislation.

### **Summary of controls in place:**

A summary of the controls in place are available on the council website.

[https://www.southend.gov.uk/downloads/download/224/london\\_southend\\_airport](https://www.southend.gov.uk/downloads/download/224/london_southend_airport)

### **How do I make a noise complaint?**

The dedicated Noise Manager for London Southend Airport is Mrs Jo Marchetti.

Complaints regarding noise at the airport should be made in the first instance directly to their complaints system which can be found on their website here:

<https://southendairport.com/corporate-and-community/noise>

### **Other issues:**

#### **Air pollution:**

The main source of air pollution in the Borough is road traffic emissions from major roads, notably the A13, A127 and A1159. Other pollution sources including commercial, industrial and domestic sources also make a contribution to background pollutant concentrations.

Neighbouring Rochford District Council is home to London Southend Airport which is close to the administrative boundary with Southend. The Council monitors air quality at roadside locations nearby. Airside operations are expected to only make an imperceptible contribution to background pollutant concentrations.

#### **Road infrastructure:**

Over the past five years, the Council has been making incremental improvements to traffic pinch-points along the A127 within the Borough. We have already upgraded junctions at Progress Road, Cuckoo Corner, Tesco and are continuing with our work at upgrading Kent Elms. We will soon start consulting over proposals to upgrade The Bell junction.

Similar junction upgrades have also been delivered or are in the pipeline for parts of the A127 that fall within the jurisdiction of Essex County Council.

Funding for these projects has largely come from Department for Transport and was the result of a competitive bidding process through the South East Local Enterprise Partnership (SELEP).

One of the main reasons we have bid for this funding was because of the anticipated expansion of London Southend Airport, the development of Airport Business Park Southend and general population and housing growth.

Looking further ahead, we are working other south Essex authorities like never before to develop a joint strategic plan that will ensure we collectively make the case for the major infrastructure that south Essex will need in order to grow

#### Jet Flight Centre:

As explained in the controls summary, there is a night flight quota of 120 ATMs per month at London Southend Airport and business jets fall within this quota. Suggestions that a new jet centre could operate 24/7 and in an unrestricted fashion are incorrect, as they would still need to abide by the controls set

#### Training Flights:

There are no restrictions on training flights during the daytime, although they count towards the overall annual limit of 53,300 ATMs