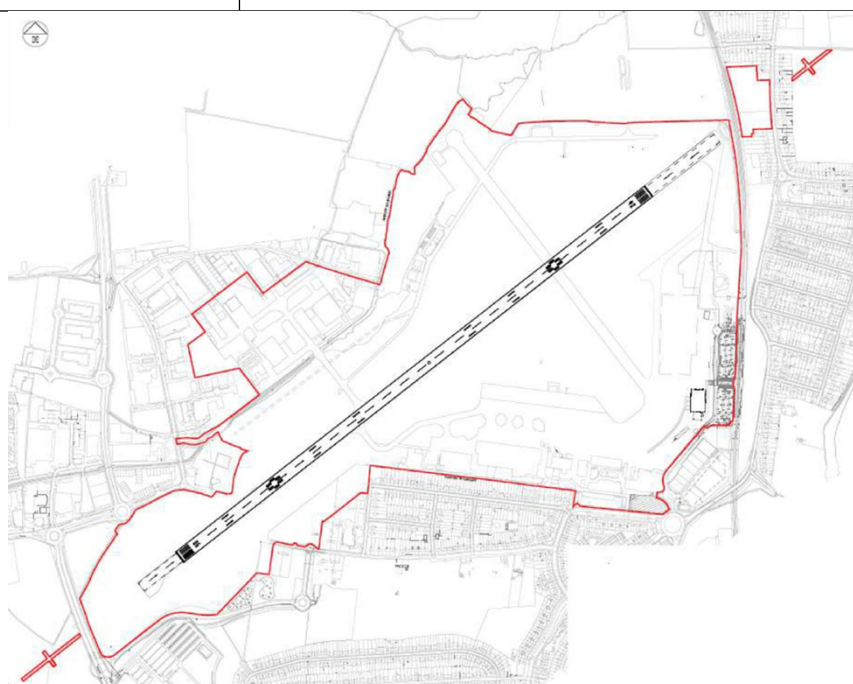


Reference:	n/a	
Application Type:	n/a	
Ward:	St Laurence	
Proposal:	Review of the Airport Surface Access Strategy as required by the Section 106 Agreement dated 30 th April 2010 as modified by a Deed of Variation dated 20 th June 2012	
Address:	London Southend Airport	
Applicant:	London Southend Airport 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