

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

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

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

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

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

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|-----|------|----------------------|--|
| | | | <p>Southend BC <u>Borough Council</u> – the apportionment to each district will be based on a 50-50 split of the overall jobs total to be provided within the JAAP area.</p> <p>The JAAP area will support the delivery of an additional 2,000 jobs in the period post 2021 through further development of the Saxon Business Park and the development of the Nestuda Business Park.</p> <p>The general principles for the development of the business parks will be set out in design briefs to be prepared and published prior to any development commencing. The design briefs will set out a framework for the general layout, appearance and design principles of the business parks. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against. Proposals should consider and appropriately address the impact on heritage assets or below ground archaeology.</u></p> |
| MM3 | 26 | Policy E2 | <p><i>Amend policy as follows:</i></p> <p><i>Policy E2 - Aviation Way Industrial Estate</i></p> <p>Within Aviation Way Industrial Estate, the area shown as existing employment on the Proposals Map, applications for development within use classes B1 and B2 will be welcomed <u>supported</u>. It is expected that redevelopment and intensification within this area will accommodate an additional 750 jobs. A flood risk assessment will be required to be submitted with all planning applications to demonstrate that any development will be safe for its lifetime, without increasing flood risk elsewhere. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against.</u></p> |
| MM4 | 27 | Final paragraph | <p>The general principles for the development of the business park will be set out in a Masterplan/design <u>brief</u> to be prepared and published prior to any development commencing. The Masterplan/design <u>brief</u> will set out a framework for the layout, appearance and design principles of the business park.</p> |
| MM5 | 28 | Policy E3 | <p><i>Amend policy as follows:</i></p> <p><i>Policy E3 - Saxon Business Park</i></p> <p>Within the proposed employment areas shown as 1A, 24B and 32 on the Proposals Map, applications</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification | | | | | | | | | | | | | | | | | | | | |
|----------------------|----------------------|--|--|------|-----------|------------|------|---------|--------------|--------|-------|---------------|------------------|---------------|--|---------------------|----------------------|-------------------|------------------|----------------------|-------------------|------------------|--|
| | | | <p>for development will be welcomed <u>supported</u> which at least deliver, or proportionately contribute in land take towards achieving, the following schedule:</p> <table border="1" data-bbox="660 438 1836 630"> <thead> <tr> <th>Area</th> <th>Use class</th> <th>Floorspace</th> <th>Jobs</th> </tr> </thead> <tbody> <tr> <td>Area 1A</td> <td>B1/Education</td> <td>20,000</td> <td>1,000</td> </tr> <tr> <td><u>Area 2</u></td> <td><u>B1 and B2</u></td> <td><u>30,000</u></td> <td></td> </tr> <tr> <td>Area 1B3</td> <td>B1 and B2</td> <td>49,000</td> <td>2,450</td> </tr> <tr> <td>Area 2 B1</td> <td>30,000</td> <td>1,500</td> <td></td> </tr> </tbody> </table> <p>In the case of Areas <u>2</u> and <u>31B</u>, Use Class B2 uses will be considered acceptable where they complement and support the B1 uses, and strengthen the role of the new employment land as a high quality business park, as set out in other policies within this <u>Plan</u>. <u>B1 and B2 developments may be accompanied by ancillary storage and distribution uses</u>. Whilst, the local authorities do not want to be overly prescriptive about the uses that will be accommodated within the business park, it is expected that the layout will include a number of sustainable and eco-friendly business start-up units.</p> <p>Supporting non B1/B2 uses may be acceptable where it can be demonstrated that these uses are necessary to support the operation and/or the requirements of employees working in the business park. It is expected that the release of the allocated land will be in phases as specified in Policy E4.</p> <p>All phases of development Applicants will be required to <u>carefully consider any potential detrimental impact on residential amenity and propose suitable mitigation measures</u>. <u>All development areas will also be required to contribute towards new public open space to the north and east of the business park, as shown on the Proposals Map.</u></p> | Area | Use class | Floorspace | Jobs | Area 1A | B1/Education | 20,000 | 1,000 | <u>Area 2</u> | <u>B1 and B2</u> | <u>30,000</u> | | Area 1B3 | B1 and B2 | 49,000 | 2,450 | Area 2 B1 | 30,000 | 1,500 | |
| Area | Use class | Floorspace | Jobs | | | | | | | | | | | | | | | | | | | | |
| Area 1A | B1/Education | 20,000 | 1,000 | | | | | | | | | | | | | | | | | | | | |
| <u>Area 2</u> | <u>B1 and B2</u> | <u>30,000</u> | | | | | | | | | | | | | | | | | | | | | |
| Area 1B3 | B1 and B2 | 49,000 | 2,450 | | | | | | | | | | | | | | | | | | | | |
| Area 2 B1 | 30,000 | 1,500 | | | | | | | | | | | | | | | | | | | | | |
| MM6 | 28 | Phasing of Saxon Business Park Section | <i>Delete paragraph and Policy E4.</i> | | | | | | | | | | | | | | | | | | | | |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|----------------------|---|
| | | and Policy E4 | |
| MM7 | 29 | Second paragraph | <p><i>Amend paragraph as follows:</i></p> <p>Development of the site will be subject to the Masterplan/design brief to be prepared and published prior to any development commencing. The Masterplan/design brief will set out a framework for the layout, appearance and design characteristics of the business park.</p> |
| MM8 | 29 | Policy E5 | <p><i>Amend policy as follows:</i></p> <p><i>Policy E45 - Development of Area 1A –Saxon Business Park</i> The development of Area 1A will include a landmark building and entrance feature/gateway establishing the identity of the area as a high quality business park. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against.</u></p> |
| MM9 | 30 | Policy E6 | <p><i>Amend policy as follows:</i></p> <p><i>Policy E56 - Development of Area 31B –Saxon Business Park</i> The development of Area 31B will include the extension of the access road so far as this is required to enable the development of the business park prior to the occupation of any buildings. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against.</u></p> |
| MM10 | 30 | Fourth paragraph | <p><i>Amend paragraph as follows:</i></p> <p>The site is also bordered by the grade II listed building, Cherry Orchard Farm. The Masterplan/Development Brief for the site will be required to incorporate <u>maintain</u> a green buffer zone and landscaping around the building to preserve the rural character of its setting.</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|----------------------|---|
| MM11 | 30 | Policy E7 | <p><i>Amend policy as follows:</i></p> <p><i>Policy E67 - Development of Area 2 – Saxon Business Park</i></p> <p><u>In addition, the development of this area will be required to provide a new junction to provide access to the business park from Cherry Orchard Way. The initial section of the new access road and green corridor from the new junction will also be required to enable access to the development.</u> The development of Area 2 will be required to fund the relocation of the rugby club, including setting out the pitches and provision of new club house facilities. This replacement must be at least equivalent to the existing site in terms of the quantity and quality of facility provided and at least equivalent in terms of tenure/management arrangements. <u>The potential detrimental impact on the amenity of nearby dwellings (e.g. noise) will need to be carefully considered and suitably mitigated against. Proposals should consider and appropriately address the impact on heritage assets or below ground archaeology.</u></p> |
| MM12 | 31 | Fifth paragraph | <p><i>Amend paragraph as follows:</i></p> <p>The general principles for the development of the business park will be set out in a Masterplan/design brief to be prepared and published prior to any development commencing. The Masterplan/design brief will set out a framework for the layout, appearance and design characteristics of the business park.</p> |
| MM13 | 31 | Policy E8 | <p><i>Amend policy as follows:</i></p> <p><i>Policy E78 - Nestuda Way Business Park</i></p> <p>Within the proposed Nestuda Way Business Park applications for development within Use Class B1 will be expected in the period post 2021. It is expected that the site is capable of accommodating 10,000 sq. metres of floorspace, delivering at least 500 jobs. The design, sustainability and quality of buildings within the business park will need to be carefully considered</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|----------------------|---|
| | | | and provide an appropriate visual frontage to the A127. |
| MM14 | 35 | Policy LS1 | <p><i>Amend policy as follows:</i></p> <p>Policy LS1 – General Policy</p> <p>The operational boundary of London Southend Airport will be as shown on the Proposal Map, and both Councils will support the growth of the airport to a capacity of up to 2 million passengers <u>53,300 ATMs per annum</u>.</p> |
| MM15 | 36 | Before Policy LS2 | <p><i>Add additional paragraph below policy as follows:</i></p> <p><u>An airport surface access strategy (ASAS) is considered to be an essential prerequisite to any scheme for development at the airport.</u></p> <p><u>The ASAS considers appropriate arrangements for all modes of transport, with a particular focus on modal shift and sustainable travel. In particular, it considers the implications of development for the road network, the opportunities for better public transport, and access for cyclists and pedestrians. The first version of the ASAS has been prepared, but this must be regularly updated in response to any new developments.</u></p> |
| MM16 | 36 | Policy LS2 | <p><i>Amend policy as follows:</i></p> <p>Applications for planning permission will be welcomed <u>supported</u> provided they:</p> <ul style="list-style-type: none"> • are airport related; • deal with noise issues as set out in the controls appendix <u>Environmental Controls Schedule</u> and other policies in this plan; • include measures to monitor air quality; • contribute to the transport infrastructure needs of the area; • incorporate sustainable transport measures that will make an appropriate |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|----------------------|---|
| | | | <p>contribution towards the targets for modal shift of passengers, visitors and staff travelling to the airport;</p> <ul style="list-style-type: none"> • <u>include updates to the surface access strategy as appropriate;</u> • <u>consider and appropriately address the impact on heritage assets or below ground archaeology.</u> |
| MM17 | 36 | Final two paragraphs | <p><i>Amend paragraphs as follows:</i></p> <p>The <u>Environmental Controls Schedule controls appendix</u> specifies the arrangements for controlling noise and operations, but it is important to ensure arrangements are in place for regular reporting of activities and progress on the delivery and implementation of the various plans, including the quiet operations plan, airport surface access strategy and the preferred runway procedures plan. The policy requires the preparation of an annual statement to report on all matters relevant to the operation of the airport, but particularly noise.</p> <p>The airport has prepared a Noise Action Plan in accordance with the Environment Noise (England) Regulations 2006 and this covers noise reduction measures for the base case and development case scenarios. The Action Plan sets out the measures to be implemented over the next five years, or as relevant development schemes are completed. The policy airport operator – through the 106 that accompanied planning permission for the runway extension - is required to publish an annual statement to be published to explaining in full how the Noise Action Plan is performing, but also refers to the detailed measures for controlling noise, air quality, etc. set out in the controls appendix, part of this plan.</p> |
| MM18 | 37 | Policy LS3 | <i>Delete Policy LS3</i> |
| MM19 | 37 | Policy LS4 | <i>Delete Policy LS4</i> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|-----------------------------------|--|
| MM20 | 37 | Final two paragraphs | <p><i>Delete paragraphs as follows:</i></p> <p>Airport Surface Access Strategy (ASAS) An airport surface access strategy is considered to be an essential prerequisite to any scheme for development at the airport. This must be prepared in accordance with the guidance prepared by the then Department of Environment and Transport in July 1999, and include a travel plan.</p> <p>The ASAS considers appropriate arrangements for all modes of transport, with a particular focus on modal shift and sustainable travel. In particular, it considers the implications of development for the road network, the opportunities for better public transport, and access for cyclists and pedestrians. The first version of the ASAS has been prepared, but this must be regularly updated in accordance with the policy.</p> |
| MM21 | 38 | Policy LS5 | <p><i>Delete Policy LS5</i></p> |
| MM22 | 38 | Before Public Safety Zone section | <p><i>Insert new section as follows:</i></p> <p><u>London Southend Airport Runway Extension</u></p> <p><u>Planning permission (09/01960/FULM) was granted for an extension to the runway at London Southend Airport in 2010. This application was subsequently implemented by London Southend Airport and the extended runway is operational.</u></p> <p><u>Planning permission to extend the runway was subject to a detailed S106 agreement which applied a number of environmental controls to the operation of the airport.</u></p> <p><u>The extended runway has an operational length of 1,799 metres as the declared maximum take-off distance available (TODA). This means that the airport continues to be categorised as a Code 3 aerodrome. The extended runway is in fact 1,905 metres in length to allow for a take-off length on runway 06 equivalent to that provided for runway 24.</u></p> |

| Ref | Page | Policy/ Paragraph | Main Modification |
|-----|------|----------------------|---|
| | | | <p><u>Effectively, this means the runway is balanced to allow, subject to air traffic control, weather conditions, etc. the opportunity for better utilisation and take-off in either direction. The runway extension also incorporates a turning head.</u></p> <p><u>The extension to the runway results in the following operational changes:</u></p> <ul style="list-style-type: none"> • <u>For aircraft landing on runway 24, the runway threshold is displaced about 100 metres to the south-west. As a result the runway end safety area (RESA) extends from 90 to 150 metres with a width of 150 metres which means that aircraft will be slightly higher as they come into land over Rochford.</u> • <u>In the case of take-offs from runway 24, the start of the roll remains at the north-east end of the runway paved surface and finishes allowing sufficient space within the proposed airport boundary to provide a 240 metre overrun RESA in line with CAA requirements.</u> • <u>For aircraft landing on runway 06, the landing threshold is displaced about 420 metres further to the south west than the existing runway - aircraft using an instrument landing system (ILS) would approach with a slightly higher angle of descent.</u> • <u>In the case of take-offs from runway 06, larger aircraft will commence from the turning head, and would be 380 metres further to the south-west when they start to roll.</u> <p><u>In summary, the runway extension allows airlines to operate larger aircraft with increased passenger seating capacity, such as the Embraer 195, Airbus 319 and smaller models of the Boeing 737.</u></p> <p><u>Whilst the operational benefits arising from the runway extension are important, it is the economic impacts of the development that provide the significant benefits for the community, with substantial benefits for people in the local area and the wider region, through income growth, economic structure, regeneration, skills and employment.</u></p> <p><u>The joint planning authorities consider it to be essential for strict operating conditions to be applied to</u></p> |

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|-----------------------------------|---|
| | | | <p><u>the airport for operation of the new runway extension.</u></p> <p><u>The controls set out in the Environmental Controls Schedule listed in this Plan have been incorporated into the S106 that accompanied planning permission for the runway extension.</u></p> <p><u>It is not anticipated that further amendments to the planning consent for the runway extension will be sought by the airport operator within the plan period. However, strict operating controls would be applied in a similar manner to those that accompanied planning permission (09/01960/FULM) should an application be received in the future, including noise controls.</u></p> |
| MM23 | 38 | Before Public Safety Zone section | <p><i>Insert new section as follows:</i></p> <p><u>Air Quality Monitoring</u></p> <p><u>It is considered that an essential part of the monitoring and controls for a modern airport must include careful monitoring of air quality. In relation to London Southend Airport, air quality issues have been addressed through the s106 agreement that accompanied the granting of the planning permission for the runway extension (09/01960/FULM).</u></p> <p><u>The airport operator will be required to maintain an air quality monitoring system to include:</u></p> <ul style="list-style-type: none"> • <u>periodic measurement and publication of air quality data;</u> • <u>the preparation of an Air Quality Management Plan; and</u> • <u>a rolling five year review of air quality using the year that the runway extension becomes operational as the base year (2012).</u> <p><u>Should the increased operations lead to breaches of statutory air quality standards then the Councils will be required to consider introducing an Air Quality Management Area, notwithstanding any lease or s106 provisions.</u></p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|-------|--|---|
| | | | Emissions from surface transport will be tackled through the implementation of a Travel Plan. |
| MM24 | 38 | Policy LS6 | <p><i>Amend policy as follows:</i></p> <p>Policy LS63 – Public Safety Zones</p> <p>Within the defined Public Safety Zones (PSZ), as shown on the Proposals Map, planning permission will not be granted for:</p> <ul style="list-style-type: none"> • development or changes of use, which would result in an increase in the number of people within the zone; or • development that would adversely impact upon the safe operation of London Southend Airport; <p>Further details of the restrictions on development within the PSZ can be found in Department for Transport Circular 01/2010. It is expected that the current Public Safety Zone for London Southend Airport will be reviewed following the extension to the runway.</p> |
| MM25 | 39-40 | Sections on Runway Extension; Operation of the extended runway; and Air Quality Monitoring | <p><i>Delete sections on Runway Extension; Operation of the extended runway; and Air Quality Monitoring</i></p> <p><i>Delete Policies LS7 and LS8</i></p> |
| MM26 | 41 | Policy TF1 | <p><i>Amend policy as follows:</i></p> <p>Policy TF1 – Expansion of New Terminal</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|----------------------|---|
| | | | Applications for planning permission for the expansion of terminal facilities will be welcomed <u>supported</u> in the area shown on the Proposals Map to enable growth, but subject to the details set out in the e <u>Environmental</u> e <u>Controls</u> s <u>Schedule</u> , to be delivered through conditions or a S106 Agreement, as appropriate. |
| MM27 | 41 | Policy MRO1 | <p><i>Amend policy as follows:</i></p> <p>Policy MRO1 – Northern MRO</p> <p>Applications for airport related MRO developments (e.g. increased hangerage and aircraft maintenance facilities) will be welcomed <u>supported</u> in the Northern MRO Zone as shown on the Proposals Map. All applications will be required to make a financial contribution towards the upgrade of the junction at the southern end of Aviation Way and improvement of Aviation Way in accordance with Policy T4. <u>Engine testing restrictions referred to in the Environmental Controls Schedule will be applied to any applications for MRO development.</u> A flood risk assessment will be required to demonstrate any development will be safe, without increasing flood risk elsewhere. <u>Proposals should consider and appropriately address the impact on heritage assets or below ground archaeology.</u></p> |
| MM28 | 42 | Policy MRO2 | <p><i>Amend policy as follows:</i></p> <p>Policy MRO2 – Northern MRO Extension</p> <p>Applications for airport related MRO developments (e.g. increased hangerage and aircraft maintenance facilities) will be welcomed <u>supported</u> in the Northern MRO Zone Extension as shown on the Proposals Map. Access to the new MRO Zone will be from an extension to Aviation Way funded by the development. All applications will be required to make a financial contribution towards the upgrade of the junction at the southern end of Aviation Way and the improvement of Aviation Way in accordance with Policy T4. <u>Engine testing restrictions referred to in the Environmental Controls Schedule will be applied to any applications for MRO development.</u> Development of this area will be required to be accompanied by appropriate noise attenuation measures (e.g. bunds) to mitigate</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|---|--|
| | | | <u>potential noise impacts on residents and the golf course to the north.</u> A flood risk assessment is required to demonstrate any development will be safe, without increasing flood risk elsewhere. The development will be required to make a contribution towards the new public open space to the west of the site as shown on the Proposals Map – the details are set out in Policy ENV2. |
| MM29 | 42 | Policy MRO3 | <p><i>Amend policy as follows:</i></p> <p>Policy MRO3 – Southern MRO Zone Applications for airport related MRO developments (e.g. increased hangarage and aircraft maintenance facilities) will be supported in the Southern MRO Zone as shown on the Proposals Map, including a fixed base operator and limited freight handling, and any other operations or activities required to support the development of the airport, in accordance with other policies in the plan. <u>Engine testing restrictions referred to in the Environmental Controls Schedule will be applied to any applications for MRO development.</u></p> |
| MM30 | 42 | Policy ADZ1 | <p><i>Amend policy as follows:</i></p> <p>Policy ADZ1 – Existing terminal area Within the Airport Development Zone, applications for airport related development will be welcomed <u>supported</u>, provided it can be demonstrated they will support the expansion of the airport to its capacity of 53,300 ATMs or support the enhancement of the airport’s MRO capabilities. Applications for retail development will not be supported.</p> |
| MM31 | 46 | First paragraph below Access to Development Areas section | <p><i>Amend paragraph as follows:</i></p> <p>It is essential that this new employment land is supported by improvements to, and upgrading of, junctions to provide improved capacity, connectivity and access to the existing industrial area on the Aviation Way. In order to provide this, it will be necessary to consider what the minimum access requirements might be needed to service the phased <u>each</u> development <u>area</u> of the Saxon Business Park in advance of constructing the new access from Cherry Orchard Way. To release land for early</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|----------------------|--|
| | | | <p>phased development, and to allow greater flexibility, a <u>A</u> link from Aviation Way would be required, which would also include access for future bus services.</p> |
| MM32 | 47 | Policy T1 | <p><i>Amend policy as follows:</i></p> <p><i>Policy T1 - Access to Development Areas</i> An access road and junction from Cherry Orchard Way will be required as outlined in policies T2 and <u>E45, E7 and ENV4</u></p> <p>Consideration will be given to access to the new business park from Aviation Way dependent on the need identified in the phasing of development <u>areas coming forward</u> and provision for future bus services.</p> <p>In order to support the above and redevelopment of the Aviation Way Industrial Estate and to allow for the expansion of the Northern MRO, a modified junction will be required at the intersection of Aviation Way and Eastwoodbury Lane as a result of planned intensification of uses at the industrial estate. In addition highway and traffic management improvements will be required to Aviation Way, including public realm, safety and greater provision for walking, cycling and bus services linking to the wider business park.</p> <p>New development on Aviation Way Industrial Estate and within both the existing and extended Northern MRO Zzone will be expected to make a contribution towards the cost of the upgrade to the junction at Eastwoodbury Lane and Aviation Way, and the public realm and road improvements on Aviation Way.</p> <p>Infrastructure improvements will be phased to require the junction improvements to be undertaken first, followed by improvements to Aviation Way.</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
|------|------|---------------------------------------|---|
| | | | A Green Link through the site will be required as part of the master planning and linking into the surrounding network as mentioned in E3. |
| MM33 | 47 | Access to Saxon Business Park Section | <p><i>Amend paragraph as follows:</i></p> <p>Access to Saxon Business Park</p> <p>It is anticipated that access to the new Saxon Business Park will be from a new roundabout on Cherry Orchard Way as shown indicatively on the Proposals Map. The detailed planning for the location of <u>the access road</u> will be developed with the Masterplan for the Business Park so that phasing of the development areas coming forward and the requirements of potential occupiers may be taken into account. Nevertheless, consideration has been given to the impact of traffic turning right from the Saxon Business Park to use Hall Road and other local roads in Rochford for their journey. <u>Turning right out of the Saxon Business Park and onto local highway network will be discouraged through the road signage.</u> Traffic will be encouraged to turn left towards the strategic highway network, to which <u>improvements are to be made.</u> Whilst the traffic modelling shows there is expected to be no negative effects on the road network caused by traffic turning right from the new junction, there is nevertheless concern about the impact this may have and, as a result, it is proposed to prevent right turning movements for traffic leaving the business park to direct traffic to the major road network, while still allowing buses to make this movement. Further analysis of traffic movements and the design of the traffic controls <u>balancing of traffic flows</u> will be considered through the preparation of the Masterplan.</p> |
| MM34 | 48 | Policy T2 | <p><i>Amend policy as follows:</i></p> <p>A new access will be required to serve the Saxon Business Park from Cherry Orchard Way. The new access to Saxon Business Park will incorporate a no right-turn restriction for traffic (except buses) leaving the estate. <u>The new access to Saxon Business Park will, through the use of signage, encourage traffic to turn left on leaving the Business Park to use the principal highway network.</u> The location for the new access road to the Business Park will be developed through the Masterplan. <u>The access should be of an appropriate type and scale to serve the needs of the new</u></p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
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| | | | <u>development.</u> |
| MM35 | 50 | Policy T5 | <p><i>Amend policy as follows:</i></p> <p>Policy T5 - Walking and Cycling</p> <p>All development will be required to contribute towards the timely construction of new, as well as improvement to existing, walking and segregated cycling infrastructure and facilities in the JAAP area and the integration of these facilities into the wider network.</p> <p>Specifically development will be required to contribute towards, but not exclusively, the following improvements:</p> <ul style="list-style-type: none"> • The establishment of a segregated route for walking and cycling to the north of the JAAP area linking to Hall Road funded through Saxon Business Park phases 1A and 1B <u>Areas 1 and 3</u>; • Improving cycling and walking linkages between Cherry Orchard Way and Nestuda Way funded by Saxon Business Park phases 1A and 1B <u>Areas 1 and 3</u>; • Improve walking and cycling by enhancing accessibility, providing secure cycle storage and changing facilities for workers and visitors and appropriate training for cyclists; and • Towards a network of routes, <u>agreed between Essex County, Southend Borough and Rochford District Councils and identified in the emerging transport strategy, including the extension of the National Cycle Network from Stock, through the District to London Southend Airport.</u> |
| MM36 | 53 | Policy ENV2 | <p><i>Amend policy as follows:</i></p> <p>Policy ENV2 – New Public Open Space – North</p> <p>A new area of public open space, in two sections, will be created on land to the north of the Saxon Business Park as shown on the Proposals Map. Section 1 of the new open space will include provision for the relocation of the Westcliff Rugby Club (see Policy E4 and E67). The layout and</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Main Modification |
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| | | | development of s <u>Section 1</u> will be funded by the development of phase 2 <u>Area 2</u> of the Saxon Business Park. Section 2 will be laid out as informal public open space, and include the enhancement of the area of land at the southern end for nature conservation. Section 2 will be funded by the development of the Northern MRO extension (see Policy MRO2). |
| MM37 | 53 | Policy ENV4 | <p><u>Amend policy as follows:</u></p> <p>Policy ENV4 – Country Park; Access and Facilities</p> <p>A link to the Cherry Orchard Jubilee Country Park will be provided in conjunction with the development of Area 4A <u>2</u> of the Saxon Business Park and the construction of a new junction and access road (see Policy E4 <u>5</u>).</p> |

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| AM1 | 5-6 | The Submission JAAP Section | <p><i>Amend section as follows:</i></p> <p>The Submission JAAP <u>Preparation of the JAAP</u></p> <p>A key step in the process of establishing the JAAP was the preparation of an ‘Issues and Options’ Report that provided an opportunity for the general public and all interested parties to comment on the future development of London Southend Airport and <u>its e</u>Environs. It set out the initial analysis and potential spatial scenarios for the development of London Southend Airport and <u>its e</u>Environs in the period to 2031 derived from the evidence base and analysis. It also set out the vision and objectives of the area, and key issues and options for future development.</p> <p>The feedback received from the Issues and Options Report was carefully considered and used to</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Additional Modification |
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| | | | <p>prepare a Preferred Options Report for future development in the area. In turn, the feedback received to the informal consultation on the preferred options, together with further development of the evidence base has contributed to the pre-submission consultation document.</p> <p>The purpose of this stage (pre-submission consultation) is to consult on whether the document is considered to be 'sound', has been positively prepared, and is justified, effective and consistent with national planning policy. If you wish to make a representation seeking a change to the JAAP at this stage you should make clear in what way the JAAP or part of the JAAP is not sound, having regard to the legal compliance checks and the tests of soundness⁴.</p> <p>You should try to support your representation by evidence showing why and how the JAAP should be changed. Representations should cover succinctly all the information, evidence and supporting information necessary to support/justify the representation and the suggested change, as there will not normally be a subsequent opportunity to make further submissions based on the original representation made at publication.</p> <p>After this stage, further submissions will be only at the request of the Planning Inspector, based on the matters and issues he/she identifies for an examination in public.</p> <p>Once adopted, the JAAP will be kept under regular review and will be revised, as appropriate, to reflect any changing or new circumstances or objectives for the area. Any future revisions of the final plan will, of course, be subject to public consultation.</p> |
| AM2 | 7-8 | Draft National Aviation Policy Framework Section | <p><i>Amend section as follows:</i></p> <p>Draft National Aviation Policy Framework</p> <p>The Government published a draft the Aviation Policy Framework for consultation in July 2012 in March 2013, replacing the aforementioned 2003 Air Transport White Paper. The document Framework sets out overall objectives for aviation and the policies that will be used to achieve these</p> |

| Ref | Page | Policy/ Paragraph | Additional Modification |
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| | | | <p>objectives considers how existing policies and additional policy options can achieve these objectives.</p> <p>The key objectives set out in the framework are:</p> <ul style="list-style-type: none"> • To ensure that the UK’s air links continue to make it one of the best connected countries in the world. This includes increasing our links to emerging markets so that the UK can compete successfully for economic growth opportunities. • To ensure the aviation sector makes a significant and cost-effective contribution towards reducing global emissions. • To limit, and where possible, reduce the number of people in the UK significantly affected by aircraft noise. • To encourage the aviation industry and local stakeholders to strengthen and streamline the way in which they work together. <p>Whilst the main focus of the framework is the largest airports located in the South East, there is nevertheless, strong recognition of the important role that smaller airports play in providing domestic and international connections and the contribution made to regional economies.</p> <p>Specifically, the Government wants to see the best use of existing airports capacity, and as a general principle, support the growth of regional airports in England, including London Southend Airport. Nevertheless, proposals for expansion of regional airports should be judged on their individual merits, taking careful account of all relevant considerations, particularly economic and environmental impacts.</p> <p>The framework recognises that some regional airports are already responding to local demands and notes that:</p> <p>“Southend Airport has completed a programme of investment that has transformed the airport. A new terminal has been constructed, a runway extension that allows the operation of newer-generation, high-efficiency, medium-capacity aircraft has been completed and an airport railway station that offers direct rail links to London opened in September 2011. As a result, Southend</p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)






























| Ref | Page | Policy/ Paragraph | Additional Modification |
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| | | | <p>Airport expected<u>s</u> to handle one million passengers in 2012 and create 500 new jobs.”</p> <p>Airports play an important role through delivering wider economic benefits and significant job opportunities, and it is expected that London Southend Airport will contribute to meeting the needs of local and niche markets. In addition the airport is recognised as a key economic site and will act as a key driver for growth and expansion. It will play an important and significant role in improving the competitive strength and attractiveness of the area as a business location and tourism destination.</p> |
| AM3 | 19 | Paragraph below first bullet point | <p><u>Amend paragraph as follows:</u></p> <p>Proposal-- The site is located close to one proposed option for new access to Saxon Business Park from Cherry Orchard Way as set out in Policy E3. The allocation is Class B1. There are no plans to remove the residential properties to facilitate development. The area is shown as 1A on the Proposals Map.</p> |
| AM4 | 19 | Paragraph below second bullet point | <p><u>Amend paragraph as follows:</u></p> <p>Proposal-- Shown as <u>31B</u> on the Proposals Map, this land is allocated for Class B1 development as set out in Policy E3.</p> |
| AM5 | 21 | Paragraph below third bullet point | <p><u>Amend paragraph as follows:</u></p> <p>Proposal - This area of land accommodates the extension to the existing runway, and the new link road between Nestuda Way and Eastwoodbury Lane. The new link road has been constructed so as to avoid the safety zone associated with the extended runway. See <u>Policies Policy T1 and LS5</u>.</p> |
| AM6 | 21 | Paragraph below fourth bullet point | <p><u>Amend paragraph as follows:</u></p> <p>Proposal –An area of land to the south of the <u>pPublic sSafety zZone</u> is allocated for B1 development, as shown on the Proposals Map and set out in Policy <u>E7</u> (Nestuda Business Park).</p> |
| AM7 | 27 | Fourth paragraph | <p><u>Amend paragraph as follows:</u></p> |

Rochford District Council Southend Borough Council – JAAP Submission Document Examination: Proposed Schedule of Modifications to the London Southend and Environs Joint Area Action Plan Submission Document (February 2013)

| Ref | Page | Policy/ Paragraph | Additional Modification |
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| | | and bullet points below | Delete reference to jobs |
| AM8 | 29 | Section title above Policy E5 | <i>Amend section title as follows:</i> Development of Area 1A –Saxon Business Park |
| AM9 | 29 | Section title above Policy E6 | <i>Amend section title and first paragraph below as follows:</i> Development of Area <u>31B</u> – Saxon Business Park Area <u>31B</u> lies to the north of the eastern end of Aviation Way Industrial Estate. The site is approximately 12.5ha, is currently used for agricultural purposes and lies within metropolitan Green Belt. |
| AM10 | 33 | Final paragraph | <i>Amend paragraph as follows:</i> Matters have been raised about noise and its potential impact generally on quality of life, but also on specific locations such as schools. Noise is dealt with in detail under Policies <u>Policy LS2, LS3 and LS7</u> , but is recognised as being a key issue for attention if the airport is to realise its potential without impacting on quality of life. |
| AM11 | 35 | First paragraph, Airport Policies Section | <i>Amend paragraph as follows:</i> The JAAP supports, in principle, the expansion of London Southend Airport to handle up to <u>53,300 ATMs</u> 2 million passengers per annum . The expected mix of air traffic movements that would deliver 2 mppa is shown in table 1. Both Councils expect the number of ATMs in 2020 to be of the order of 53,300, based on the development case with an extended runway as proposed in Policy LS36 |

Joint Area Action Plan Proposals Map

Legend

-  New Access Point
-  New Road - Saxon Business Park
-  Green Corridor for Saxon Business Park
-  New/Enhanced Junction
-  Borough Boundary
-  JAAP Area
-  Airport Operational Boundary
-  New Road - Diverting Eastwoodbury Lane
-  Airport Railway Station
-  Footpath & Cycle Link
- London Southend Airport**
-  Runway Extension
-  Airport Development Zone
-  Terminal Operations Hub
-  Maintenance Repair and Overhaul (MRO) Zone
- Existing Public Safety Zone**
-  Boundary of Public Safety Zone
-  1 in 10,000 risk per year or greater
- Industrial Estate**
-  Business Use - B1 & B2
-  Business Use - B1
-  Business Use - B1 & B2
- Business Park**
-  Business Use - B1
-  Business Use - B1 & B2
- Greenspace**
-  Greenbelt
-  Green Buffer
-  Public Open Space
-  Allotment
-  Tennis Courts (Private)
-  Fishing Club (Private)
- Environment Agency Floodzones**
-  Floodzone Level 3
-  Floodzone Level 2

Note: Floodzones as of 12.12.13

Scale 1:15,000 at A3

0 250 500 Meters

N



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