
REPORT TO THE MEETING OF THE EXECUTIVE 5 DECEMBER 2012**PORTFOLIO: PORTFOLIO HOLDER FOR PLANNING AND
TRANSPORTATION****REPORT FROM HEAD OF PLANNING AND TRANSPORTATION****SUBJECT: LONDON SOUTHEND AIRPORT & ENVIRONS JOINT
AREA ACTION PLAN (JAAP) – PRE-SUBMISSION PLAN****1 DECISION BEING RECOMMENDED****1.1 To recommend to Council:-**

1.2 That the London Southend Airport & Environs Joint Area Action Plan (JAAP) be published for public consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012, and that, following consultation, the plan be submitted to the Secretary of State for Communities and Local Government, prior to Examination in Public, under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.3 That the inclusion of any minor amendments, which may result from *inter alia* analysis of the representations from public consultation and any additional evidence considered, be delegated to the Head of Planning and Transportation in consultation with the Portfolio Holder for Planning and Transportation.

2 REASONS FOR RECOMMENDATION

2.1 The draft pre-submission JAAP was considered at a joint meeting with Southend on 12 November and approval is now sought to publish the plan for pre-submission public consultation under Regulation 19 and, once consultation has taken place, to then submit the JAAP to the Secretary of State under Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

2.2 It is proposed that any minor amendments to the JAAP, which may result from representation received during the public consultation and further evidence, be made by the Head of Planning and Transportation in consultation with the Portfolio Holder for Planning and Transportation.

2.3 The Council must make a copy of the proposed submission documents and a Statement of the representations procedure available for public inspection for 6 weeks. Any person may make representations on whether the document is 'sound' and legally compliant.

2.4 The JAAP is a Development Plan Document, as defined under the Planning and Compulsory Purchase Act 2004. It will have statutory Development Plan

status with regard to Section 38 (6) of the Act which states: "... for the purpose of any determination to be made under the Planning Act the determination must be made in accordance with the plan unless material considerations indicate otherwise."

- 2.5 The plan must be formally approved by Full Council, but to ensure that publication and consideration of the plan is carried out in parallel with Southend Council this report has been brought to the Executive for initial consideration and recommendation onto Council on the 18 December. A copy of the JAAP has been sent to all Members.

3 SALIENT INFORMATION

- 3.1 The London Southend Airport and Environs Joint Area Action Plan (JAAP) will set the Planning Framework for delivery of development, infrastructure and services at London Southend Airport, two new business parks and other locations specified in the JAAP. It also details measures that will be necessary outside the JAAP area to facilitate the successful functioning of the area, including improvements to wider transport infrastructure, particularly key junctions along the strategic road network.

- 3.2 The JAAP sets out a clear vision, which is:-

'An area that realises its potential as a driver for the sub-regional economy, providing significant employment opportunities and ensuring a good quality of life for its residents and workers. To achieve this, the area's assets and opportunities for employment need to be supported and developed'

- 3.3 The objectives for the JAAP are:-

- Creation of sustainable, high quality and high value employment and other land uses within the study area;
- Maximising the economic benefits of a thriving airport and related activity;
- Ensuring good connectivity to the development area by all modes of transport, with appropriate improvements to sustainable transport and the highway network;
- Ensuring a high quality public realm and environment for residents and workers;
- Maximum return on public investment through attracting inward investment; and
- Efficient use and upgrading of existing employment land resources.

- 3.4 The JAAP sets out the planning policies governing the use and development of land in the plan area. These policies are consistent with higher order policies and with the Government's priorities for economic growth. However, there are also strong environmental policies, as well as policies that aim to protect residential amenity. The JAAP will be subject to a Strategic

Environmental Assessment and Sustainability Appraisal, which considers the social, economic and environmental impacts of policies.

- 3.5 The JAAP has been through two rounds of public consultation in accordance with Planning Regulations. An Issues and Options consultation took place in June 2008. It explored a number of growth scenarios for the airport and the development of the surrounding area. Following analysis of the representations received and development of the evidence base a Preferred Options Report was published for consultation in February 2009. This outlined the preferred approach to development at the airport and the surrounding area.
- 3.6 Since the Preferred Options Report was published an application to extend the runway at London Southend Airport has been granted permission and the airport is now fully operational with a number of routes to Europe and beyond. A decision was taken to delay pre-submission consultation on the JAAP until there was an outcome with the runway planning application and period to allow for legal challenge.
- 3.7 Preparation of the pre-submission JAAP has taken place since then, and following a meeting of the Special Joint Committee, which involved Councillors from Rochford and Southend in October 2011, extensive work has been carried out in relation to transportation issues as well as other matters that were raised by Members. Traffic modelling work has been carried out by Essex, as Highway Authority, and Southend during this period taking account of development of the JAAP area as well as new housing in Rochford, particularly in Hall Road. The modelling work (Saturn and Vissim transport models) investigated the ability of the road network to accommodate increased road traffic owing to development in the JAAP area in conjunction with further housing development in Hall Road, and to consider what measures may be necessary to ensure that network viability is maintained.
- 3.8 An updated version of the pre-submission JAAP was presented to the Special Joint Committee on 12 November 2012 and the approach was agreed by Members on behalf of each Authority. This version takes account of the public consultation that took place during the Preferred Options consultation and additional evidence developed, particularly in relation to transport issues detailed above. It has also considered changes in development on and around the airport and wider area.
- 3.9 A Transport Strategy is also being prepared with Essex County Council as the partner Highway Authority as part of the evidence base, which will reflect the results of the modelling work and other transport evidence and provides an approach to the delivery of infrastructure improvements required alongside

development of the JAAP. Furthermore, development briefs/masterplans will be developed for the business parks planned in the JAAP area. These will provide the more detailed development and design principles, including matters related to *inter alia* accessibility, sustainability, layout and massing.

3.10 The Submission Draft of the JAAP is being prepared as the final stage in public consultation prior to its submission to the Secretary of State. Unlike earlier stages of public participation, representations at this juncture can only be made on legal compliance and the soundness of the plan, as set out in planning regulations and reiterated in National Planning Policy, which sets out that to be sound, a plan should be "...justified, effective and consistent with national policy."

3.11 Should objections be received to the JAAP on this basis, then the local Planning Authorities will submit these to the Secretary of State, who will then arrange for an Examination in Public. This Examination will be undertaken by the Planning Inspectorate on behalf of the Secretary of State. Those who have made representations may be invited to appear. The Examination will comprise a number of hearing sessions to discuss in more details matters which the Planning Inspectorate considers necessary to make a decision on whether the JAAP may be found 'sound'. The Planning Inspectorate will issue a report on the soundness and legal compliance of the plan, and make recommendations, which under current legislation are not binding for the Councils. The Inspector will produce a Report with recommendations. Following this, and subject to the plan being sound, the JAAP may be put before Council for adoption. The document, when adopted, will form part of the Development Plan for each of the two Authorities.

4 ALTERNATIVE OPTIONS CONSIDERED

4.1 In this case, no alternative options have been considered. The arrangements for the preparation of a development plan document are set out in the relevant regulations.

5 RISK IMPLICATIONS

5.1 Any development plan document can be subject to legal challenge.

6 ENVIRONMENTAL IMPLICATIONS

6.1 The JAAP proposes a change to the Green Belt boundary to enable the development of the proposed employment areas, though a key component of the plan is the development of new public open space and recreational facilities.

6.2 The JAAP includes policies to address environmental sustainability, including the requirement for travel plans.

7 RESOURCE IMPLICATIONS

7.1 The preparation to adoption of the JAAP is being met from existing resources.

8 LEGAL IMPLICATIONS

8.1 The JAAP must be prepared in accordance with the relevant statutes and regulations as set out in the report.

I confirm that the above recommendation does not depart from Council policy and that appropriate consideration has been given to any budgetary and legal implications.

SMT Lead Officer Signature: _____

Head of Planning and Transportation

Background Papers:-

None.

For further information please contact Shaun Scrutton (Head of Planning and Transportation) on:-

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If you would like this report in large print, Braille or another language please contact 01702 318111.