

## FAQs

Rochford and Southend Councils are current consulting on the 'Submission' version of the London Southend Airport and Environs Joint Area Action Plan (JAAP). This consultation closes at **5pm on 26 April 2013**.

In response to a number of queries we have received so far, we have prepared this list of FAQs.

We hope this will be of help, but if you have any further questions please do not hesitate to contact your respective Council:

Rochford on 01702 318191; or [planning.policy@rochford.gov.uk](mailto:planning.policy@rochford.gov.uk)

Southend on 01702 215004; or [ldf@southend.gov.uk](mailto:ldf@southend.gov.uk)

The JAAP is underpinned by a detailed, technical and comprehensive evidence base. This document seeks to provide a simplified response to a number of questions frequently raised, but it does not propose to amend, or add to, the existing JAAP evidence base.

Question	Answer
<p>Why does the JAAP not cover <i>all</i> aspects of the operation of the airport?</p>	<p>The JAAP is a planning policy document. It sets planning policies within the area and allocates land for a range of uses. Once adopted, the JAAP will form part of the Development Plan for the area. This means that decisions on planning application will have to be made in accordance with the JAAP, unless other material considerations indicate otherwise.</p> <p>As a planning policy document, it is not the role of the JAAP to regulate other aspects of the operation of the airport – this is done through other mechanisms. For example, a legal agreement accompanied the granting of planning permission for the extension of the runway, which places restrictions on the operation of the airport; and other restrictions are attached to the airport’s lease.</p>
<p>I want to put forward my views on the JAAP. Why must I use the prescribed forms/ online system? Why do I have to comment on soundness and / or legal compliance? Why can I not simply make general comments on the Plan?</p>	<p>Following previous community involvement at earlier stages (where there were opportunities to comment on a range of options, put forward alternative ideas, etc.) a ‘Submission’ version of the Plan has been produced.</p> <p>This is the version that the Councils propose to submit to the Secretary of State responsible for planning, who will appoint an Inspector to conduct an independent examination into whether the plan is ‘sound’ and legally compliant.</p> <p>Before this version is submitted for examination, it is subject to a formal period of consultation. As the Inspector’s role is to assess whether the plan has been prepared in accordance with procedural requirements, and whether it is ‘sound’ (positively prepared, justified, effective, consistent with national policy) this is the focus of this</p>

	particular formal consultation. This consultation is governed by national regulations and guidance.
Why does the formal JAAP public notice make reference to the Planning and Compulsory Purchase Act (2004)?	This is simply the name of the Act under which all Development Plans are produced (Planning and Compulsory Purchase Act 2004). No homes are proposed to be compulsory purchased as a result of the JAAP.
Why is my property in the area covered by the JAAP? What does this mean for me?	<p>All land within a District / Borough will be contained within the boundary of a Development Plan Document, so that it is clear what planning policies will be applied to such land if someone wished to obtain planning permission to develop it.</p> <p>In the case of the JAAP, an area to be covered by policies in the JAAP was identified early on in the process, when options were being explored. However, many of the areas within the JAAP are not proposed to be allocated for a different use to existing.</p> <p>For example, the JAAP proposes that much of the land within the JAAP continues to be allocated as Metropolitan Green Belt, restricting what can be developed on it. Existing residential areas within the JAAP are not proposed to be allocated for alternative uses. For some areas, restrictions on development have been increased (for example, the Green Buffer to the east of the airport). Conversely, some land currently allocated as Green Belt is proposed to be allocated for employment development instead.</p>
Why does the JAAP not provide details about all road improvements that will be required in the wider area?	Wider strategic transport issues, such as capacity, connectivity, movement and management of the A127, are being addressed through detailed analysis of the problems and potential solutions. Alongside the JAAP, the Local Transport Plans for Southend and Essex County Council set out transport policies, which are aligned with the economic growth of the Area. Opportunities for funding for Major Schemes will be pursued via the South East Local Enterprise

	<p>Partnership (SELEP) and other funding sources</p> <p>The JAAP sets policies against which planning applications for development within the area will be determined. These include transport policies and those that require future developments to contribute towards improving capacity at road junctions, and be accompanied by transport assessments which address the impact they will have on roads.</p>
<p>I'm worried about noise from the airport – what does the JAAP do about noise?</p>	<p>The airport has prepared a Noise Action Plan in accordance with the Environment Noise (England) Regulations 2006. The JAAP requires an annual statement to be published to explain 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 of the JAAP.</p> <p>Separate to the JAAP, and as part of the legal agreement (s.106 agreement) that accompanied the planning permission for the runway extension measures are in place to restrict noise at the airport and its impact on neighbouring properties.</p> <p>Noise control measures are also included in the 'Environmental Controls Schedule', set out on pages 43 and 44 of the JAAP, which places a number of restrictions on the operation of the airport to reduce the impact of noise.</p> <p>As with the s.106 agreement the JAAP proposes that within 18 months of the runway extension, the airport will be required to operate a noise compensation and purchase scheme.</p> <p>Through this scheme, residents in properties affected by noise levels of 69dB(A)eq are given the opportunity to sell their house to the airport at an agreed valuation (although there is no requirement for the owners to sell). For properties affected by the lower level of noise, a noise insulation grant scheme will be created to cover the</p>

	costs of installing double glazing or other appropriate means of sound insulation.
Does the JAAP mean I will be forced to sell my property?	No. The JAAP does not contain any policies proposing compulsory purchase.
Why does the Public Safety Zone start before the end of the runway extension?	<p>Public Safety Zones are based on risk contour modelling, a process which assesses the likelihood of a person remaining in the same location for a year being subjected to a particular level of risk of being killed as a result of an aircraft accident. The areas of the Public Safety Zones correspond to the 1 in 100,000 individual risk contours calculated for each airport and based on forecasts about numbers and types of aircraft movements fifteen years ahead.</p> <p>The extent of the Public Safety Zone is determined by the Civil Aviation Authority, and not Rochford or Southend Councils.</p> <p>The JAAP recognises that there will be a potential need for the Civil Aviation Authority to review the boundaries of the existing Public Safety Zone to take account of the expected change in traffic over the coming years and runway extension.</p>
I think I'm entitled to compensation because of the effect of the airport – does the JAAP say anything about this?	<p>The JAAP proposes that within 18 months of the runway extension, the airport will be required to operate a noise compensation and purchase scheme.</p> <p>Through this scheme, residents in properties affected by noise levels of 69dB<sub>L</sub>A<sub>eq</sub> are given the opportunity to sell their house to the airport at an agreed valuation (although there is no requirement for the owners to sell). For properties affected by the lower level of noise, a noise insulation grant scheme will be created to cover the costs of installing double glazing or other appropriate means of sound insulation.</p>

	<p>Separately Part I of the Land Compensation Act 1973 ('the Act'), compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered runway. This is a private matter, and not one in which the Councils can be involved. The airport has information on this compensation, including how to make a claim, on their website at <a href="http://www.southendairport.com/news/part-I-compensation/">http://www.southendairport.com/news/part-I-compensation/</a></p>
<p>Where is the evidence that additional employment land is needed / will create jobs?</p>	<p>Early background work on the production of the East of England Plan (the plan for the wider region in which Southend and Rochford sit) identified London Southend Airport as being a potential catalyst for economic growth in the region.</p> <p>Property consultants GVA Grimley conducted an employment land study (Employment Land Study Update 2009), which considered the employment that may be created by the expansion of London Southend Airport. This study found that growth at Southend Airport is likely to be a catalyst for increased employment land demand within its surrounding area, and that employment within the JAAP area may increase demand for employment space by around 100,000 square metres. The study found that the JAAP area is well placed to serve the likely increase in demand for employment land arising from the expansion of Southend Airport.</p> <p>As such, whilst the majority of jobs created by the JAAP will not be directly in the airport itself, the demand for the additional employment land (and the subsequent employment use and jobs that follow) is created by the expansion of the airport.</p>
<p>A previous draft of the JAAP showed a park and ride – why is a park and ride no longer being planned?</p>	<p>The JAAP Preferred Options document suggested a park and ride facility in the Public Safety Zone as an option. However, Department of Transport guidelines state that park and ride facilities should not be</p>

	<p>located in public safety zones. Within the JAAP area, there are no other suitable locations for park and ride and any other site would be outside the scope of this Plan. Transport policies within the JAAP focus on reducing the need to drive and use of improved public transport. This does not rule out consideration of a park and ride facility should a suitable site become available in the future.</p>
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