

Southend-on-Sea Borough Council

Department for Place

Head of Planning and Transport – Peter Geraghty

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Date: 24th July 2014

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Dear Sir/Madam

Use of the UK's existing airport capacity: call for evidence

Further to the above, the Borough Council wishes to respond on several points within the discussion paper, to provide an update on development in and around London Southend Airport (LSA).

Question 7.3 - Overall transport connectivity:-

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 LSA ASAS has been prepared and is currently being reviewed as it has hit the trigger of 1mppa.

Of concern is the on-going mismatch between rail services in terms of early morning and late evening, to and from London, in respect of early and late flights. This may impact on further growth and capacity to serve demand. There is a need to ensure that this is addressed and specified in any future franchise specifications.

The South East Local Enterprise Partnership identified the A127 Corridor as of vital importance in serving the Airport and Environs and this has been recognised in the recent Growth Deal announcements. Coordinating transport investment and airport surface access is very important and should be considered in prioritisation methodologies and funding support.

Transport connectivity also supports other airport related activities in respect of business location and most airports are associated with Business Park development, which may or may not be connected with the Airport. At Southend, the Airport has acted as a catalyst for proposed development and provides an opportunity for business expansion, particularly in aviation related activities. This is submitted as evidence to demonstrate the wider agglomeration effects surrounding airports in sharing and pooling of labour, research and development and supply chain benefits. Hence a successful and thriving airport may lead to other associated economic benefits.

Question 7.7 - Geographical Constraints:-

Clearly decisions made on strategic transport, particularly the location and timing of the Lower Thames Crossing, will affect Airport catchment areas and viability. Similarly, upgrading and improving the A13 and A127 will make London Southend Airport more accessible and achieve greater benefit to London as a whole. Ensuring rail connectivity through and out of London will be essential, whilst Crossrail will bring much of west and central London within easier reach of both Stansted and Southend airports.

The Joint Area Action Plan (JAAP) for London Southend Airport sets out a suite of planning policies supporting economic growth at the Airport and surrounding area. Currently the draft JAAP is being considered as part of the Examination in Public process with recommended changes out to consultation prior to submission to the Secretary of State. It is likely to be adopted at the end of this year.

Particularly relevant is changes to Policy LS1 – General Policy which sets out the operational boundary of London Southend Airport, as shown on the Proposal Map, with both Southend and Rochford Councils supporting the growth of the airport to a capacity of up to 53,300 ATMs per annum. This is not related to passenger numbers and reflects the planning decisions made as part of the planning application to extend the runway and redevelop the terminals. It is understood that LSA is considering the preparation of a revised Airport Masterplan and the Council would support that approach to define future needs, especially surface access.

I trust that you find these comments helpful. Please note that these are officer comments for information and not formally ratified by the Council

Yours faithfully

[Redacted Signature]

[Redacted Signature]

Major Projects & Strategic Transport Group