
LONDON SOUTHEND AIRPORT – RUNWAY EXTENSION AND ASSOCIATED DEVELOPMENT – PLANNING CONSULTATION (SOS/09/01960/FULM)

1 SUMMARY

- 1.1 This report provides details of a planning application for an extension to the runway at London Southend Airport and recommends that Southend Council be informed that Rochford has no objection to the application, subject to there being a number of controls applied to the operation of the airport through conditions and a S106 agreement.

2 INTRODUCTION

- 2.1 The key elements of the planning application are as follows:-

- a south westerly extension of the airport's runway, to increase its length by about 300 metres and a further 80 metres of paved surface for a starter strip and turning head;
- diversion of Eastwoodbury Lane, together with the provision of a new cycle way and footpath around the site of the extended runway and airport;
- re-provision and increase of public open space and children's play area in St Lawrence Park, which is affected by the diversion of Eastwoodbury Lane, and the provision of additional ecological habitat;
- alterations to the access arrangements and the car park and boundary of St Lawrence and All Saints Church;
- associated works including drainage, infrastructure for the road and extended runway, new airport boundary fencing, road and airfield lighting and instruments, replacement parking for Royal Bank of Scotland and landscaping.

3 DETAILS OF THE APPLICATION

Runway Extension

- 3.1 The existing runway is 1,605 metres long and 37 metres wide. The proposed extension would increase the length of the runway to 1,905 metres with a further 80 metres at reduced width to provide additional take off space and a turning head.
- 3.2 The extension of the runway will enable the airport to declare a takeoff distance of 1799 metres, the maximum for a Code 3 aerodrome. A series of other changes would be made to the operation of the runway that, taken

together, mean the runway would be able to accommodate larger aircraft with increased passenger seating capacity. The aircraft used by many short haul operators including the Embraer 195, Airbus 319 and smaller model Boeing 737s would therefore be able to use the airport.

Eastwoodbury Lane Extension

- 3.3 The runway extension would extend across Eastwoodbury Lane, requiring its closure. It is proposed to divert Eastwoodbury Lane to form a replacement link between the section of Eastwoodbury Lane to the south of the airport and Nestuda Way. The road will skirt the boundary of the RBS building.
- 3.4 The road will serve an existing park and the application includes proposals to re-design the open space.

St Lawrence Church

- 3.5 The Civil Aviation Authority is satisfied that suitable levels of safety can be achieved for the runway with the church remaining in its current location. However, a section of the church perimeter closest to the runway must be removed.
- 3.6 It is proposed to replace the wall with a yew hedge, but to provide a replacement wall outside the risk area to maintain enclosure for the church.

4 S106 AGREEMENT

- 4.1 The planning application is supported by draft conditions and a S106 agreement. It is intended these will deliver the measures and controls necessary to minimise and mitigate environmental effects on, and maximise benefits to the local population.
- 4.2 A key point is the intention that the new S106 will replace the 1999 agreement negotiated for the new terminal and railway station.
- 4.3 In summary, the proposed conditions and controls are:-
- appointment of a noise manager;
 - limits on the total number of aircraft movements including a limit on the number of cargo flights;
 - operational controls on departure routes from runway 06 and 24;
 - the introduction of a noise and track keeping system to monitor performance with fines levied on operators who consistently fail to comply with the agreed procedures without good reason;
 - limits and controls on the type of aircraft permitted to operate at night;

- a night time preference in favour of operations to and from the north-east;
 - the introduction of a noise insulation grant scheme and proposals to acquire properties if they are significantly affected by noise;
 - new limits on the times for ground engine testing;
 - establishment of an Airport Transport Forum;
 - finalisation of the airport surface access strategy with five year reviews;
 - preparation of a ground noise management strategy with five year reviews;
 - air quality monitoring;
 - introduction of an instrument landing system for runway 06;
 - introduction of a wake vortex strike compensation/repair scheme (ie damage to properties caused by jet blast);
 - a drainage strategy for the airport;
 - a new children's play area and open space.
- 4.4 The list of conditions/controls provided with the application also includes a statement about economic initiatives to ensure local economic opportunities are maximised. The intention is to ensure local companies are given opportunities to be involved in the works.
- 4.5 The airport has also been negotiating with Southend Council on new controls that would be applied to an updated lease. A copy of the latest version of the controls document is attached as appendix one. This is discussed later in the report, since it is expected the controls will also be integrated into conditions and the S106 agreement for any consent that might be granted.

5 CASE FOR THE RUNWAY EXTENSION

- 5.1 The planning application is accompanied by an economic impact assessment report that considers the impact of an airport with a runway extension against a base case in which the airport is improved with a new rail link, but no runway extension.
- 5.2 The economic assessment concludes that during the period of strong growth in the years to the credit crunch, South East Essex suffered a loss in employment contrary to the strong employment growth experienced in the rest of Essex and the East of England. The area has a dearth of higher paid jobs and is to a significant degree dependent on the public sector.

- 5.3 Given the current economic situation, the outlook for employment growth is unfavourable. The report concludes that if the area is to become more prosperous it needs more employment in higher paid activities and the emergence of economic activities with the capacity to generate employment growth.

Air Traffic Forecasts

- 5.4 The analysis of air traffic forecasts in the planning application is based on two scenarios. The base case scenario predicts future traffic growth with the existing runway, but a new railway station and terminal buildings. In 2020, it is predicted there will be 52,500 air traffic movements (ATMs) per year (750,000 passengers), as follows:-

2020 Base Case	Total
Commercial ATMs	
• Regional passenger ATMs	13,600
• Cargo ATMs	3,100
• Total commercial	16,700
Other ATMs	
• Business aviation, etc	17,900
• Aero clubs	12,500
• Other (maintenance, testing, etc)	5,400
• Total other ATMs	35,800
Total Aircraft Movements	52,500

- 5.5 The ‘with development’ scenario, also includes the railway station, but adds the runway extension, which, it is assumed, will facilitate the introduction of services from low cost airlines operating A319 and similar type aircraft and result in growth to about 2 million passengers per annum by 2020.
- 5.6 The breakdown of air traffic movements for the ‘with development’ scenario would be as follows:-

2020 Development Scenario	Total
Commercial ATMs	
• Regional passenger ATMs	13,600
• Low cost passenger ATMs	10,700
• Cargo ATMs	2,100
• Total commercial	26,400
Other ATMs	
• Business aviation, etc	14,000
• Aero clubs	7,500
• Other (maintenance, testing, etc)	5,400
• Total other ATMs	26,900
Total Aircraft Movements	53,300

- 5.7 In terms of permanent airport related employment, the growth related employment of London Southend Airport will generate 1,130 jobs and £32 million income in the local area. In overall terms the study concludes that the airport would be the generator of nearly 4,000 direct, indirect and induced jobs bringing in nearly £108 million in income per year into the economies of the local area, Thames Gateway and East of England.
- 5.8 Furthermore, the wider catalytic opportunities would generate 2,700 jobs in the local area from business setting up and expanding, with a total value in terms of income of £76 million per year.
- 5.9 The development of the airport is seen as a 'transformational' project introducing to the economy of the area a catalytic element and source of growth on which economic growth, regeneration and prosperity can be based.

6 OPERATIONAL IMPACTS

- 6.1 Key considerations in the assessment of the runway application and hence the 'with development' scenario must be around noise and air quality.
- 6.2 With regard to noise, analysis shows that:-
- the airport has become considerably quieter since the 1960s;
 - a benefit of the extended runway will be the ability to accommodate the latest A319 type aircraft which have a smaller noise footprint and are quieter on both take-off and approach;
 - in the development case day time noise contours, only two properties would fall within the high annoyance 69dB contour;
 - in the moderate annoyance 63dB contour there would be an increase of 13 properties from the base to the development case (32 people estimated in total);
 - for the 57dB low annoyance contour the number of properties increases from 681 to 1680 (estimate 2,235 people) – Government guidance is that such an increase is regarded as of minimal significance;
 - in the development case it is predicted that 491 people would be highly annoyed over 185 in the base case, an increase of just over 300;
 - for locations in the vicinity, the increase in noise due to the development would be in the range 1.1 to 2.9dB – this increase is imperceptible or barely perceptible;
 - there would be no significant effects from noise on schools – no school will be exposed to noise levels above Government guidelines that would require mitigation measures.

- 6.3 In addition to the noise from flying aeroplanes, the report also considers engine testing, road traffic noise and construction noise, but concludes the development would have limited effects on air and ground noise. The measures proposed in the draft S106 agreement and a Draft Noise Action Plan would ensure that any impacts are controlled and mitigated.
- 6.4 Analysis of the impact of the development on air quality has concluded that:-
- the predicted level of NO₂ in the vicinity of the proposed 'with development' Scenario would fall below the UK guideline NO₂ objective level;
 - the change in emissions as a result of the development at a number of local receptors shows the predicted change in annual mean concentration will be very small;
 - the proposed 'with development' scenario would have a very small impact on local air quality.

Surface Access

- 6.5 A key aspect of the application must be the impact on traffic from the diversion of Eastwoodbury Lane and the growth of the airport to handle 2 million passengers per annum.
- 6.6 The transport assessment accompanying the application concludes that the increases in traffic flows associated with the development case scenario are small, with only Eastwoodbury Lane showing an increase of greater than 5%.
- 6.7 The assessment identifies that several key junctions (see table) are already over capacity. However, the additional traffic associated with the development is small and will not therefore have a significant effect on the highway network. The re-distribution of flows associated with the road diversion will result in some improvements to junction performance.

	Junction	Baseline		Base Case		Development Case minus new road		Development Case	
		AM	PM	AM	PM	AM	PM	AM	PM
1.	A127 Prince Avenue / B1013 Nestuda Way Roundabout	✓	x	x	x	x	x	x	x
2.	B1013 Nestuda Way / Eastwoodbury Lane Roundabout	✓	✓	x	x	x	x	x	x
3.	Rochford Road / A127 Prince Avenue Signalised Junction	x	x	x	x	x	x	x	x
4.	Rochford Road / Eastwoodbury Crescent Priority Junction	✓	✓	✓	✓	✓	✓	✓	✓
5.	Rochford Road / Eastwoodbury Crescent Roundabout	✓	✓	x	x	x	x	x	x

	Junction	Baseline		Base Case		Development Case minus new road		Development Case	
		AM	PM	AM	PM	AM	PM	AM	PM
6.	Eastwoodbury Crescent/ Eastwoodbury Lane Roundabout	✓	✗	✗	✗	✗	✗	✗	✗
7.	Cherry Orchard Way / Eastwoodbury Lane Roundabout	✓	✓	✗	✗	✗	✗	✓	✓
8.	Aviation Way / Eastwoodbury Lane Roundabout	✗	✗	✗	✗	✗	✗	✓	✓

Junction capacity summary ✓ within capacity ✗ outside capacity

7 DISCUSSION

Principle of the Development

- 7.1 The Rochford District Replacement Local Plan recognises the value and importance of London Southend Airport to South East Essex (paragraph 5.49). The airport is a major source of employment and the Council fully supports attempts to maximise its potential to the benefit of businesses and the travelling public.
- 7.2 Policy TP9 indicates that for proposals within the Rochford part of the airport planning permission will be granted for schemes that help the airport deliver its potential, though subject to safeguarding the local environment. Furthermore policy TP10 recognises the need to give attention to noise disturbance.
- 7.3 Whilst the runway extension application relates to land in Southend, the principles outlined in the Local Plan and policies TP9 and TP10 support the development of the airport, but subject to safeguards. A key component of the application is the need to ensure there are detailed controls over operations, as set out in proposed draft conditions and the S106 agreement.
- 7.4 The emerging Rochford Core Strategy Submission (2009), actively supports the development potential of London Southend Airport as a catalyst for economic growth and employment generation. Looking forward to 2017, the Core Strategy envisages London Southend Airport and its environs becoming a driver for the sub-regional economy, providing a range of aviation and non aviation related employment opportunities for the local population.
- 7.5 Core Strategy Policy ED2 promotes the preparation of a Joint Area Action Plan (JAAP) for the airport and its environs. The JAAP preferred options was subject to a public consultation exercise that ended on 15 May 2009. The joint planning authorities, Rochford and Southend, are now preparing the submission version of the plan.
- 7.6 The JAAP supports the growth of the airport to handle up to 2 million passengers per annum through an extension of the runway to provide a net usable length of 1799 metres, together with the development of a new railway

station, terminal and aircraft handling facilities. The principles outlined in the JAAP preferred options document accord with the proposals set out in the planning application for the runway extension and associated development.

- 7.7 Whilst it is the case that there is still some way to go with the preparation of the JAAP, the plan as it stands supports the principles of the planning application, and on that basis it is considered that the Council should inform Southend Borough Council of its broad support for the runway extension to deliver the development of the airport and associated growth and economic development.
- 7.8 There can be little argument about the current economic conditions in South East Essex following the credit crunch and recession. Significantly, the economic analysis indicates that through the years of economic growth and expansion prior to the recession, South East Essex did not perform nearly as well as the wider Thames Gateway or indeed the rest of Essex or East of England.
- 7.9 That being the case, the opportunities presented by the growth of the airport and the development of the adjacent proposed employment land are considered to be all the more important, since those will provide the higher paid, skilled jobs that are essential if the economy of the area is to thrive in the future. The conclusions of the economic study accompanying the planning application summarise the situation succinctly – if the local area is to become more prosperous it needs more employment in higher paid activities and the emergence of economic activities with the capacity to generate employment growth.
- 7.10 The in principle support for the development of the airport provided by the Rochford Local Plan and explained and articulated in the emerging JAAP, including the provision of a runway extension, is not at the expense of negative impacts on the local area. All advice, guidance and plans from the Aviation White Paper published in 2003, the East of England Plan (2008) and Rochford's own policy documents support the development of the airport, but recognise the need to ensure environmental safeguards are in place.
- 7.11 In 2008, about 42,000 air traffic movements were recorded at the airport. Around 40% of these were flying club movements and just over 20% private movements with the remainder being passenger and cargo movements, business aviation, maintenance, test and training flights.
- 7.12 The base case and development scenarios do not envisage a substantial increase in the number of air traffic movements, but do forecast a change in the mix of traffic. In the base case, about 13,000 ATMs would be regional airlines flying 50+ weekly services on 4-6 UK domestic and Irish routes, plus a regional low cost airline flying to Scotland or northern European destinations.

- 7.13 In the development scenario regional airlines would fly 60+ services weekly on 6 UK domestic and Irish routes, plus a low cost carrier with a network of services to central and southern European destinations (1.2 million passengers per annum). The low cost passenger carrier would contribute just over 10,000 ATMs per year.
- 7.14 Overall, the ambitions of the airport to be a regional facility catering for the needs primarily of the 600,000 people who live conveniently close are modest. The number of ATMs proposed in the development scenario is not significantly greater than the number in 2008, though the mix is of course different.
- 7.15 Furthermore, the total number of ATMs in the base case is roughly equivalent to the development scenario. Passenger numbers in the development scenario do increase significantly, but this relates to the capacity of the larger low cost carrier A139 type aeroplanes. It should, though, be borne in mind that these aeroplanes are quieter and more fuel efficient even than the smaller regional airline aeroplanes including the BAe146.

Surface Access Issues

- 7.16 The transport assessment does conclude the development scenario will have an impact on certain road junctions in the vicinity of the airport, though some junctions are already over capacity in any event. For two junctions capacity would improve.
- 7.17 An assessment of road and junction capacity is only one element of any transport assessment. The airport is in a sustainable location and will be served by a new railway station and by SERT. All updated surface access strategy has been prepared and this will provide a focus, assuming planning consent is granted, for improvements in surface access arrangements and public transport.
- 7.18 Overall, it is considered that whilst there will be some implications for the highway network arising from the application, these are relatively minor and can be more than offset by an effective surface access strategy, green travel plan, etc.

Controls – Planning Conditions and S106 Agreement

- 7.19 The JAAP preferred options set out a framework for controls to be applied to applications for planning consent (draft policy LS7). Following the close of the consultation on the JAAP on 15 May 2009, it is understood that Southend Council has been discussing an update to the airport lease with the operating company. These discussions have resulted in the publication of a draft set of controls (appendix one) that will be part of an updated lease, but can also be considered as a starting point for conditions on any planning consents and as controls in a S106 agreement.

7.20 The draft controls document proposes:-

- significant restrictions on night time aircraft movements;
- a cap on the total number of aircraft movements at 53,300 per year and on the number of dedicated cargo movements to 10% of the total ATMs;
- limits on engine testing;
- the preparation of a surface access strategy and green travel plan;
- limits on the noise levels of aeroplanes, restrictions on turning movements, noise tracking and noise preference arrangements for night time flights;
- a noise compensation and property purchase scheme;
- arrangements for air quality monitoring;
- the provision of a new instrument landing system.

7.21 It is considered that all of the controls outlined in the controls document should be applied to the future operation of the airport either through appropriate planning conditions or a S106 agreement.

7.22 In addition, the planning application indicates the requirement for:-

- the appointment of a noise manager;
- the establishment of an air transport forum;
- a wake vortex strike compensation/repair scheme.

These additional points are supported again for implementation as either conditions or through the S106. The full set of controls are summarised together in paragraph 4.3 of this report.

7.23 There is also a proposal for arrangements to require, if possible, all construction opportunities to use local employment, with the airport company working closely with local employment and regeneration agencies. This proposal is also to be supported.

7.24 The applicants, as previously stated, propose heads of terms for a S106 agreement to include the controls outlined above, including those detailed in the draft controls document at appendix one.

7.25 Members will recall that a S106 agreement was part of the package for the approval of the application for the new terminal building and railway station (Reference: 97/00526/OUT). The 1999 S106 includes some controls over the operation of the airport, but if Southend Council resolves to grant consent for

the runway extension, there is an opportunity to revise that old agreement to accord with the new controls in the S106 for the runway extension.

- 7.26 The runway extension application, if granted consent, provides an excellent opportunity to see a detailed and consistent set of controls applied to the operation of the airport through the planning process. It is therefore recommended that Southend Council be advised of Rochford's agreement to be a signatory to a new S106, in part a replacement for the 1999 agreement.
- 7.27 It is also worth noting that in compliance with the Environmental Noise (England) Regulations 2006, the airport has prepared a Noise Action Plan, which includes a range of proposals that would also take effect in the event that permission is granted for the runway extension.

8 CONCLUSIONS

- 8.1 The runway extension application presents a very real opportunity to see London Southend Airport develop as a thriving regional airport making an important contribution to the economic growth and well-being of South East Essex.
- 8.2 In supporting the application for the runway extension, the Council must be satisfied the proposed control measures (conditions and a S106 agreement) will ensure any environmental impact is controlled and mitigated. It is considered the draft list of controls and measures set out in the report will achieve what is required.
- 8.3 There is an opportunity to update the 1999 S106 Agreement to incorporate the new controls and measures over the airport operation and it is considered the Council should take this opportunity and be a signatory to the new S106.

9 ENVIRONMENTAL IMPLICATIONS

- 9.1 It is accepted that the operation of an airport has environmental impacts on an area and that appropriate controls and measures must be agreed to minimise and mitigate such impacts, particularly with regard to noise and air quality.
- 9.2 London Southend Airport is an existing airport with few controls on its operations. The application for the runway extension presents an opportunity to agree a new set of controls and measures that will be significantly beneficial for the local area and positively reduce and mitigate any environmental impact from future operations.
- 9.3 In addition, the runway extension, if approved, will enable slightly larger, quieter, more fuel efficient planes to operate from the airport, again to the positive benefit of the local area.

10 LEGAL IMPLICATIONS

- 10.1 There will be a requirement for a legal input to the drafting of the new S106 agreement to ensure it fulfils the requirements as a replacement to the 1999 S106.

11 RECOMMENDATION

- 11.1 It is proposed that the Committee **RECOMMENDS** Southend Council be informed that:-
- (1) Rochford District Council supports the approval of the application for the runway extension and associated development, subject to there being appropriate controls applied to the operation of the airport through conditions and a S106 agreement;
 - (2) Rochford District Council supports, subject to additional controls or amendments, the controls set out in the appendix to the report, together with the additional items in section 7 as appropriate measures to control the operation of the airport upon grant of consent for the runway extension, with the controls being applied through conditions and a S106 agreement; and
 - (3) Rochford District Council accepts in principle the replacement of the existing 1999 S106 Agreement relating to the consent for the terminal and railway station being replaced with a new S106 agreement to incorporate the revised list of controls on the operation of the airport, these new controls to then apply to the development of the railway station and terminal building (Application reference: 97/00526/OUT).

Shaun Scrutton

Head of Planning & Transportation

Background Papers:-

None.

For further information please contact Shaun Scrutton on:-

Tel:- 01702 318 100

E-Mail:- shaun.scrutton@rochford.gov.uk

If you would like this report in large print, braille or another language please contact 01702 546366.

LONDON SOUTHEND AIRPORT – DRAFT PLANNING CONTROL MEASURES

NOTE

This document contains a set of control measures which the Borough Council is investigating in the context of a runway extension at the airport. It should be noted that this is not a complete set of controls. Further controls will need to be negotiated as a standard part of the town and country planning process, should a planning application be received, including the diversion of Eastwoodbury Lane, operating hours, passenger, flight, noise and other limits and other operational controls. The precise mechanisms for monitoring and enforcement of issues such as noise and air quality would be specified as part of any relevant planning permission. **These draft planning controls will be updated as work progresses.**

1. NIGHT TIME AIRCRAFT MOVEMENTS

CURRENT

- a. There are restrictions on night flying, but they are outdated and theoretical night movements are over 900 per month, with no prohibition on passenger flights.

PROPOSED

- a. Only 120 Aircraft Movements (“the Monthly Quota”) shall be permitted during Night Time Hours (2300-0630hrs local time) in any one calendar month, subject to compliance with the provisions set out in (b) – (d) below.
- b. No aircraft with a noise level exceeding QC1 shall take off or land during Night Time Hours unless they are emergency flights, military flights, Government business flights, police flights or flights of QC exempt aircraft (none of such flights shall be included in the Monthly Quota).
- c. No helicopters shall take off or land during Night Time Hours, unless they are emergency flights, military flights, Government business flights or police flights (none of these flights shall be included in the Monthly Quota).
- d. No passenger flights may be scheduled to arrive or depart during Night Time Hours, except that up to a maximum of 90 passenger flights in any one calendar month may be scheduled to arrive between 23:00 and 23:30 local time, such flights to be included in the Monthly Quota.

Note: For the avoidance of doubt any passenger flights actually arriving or departing during Night Time Hours shall be included in the Monthly Quota.

An Aircraft Movement is defined as an aircraft (whether fixed wing or rotary) taking-off or landing at an airport. For the avoidance of doubt, one arrival and one departure are counted as two movements.

2. AIRCRAFT, PASSENGER & CARGO LEVELS**CURRENT**

- a. No cap currently, other than operational capacity of terminal facilities.
- b. No control over the level of freight.

PROPOSED

- a. There will be an annual cap on total aircraft movements at 53,300, although no cap on passenger numbers, as the impact of passenger growth will be tackled through the Surface Transport & Parking provisions.
- b. The cap in (a.) does not include emergency flights, military flights, Government business flights or police flights.
- c. The total number of dedicated cargo aircraft movements to be limited to 5,330 per annum or 10% of the total number of aircraft movements, whichever is the lesser.

3. ENGINE TESTING**CURRENT**

- a. It is believed that the current controls are for jet engines allowed until 2100hrs and propeller engine testing until 2200hrs, 7 days a week.

PROPOSED

- a. Engine testing allowed only 0800-2000hrs, Monday to Saturday and 0900-1800hrs on Sundays.

4. SURFACE TRANSPORT & PARKING**CURRENT**

- a. No requirement to provide anything further at present.

PROPOSED

- a. The airport must provide a railway station, at their expense, to be operational in advance of the runway extension being used.
- b. An airport surface access strategy shall be agreed prior to the opening of the extended runway. Within 6 months of the airport meeting 1 million passengers per annum, a revised strategy shall be submitted for agreement with the appropriate Local Planning Authority. This will be further revised as growth reaches 1.5 million passengers per annum and at each subsequent additional 500,000 passengers per annum.
- c. The surface access strategy will include a green travel planning element, which will be required to link aircraft movements, passenger numbers & car parking provision with any further contributions required because of adverse impacts via a S.106 agreement.

5. NOISE LIMITS & ROUTES TO/FROM THE AIRPORT TO MINIMISE NOISE IMPACT & AIRCRAFT HEIGHT

CURRENT

- a. No controls currently.

PROPOSED

- a. No aircraft with a noise level exceeding QC2 shall take off or land at any time, unless they are emergency flights, military flights, government business flights or police flights. In addition, during the Day Time (0630-2300hrs), QC4 aircraft may use the airport only for maintenance purposes and the total QC4 aircraft movements will be limited to 60 per annum. This does not affect the number of other maintenance flights for aircraft with a QC2 or below during the Day Time (0630-2300hrs) or with a QC1 or below during the Night Time (2300-0630hrs).
- b. On take off, aircraft weighing over 5.7 tonnes Maximum Take Off Weight (MTOW), will be required to maintain a runway heading and climb to at least 1,500 feet before they may turn at 2.5m Distance Measuring Equipment (DME) when taking off to the SW (runway 24 departure) or at 1.0m DME when taking off to the NE (runway 06 departure). Other than to maintain safety or in exceptional circumstances, this procedure shall be followed in all cases.
- c. At night (2300-0630hrs local time) the airport will introduce a runway preference arrangement for aircraft to operate to and from the North East. This is known as a Noise Preferential Route (NPR). Where wind conditions allow and it is safe to do so, aircraft will land from the North East (on runway 24) and take off to the North East (on runway 06). This will ensure that flying activity will minimise any nuisance to densely populated areas during night hours.
- d. During the Day Time (0630-2300hrs) the airport will operate a runway preference arrangement, where aircraft will land from the North East (on runway 24) and take off to the North East (on runway 06), where movement volumes allow. In addition fewer than 50% of all Day Time landings will be from the South West and less than 50% of all aircraft movements will be over the South West. This will reduce the impact of aircraft movements over the densely populated areas of Leigh-on-Sea and Eastwood.
- e. The level of aircraft movements will be based on a 12 month rolling monitoring period to allow for adverse weather conditions. This will ensure that flying activity will minimise any nuisance to densely populated areas during Day Time hours.
- f. The airport will operate a system of noise and track keeping with fines being levied on operators who fail to comply with the agreed procedures. Any fines collected will be placed in a community chest and be used for selected improvements to the environment.

6. NOISE COMPENSATION & PURCHASE SCHEMES

CURRENT

- a. No direct controls currently.

PROPOSED

- a. Within 18 months of the bringing into use of the extended runway the airport shall introduce:
- i. a Property Purchase Scheme - providing for the offering to purchase of properties affected by both high levels of noise (69 $L_{eq}dB(A)$ over the period 0700-2300hrs or more) and an increase in noise equating to 3 $L_{eq}dB(A)$ or more; and
 - ii. a Noise Insulation Grant Scheme - offering to pay 100% of the cost of installing secondary double glazing or 50% of the cost of installing primary double glazing to any residential property which suffers from both a medium to high level of noise (63 $L_{eq}dB(A)$ over the period 0700-2300hrs or more) and an increase in noise equating to 3 $L_{eq}dB(A)$ or more.
- b. For the purpose of these schemes the standard mode long term average noise contour for the first full 92 day summer period in which the extended runway is in operation shall be taken as the base year from which to apply these measures.

7. AIR QUALITY
CURRENT a. No direct controls currently.
PROPOSED a. An air quality monitoring system will be implemented, together with periodic measurement, an Air Quality Management Plan and the regular publishing of air quality data. b. Emissions from surface transport will be tackled through the implementation of a green travel plan. c. Rolling five year review using the year that the runway extension becomes operational as the base year. d. Should the increased operations lead to breaches of statutory standards then the councils will be required to consider introducing an Air Quality Management Area, notwithstanding any lease or S.106 provisions.

8. INSTRUMENT LANDING SYSTEM**CURRENT**

- a. There is only one at the moment for landings from the north east.

PROPOSED

- a. The Lease will specify the provision of a second instrument landing system in tandem with the operation of any runway extension, which will cater for approaches from the south west.