

**17/00996/FUL**

**NEW AIRPORT TERMINAL BUILDING, LONDON  
SOUTHEND AIRPORT**

**NORTHERN AND SOUTHERN EXTENSIONS TO THE  
PASSENGER TERMINAL BUILDING**

**APPLICANT: MR JON HORNE**

**ZONING: LONDON SOUTHEND AIRPORT AND  
ENVIRONS**

**JOINT AREA ACTION PLAN (JAAP)**

**PARISH: ROCHFORD PARISH COUNCIL**

**WARD: ROCHE SOUTH**

**1 PLANNING APPLICATION DETAILS**

- 1.1 This application proposes single storey extensions to both the southern and northern elevations of the new terminal building originally constructed in 2011 and extended previously in 2014.
- 1.2 The new terminal building houses departure and arrival areas including security and search areas, baggage screening and reclaim areas and associated retail, offices, toilets and catering facilities.
- 1.3 The new terminal building is two-storey with single storey parts to the northern and southern elevations. The building has a curved roof and is finished in composite cladding which is grey in colour. The building has an overhanging canopy feature to the eastern side which forms the façade visible to the public realm.
- 1.4 The proposal seeks to demolish the existing single storey parts of the terminal building and construct larger single storey extensions in their place on both the northern and southern elevations.
- 1.5 The proposed extension to the north elevation would increase capacity of the baggage reclaim area and provide space to accommodate a new immigration hall within the existing terminal building as a result of the relocation of the existing baggage reclaim to the proposed extension.

- 1.6 The proposed extension to the south elevation would increase capacity for the baggage shed and screening area which houses the departures Hold Baggage Screening system. The proposals to extend this area are related to the need to install new baggage security screening equipment to meet new European Regulations that come into force next September.

## **2 SITE AND CONTEXT**

- 2.1 The application site is located in the far south eastern corner of the operational airport. This area of the airport lies close to the railway line and Southend Road, the opposite side of which lie residential properties within the Rochford District some 150 metres away at the closest point. Residential properties within Southend-on-Sea Borough also lie in fairly close proximity to the proposed development site to the south.
- 2.2 The Rochford District Council Local Development Framework Allocations Plan (2014) forms part of the Development Plan for Rochford District and identifies the site as being within the Joint Area Action Plan (2014) for the airport and its environs. The JAAP sets out the Council's vision for the development of the airport and relevant policies within this Plan apply.

## **3 CONSULTATIONS AND REPRESENTATIONS**

### **Southend-On-Sea Borough Council**

- 3.1 Although the application represents a significant 30% increase in the size of the terminal building, by extending at the northern and southern ends, my understanding is that this is primarily to improve baggage reclaim and security facilities and will not have a significant impact on the intensity of the use. If this is the case, and the terms of the Section 106 agreement dated 30 April 2010 (as amended by Deed of Variation dated 20 June 2012) need not be varied, particularly in relation to maximum passenger numbers and flight restrictions, then I see no reason for officers of Southend Borough Council to raise any concerns in relation to this application.
- 3.2 It is noted that the following Operational Control documents are currently under review with the airport, and any extension of the terminal building approved by RDC should be taken into consideration in these documents (the paragraph references relate to the 20 June 2012 Deed):-
- S106 paragraph 3.29 Quiet Operations Policy - Ground Noise
  - S106 paragraph 3.46 Quiet Operations Policy - Engine Testing
  - S106 paragraph 4 Air Quality Monitoring
  - S106 paragraph 6 Wake Vortex Scheme
  - S106 paragraph 8 Carbon and Environmental Management Plan

- S106 paragraph 9 Sustainable Procurement Policy

3.3 Most importantly, we respectfully request that Rochford District Council ensures that the extended airport is bound by the same controls and limitations as the original consent in terms of the planning obligations (through a Section 106 Agreement) and conditions.

### **Highways England**

3.4 Thank you for your letter dated 20 October 2017 on the above application at Southend Airport, Rochford. Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

3.5 Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN).

3.6 After reading through the submitted documents, it is apparent that the proposed development will not have any impact on the SRN as it is merely an extension to ensure the latest European regulatory hold baggage security screening standards are met and to support the high quality passenger services offered at LSA. Therefore, Highways England raises no objections to this application.

### **Rochford District Council: Environmental Protection Team**

3.7 The Air Quality report reads fine. The promised Dust Management Plan should be agreed before work starts. Construction noise is unlikely to be an issue, but I would suggest an informative with regard to lighting during construction so as to protect the residents opposite.

### **Anglian Water**

3.8 Our records show that there are no assets owned by Anglian Water or those subject to an adoption agreement within the development site boundary.

3.9 The foul drainage from this development is in the catchment of Southend Water Recycling Centre, which currently does not have capacity to treat the flows from your development site. Anglian Water is obligated to accept the foul flows from development with the benefit of planning consent and would therefore take the necessary steps to ensure that there is sufficient treatment capacity, should the planning authority grant planning permission.

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- 3.10 Development will lead to an unacceptable risk of flooding down stream. A drainage strategy will need to be prepared in consultation with Anglian Water to determine mitigation measures.
- 3.11 We request a condition requiring the drainage strategy covering the issue(s) to be agreed.
- 3.12 From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management. The Local Planning Authority should seek the advice of the Lead Local Flood Authority or the Internal Drainage Board. The Environment Agency should be consulted if the drainage system directly or indirectly involves the discharge of water into a water course.
- 3.13 Should the proposed method of surface water management change to include interaction with Anglian Water operated assets, we would wish to be re-consulted to ensure that an effective surface water drainage strategy is prepared and implemented.
- 3.14 The planning application includes employment/commercial use. To discharge trade effluent from trade premises to a public sewer vested in Anglian Water requires our consent. It is an offence under section 118 of the Water Industry Act 1991 to discharge trade effluent to sewer without consent. Anglian Water would ask that the following text be included within your Notice should permission be granted.

“An application to discharge trade effluent must be made to Anglian Water and must have been obtained before any discharge of trade effluent can be made to the public sewer.

Anglian Water recommends that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of such facilities could result in pollution of the local water course and may constitute an offence.

- 3.15 Anglian Water also recommends the installation of properly maintained fat traps on all catering establishments. Failure to do so may result in this and other properties suffering blocked drains, sewage flooding and consequential environmental and amenity impact and may also constitute an offence under section 111 of the Water Industry Act 1991.”

#### Suggested Planning Conditions

- 3.16 Anglian Water would therefore recommend the following planning condition if the Local Planning Authority is mindful to grant planning approval.

'No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No development shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

REASON: To prevent environmental and amenity problems arising from flooding.

**Essex County Council: Lead Local Flood Authority**

- 3.17 Thank you for your email received on 20 October 2017 which provides this Council with the opportunity to assess and advise on the proposed surface water drainage strategy for the above mentioned planning application.
- 3.18 As the Lead Local Flood Authority (LLFA) this Council provides advice on SuDS schemes for major developments. We have been statutory consultee on surface water since 15 April 2015.
- 3.19 In providing advice this Council looks to ensure sustainable drainage proposals comply with the required standards as set out in the following documents:-
- Non-statutory technical standards for sustainable drainage systems
  - Essex County Council's (ECC's) adopted Sustainable Drainage Systems Design Guide
  - The CIRIA SuDS Manual (C753)
  - BS8582 Code of practice for surface water management for development sites.

**Lead Local Flood Authority Position**

- 3.20 Having reviewed the Flood Risk Assessment and the associated documents which accompanied the planning application, we wish to issue a holding objection to the granting of planning permission based on the following:-

**No Surface Water Drainage Strategy Submitted**

In the absence of a surface water drainage strategy, we object to this application and recommend refusal of planning permission until a satisfactory one has been submitted.

Reason: The application lies within Flood Zone 1 defined by the Technical Guide to the National Planning Policy Framework (NPPF) as having a low probability of flooding. However, the proposed scale of development may present risks of flooding on site or off site if surface water run off is not effectively managed. A drainage strategy is vital if the local planning authority

is to make informed planning decisions. In the absence of an acceptable strategy, the flood risks resulting from the proposed development are unknown. The absence of this is therefore sufficient reason in itself for a refusal of planning permission.

- 3.21 However, in the event that more information was supplied by the applicants then the County Council may be in a position to withdraw its objection to the proposal once it has considered the additional clarification/details that are required.
- 3.22 Any questions raised within this response should be directed to the applicant and the response should be provided to the LLFA for further consideration. If you are minded to approve the application contrary to this advice, we request that you contact us to allow further discussion and/or representations from us.

#### Summary of Flood Risk Responsibilities for your Council

- 3.23 We have not considered the following issues as part of this planning application as they are not within our direct remit; nevertheless these are all very important considerations for managing flood risk for this development, and determining the safety and acceptability of the proposal. Prior to deciding this application you should give due consideration to the issue(s) below. It may be that you need to consult relevant experts outside your planning team.

- Sequential Test in relation to fluvial flood risk;
- Safety of people (including the provision and adequacy of an emergency plan, temporary refuge and rescue or evacuation arrangements);
- Safety of the building;
- Flood recovery measures (including flood proofing and other building level resistance and resilience measures);
- Sustainability of the development.

In all circumstances where warning and emergency response is fundamental to managing flood risk, we advise local planning authorities to formally consider the emergency planning and rescue implications of new development in making their decisions.

Please see Appendix 1 at the end of this letter with more information on the flood risk responsibilities for your Council.

#### **Essex County Council: Archaeology**

- 3.24 The Historic Environment Record (EHER) shows that the proposed development site is located in the area where previous archaeological excavation and monitoring works associated with the construction of the new

terminal at Southend airport, areas of aircraft apron, ground works carried out to facilitate the new railway terminal and various archaeological evaluations over the years have all uncovered evidence relating to an extensive prehistoric landscape of Late Bronze Age field systems and occupation activity. This evidence displays similar character, alignment and artefactual content and confirms the presence of a widespread later Bronze Age landscape, but as yet no real settlement focus. It is possible that further archaeological remains could still survive in this area, which would be destroyed by this development.

3.25 In view of this, the following recommendation is made in line with the National Planning Framework.

3.26 Recommendation: Full condition

‘No development or preliminary ground works of any kind shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the local planning authority’.

The archaeological work will comprise evaluation trenches of the proposed development area, followed by excavation if archaeological features are found. All field work should be conducted by a professional recognised contractor in accordance with a brief issued by this office.

#### **4 RELEVANT PLANNING HISTORY**

- 4.1 97/00526/OUT – APPROVED - Erect Replacement Air Terminal With New Integrated Rail Station, Visitor Centre, Access Road and Associated Car Parking.
- 4.2 04/00639/REM – APPROVED - Replacement Air Terminal with Integrated Rail Station, Visitor Centre, Access Road and Associated Car Parking. (Reserved Matters Following Outline Approval 97/00526/OUT).
- 4.3 09/00599/FUL – APPROVED - Application to Vary Conditions No. 5 and No. 8 to the Existing Planning Permission to Erect a Replacement Air Terminal with Integrated Rail Station, Visitor Centre, Access Road and Associated Car Parking. (04/00639/REM).
- 4.4 10/00643/NMA – APPROVED - Application for a Non-Material Amendment Following Approval at 04/00639/REM.
- 4.5 11/00074/FUL – APPROVED - Application For Variation Of Condition 1 Of Planning Consent 07/01056/FUL To Allow For Amendments To The Design Of The New Terminal Building.

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- 4.6 12/00103/FUL – APPROVED - Extension Of Passenger Terminal Building; Configuration Of An Aircraft Parking Area For 5 Aircraft Stands; Passenger Walkways; And Associated Works.
- 4.7 12/00751/FUL – APPROVED - Extension to the Passenger Terminal Building.
- 4.8 Also of relevance to this proposal is the planning consent (09/01960/FULM) subject to a Legal Agreement and issued by Southend-on-Sea Borough Council in 2011 for the runway extension. The s106 legal agreement is dated 30 April 2010 and subject to a deed of variation dated 20 June 2012.

## **5 MATERIAL PLANNING CONSIDERATIONS**

### **Principle of Development**

- 5.1 The proposed development has to be assessed against relevant planning policy and with regard to any other material planning considerations. In determining this application regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires proposals to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.2 The relevant parts of the adopted Development Plan are the Rochford District Core Strategy (2011), the Allocations Plan (2014), the Development Management Plan (2014) and the London Southend Airport and Environs Joint Area Action Plan (2014).
- 5.3 The central principle of the Joint Area Action Plan (JAAP) is that the airport can expand its operations to enable up to 2 million passengers to be carried annually.
- 5.4 The runway extension application approved in 2010 by Southend-On-Sea Borough Council enabled the airport to increase the number of aircraft movements each year to a maximum of 53,300 (plus 5,330 cargo) with an associated increase in passenger numbers to some 2 million passengers per annum.
- 5.5 The JAAP acknowledges the need for investment in assets such as the passenger terminal and Policy TF1 of the JAAP specifically relates to planning applications for expansion of the new terminal building. This policy states that the Council will support applications for such to enable growth subject to the proposal meeting the Environmental Controls Schedule. This Schedule lists a number of limitations placed on operations at the airport relating to matters including operating hours, annual caps on aircraft movements, caps on certain heavy/noisy aircraft and caps on night flights to name but a few. These restrictions stemmed from the consideration of the original runway extension planning application and the environmental impacts of this proposal. The proposed terminal building extensions would not result in any breach of the Environmental Controls Schedule. A section 106 legal agreement

accompanied the runway extension application and remains in place to limit environmental impacts.

- 5.6 The proposed use of the terminal building extensions to provide greater capacity for baggage reclaim, processing and screening is consistent with the operational requirements of the airport. As a result of the proposed extensions and relocation of existing baggage handling areas some space would be freed up within the existing terminal building which would be used for immigration checks and other ancillary related uses. The proposed terminal building extensions are considered to be an acceptable form of development in principle, supported by Policy TF1 of the JAAP.

### **Public Safety Zone**

- 5.7 The proposed extensions would not fall within the designated Public Safety Zone where certain types of development are restricted.

### **Design**

- 5.8 The southern extension would have a very shallow pitched roof concealed behind a parapet wall some 4.7 metres in height. The steel frame construction would be clad in 900mm high composite panels in a metallic silver colour to match the cladding on the existing terminal building. The southern extension would have the appearance of a flat-roofed building. Although this form differs from the existing building the scale of this extension would be significantly less than that proposed to the north and is considered acceptable, not harmful to visual amenity.
- 5.9 The northern extension would have a profile mimicking that of the existing terminal building albeit at single storey with a maximum height of some 6.5 metres, some 2.8 metres lower than the existing terminal building. The roof profile would be curved with the roof and walls clad in materials which would also match the existing building. The front elevation would be composed of aluminium curtain glass walling with tinted glass to match that on the existing building and provide for an active frontage to the building's main public viewpoint. Doors would also match existing. A canopy is proposed to the far northern elevation of this extension although design details for this are yet to be finalised. It is considered, however, that the design for this detail can be agreed by way of a planning condition.
- 5.10 The Design and Access Statement states that there will be recessed areas within the roof structure of the extension to the northern elevation to accommodate and screen any roof mounted plant. There are similar areas within the roof space of the main two storey terminal building which because of the roof shape are not seen at pedestrian street level and therefore do not impact on the appearance of the building in the street scene. It is considered that details of these can be provided and agreed by way of planning condition.

- 5.11 The extension to the northern elevation would be significant in scale at some 38 metres in length. The addition would, however, appear as a later addition given that the roof height would be significantly lower than the main two-storey terminal building. The design and form would mimic the existing building, without the canopy to the front (eastern) public facing elevation and it is considered to be well designed and appropriate to its context.

### **Lighting**

- 5.12 The Design and Access Statement explains that the external lighting strategy will follow the same principles as the existing terminal and artificial lighting will be required to the perimeter of the building for safety and security reasons.
- 5.13 Luminaires will either be affixed to the building or mounted on columns with rationalisation of luminaire directions to minimise light spill. The external areas to the north and south elevations of the extensions will be illuminated by downward directed light fittings attached to the façade of the single storey extensions.

### **Landscaping**

- 5.14 The Design and Access Statement explains that the air side surfaces will be predominantly concrete for practical reasons and that the existing degraded grass areas in the land side (publicly accessible) environment will be improved and restored to match the other grass lawns in front of the terminal. Hardstanding footpaths will also be provided along the perimeter. In addition, in order that the site continues to comply with security requirements, a grassed bund will need to be provided at the northern end of the site near the existing roundabout. Standard airport security fencing will border the perimeter of the air side bus drop off area but the boundary security fencing to the southern part of the site will remain unchanged.
- 5.15 Details of the bund and other hard and soft landscaping details can be agreed by planning condition.

### **Sustainability - BREEAM/Renewable Energy**

- 5.16 Policy ENV7 of the JAAP requires all new buildings to meet the BREEAM standard of 'excellent' unless unviable or unfeasible. This policy requirement supersedes that of Policy ENV10 of the Core Strategy which requires all new buildings to meet the BREEAM 'very good' standard.
- 5.17 The application is accompanied by a BREEAM report with a pre-assessment undertaken by a licensed BREEAM assessor. The pre-assessment indicates that the development would achieve a BREEAM score of 'very good'. Some of the categories indicate that additional credits may be possible; however, the submitted Planning Statement advises that an 'Excellent' rating may be difficult to achieve, listing the following reasons:-

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- Early stage credits have been missed due to the tight design programme that the project has worked to;
  - The nature of the development – limited opportunity for natural ventilation of the reclaim hall and the need for air conditioning throughout and the fact that the development is not self-contained but forms part of the wider airport operation in regard to matters such as cycle parking;
  - Whilst there is no impact on ecology, there is equally no scope for ecological enhancements as a result of the airfield location and character of the site;
  - The site is not significantly contaminated such that there is therefore no scope for remediation credits;
  - Compliance is not guaranteed and further investigation is required before a number of other management, health and wellbeing, energy, transport, waste, water and pollution credits can be targeted.
- 5.18 Nevertheless, the Planning Statement advises that it is the applicant's intention to maximise the BREEAM rating so as to achieve as close as possible to 'Excellent' through closely assessing individual elements of the scheme, to ensure that the most suitable, sustainable aspects of design, construction and operation, are maximised. A planning condition is therefore imposed to require re-consideration and for the development to achieve the required 'excellent' standard unless this is subsequently demonstrated to be unviable or unachievable for other reasons.
- 5.19 Policy ENV7 also requires that rain water harvesting and water recycling systems are used. The Design and Access Statement explains that the airport currently utilises two 60,000 litre underground water reservoirs that hold rain water collected from the terminal roof for use on site. The harvested water is fed through a series of filters in a Stormsaver rain water recovery system and is used specifically for toilet flushing.
- 5.20 The Design and Access Statement states that through the development of the BREEAM assessment and detailed design, similar sustainable methods for handling surface water drainage will be investigated for the extensions. Given the requirement of Policy ENV7 a condition is recommended to require rain water harvesting and water recycling to be used in connection with the extensions unless this is demonstrated to be unviable or unfeasible.
- 5.21 Policy ENV8 of the Core Strategy requires that developments of the scale as is proposed secure at least 10 per cent of their energy from decentralised and renewable or low-carbon sources. The submitted BREEAM pre-assessment states that renewable energy may be installed and is to be reviewed. The Design and Access Statement explains that the existing terminal incorporates air source heat pumps and a roof mounted solar power array and other energy efficiency measures to achieve the minimum 10% renewable/

decentralised/low carbon energy required by Policy ENV8. This document goes on to state that the proposed extensions will be served by these renewable supplies and it is envisaged that additional roof mounted solar photovoltaic arrays will be provided.

- 5.22 Given the policy requirement it is considered reasonable to impose a condition to require that the development achieves the minimum 10 per cent unless this is demonstrated to be not feasible or not viable.

#### **Transport and Travel Plan**

- 5.23 The Transport Statement provides a review of current accessibility of the site by road, rail and other modes, and existing facilities and services in the vicinity of the site. These access arrangements will be unaffected by the proposals. The site is well located adjacent to a railway station and is served by a number of bus services.
- 5.24 The 2010 runway extension planning consent allowed for up to 2 million passengers per annum (mppa) and the impact that this increase in passengers and their consequent traffic movements would have on the highway network was considered in the determination of the runway extension application. Subject to a number of planning conditions and clauses in the legal agreement requiring, amongst other things, works to the highway network and targets for public transport usage, the impact of a 2 mppa airport on the highway network was considered acceptable. The proposed development will not increase passenger numbers or flights above the limits already in place. The development proposals will not affect the accessibility of the site and will not give rise to residual transport impacts. No mitigation on the highway network is therefore required.
- 5.25 The Airport is subject to an Airport Surface Access Strategy (ASAS), which was a requirement arising from the runway extension planning consent and forms part of the s106 legal agreement; this continues to set out how transport needs of the airport will be met. This was updated in September 2014 and its targets, commitments and actions to actively promote and monitor the use of sustainable transport are reviewed annually in partnership with Rochford District Council, Southend-On-Sea Borough Council and Essex County Council and approved by the Airport Transport Forum.
- 5.26 In the supporting planning statement the applicant has set out the current performance of the airport against targets in the ASAS and comments as follows:-

‘The latest annual passenger travel survey from 2016 shows that London Southend Airport (LSA) has continued to perform well against the ASAS targets and commitments. Current passenger public transport mode share is 30% - which is ahead of the 20% target for when passenger throughput reaches 1.5 million passengers per year target. LSA’s staff single occupancy

car trips target of 65% is also exceeded, with 62% of staff travelling by single occupancy car trips.'

- 5.27 The requirement to continually monitor trips within the ASAS is a requirement of the s106 agreement linked to the planning consent to extend the runway. Whilst there is a requirement in Policy T3 of the JAAP for Travel Plans for development within the JAAP area, this requirement is already met in this particular instance as the proposed development is part of a wider development already subject to detailed Travel Plan requirements within the ASAS.

#### **Flood Risk and Sustainable Urban Drainage (SUD's)**

- 5.28 The site falls within Flood Zone 1 as defined by Planning Practice Guidance and shown on the Environment Agency Flood Risk Map; this designation indicates the lowest risk of flooding.
- 5.29 Policy ENV7 seeks the use of Sustainable Urban Drainage systems. Usually preference is for above ground features such as attenuation ponds; however, at an operational airport site this would not be appropriate. The applicant has explained that the proposed extensions would tie into the existing airport drainage system and there is no objection to this in this case; there would be no material change to rates of surface water run off because the works take place predominantly on existing drained hardstanding areas. Essex County Council as Lead Local Flood Authority has raised a holding objection as no surface water drainage strategy has been submitted with the application, however it is considered that in this instance this could be dealt with by way of a planning condition.

#### **Air Quality**

- 5.30 An Air Quality Assessment has been submitted in accordance with the requirement for such in Policy DM29. The report concludes that no mitigation is required given that the proposed extensions to the terminal building would not result in additional traffic movements which might give rise to pollution. The airport has consent to operate within the parameters as restricted by the s106 legal agreement that accompanied the planning consent for the runway extension; this limits passenger numbers and restricts flights. The proposed extensions would not alter these existing restrictions and would not therefore directly lead to a material increase in vehicle movements to or from the site. Given this, it is accepted that no mitigation in terms of air quality is required.
- 5.31 Policy LS2 of the JAAP requires that measures to monitor air quality are proposed by developments within the JAAP area. The airport already has an obligation to monitor air quality through s106 which would continue to apply. The proposed extensions would not lead directly to a material increase in vehicle movements and it is therefore considered that there is no need to impose any further requirement for air quality monitoring.

- 5.32 In addition, construction effects have been considered and the report identifies that some residential properties lie in fairly close proximity to the site. The report concludes that there is a medium risk that these properties could be exposed to dust from construction activities on site, but that with the appropriate mitigation measures in place in the form of good practice construction management controls and working methods, effects from construction are not likely to be significant. A Dust Management Plan (DMP) will be developed and implemented to control emissions of dust from the site. The DMP will include relevant mitigation measures to reduce the risk of dust from medium risk sites; a condition is recommended to secure this.

### **Archaeology**

- 5.33 Planning policy at the national and local level requires consideration of the impacts of proposed development on heritage assets which include underground heritage assets.
- 5.34 The site is located in the area where previous archaeological excavation and monitoring works have been carried out. Various archaeological evaluations over the years have all uncovered evidence relating to an extensive prehistoric landscape of Late Bronze Age field systems and occupation activity. It is possible that further archaeological remains could still survive in this area, which would be destroyed by this development and with this in mind a condition is recommended to require archaeological investigation.

## **6 OTHER MATTERS**

- 6.1 In response to the consultation, Southend-On-Sea Borough Council indicated that, if approved, the planning consent should be bound by the same controls and limitations as the original consent in terms of the Planning Obligations (through a Section 106 Agreement) and Conditions. However, the previous planning consent issued by Rochford District Council in 2014 for extension of the new terminal building did not link to the original planning consent in terms of either the s106 or conditions and it is not considered that this is necessary here. The s106 legal agreement which controls amongst other things, passenger numbers and includes flight restrictions and planning conditions on the original consent would still apply in the event that planning permission were issued for the development currently sought.

## **7 CONCLUSION**

- 7.1 In determining this application regard must be had to section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires that proposals be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 7.2 The proposed extensions would increase capacity of the new terminal building in part to ensure new regulations are met and would accord with the Joint

Area Action Plan which seeks to support development of the airport for operational airport related activity.

- 7.3 The design of the extensions is acceptable and subject to the recommended conditions the proposal would accord with relevant planning policy. The proposal would not enable aircraft movements (and associated maximum passenger numbers) to exceed those already accepted by virtue of the 2010 runway extension application. The controls necessary in terms of highway, parking and other impacts associated with this level of activity are already subject to a legal agreement and deed of variation, which would remain in place. No amendment to this agreement or deed of variation is sought and there is no need therefore for any further control to be imposed.

## 8 RECOMMENDATION

- 8.1 It is proposed that the Committee **RESOLVES**

That the application be approved, subject to the following conditions:-

- (1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- (2) The development hereby approved shall be carried out in accordance with the approved plans as follows:-  
  
Drawing Numbers; 17064-00-200-007 Rev 00, 17064-00-200-003 Rev 01, 17064-00-200-002 Rev 02, 17064-00-200-001 Rev 01, 17064-00-300-003 Rev 00, 17064-00-100-001 Rev 04, 17064-00-400-001 Rev 00, 17064-00-200-008 Rev 00, 17064-00-200-010 Rev 02, 17064-00-200-011 Rev 01, 17064-00-200-012 Rev 00, 17064-00-200-013 Rev 00, 17064-00-200-014 Rev 00, 17064-00-300-010 Rev 00, 17064-00-300-011 Rev 00, 17064-00-300-012 Rev 00, 17064-00-300-013 Rev 00.
- (3) Details of the canopy including elevation drawings, roof plan and materials for use in external finish to be submitted to and agreed in writing prior to the commencement of construction of the canopy structure to the northern elevation of the extension to the north elevation of the existing terminal building hereby approved.
- (4) The external facing materials to be used in the construction of the development hereby permitted shall be those materials as detailed on the submitted plans (see condition 2 above) and shall match corresponding areas of the existing building. Where alternative materials are to be used, no development shall commence before details of those alternative external facing (including windows and doors) and roofing materials to be used in the development, have been submitted to and approved in writing by the Local Planning Authority.

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Any materials that may be agreed in writing by the Local Planning Authority shall be those used in the development hereby permitted.

- (5) No development or preliminary ground works of any kind shall take place until the applicant has secured the implementation of a programme of archaeological works in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.
- (6) Prior to commencement of the development hereby approved an updated BREEAM pre-assessment shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the development hereby approved can achieve a BREEAM rating of 'Excellent', unless for reasons of viability or other factors this cannot be achieved in which case details shall be provided and the highest possible BREEAM rating achieved. Once agreed, the development shall be constructed in accordance with the details as agreed. Within 3 months of completion of the development hereby approved, or otherwise agreed in writing by the Local Planning Authority, a BREEAM assessment of the development shall have been submitted to and agreed by the Local Planning Authority.
- (7) Prior to completion of the development hereby approved, details of how the development will secure at least 10 per cent of its energy from a decentralised and renewable or low-carbon source, unless details are provided to demonstrate that this is not feasible or not viable, shall be submitted to and approved in writing by the Local Planning Authority. The details as agreed shall be implemented prior to first beneficial use of the development hereby approved.
- (8) Details of any proposed recessed areas within the roof of the extension to the northern elevation hereby agreed shall be submitted to and agreed in writing by the Local Planning Authority prior to work commencing to construct such. The roof shall be constructed as agreed.
- (9) Prior to first beneficial use of the extensions hereby approved, details of hard and soft landscaping including the bund shall be submitted to and agreed in writing by the Local Planning Authority. Hard and soft landscaping shall be completed as agreed prior to first beneficial use of the extensions unless an alternative timetable is previously agreed in writing by the Local Planning Authority.
- (10) Prior to commencement of the development hereby approved details of how the development will use rain water harvesting and water recycling unless details are provided to demonstrate that this is not feasible or not viable, shall be submitted to and approved in writing by the Local Planning Authority. The details as agreed shall be implemented prior to first beneficial use of the development hereby approved.

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- (11) Prior to the commencement of development hereby approved, details of the surface water drainage strategy relating to the development hereby approved shall be submitted to and agreed in writing by the Local Planning Authority. Details shall be implemented as agreed.
  - (12) A Dust Management Plan (DMP) shall be submitted to and agreed in writing by the Local Planning Authority prior to commencement of the development hereby approved. The DWP will be implemented as agreed and adhered to throughout the construction of the development hereby approved.
  - (13) No development shall commence until a foul water strategy has been submitted to and approved in writing by the Local Planning Authority. No development shall be occupied until the works have been carried out in accordance with the foul water strategy so approved unless otherwise approved in writing by the Local Planning Authority.

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Matthew Thomas

Assistant Director, Planning & Regeneration Services

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### **Relevant Development Plan Policies and Proposals**

Policies CP1, ENV1, ENV8, ENV10, T1, T3, T5, ED1 and ED2 of the Rochford District Core Strategy (2011).

Policies E1, LS1, LS2, LS3, TF1, T3, T5, T7 and ENV7 London Southend Airport and Environs – Joint Area Action Plan (2014)

National Planning Policy Framework (NPPF)

Policies DM1, DM30 and DM31 of the Development Management Document (2014).

Allocations Plan (2014)

National Planning Practice Guidance

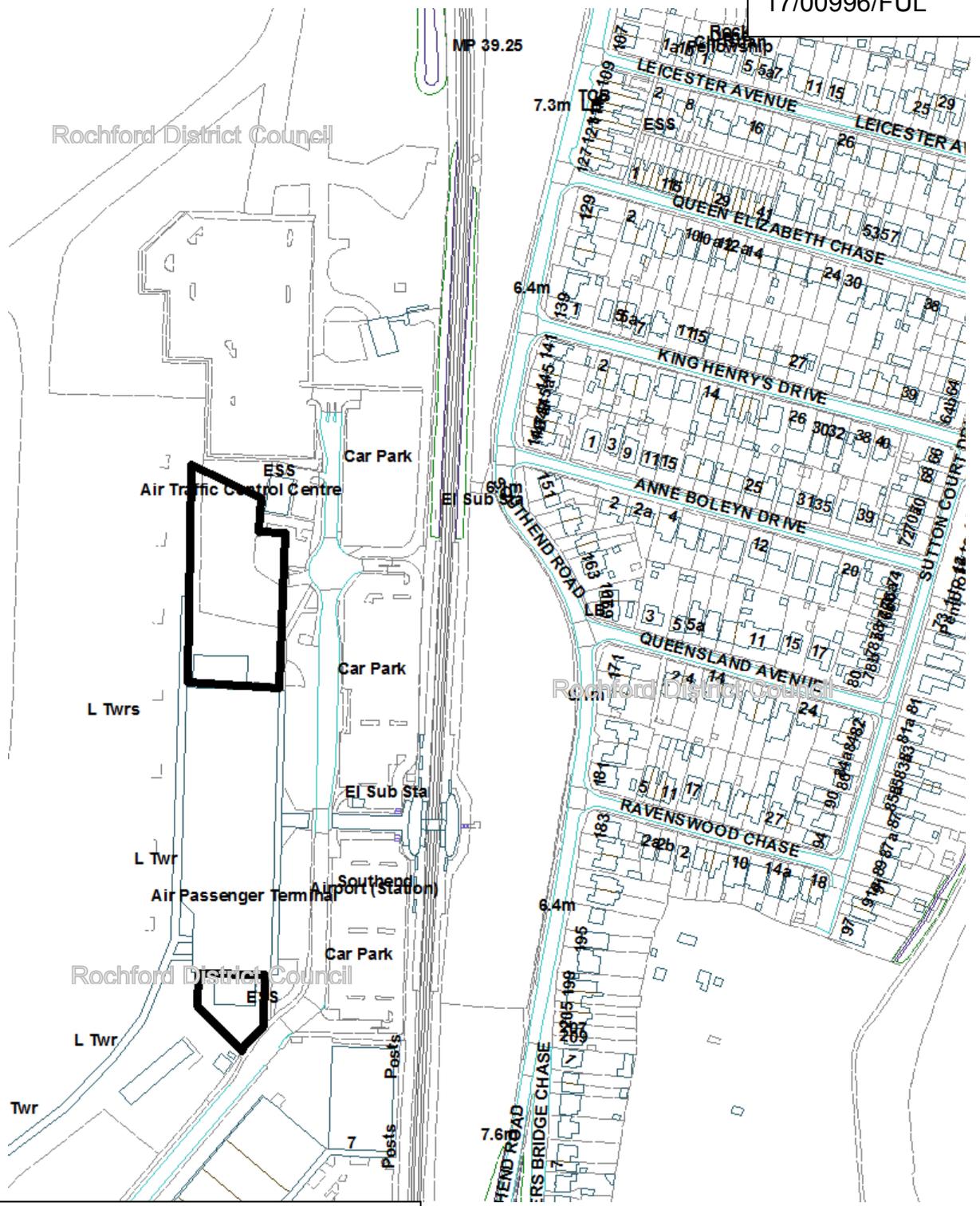
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