

1. Summary of Planning Applications

Planning Application for New Terminal Building (Y06/1647/SH)

- 1.1. In December 2006, London Ashford Airport Limited ("LAA") submitted to SDC a full planning application for the erection of a three storey terminal building on an area of existing hardstanding adjacent to Bravo Apron together with car parking to the north east of the proposed terminal building at London Ashford Airport (Lydd) ("the Airport").
- 1.2. The proposed terminal building will comprise circa 7,380m² of floorspace, including a check-in area, departure lounge, arrivals lounge, baggage reclaim, ancillary retail, security, ancillary offices and staff area. The existing terminal building will be demolished on completion of the new building.
- 1.3. The proposed terminal building will be capable of processing up to 500,000 passengers per annum (i.e. 250,000 outbound passengers per annum and 250,000 inbound passengers per annum).

Planning Application for Runway Extension (Y06/1648/SH)

- 1.4. Also in December 2006, LAA submitted to SDC a full planning application for the construction of 294m of additional pavement to the northern end of the runway at the Airport to create a total runway length of 1,799m, with a further 150 metres acting as a starter extension. The starter extension will provide larger aircraft with an extra stretch of asphalt prior to take off.
- 1.5. A Runway End Safety Area is also proposed in order to comply with the Civil Aviation Authority's recommendations and this will run some 300 metres from the end of the threshold and will be twice the width of the runway (at 64 metres). This will provide a clear and graded area, in the event of an aircraft overrunning or overshooting the runway.
- 1.6. The proposed runway extension will not affect the size of the aircraft that can currently take off from the Airport. At present, aircraft the size of Boeing 737s land and take off from the Airport, but with limited numbers of passengers. The extension, therefore, will enable aircraft the size of Boeing 737s to land and take off with a full payload, thereby increasing the potential capacity of the number of passengers using the Airport.

Document submitted with the two Planning Applications

- 1.7. Submitted to SDC with each planning application were the following documents:
 - (a) Planning Statement;

- (b) Design and Access Statement;
- (c) Flood Risk Assessment;
- (d) Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (as amended);
- (e) A Non-Technical Summary to the Environmental Statement;
- (f) Transport Assessment;
- (g) Statement of Community Involvement; and
- (h) Airport Operator Statement.

Appropriate Assessment

- 1.8. Regulation 48 of the Conservation (Natural Habitats &c) Regulations 1994 requires competent authorities to undertake an "appropriate assessment" in respect of any plan or project which:-
- (i) either alone or in combination with other plans or projects would be likely to have a significant effect on a European Site, and
 - (j) is not directly connected with the management of the site for nature conservation.
- 1.9. SDC is the competent authority to carry out the appropriate assessment. An appropriate assessment is needed before SDC can make a determination on the two Planning Applications. Accordingly, this report contains collated reports that will assist SDC in carrying out its appropriate assessment.