

DRAFT CONDITIONS

Conditions to be attached to Permission Y06/1647/SH (Terminal Building)

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A. DEFINITIONS

The following definitions apply to the terms used in this planning permission

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| Aeroplane | means an aircraft with a fixed wing and which is powered by propellers or turbojet engine or turbofan engine |
| Air Show | means any air show or organised flying display held at the Airport |
| Airport | means London Ashford Airport of Lydd, Romney Marsh, Kent, TN29 9QL |
| Airport Site | means the redline of the Runway Extension Planning Application, of which the redline of the Terminal Building Planning Application forms part, comprising the Airport together with other land as shown edged red on the plan attached to this planning permission at Appendix 1 |
| ATC | means the air traffic control function at the Airport |
| Calendar Year | means 12 months in any given year, commencing on 1 January and ending on 31 December |
| Commenced or Commencement | means the commencement of any material operation (as defined in section 56(4) of the Town and Country Planning Act 1990 (as amended)) forming part of the Terminal Building |
| Design and Access Statement | means the document accompanying planning application Y06/1647/SH entitled "Revised Design and Access Statement" and dated August 2008 |
| Draft Construction Environmental Management Plan | means the construction environmental management plan prepared by Parsons Brinckerhoff and contained within Appendix 6 of Volume 6 to the supplementary information submitted to the Local Planning Authority in August 2008 |
| Emergency and Governmental Activities | means: <ol style="list-style-type: none">1. emergency activities to assist in the relief of any danger to the life or health of any person or animal;2. non-training emergency operational activities of an Emergency and Governmental Body; and3. the diversion of any aircraft from another airport to the Airport due to adverse weather conditions, technical problems, security alerts or onboard emergency or for any other emergency that the Airport may be informed of |
| Emergency and Governmental Body | means each and any of: <ol style="list-style-type: none">1. the naval, military and air force of any country;2. customs authorities of any country;3. police of any country;4. search and rescue of any country;5. fire fighting authorities of any country;6. coastguard of any country; and |

7. immigration authorities of any country

| | |
|--|--|
| Environmental Management System Manager | means a person appointed to monitor and review the Environmental Management System required pursuant to Condition 10 and its operation in cooperation with the Local Planning Authority and relevant stakeholders |
| Flight Movements | means the taking-off or landing of any Aeroplane and Helicopter |
| Helicopter | means an aircraft that derives its lift from blades that rotate about an approximately vertical central axis |
| LAA/14/A | means the Proof of Evidence of Sean McGrath submitted in support of the application and given reference number LAA/14/A |
| Landscape Strategy | means the landscape strategy prepared by Parsons Brinckerhoff and contained within Volume 4 to the supplementary information submitted to the Local Planning Authority in August 2008 |
| Light Propeller Driven Aircraft | means a propeller powered aircraft with a maximum take-off weight not exceeding 5,700kg |
| Lighting Impact Assessment | means the lighting impact assessment prepared by Parsons Brinckerhoff and contained within Volume 5 to the supplementary information submitted to the Local Planning Authority in August 2008 |
| Local Authority | means Shepway District Council or any successor body in either case acting as the administrative authority for the area in which the Airport is located |
| Local Planning Authority | means Shepway District Council or any successor body in either case acting as the local planning authority for the area in which the Airport is located |
| Night Time Period | means between the hours of 23:00 and 07:00 hours local time |
| Occupation | means first occupation or use of the Terminal Building as a building to process passengers to enable them to board a Public Transport Aircraft but not including occupation by personnel engaged in construction, testing, fitting out, finishing or decoration, or occupation for marketing or display or occupation in relation to security operations and the words " Occupied " and " Occupying " shall be construed accordingly |
| ppa | means Public Transport Aircraft passengers per annum in any Calendar Year |
| Public Transport Aircraft | means: <ol style="list-style-type: none">1. an Aeroplane flying, or intended by the operator of the Aeroplane to fly, for the purpose of a commercial air transport flight (as defined in article 255(1) of the Air Navigation Order 2009 (statutory instrument 2009/3015); and1. an Aeroplane flying, or intended by the operator of the Aeroplane to fly, for the purpose of a public transport flight (as defined in article 255(1) of the Air Navigation Order 2009 (statutory instrument 2009/3015) <p>excluding Aeroplanes and Helicopters flying or intended to fly for the Air Show, Emergency and Governmental Activities and</p> |

- training activities carried out in a Light Propeller Driven Aircraft
- Runway 03** means the runway at the Airport when Aeroplanes or other aircraft arrive and depart in a north-easterly direction
- Runway 21** means the runway at the Airport when Aeroplanes or other aircraft arrive and depart in a south-westerly direction
- Terminal Building** means the erection of a three storey terminal building on an existing area of hardstanding adjacent to bravo apron together with all other ancillary infrastructure and facilities as more fully described in the Terminal Building Planning Application
- Terminal Building Planning Application** means the application for planning permission submitted to the Local Planning Authority on 15 December 2006 and given reference number Y06/1647/SH
- Travel Plan** means the travel plan contained within Appendix 15 to Volume 8 of the Supplementary Environmental Information dated August 2008 submitted in support of planning applications Y06/1647/SH and Y06/1648/SH

B. GENERAL

1. Time Condition

The development hereby permitted shall be Commenced within ten years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Approval of drawings and documents and carrying out of development

The development hereby permitted shall be carried out in accordance with the following drawings and documents submitted:

Drawings

- (a) Drawing number FSB92590A/001 Rev B – Location Plan, prepared by Parsons Brinckerhoff, December 2006;
- (b) Drawing number FSB92590A/002 Rev D – Proposed Site Plan, prepared by Parsons Brinckerhoff, August 2008;
- (c) Drawing number FSB92590A/003 Rev C – Proposed Site Plan, prepared by Parsons Brinckerhoff, August 2008;
- (d) Drawing number FSB92590A/004 Rev C – Proposed Ground Floor Plan, prepared by Parsons Brinckerhoff, August 2008;
- (e) Drawing number FSB92590A/005 Rev C – Proposed Part Ground Floor Plan, prepared by Parsons Brinckerhoff, August 2008;
- (f) Drawing number FSB92590A/006 Rev C – Proposed Part Ground Floor Plan, prepared by Parsons Brinckerhoff, August 2008;
- (g) Drawing number FSB92590A/007 Rev C – Proposed First Floor Plan, prepared by Parsons Brinckerhoff, August 2008;

- (h) Drawing number FSB92590A/008 Rev C – Proposed Part First Floor Plan, prepared by Parsons Brinckerhoff, August 2008;
- (i) Drawing number FSB92590A/009 Rev C – Proposed Part First Floor Plan, prepared by Parsons Brinckerhoff, August 2008;
- (j) Drawing number FSB92590A/010 Rev C – Proposed Part Plant Level Plan, prepared by Parsons Brinckerhoff, August 2008;
- (k) Drawing number FSB92590A/011 Rev C – Proposed Roof Level Plan, prepared by Parsons Brinckerhoff, August 2008;
- (l) Drawing number FSB92590A/012 Rev C – Existing Site Sections, prepared by Parsons Brinckerhoff, August 2008;
- (m) Drawing number FSB92590A/013 Rev C – Proposed Site Sections, prepared by Parsons Brinckerhoff, August 2008;
- (n) Drawing number FSB92590A/014 Rev C – Proposed Elevations, prepared by Parsons Brinckerhoff, August 2008;
- (o) Drawing number FSB92590A/015 Rev C – Proposed Elevations, prepared by Parsons Brinckerhoff, August 2008;
- (p) Drawing number FSB92590A/016 Rev C – Proposed Elevations, prepared by Parsons Brinckerhoff, August 2008;
- (q) Drawing number FSB92590A/017 Rev B – Site Location Plan, prepared by Parsons Brinckerhoff, December 2006; and
- (r) Drawing number FSB92590A/018 Rev B – Site Plan, prepared by Parsons Brinckerhoff, December 2006.

Documents

- (a) Revised Outline Travel Plan, prepared by Steer Davies Gleave, August 2008;
- (b) Schedule of Mitigation Measures, prepared by Indigo Planning, March 2009;
- (c) Planning Control Measures, prepared by Indigo Planning, February 2010;
- (d) Draft Construction Environmental Management Plan;
- (e) Landscape Strategy;
- (f) [Revised Design and Access Statement, 2008;](#)
- (g) ~~(f)~~ Lighting Impact Assessment; and
- (h) ~~(g)~~ Proposed Foul Water Sewerage Solutions, prepared by Parsons Brinckerhoff, March 2009

together with the description of development contained in the application and any other plans, drawings, documents, details, schemes or strategies when approved by the Local Planning Authority pursuant to the conditions to this permission.

Reason: To ensure that the development is carried out satisfactorily and accords with the environmental impact assessment [in accordance with policy SD1 of the Shepway Local Plan Review 2006.](#)

C. CONSTRUCTION

3. External Materials

No development shall be Commenced until samples of the external finishing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure high design standards are maintained in accordance with ~~policy BE1 of the Shepway Local Plan Review 2006~~ [policies BE1](#).

4. Construction Environmental Management Plan

No development shall be Commenced until a Construction Environmental Management Plan (**CEMP**) has been submitted to and approved in writing by the Local Planning Authority (in consultation with Natural England).

The CEMP shall include the measures set out in the Draft Construction Environmental Management Plan submitted in support of the application, the measures set out in the construction management strategy contained in Annex 1 to this permission and shall also include the following details:

- (a) monitoring of, and measures to control, the environmental impact of the development during the construction phase including control of contamination, water-resource protection and control of noise, vibration and dust emissions from plant and machinery and construction traffic (including wheel washing);
- (b) a dust-ecology inspection strategy for specific areas of ecological sensitivity (such areas to be agreed as part of the submission process for the CEMP) covering:
 - (i) construction programme optimisation with regard to reducing seasonal impact on specific areas of ecological sensitivity;
 - (ii) ambient weather conditions under which visual inspection frequency is increased;
 - (iii) dust particle monitoring;
 - (iv) the implementation of an active alarm threshold for the dust particle monitoring; and
 - (v) remedial mitigation measures
- (c) a habitat management plan to protect important flora and fauna habitats during the construction phase;
- (d) a Solid Waste Management Plan; ~~and~~
- (e) construction method statements including details of how any soil and ground arising will be managed and re-distributed; ~~;~~ [and](#)
- (f) [demolition of the existing terminal building.](#)

The development shall be carried out in accordance with the approved CEMP.

Reason: To ensure that the environmental management throughout the construction phases minimise disruption and disturbance in accordance with ~~policy~~ [policies SD1](#)

[and CO12 of the Shepway Local Plan Review 2006](#) ~~and Policy M1 of the South East Plan 2009~~.

5. Programme of archaeological work

No development shall be Commenced until a programme of archaeological work has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and completed in accordance with the approved programme.

Reason: To ensure that any archaeological interest features that may be present on the site are recorded in accordance [PPS5 and in accordance](#) with policy SD1 of Shepway Local Plan Review 2006.

6. Contamination – Remediation Strategy

No development shall be Commenced until the following components of a scheme to deal with the risks associated with contamination of the site have been submitted to and approved, in writing, by the Local Planning Authority:

- (a) A preliminary risk assessment which has identified:
 - (i) all previous uses;
 - (ii) potential contaminants associated with those uses;
 - (iii) a conceptual model of the site indicating sources, pathways and receptors; and
 - (iv) potentially unacceptable risks arising from contamination at the site.
- (b) A site investigation scheme, based on 6(a), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- (c) The site investigation results and the detailed risk assessment carried out pursuant to the site investigation scheme referred to in 6(b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- (d) A verification plan providing details of the data that will be collected in order to demonstrate that the remediation measures set out in 6(c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to the approved scheme shall require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with policies SD1 and U10a of the Shepway Local Plan Review 2006](#).

7. Contamination – Verification Report

No development shall be Commenced until a verification report demonstrating completion of the works set out in the remediation strategy approved pursuant to

Condition 6 of this planning permission and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan (approved pursuant to Condition 6 of this planning permission) to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with policies SD1 and U10a of the Shepway Local Plan Review 2006.](#)

8. **Contamination – Unidentified Contamination**

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy approved pursuant to Condition 6 of this planning permission detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors [in accordance with policies SD1 and U10a of the Shepway Local Plan Review 2006.](#)

9. **Hours of work**

The hours of construction at the Airport Site shall be 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays and there shall be no work outside these hours unless otherwise approved in writing by the Local Planning Authority under S.61 of the Control of Pollution Act 1974.

Reason: To safeguard the residential amenity of nearby occupiers in accordance with policy SD1 of the Shepway Local Plan Review 2006.

D. ENVIRONMENTAL MANAGEMENT

10. **Environmental Management System**

The Terminal Building shall not be Occupied until an Environmental Management System (**EMS**) has been submitted to and approved in writing by the Local Planning Authority. This system shall include details of solid waste management and details of procedures to prevent spill and risk control measures to avoid any potential contaminants entering watercourses. The development shall be carried out and Occupied in accordance with the approved EMS and an Environmental Management System Manager shall be assigned prior to Occupation of the Terminal Building and shall manage, monitor and review the EMS and its operation in cooperation with the Local Planning Authority and relevant stakeholders.

Reason: In the interests of the amenities of surrounding occupiers and to control the risk of contaminants entering watercourses and to ensure that individual waste

streams are identified, managed, collected and disposed of (both airside and landside) in accordance with policies U4 and U10 of the Shepway Local Plan Review 2006.

11. **Foul water disposal**

- 11.1 No development shall be Commenced until a scheme for the disposal of foul water [to the main sewerage system](#) has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency). The development shall be carried out in accordance with the approved details.

Reason: For the protection of ground and surface water resources in accordance policy ~~U4~~[U2](#) of the Shepway Local Plan Review 2006.

- 11.2 The throughput of passengers at the Airport shall not exceed 300,000 ppa until the scheme for the disposal of foul water approved under Condition 11.1 has been carried out and completed.

Reason: To ensure that the foul water from the development is adequately disposed of in accordance with ~~policies U1 and~~[policy U2](#) of the Shepway Local Plan Review 2006.

12. **Drainage Management Plan**

Before any new permanent surface drainage infrastructure is installed in connection with the development, a Drainage Management Plan (including means of pollution control) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency). The development shall be carried out in accordance with the approved details.

Reason: To ensure proper drainage of the site in accordance with ~~policies U1 and U2~~[PPS25 and in accordance with policy U4](#) of the Shepway Local Plan Review 2006.

13. **Ground water protection**

- 13.1 No development shall be Commenced until a ground water quality monitoring programme to be undertaken within the footprint of the Terminal Building has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency).

Reason: For the protection of ground and surface water resources in accordance policy U4 of the Shepway Local Plan Review 2006.

- 13.2 No development shall be Commenced until the programme approved under Condition 13.1 has been undertaken and all of the protective measures identified at any stage of that programme have been submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency).

Reason: For the protection of ground and surface water resources in accordance policy U4 of the Shepway Local Plan Review 2006.

- 13.3 No development shall be Commenced until the remedial measures approved under Condition 13.2 have been carried out to the written satisfaction of the Local Planning Authority.

Reason: For the protection of ground and surface water resources in accordance policy U4 of the Shepway Local Plan Review 2006.

14. **Control of the storage of chemical materials**

No development shall be Commenced until details of the facilities required for any storage of oils, fuels, or chemicals (including means of spillage control and a spillage

response plan) in connection with the development have been submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency). The development shall be carried out in accordance with the approved details

Reason: To prevent pollution of the water environment from spillages in accordance with policy U4 of the Shepway Local Plan Review 2006.

E. CARBON REDUCTIONS

15. Building emissions and renewable energy

The Terminal Building shall be designed to minimise carbon emissions and energy demand in accordance with the objectives of the Design and Access Statement. No development shall be carried out until details demonstrating that sufficient renewable or low carbon energy generating equipment will be included in on or directly adjoining the Terminal Building that will achieve at least 10% of the Terminal Building's total energy requirements from renewable or low carbon sources have been submitted to and approved in writing by the Local Planning Authority.. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development meets the wider objectives of energy efficiency in new building design and construction in accordance with PPS1 and policies SD1 and BE1 of the Shepway Local Plan Review 2006 ~~and Policies CC1, CC2, CC4 and NRM11 of the South East Plan 2009.~~

16. BREEAM Rating

No development shall be Commenced until a certificate issued by or on behalf of The Building Research Establishment has been submitted to and approved in writing by the Local Planning Authority demonstrating that the design of the Terminal Building will achieve a BREEAM 2006 "Very Good" or "Excellent" rating.

Reason: To ensure that the development meets the wider objectives of energy efficiency in new building design and construction in accordance with PPS1 and policies SD1 and BE1 of the Shepway Local Plan Review 2006.

F. LANDSCAPING

17. Hard and soft landscaping

No development shall be Commenced until details of ~~any~~ all hard and soft landscape works have been submitted to and approved in writing by the Local Planning Authority. These details, which shall be in accordance with the draft Landscape Strategy submitted in support of the application, shall include:

- (a) the location and species of all trees and other vegetation to be retained;
- (b) proposed planting, including species, size and provenance (provenance must be local and native to England), in respect of a soil source compatible to that on the site, of stock and planting densities;
- (c) the size, type and appearance of all paving or other hard surfaces, including a sample of the materials to be used; ~~and~~
- (d) management arrangements, particularly for retained and/or created ecological habitats; ~~;~~ and
- (e) any seating and litter bins.

The hard and soft landscaping works shall be carried out in accordance with the approved details prior to the Occupation of the Terminal Building.

Reason: In order to protect and enhance the character and appearance of the area in accordance with policies SD1, BE1, BE14 and CO4 of the Shepway Local Plan Review 2006.

G. OPERATIONAL MANAGEMENT

18. Calendar Year aircraft movements¹

18.1 The annual number of Aeroplane movements shall not exceed 40,000 movements per annum in any Calendar Year (excluding the Air Show).

18.2 The annual number of Helicopter movements shall not exceed 1,200 movements per annum in any Calendar Year (excluding the Air Show).

Reason: To ensure that the development accords with the environmental impact assessment [in accordance with PPS1 and in accordance with policy SD1 of the Shepway Local Plan Review 2006](#).

19. Calendar Year passenger numbers

Following Occupation of the Terminal Building, passenger numbers using the Airport shall not exceed 500,000 ppa in any Calendar Year.

Reason: To ensure that the development accords with the environmental impact assessment [in accordance with PPS1 and in accordance with policy SD1 of the Shepway Local Plan Review 2006](#).

20. Air Show²

There shall be no more than one Air Show lasting no longer than three days in any Calendar Year.

Reason: In the interests of minimising disruption and disturbance [to neighbours in accordance with policy SD1 of the Shepway Local Plan Review 2006](#).

21. Aeroplane weight³

No aircraft exceeding 80 tonnes maximum take-off weight shall be permitted to land or take-off at the Airport.

Reason: To ensure that the development accords with the environmental impact assessment [in accordance with PPS1 and in accordance with policy SD1 of the Shepway Local Plan Review 2006](#).

22. Night-Time Period⁴

There shall be no Flight Movements, except in relation to Emergency and Governmental Activities as defined, at the Airport during the Night Time Period.

¹ LAA does not consider this condition necessary, as this Condition will be attached to the Runway Extension Planning Permission. The Terminal Building can only be Occupied once the Runway Extension has been Completed (this is a S106 obligation), so the Runway Extension Planning Permission will be the first permission to be triggered. However, LAAG has requested that the Condition be replicated. In so far as the Inspector considers that it is necessary to attach this Condition to the Terminal Building Permission as well as the Runway Extension Permission (and therefore subject to the Condition satisfying the test of necessity), the Airport Operator would be content for the condition to be imposed.

² LAA does not consider this condition necessary for the same reasons as expressed in Footnote 1.

³ LAA does not consider this condition necessary for the same reasons as expressed in Footnote 1.

⁴ LAA does not consider this condition necessary for the same reasons as expressed in Footnote 1.

Reason: In the interests of minimising disruption and disturbance and in the interests of amenity [in accordance with policy SD1 of the Shepway Local Plan Review 2006](#).

23. **Lighting Scheme**

No development shall be carried out until a lighting scheme for the Terminal Building and car park areas and associated roads has been submitted to and approved in writing by the Local Planning Authority (in consultation with Natural England). The lighting scheme shall be in accordance with the Lighting Impact Assessment submitted in support of the application and shall include:

- (a) details of how the external and internal lighting will be minimised during the Night Time Period;
- (b) details of how any security lighting will be linked to movement sensors, dimmed to their minimum intensity and hooded to prevent light spillage; and
- (c) details as to how the lighting scheme proposed takes into account the Airport's existing lighting.

The development shall be carried out in accordance with the approved details.

Reason: In the interests of protecting the ecological potential of the site and in the interests of amenity [in accordance policies SD1 and U15 of the Shepway Local Plan Review 2006](#).

24. **Ground Operations⁵**

Aeroplane engine power checks shall not take place within the Airport Site except within the areas known as "Hold B" and "Hold C" as shown marked "B" and "C" on the plan attached to this planning permission in Annex 2.

Reason: For the avoidance of doubt in regard to the location of where engine power checks can take place [in accordance policy SD1 of the Shepway Local Plan Review 2006](#).

25. **Nuclear Flask Train⁶**

No Aeroplane or other aircraft shall be permitted to land on Runway 21 or Runway 03 or depart Runway 21 whenever a train is in transit between the nuclear flask loading bay at Halfway Bush and Lydd Town Station.

Reason: In the interests of reducing the risk of a nuclear hazard.

26. **Flight Path 12**

Departing Aeroplanes from Runway 21 that have a take off weight of 5700kg or over shall turn right upon departure and follow flight path 12.⁷

[Reason: In the interests of protecting the ecological potential of the site in accordance with policy SD1 of the Shepway Local Plan Review 2006.](#)

⁵ LAA does not consider this condition necessary for the same reasons as expressed in Footnote 1.

⁶ LAA does not consider this condition necessary for the same reasons as expressed in Footnote 1.

⁷ LAA does not consider that this condition is necessary. However, in so far as the Inspector considers that this Condition is necessary and subject to the Condition satisfying the test of necessity, the Airport Operator would be content for the condition to be imposed.

ANNEX 1

CONSTRUCTION MANAGEMENT STRATEGY

1. In ecologically sensitive areas such as Dungeness, it is important that working methods and operations pay due attention to the protection of the integrity of the adjacent SSSIs and SAC. As lichens uptake substances directly from the atmosphere and lack protective cuticles, they are particularly sensitive to environmental stress from atmospheric pollution.

Monitoring

2. Various construction dust monitoring techniques are available that are intended either to indicate potential effect on public health - by measuring ambient particulate concentrations (e.g. PM10), or potential annoyance - by measuring dust deposition rate or degree of surface soiling. Whilst the measurements from such techniques are comparable with accepted thresholds indicative of adverse public health or nuisance effects, there are no known thresholds for the protection of vegetation or communities supporting lichen.
3. In the case of lichen, harm may occur due to smothering by deposited dust, whilst airborne particulates that have no physical contact with the lichen are unlikely to be an issue. In the context of dust deposition, measurement of deposition or surface soiling may be appropriate. However, without an established threshold indicative of an adverse effect on lichen communities, such techniques are of academic interest rather than practical use for construction management. An additional consideration is that such techniques are retrospective (minimal sampling periods being at least one week) and so a 'catastrophic dust event' may be over by the time of sample analysis. Instead, proactive site environmental management will be used to ensure that dust emissions are prevented or controlled.

Site Management

4. Good site management practices during the construction works will help to prevent the generation of airborne dust. It will be the responsibility of the nominated contractor and site manager to ensure through the CEMP that sufficient precautionary measures to limit dust generation are in fact taken, including appropriate training at the site induction stage.
5. To ensure that atmospheric dust, contaminants or dust deposits generated by the construction work do not exceed levels which could constitute a nuisance to local residents or damage to ecosystems, or site equipment, it is proposed that visual inspections of dust, odours and exhaust emissions be undertaken along the airport approach roads and along the boundary of the construction works.
6. The potential for dust generation and its transport to sensitive receptors is highest during dry, windy conditions. Daily monitoring of the works by a trained and competent person should be undertaken to ensure that mitigation is being applied correctly and that the works are not at risk of releasing dust into adjacent sensitive areas. However, if dry windy weather prevails then the rate of monitoring should be increased to 4 times per day until such time as the conditions change.
7. No burning of waste material on sites is permitted. The use of chemical dust suppression agents is prohibited. No discharge or runoff of water outside into the designated site areas are permitted.

Site Clearance

8. Wherever possible, site clearance operations are to be restricted to damp conditions or when the wind is blowing away from sensitive areas.
9. The prolonged storage of debris on site, in temporary stockpiles will be avoided. Vehicles removing demolition or site clearance materials will have their loads effectively sheeted on all sides.
10. Crushing of material for reuse, transportation or disposal will be undertaken as far away as possible from sensitive receptors.
11. Excavation faces, when not being worked, will be sheeted. Site areas that are exposed by clearance are to be compacted as a matter of priority.
12. Areas outside the construction footprint will be fenced off to prevent unauthorised access by site plant or personnel or any incorrect storage.

Handling and Storage of Materials

13. The number of handling operations will be minimised, ensuring that dusty material is not moved or handled unnecessarily. Fine material will be delivered to site in bags. Drop height will be kept to a minimum.
14. Stockpiles will be located as far away as practicable from potential receptors (at least 200 metres of any sensitive vegetated shingle area), with slopes at angles less than the natural angle of repose of the material. Stockpiles will be sheeted and contained within wind barriers. Stockpiles will be damped down in dry and windy conditions (with runoff containment for off-site removal). Long term stockpiling of materials is to be avoided.

Site Roads and Haulage Routes

15. Open truck loads carrying potentially dusty materials (spoil, sand, aggregates etc) both when on and off site to be sheeted or covered. To prevent excess exhaust fumes, equipment and plant should be in a good state of repair and serviced regularly.
16. Hardstanding areas for vehicles entering, parking and leaving the site will be provided, with wheel washing facilities at access points (with runoff containment for off-site removal).
17. Site roads will be cleaned regularly, and damped down if necessary. If required, cleaning of public roads used for transport of materials will be undertaken.
18. Site vehicle movements will be kept to a minimum and, where possible, restricted to paved haulage routes. A new construction access road will be to the west of the existing runway, using the existing taxiway, negating the need for vehicle movements in the areas of the SAC. For unpaved areas suitable matting is to be used to form a haul road surface to protect the ground and minimise dust mobilisation. Haulage routes to be as far away from sensitive areas as practicable.
19. Vehicle speeds will be limited to 20 km/h or less on surfaced roads, and 10 km/h on unpaved surfaces. The idling of vehicles will be kept to a minimum.
20. Off site, traffic movements will be limited to designated access roads and the CEMP will refer to the Terminal Building Construction Traffic Management Plan⁸.

⁸ The Terminal Building Construction Traffic Management Plan is a Section 106 planning obligation.

21. The CEMP will need to account for any improvement works to the highway at the junction of the B2075 and A259 (known as Hammonds Corner) which must be undertaken prior to reaching 30,000 ppa.

Mechanical Operations

22. Static and mobile plant will be well maintained, regularly serviced and located as far away as practicable for sensitive receptors.

Remedial Action

23. If the site manager determines that either the nature of the activities on site or weather conditions would be likely to result in the transfer of dust off site, remedial action would be taken to minimise emissions, including the application of appropriate control measures, or if necessary, the temporary suspension of works.
24. Controlled damping down using water during dry conditions is permitted only with provision of runoff containment to prevent release of silt laden runoff into sensitive areas (including shingle and controlled waters).
25. All care will be taken to avoid spillages of potentially dusts generating materials and any spillages will be removed promptly in a manner to avoid mobilisation of dust.
26. It is a legal requirement for the site manager to inform or seek the advice of Natural England should any protected species be found or any damage done. The mechanism by which this is achieved is covered under a separate Natural England informative. Further, the site manager will contact relevant bodies (such as Natural England) for expert advice on protection and prevention where relevant.
27. If, despite the implementation of best practicable means of dust/odour mitigation, levels of dust soiling, odours or visible exhaust smoke remain unacceptable, the site manager will ensure the cessation of the relevant generating construction activities.

ANNEX 2
CAA UK AIP CHART

Consultation Draft

APPENDIX 1
AIRPORT SITE

Consultation Draft

| Comparison Details | |
|---------------------|--|
| Title | pdfDocs compareDocs Comparison Results |
| Date & Time | 13/09/2011 13:42:29 |
| Comparison Time | 6.41 seconds |
| compareDocs version | v3.4.4.67 |

| Sources | |
|-------------------|---|
| Original Document | [#24356738] [v1] LAA: CD17.16.doc |
| Modified Document | [#24356738] [v2] LAA: TB Conditions (FINAL).doc |

| Comparison Statistics | |
|-----------------------|----|
| Insertions | 21 |
| Deletions | 7 |
| Changes | 9 |
| Moves | 0 |
| TOTAL CHANGES | 37 |
| | |
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| | |

| Word Rendering Set Markup Options | |
|-----------------------------------|---|
| Name | Pinsent Masons - Single Underline and Strikethrough |
| Insertions | |
| Deletions | |
| Moves / Moves | |
| Inserted cells | |
| Deleted cells | |
| Merged cells | |
| Formatting | Color only. |
| Changed lines | Mark left border. |
| Comments color | ByAuthor |
| Balloons | False |

| compareDocs Settings Used | Category | Option Selected |
|-------------------------------------|----------|-----------------|
| Open Comparison Report after Saving | General | Always |
| Report Type | Word | Formatting |
| Character Level | Word | False |
| Include Headers / Footers | Word | True |
| Include Footnotes / Endnotes | Word | True |
| Include List Numbers | Word | True |
| Include Tables | Word | True |
| Include Field Codes | Word | True |
| Include Moves | Word | True |
| Show Track Changes Toolbar | Word | False |
| Show Reviewing Pane | Word | False |
| Update Automatic Links at Open | Word | False |
| Summary Report | Word | End |
| Include Change Detail Report | Word | Separate |
| Document View | Word | Print |
| Remove Personal Information | Word | False |