

ROCHFORD DISTRICT COUNCIL

Council Offices
Rochford
Essex
SS41BW



Date 19th July 1999 TOWN

AND COUNTRY PLANNING ACT, 1990 NOTICE OF DECISION

Application No 97/00526/OUT
Parish Rochford Parish Council
Proposal Erect Replacement An- Terminal With New Integrated Rail Station, Visitor Centre, Access Road and Associated Car Parking
Site Location • London Southend Airport Rochford Essex
Applicant: London Southend Airport Company Ltd

The Council as District Planning Authority hereby give notice of their decision to GRANT OUTLINE PLANNING PERMISSION for the above proposal as described in the accompanying drawing(s) numbered CL/4389/1, 42797/10 (Rev. EX 42797/11 (Rev. D), 42797/13, date stamped 12th September 1997, subject to the conditions set out below

NOTE: This planning consent shall be read and construed in conjunction with an Agreement of even date herewith made under the provisions of Section 106 of the Town and Country Planning Act 1990.

Your attention is drawn to the notes overleaf

CONDITIONS

The development hereby permitted may only be carried out in accordance with details of the siting, design and external appearance of the buildings, the means of access thereto, landscaping and the lighting, hereinafter called the "Reserved Matters", the written approval of which shall be obtained from the Local Planning Authority before development of the relevant element of the proposal is begun

REASON. Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 (as amended), the particulars submitted being insufficient to give consideration to the details mentioned.

Application for approval of all "Reserved Matters" referred to in Condition I above, shall be made to the Local Planning Authority before the expiration of five years from the date of this planning permission. The development hereby permitted, shall be begun before the expiration of seven years from the date of this permission or two years from the date of the final approval of "ReservedMatters", whichever is the later.

REASON: Required to be imposed pursuant to Section 9_2 of the Town and Country Planning Act 1990 (as amended).

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- 3 No development of the relevant element of the proposal shall commence, before details, and samples if requested, of all external facing and roofing materials to be used in the construction of the development hereby permitted, have been submitted to and approved in writing by the Local Planning Authority

REASON¹ To enable the Local Planning Authority to retain adequate control over the appearance of the site, in the interests of visual amenity.

- 4 No development of the relevant element of the proposal shall commence, before plans and particulars showing precise details of the proposed hard and soft landscaping, to be submitted concurrently with the Reserved Matters referred to in Conditions 1 and 2 above, have been agreed in writing with the Local Planning Authority The landscaping scheme shall include details of

- species, size, density and spacing of all trees, shrubs and hedgerows to be planted,
- areas to be grass seeded or turfed,
- paved or otherwise hard surfaced areas, and
- means of enclosure and other boundary treatments.

The relevant landscaping for each element shall be implemented in its entirety during the first planting season (October to March inclusive) following the substantial completion of each element of the development or such other phasing as may be agreed in writing by the Local Planning Authority Any plant material (including replacements) which is removed, uprooted, destroyed, damaged, becomes defective or dies, within five years of planting, shall be replaced with species of the same type, size and in the same location in the first available planting season following its death, damage or destruction

REASON. To enable the Local Planning Authority to retain adequate control over the appearance of the site, in the interests of visual amenity

- 5 No development shall commence, before plans showing details of foul and surface water drainage for the site, including flow attenuation and associated water storage works have been submitted to and approved in writing by the Local Planning Authority, and the drainage works shall be constructed in accordance with the approved plans

REASON. To ensure satisfactory drainage of the site, in the interests of the public health of the area

- 6 No development shall commence until details of the layout of the access roads, and the car, bus, coach and taxi set down and waiting areas, have been submitted to and approved in writing by the Local Planning Authority and the approved layout shall be implemented before the terminal and railway station are brought into use

REASON¹ To ensure that the development will function properly in terms of traffic circulation and movement.

- 7 No development shall commence until details of cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority, and such facilities shall be provided in accordance therewith before the development hereby approved is brought into use.

REASON. To encourage the use of environmentally friendly forms of transport and to reduce dependence on private motor vehicles

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- 8 No development shall commence until details of the layout, access and circulation of all long and short stay car parks indicated on application drawing no 42797/10/E have been submitted to and approved in writing by the Local Planning Authority and the car parks shall be provided before the terminal is first used and be permanently retained for car parking purposes, unless otherwise agreed in writing by the Local Planning Authority

REASON To ensure that adequate parking is available to cater for the passengers using the airport and to discourage parking on the surrounding highways.

- 9 Within six months of the opening of the new terminal building, the existing terminal shall cease to be used for passengers on An- Transport Movements as defined by the Civil Aviation Authority which are available to the public, and it shall thereafter only be used for alternative airport related uses and for no other purpose without the prior written consent of the Local Planning Authority.

REASON To ensure that passenger, aircraft movement levels and road traffic levels are controlled, in the interests of the environment and amenities of the surrounding area

- 10 The total gross floor area of the new passenger terminal building including mezzanines, as contained within the internal face of the external walls, shall not exceed 4,500 sqm., and the ground floor area shall not exceed 2,500 sq.m.

REASON: To ensure that passenger, aircraft movement levels and road traffic levels are controlled, in the interests of the environment and amenities of the surrounding area

- 11 The new terminal shall be designed to maximise its effectiveness as a noise attenuation barrier.

REASON To provide maximum protection for the surrounding area against noise pollution.

- 12 No development shall take place until details, including timing of provision, of all noise attenuation measures considered necessary by the Local Planning Authority arising from the use of the new apron in terms of bunds, fences, barriers and other physical means of enclosure have been submitted to and approved in writing by the Local Planning Authority All such measures shall be implemented before the new apron is first used and thereafter retained in the approved form

REASON To provide maximum protection for the surrounding area against noise pollution.

- 13 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 shall previously have been submitted to and approved in writing by the Local Planning Authority

REASON To allow proper investigation and recording of the site, which is in an area where previous archaeological finds have been made.

- 14 Construction of the new terminal, rail station, associated car parks and access roads shall be completed in all respects before any of these elements of the proposal are brought into use and they shall be brought into use at the same time. The terminal building shall not thereafter be used independently from the railway station without the prior written consent of the Local Planning Authority

REASON: The traffic impact assessment accompanying the application was based on a percentage of air passengers using the railway, and the surrounding road network may become overloaded if the railway station were to close

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- 15 Before the apron serving the new Airport passenger terminal is brought into use, fixed auxiliary ground power units shall be installed to simultaneously serve at least four of the aircraft stands on the new apron and the Airport Operators shall put in place an active policy to promote their usage. These ground power units shall be maintained in good usable condition and be available for use at all times.

REASON: To provide maximum protection for the surrounding area against noise pollution.

- 16 The apron to the new Airport passenger terminal hereby permitted shall not be used for Air Transport Movements as defined by the Civil Aviation Authority, arriving or departing outside the hours of 06.30 to 23 00 local time Mondays to Saturdays or 07 00 to 07 00 local time on Sundays. Between the hours of 06 30 and 07 00 hours

"the number of Air Transport Movements using the apron shall not exceed three arrivals and three departures and on Saturday during the same period, three arrivals and one departure, without the written consent of the Local Planning Authority. Between 23 00 and 07 00 hours time, all aircraft using the new apron and requiring auxiliary power, must use the fixed auxiliary ground power units provided under Condition 15 of this consent and these ground power units must be used by all aircraft using the new apron and requiring auxiliary power between 07 00 and 23 00 hours local time if they are available. With the exception of the use of the fixed auxiliary ground power units, these restrictions shall not apply to the use of the apron at any time by aircraft used by the emergency services; by aircraft involved in an aircraft or medical emergency or by aircraft which are diverted or delayed due to unavoidable operational reasons or bad weather,

REASON: To provide maximum protection for the surrounding area against noise pollution.

- 17 Before 31st March 2002, the apron serving the new Airport passenger terminal hereby permitted, shall not be used for more than 24 random ad hoc movements per annum by jet powered aircraft which are not noise certificated at least to the standards of the ICAO Annex 16 Chapter 3 or FAA FAR Part 36 Stage 3. Such movements may only take place between the hours of 08 00 and 22.00 local time and all aircraft must use the fixed auxiliary ground power units provided under Condition 15 of this consent. If the number of such movements is to exceed the 24 per annum, or they are to be on a regular basis, however infrequent, the prior written consent of the Local Planning Authority must be obtained, including the approval of an additional noise study if considered appropriate by that Authority. After 31st March 2002, the new apron shall not be used by any aircraft which are not noise certificated as set out earlier in this Condition, without the prior written consent of the Local Planning Authority, except in the case of an aircraft or medical emergency, a diversion or due to unavoidable operational reasons, and all such aircraft shall use the fixed auxiliary ground power units provided under Condition 15 of this consent.

REASON: To provide maximum protection for the surrounding area against noise pollution.

- 18 No development shall take place until details of all building services plant and machinery, including any air conditioning or extract ventilation systems and any externally sited plant or equipment, have been submitted to and approved in writing by the Local Planning Authority. Such plant and machinery, which shall in any event be sited, housed and operated in a manner designed to minimise noise, shall thereafter be installed in accordance with the agreed details and retained in the approved form.

REASON: To provide maximum protection for the surrounding area against noise pollution.

- 19 No development shall take place until full details of any external public address systems, including hours of operation, have been submitted to the Local Planning Authority and approved by them in writing. Such public address systems shall thereafter be installed in accordance with the agreed details and retained in the approved form.

REASON: To provide maximum protection for the surrounding area against noise pollution.

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- 20 Provision shall be made for the new terminal, railway station and visitor centre to be fully accessible to the disabled, in accordance with the appropriate legislation and best practice guidance of the authorities and organisations who represent the disabled before the relevant part of the development hereby permitted is brought into use
- REASON: To ensure that satisfactory mobility provision is made for a disadvantaged section of the community
- 21 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, and the Town and Country Planning (General Permitted Development) Order 1995, the Visitor Centre shall only be used as ancillary and complimentary to the main use of the site as an airport, and shall contain a public viewing gallery and public catering facilities, and may also contain a historic display, a travel centre and a gift shop including sales of merchandise for aircraft enthusiasts, but shall not be used for any other purpose without the written consent of the Local Planning Authority
- REASON. To enable the use of the building to be controlled, in the interests of the residential amenities of the area
- 22 No part of the Visitor Centre shall open outside the hours of 07 00 to 23 00, without the written consent of the Local Planning Authority
- REASON To enable the use of the building to be controlled, in the interests of the residential amenities of the area
- No part of the visitor centre shall be brought into use until details of arrangements for pedestrians to cross thereto in safety from the Airport retail park to the east, have been submitted to and approved in writing by the Local Planning Authority, and such facilities shall thereafter be implemented and retained in the approved form.
- REASON; To ensure pedestrian safety
- 24 Unless contaminated, all excavated spoil/topsoil shall be retained within the Airport for landscaping, bunding and similar purposes as and when required, unless otherwise agreed in writing by the Local Planning Authority.
- REASON To avoid unnecessary heavy lorry traffic on the public highway, in the interests of safety and to conserve scarce waste disposal facilities
- 25 No development shall commence before an investigation has taken place to ascertain whether there is any contamination on the site and a report has been submitted to the Local Planning Authority and approved by them in writing, including details of the investigation and assessment undertaken to identify the extent of contamination and the appropriate measures that will be taken to avoid risk to members of the public, adjoining buildings and the local environment when the site is developed for an airport terminal and associated car parking. The development may not be occupied until the full extent of the approved measures as may be agreed, have been implemented in their entirety, and written confirmation has been received from the Local Planning Authority that they have been implemented to their full satisfaction.
- REASON: In the interests of the public health on the site and in the surrounding area
- 26 Wheel washing facilities for vehicles leaving the site shall be provided and used for each phase of the development until all construction is complete.
- REASON In the interests of highway safety and the visual amenities of the area,

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- 27 The buildings marked 'A' and 'B' on Plan 1 attached to this consent shall be demolished and all materials removed *from* the site before the new terminal and railway station are brought into use

REASON. To ensure a satisfactory appearance to the development, in the interests of the visual amenities of the area

The two existing vehicular entrances to the existing Airport passenger terminal and cargo/maintenance areas from the Eastwoodbury Crescent shall not be closed or altered without the prior written consent of the Local Planning Authority.

REASON- To enable access to the Airport to be controlled to ensure that the surrounding highway network and junctions do not become overloaded with unplanned for vehicle movements beyond their design capacity, to the detriment of the free flow of traffic and highway safety

- 29 There shall be no permanent vehicular or pedestrian access to the proposed station or the Airport from the land to the east of the railway line fronting Southend Road, without the prior written consent of the Local Planning Authority

REASON In the interests of the amenities of the residents living in Southend Road.

- 30 Any building or part thereof which is erected in consequence of the development authorised by this permission and sited within the Green Belt, as defined on the adopted Rochford District Local Plan, shall be demolished if it becomes redundant for the purpose for which it was intended within the application the subject of this permission

REASON- In order to protect the Green Belt from inappropriate development which cannot be justified as an exception to policy, in the interests of the visual amenities of the area.

INFORMATIVES

- 1 The applicant's attention is drawn to the fact that during the construction of the proposed development, there is potential for nuisance to occur by way of noise, smoke, smell, etc It is strongly recommended that steps are taken to prevent such nuisances arising, otherwise formal action may be taken under the Environmental Health legislation These steps should include.-
- i) Ensuring that works of clearance or construction that are likely to generate noise at the boundary of the site are not carried out:
 - a), outside the hours of 7 00am to 6 00pm Monday to Friday and 7 00am to 2.00pm Saturdays or,
 - b). on Sundays and Bank Holidays
 - 11) Ensuring that during the clearance of the site and construction works, no waste materials are burnt on site
- Advise on the control of nuisances is available from the Council's Head of Housing, Health and Community Care.
- 2 In order to minimise the risk of aircraft bird-strike, the Civil Aviation Authority has produced a list of plant species which are less attractive to birds, a copy of which is attached to this permission, and it is recommended that this advice is followed in designing the landscaping for the site

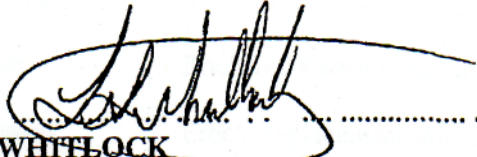
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For the avoidance of doubt, none of the proposed conditions or obligations are intended to prevent the terminal building as such being open 24 hours a day if desired by the Airport Operators

Definition:

An Air Transport Movement (ATM) is defined by the Civil Aviation Authority as a landing or take-off of an aircraft engaged in the transport of passengers, cargo or mail on commercial terms All scheduled movements, including those operated empty, loaded charter and air taxi movements are included

Signed JOHN WHIFFLOCK 

HEAD OF PLANNING SERVICES