

Annex B

Conditions

1. The development hereby permitted shall begin not later than three years from the date of this decision.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Fig 2.1_29528-A91 Current Airfield Layout
 - 10000-XX-GA-100-000191 v. 1.0 Site Location Plan
 - 10000-XX-GA-100-000192 v. 1.0 Proposed Layout Plan
 - 10000-XX-GA-100-000193 v. 1.0 New Pavement and Breakout Areas
 - 10000-00-GA-XXX-000149 v. 1.0 Noise Barrier Detailed Plan A
 - 10000-00-GA-XXX-000150 v. 1.0 Noise Barrier Detailed Plan B
 - 10000-00-GA-XXX-000151 v. 1.0 Noise Barrier Detailed Plan C
 - 10000-00-GA-XXX-000148 v. 1.0 Noise Barrier General Arrangement
 - 10000-00-GA-XXX-000143 v. 3.0 Noise Barrier Section AA
 - 10000-00-GA-XXX-000144 v. 1.0 Noise Barrier Section BB
 - 10000-00-GA-XXX-000153 v. 2.0 Site Boundary for construction and site
 - 10000-00-GA-XXX-000145 v. 2.0 Site Compound and Access Route
 - 10000-00-GA-XXX-000142 v. 4.0 Noise Barrier Site Location Plan
 - 10000-00-SE-XXX-000001 v. 1.0 Noise Barrier Typical Cross Sections
3. No development shall take place until a noise barrier landscaping scheme has been submitted to and approved in writing by the local planning authority. The scheme shall include detailed planting plans, a planting specification and a schedule of landscape maintenance for a minimum period of 5 years from implementation. The approved landscaping scheme shall be implemented in the first planting season following completion of the noise barrier and shall thereafter be maintained in accordance with the approved schedule of landscape maintenance.
4. No development shall take place until full details of the noise barrier have been submitted to and approved in writing by the local planning authority. The details shall include:
 - i. the materials to be used in both the lower three metres and the upper transparent two metre element
 - ii. details of the acoustic properties of the barrier and the noise reduction provided by the materials/structure
 - iii. the means of bird avoidance for the transparent element
 - iv. the means of supporting the fence structure.

Scheduled Easterly Alternation shall not commence until the noise barrier has been fully installed in accordance with the approved details.
5. No development shall take place in Area A13E or LINK 59 until a written scheme of investigation (WSI) for these areas, having regard to the constraints involved when working near to operational runways and taxiways, as identified in the CAA publication CAP 168 (Licensing of Aerodromes) or any replacement or update of that publication, has been submitted to and approved by the local planning authority in writing. No development shall take place in Area A13E or LINK 59 other than in accordance with the

agreed WSI, which shall include the statement of significance and research objectives, and

- The programme and methodology of site investigation and recording and the nomination of a competent person or organisation to undertake the agreed works, and
 - The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.
6. No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved Plan shall be adhered to throughout the construction period.

In relation to the proposed noise barrier, the Plan shall address the following construction related issues (but not limited to):

1. Noise and Vibration Management;
2. Air Quality;
3. Water Quality;
4. Ecology;
5. Visual Impact; and
6. Waste Management.

In relation to the proposed airfield works, the Plan shall address Air Quality matters only.

The measures set out within the Construction Environmental Management Plan shall have regard to best practice guidance and planning policy including, but not limited to, The Mayors 'The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance'.

7. No development shall take place, including any works of demolition, until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with Transport for London). The Construction Logistics Plan shall include measures to manage all freight vehicle movements to and from the site identifying efficiency and sustainability measures to be undertaken during site construction of the development. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan or any approved amendments thereto as may be agreed in writing by the Local Planning Authority (in consultation with Transport for London).
8. No development shall take place until drainage details relating to the airfield works have been submitted to and approved in writing by the Local Planning Authority. Development shall thereafter take place in accordance with the approved details.
9. Any property which, after Scheduled Easterly Alternation has commenced, would experience external aircraft noise levels of 69dB LAeq 16hrs or more (referred to in the submitted obligations as a 'Type A Property') shall be offered, as an alternative to relocation assistance, noise insulation on the same terms and in the same form as a property which, after Scheduled Easterly Alternation has commenced, would experience an increase of 3dB or more which results in exposure to external aircraft noise levels of 63dB LAeq 16hrs or more (referred to in the submitted obligations as a 'Type B Property').