CD17.5

DRAFT CONDITIONS

Conditions to be attached to Permission Y06/1648/SH (Runway Extension)

A. DEFINITIONS

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

ABAP	means the airfield biodiversity action plan to be submitted for approval pursuant to the agreement dated [ ] 2011 between the Local Planning Authority (1) London Ashford Airport Limited (2) and HSBC Bank PLC (3) and pursuant to section 106 of the Town and Country Planning Act 1990
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
ATC	means the air traffic control function at the Airport
Bird Control Management Plan	means the Bird Control Management Plan, prepared by Airfield Wildlife Management Limited, dated December 2010 and contained within Appendix 2 to the Proof of Evidence of Nigel Deacon, reference LAA/6/C
Butterfly Conservation	means the charity known as Butterfly Conservation and registered as a charity in England and Wales under registration number 254937
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 Runway Extension
Completion	means in relation to any development works forming part of the Runway Extension, the date of issue of a certificate of practical completion of those works
Draft Airfield Biodiversity Action Plan	means the draft Airfield Biodiversity Action Plan, prepared by Gutteridge Haskins Davy Ltd, December 2009 and contained within Appendix 3 of the Response to Shepway District Council's Letter dated 15 October 2009 submitted to the Local Planning Authority in December 2009 and as updated by Appendices 2, 3 and 4 to LAA/9/A (contained in LAA/9/C) and Appendices 2 and 4 to LAA/9/D (contained in LAA/9/E)
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: 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; 3. where the prior approval of the Local Planning Authority has been received pursuant to the Runway Extension Planning Permission, training for an emergency activity undertaken by an Emergency and Governmental Body; 4. 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; and 5. activities carried out by or on behalf of Her Majesty's Government of the United Kingdom of Great Britain and Northern Ireland
Emergency and Governmental Body	means each and any of: 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
English Heritage	means the body known as English Heritage being the Government's statutory adviser on the historic environment or any statutory successor or replacement body forming a similar function from time to time
Environment Agency	means the body known as the Environment Agency established pursuant to the Environment Act 1995 or any statutory successor or replacement body forming a similar function from time to time
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
Internal Drainage Board	means the Romney Marsh Area Internal Drainage Board
Kent Wildlife Trust	means the charity known as Kent Wildlife Trust and registered as a charity in England and Wales under registration number 239992
LAA/6/C	means the appendices to the Proof of Evidence of Nigel

	Deacon submitted in support of the application and given the reference number LAA/6/C
LAA/9/A	means the Proof of Evidence of Dr Mark McLellan submitted in support of the application and given reference number LAA/9/A
LAA/9/C	means the appendices to the Proof of Evidence of Dr Mark McLellan submitted in support of the application and given reference number LAA/9/C
LAA/9/D	means the Rebuttal Proof of Evidence of Dr Mark McLellan submitted in support of the application and given reference number LAA/9/D
LAA/9/E	means the appendices to the Rebuttal Proof of Evidence of Dr Mark McLellan submitted in support of the application and given reference number LAA/9/E
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;][1]
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
Natural England	means the body known as Natural England established pursuant to the Natural Environment & Rural Communities Act 2006 or any statutory successor or replacement body forming a similar function from time to time
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
Operation	means the use of the Runway Extension by Aeroplanes departing from and/or landing at the Airport
Pond A	means the pond marked on drawing [ ] as "Pond A"
ppa	means Public Transport Aircraft passengers per annum in any Calendar Year

[1] Definition being confirmed.

Public Transport Aircraft	means: 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); and 2. 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) excluding Aeroplanes flying or intended to fly for the Air Show, Emergency and Governmental Activities and training activities carried out in a [Light Propeller Driven Aircraft][2]
"**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
Runway Extension	means the extension of the existing runway at the Airport by 294 metres at the northern end with a further 150 metres acting as a starter extension as more fully described in an application for planning permission submitted to Shepway District Council on 15 December 2006 and given reference number Y06/1648/SH
Runway Extension Planning Application	means the application for planning permission submitted to the Local Planning Authority on 15 December 2006 and given reference number Y06/1648/SH
Runway Extension Updated Travel Plan	means a revised travel plan document based on and consistent with the Travel Plan that identifies the sustainable transport methods the Airport will promote in reaching a throughput of 300,000ppa
SAC	means the Dungeness Special Area of Conservation (Natura 2000 site code: UK 0013059)
SSSI	means the Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest (National Grid Reference TR069201)
Surface Water Drainage Strategy	means the surface water drainage strategy prepared by WSP and contained within Appendix 5 of Volume 5 to the supplementary information submitted to the Local Planning Authority in March 2009
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

[2] To be confirmed

B. GENERAL

1. Time Condition

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

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/204 – Existing Runway, prepared by Parsons Brinckerhoff, December 2006;

(b) Drawing number FSB92590A/205 – Site of Proposed Runway Extension, prepared by Parsons Brinckerhoff, December 2006;

(c) Drawing number FSB92590A/206 – Existing Runway with Proposed Extension, prepared by Parsons Brinckerhoff, December 2006;

(d) Drawing number FSB92590A/207 – Proposed Runway Extension General Arrangement, prepared by Parsons Brinckerhoff, December 2006; and

(e) Drawing number FSB92590A/PL0018 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 2010;

(c) Planning Control Measures, prepared by Indigo Planning, February 2010;

(d) Draft Construction Environmental Management Plan;

(e) Draft Airfield Biodiversity Action Plan;

(f) Landscape Strategy;

(g) Lighting Impact Assessment;

(h) Surface Water Drainage Strategy; and

(i) Bird Control Management Plan

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.

C. CONSTRUCTION

3. Construction Environmental Management Plan

Prior to the Commencement of development, a Construction Environmental Management Plan (**CEMP**) shall be 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 Appendix 1 to this planning 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 Solid Waste Management Plan; and

(d) construction method statements including details of how any soil and ground arising will be managed and re-distributed.

The development shall be carried out in accordance with the approved CEMP.[3]

4. **Geomorphology**

Prior to the Commencement of development, a scheme of geological monitoring and recording and a programme of archaeological work shall be submitted to and approved in writing by the Local Planning Authority (in consultation with English Heritage and Natural England). Such scheme and programme shall include the identity of the appointed contractor, the methodology for the geological monitoring and archaeological work, timetable and reporting requirements for such monitoring and work, including the completion of a geomorphological survey below the proposed Runway Extension footprint plus a 10m offset surrounding it, and a watching brief where any additional groundworks or permanent hardstands are required. The scheme and programme shall also include:

(a) a methodology setting out details of the survey to be completed in order to document the topography and sedimentology of the buried gravel and the overlying marsh sediments;

[3] Note – reference to the habitat management plan for construction has been deleted given construction protection plans in Condition 11.

(b) a methodology for dating and for laboratory analyses which are to be undertaken as part of documenting the nature of the overlying marsh sediments should Holocene marsh sediments of significance to the SSSI designation be found (such as datable peat beds and/or bracketing sands above and below the gravel);

(c) details of how a site archive is to be delivered that will include all records, reports and photographs produced from the scheme of geological monitoring and recording and a programme of archaeological work; and

(d) the format of the monitoring and recording.

The scheme of geological monitoring and recording and programme of archaeological work shall be carried out in accordance with the approved details.

5. **Hours of work**

The hours of construction shall be 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays. Unless otherwise approved by the Local Authority under S.61 of the Control of Pollution Act 1974, there shall be no work outside these hours nor on Sundays and Public and Bank Holidays are to be treated as Sundays.

D. ENVIRONMENTAL MANAGEMENT

6. **Environmental Management System**

Prior to the Runway Extension coming into Operation, an Environmental Management System (**EMS**) shall be 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 in accordance with the approved EMS and an Environmental Management System Manager shall be assigned prior to the Runway Extension coming into Operation and shall manage, monitor and review the EMS and its operation in cooperation with the Local Planning Authority and relevant stakeholders.

7. **Surface water drainage**

Prior to Commencement of development written details of the surface water drainage system (including means of pollution control) for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency, the Internal Drainage Board and Natural England). The system shall include details of how the scheme shall be maintained and managed after completion and how site drainage is operated during emergencies. The system shall subsequently be implemented in accordance with the approved details before the development is completed.

8. **Ground water protection**

Prior to the Commencement of development, a ground water quality monitoring programme to be undertaken within the footprint of the Runway Extension shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency). Any protective measures required to safeguard such groundwater quality shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency) prior to Commencement of development. The development shall be carried out in accordance with the approved details.

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

Prior to Commencement of development 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 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.

E. THE REPLACEMENT DITCH NETWORK

10. Updated Baseline Ecology Surveys

Water Vole

10.1 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, an updated relative population estimate survey of water vole shall be undertaken of the water bodies within the Airport Site, including of the full ditch length within the Airport Site and not just the parts directly proposed to be under the Runway Extension footprint, such survey to be undertaken during the month of May. The survey shall be in accordance with the methodology used in the environmental statement surveys submitted in support of the application with the methods recommended i*n The Water Vole Conservation Handbook* 2nd Edition (Strachan and Moorhouse) adopted as the minimum standards of survey.

Grass Snake

10.2 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, an updated relative population estimate survey of grass snake shall be undertaken of the water bodies within the Airport Site, including of the full ditch length within the Airport Site and not just the parts directly proposed to be under the Runway Extension footprint, such survey to be undertaken during the months of April to May and in accordance with the methodology used in the environmental statement surveys submitted in support of the application and shall include:

10.2.1 identification and mapping of potential refugia;

10.2.2 identification of basking sites; and

10.2.3 placement of reptile refugia to attract basking and sheltering grass snake. Refugia will be corrugated metal sheets with dimensions of 0.5 by 0.5 metre. In addition, roofing felt refugia with dimensions of 1 metre by 0.5 or 1 metre will be placed. The refugia will be held down by small stones.

Common Lizard

10.3 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, an updated relative population estimate survey of common lizard shall be undertaken within the Airport Site, such survey to include:

10.3.1 placing squares of roofing felt 0.5 by 0.5 metres in favourable basking areas with southern or predominantly south-facing aspects on sloping ground and on terraced areas (the squares of roofing felt to be folded over from one corner with the fold being held down with a small stone); and

10.3.2 binocular viewing from a distance beyond that likely to cause disturbance followed by a final survey approach without binoculars.

The survey shall be in accordance with the methodology used in the environmental statement surveys submitted in support of the application with the methods recommended in the Herpetofauna Groups of Britain and Ireland advisory note (1998) – *Evaluation local mitigation/translocation programmes: maintaining best practice and lawful standards* adopted as the minimum standards of survey.

Medicinal Leech

10.4 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, an updated relative population estimate survey of medicinal leech shall be undertaken of the water bodies within the Airport Site, including of the full ditch length within the Airport Site and not just the parts directly proposed to be under the Runway Extension footprint, such survey to be undertaken in accordance with the methodology used in the environmental statement surveys submitted in support of the application and include survey maps and a minimum of two surveys to be conducted between May and August using standard splash sampling technique during daylight hours.

Aquatic emergent and bank vegetation

10.5 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved:

10.5.1 an updated survey of the aquatic emergent and bank vegetation of the ditches within the Airport Site shall be conducted with identification of higher plants, macrophytes and including the duckweed *Wolffia arrhiza*. The amounts and distribution of each plant species shall be assessed using the DAFOR system and % cover, estimate of constancy of occurrence, and density including height of plant growth. The methodology for the survey required under this Condition shall be agreed with the Local Planning Authority (in consultation with Natural England) prior to the carrying out of such survey.

10.5.2 an aquatic habitat chemical analyses of the ditches and water bodies within the Airport Site shall be conducted to determine water pH, BOD (Biological Oxygen Demand), turbidity, and chemical analysis to determine nitrogen, potassium, phosphate, calcium, and other soluble element contents such as magnesium and sodium as part of a wide chemical spectrum analysis including particulate and dissolved organic matter. The methodology for the analyses required under this Condition, together with a plan identifying all the water bodies to be analysed, shall be agreed with the Local Planning Authority (in consultation with Natural England) prior to the carrying out of such analyses.

10.5.3 surveys of aquatic invertebrates to species level shall be conducted at water bodies and along ditch sections of 100 metres within the Airport Site to enable comparisons to be made with the invertebrate survey results submitted in support of the application and subsequent monitoring results, the number of replicated sections for each ditch and the methodology for such surveys to be agreed with the Local Planning Authority (in consultation with Natural England).

11. **Pre-construction submission of details**

Construction species protection plan

11.1 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, a construction species protection plan for each of water vole, grass snake, common lizard, medicinal leech and duckweed shall be submitted to and approved by the Local Planning Authority (in consultation

with Natural England), such construction species protection plans to be informed by the results of the surveys carried out pursuant to Conditions 10.1 to 10.4 (inclusive) and which results shall be submitted to the Local Planning Authority alongside the construction species protection plans. The construction species protection plans shall include the provision to control ditch water levels, modify habitats and/or design translocation (as appropriate depending on the species and the results of the surveys carried out pursuant to Conditions 10.1 to 10.4 (inclusive)) and in respect of:

11.1.1 the construction species protection plan for water vole, the plan shall include the details set out in Appendix 4 to this planning permission;

11.1.2 the construction species protection plan for grass snake, the plan shall include the details set out in Appendix 5 to this planning permission; and

11.1.3 the construction species protection plan for common lizard, the plan shall include the details set out in Appendix 6 to this planning permission.

The ditch construction works shall be carried out in accordance with the approved details.

Ditch construction method statement

11.2 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, a ditch construction method statement shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Natural England), such ditch construction method statement to have regard to and reference the construction species protection plans required pursuant to Condition 11.1. The ditch construction method statement shall specify that the ditch construction works shall only be carried out during the autumn and winter and shall include the details set out in Appendix 7 to this planning permission.

The ditch construction works shall be carried out in accordance with the approved details.

Ditch design details

11.3 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, full design details of the 1300m replacement ditch length required as a result of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Natural England) such details to incorporate the design presented in the Surface Water Drainage Strategy as refined by Appendix 5 of LAA/9/E and the details set out in Appendix 8 to this planning permission.

The 1300m replacement ditch length shall be carried out in accordance with the approved details.

Mitigation

11.4 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, the following details, which may be submitted as part of the wider ABAP, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Natural England):

11.4.1 full details of the proposed mitigation (as proposed in Appendix 3 to LAA/9/C) for water vole;

11.4.2 full details of the proposed mitigation (as proposed in Appendix 3 to LAA/9/C) for grass snake;

11.4.3 full details of the proposed mitigation (as proposed in Appendix 3 to LAA/9/C) for common lizard; and

11.4.4 full details of the proposed mitigation (as proposed in Appendix 3 to LAA/9/C) for medicinal leech;

such mitigation to include the methodology of any proposed translocation, capacity of the receptor site, any exclusion measures for the development site and a plan for the ongoing positive management for the 1300m replacement ditch length, receptor sites and water bodies (new and proposed pursuant to this Condition).

The mitigation shall be carried out in accordance with the details approved pursuant to this Condition.

12. **Monitoring and Remedial Actions**

Water Vole

12.1 Following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, water vole survey monitoring of the 1300m replacement ditch length and any receptor site for water vole shall be carried out to assess the success of the mitigation approved pursuant to Condition 11.4, such survey monitoring to be carried out using the same methodology used for the survey carried out pursuant to Condition 10.1. The survey monitoring shall be carried out annually for the first three years following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4 and every five years thereafter. The results of each survey monitoring carried out pursuant to this Condition shall be compared against the results of the survey carried out pursuant to Condition 10.1 and submitted to the Local Planning Authority.

The monitoring shall be carried out in accordance with the details approved pursuant to this Condition.

12.2 In the event that the results of any of the survey monitoring carried out pursuant to Condition 12.1 show that the population of water vole is not at least to the level of the results of the survey carried out pursuant to Condition 10.1, an assessment for habitat suitability for water vole within the Airport Site and an assessment for management remedial measures shall be undertaken and submitted to the Local Planning Authority for approval (in consultation with Natural England) and the habitat suitability and management remedial measures shall be carried out in accordance with the terms of the Local Planning Authority's approval.

Grass Snake

12.3 Following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, grass snake survey monitoring of the 1300m replacement ditch length and any receptor site for grass snake shall be carried out to assess the success of the mitigation approved pursuant to Condition 11.4, such survey monitoring to be carried out using the same methodology used for the survey carried out pursuant to Condition 10.2. The survey monitoring shall be carried out annually for the first three years following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4 and every five years thereafter. The results of each survey monitoring carried out pursuant to this Condition shall be compared against the results of the survey carried out pursuant to Condition 10.2 and submitted to the Local Planning Authority.

The monitoring shall be carried out in accordance with the details approved pursuant to this Condition.

12.4 In the event that the results of any of the survey monitoring carried out pursuant to Condition 12.3 show that the population of common lizard is not at least to the level of the results of the survey carried out pursuant to Condition 10.2, an assessment for habitat suitability for common lizard within the Airport Site and an assessment for management remedial measures shall be undertaken and submitted to the Local Planning Authority for approval (in consultation with Natural England) and the habitat suitability and management remedial measures shall be carried out in accordance with the terms of the Local Planning Authority's approval.

Common Lizard

12.5 Following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, common lizard survey monitoring of the 1300m replacement ditch length and any receptor site for common lizard shall be carried out to assess the success of the mitigation approved pursuant to Condition 11.4, such survey monitoring to be carried out using the same methodology used for the survey carried out pursuant to Condition 10.3. The survey monitoring shall be carried out annually for the first three years following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4 and every five years thereafter. The results of each survey monitoring carried out pursuant to this Condition shall be compared against the results of the survey carried out pursuant to Condition 10.3 and submitted to the Local Planning Authority.

The monitoring shall be carried out in accordance with the details approved pursuant to this Condition.

12.6 In the event that the results of any of the survey monitoring carried out pursuant to Condition 12.5 show that the population of common lizard is not at least to the level of the results of the survey carried out pursuant to Condition 10.3, an assessment for habitat suitability for common lizard within the Airport Site and an assessment for management remedial measures shall be undertaken and submitted to the Local Planning Authority for approval (in consultation with Natural England) and the habitat suitability and management remedial measures shall be carried out in accordance with the terms of the Local Planning Authority's approval.

Medicinal Leech

12.7 Following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, medicinal leech monitoring of both new water bodies and of existing water bodies within the Airport Site (including a chemical analysis of Pond A) shall be carried out to assess the success of the mitigation approved pursuant to Condition 11.4, such survey monitoring to be carried out using the same methodology used for the survey carried out pursuant to Condition 10.4. The survey monitoring shall be carried out annually for the first three years following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4 and every five years thereafter. The results of each survey monitoring carried out pursuant to this Condition shall be compared against the results of the survey carried out pursuant to Condition 10.4 and submitted to the Local Planning Authority.

The monitoring shall be carried out in accordance with the details approved pursuant to this Condition.

12.8 In the event that the results of any of the survey monitoring carried out pursuant to Condition 12.7 show that the population of medicinal leech is not at least to the level of the results of the survey carried out pursuant to Condition 10.4, an assessment for habitat suitability for medicinal leech within the Airport Site and an assessment for management remedial measures shall be undertaken and submitted to the Local Planning Authority for approval (in consultation with Natural England) and the habitat

suitability and management remedial measures shall be carried out in accordance with the terms of the Local Planning Authority's approval.

Aquatic emergent and bank vegetation

12.9 Following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4:

12.9.1 surveys of the aquatic emergent and bank ditch vegetation of the ditches within the Airport Site shall be conducted with identification of higher plants, macrophytes and including stonewort algae to species level, the methodology of such surveys to be the same as under Condition 10.5.1. The surveys shall be conducted annually for a period of eight years starting in the first summer following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4. The results of each survey carried out pursuant to this Condition shall be compared against the results of the surveys carried out pursuant to Condition 10.5.1 and submitted to the Local Planning Authority.

12.9.2 aquatic habitat chemical analyses of the retained water bodies, ditch sections and new ditches and water bodies within the Airport Site shall be conducted for the same chemical and physical conditions and using the same methods as specified in Condition 10.5.2. Such analyses shall be conducted annually for a period of eight years starting in the first summer following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4. The results of each analysis carried out pursuant to this Condition shall be compared against the results of the analysis carried out pursuant to Condition 10.5.2 and submitted to the Local Planning Authority.

12.9.3 surveys of aquatic invertebrates to species level shall be conducted at water bodies and along ditch sections of 100 metres within the Airport Site, the methodology of such surveys and the number of replicated sections to be the same as approved under Condition 10.5.3. The surveys shall be conducted annually for a period of eight years starting in the first summer following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 11.4 and shall be carried out at the same times of the year as the surveys carried out under Condition 10.5.3 to enable valid comparisons of results between years to be made for the detection of changes in species assemblages. The results of each survey carried out pursuant to this Condition shall be compared against the results of the surveys carried out pursuant to Condition 10.5.3 and submitted to the Local Planning Authority.

The monitoring shall be carried out in accordance with the details approved pursuant to this Condition.

12.10 The surveys and analyses carried out pursuant to Condition 12.9 shall record any changes in habitat since the surveys and analyses carried out pursuant to Condition 10.5 that could affect the invertebrate fauna of the water bodies and ditches. These shall include water quality and pollution, exceptionally high turbidity, the recent occurrence of dredging and bank vegetation cutting, shading by woody vegetation, and excessive numbers of water birds or other wildlife including large fish, American Mink and other noteworthy fauna.

12.11 Samples of invertebrates that cannot be identified during the surveys and analyses carried out pursuant to Condition 12.9 shall be retained for laboratory identification and preserved for the duration of monitoring to be carried out pursuant to Condition 12.9.

12.12 In the event that the results of any of the monitoring carried out pursuant to Condition 12.9 show that the population of aquatic invertebrates is below a median Species Conservation Status Score value of 1.38, an assessment for habitat suitability for aquatic invertebrates within the Airport Site and an assessment for management remedial measures shall be undertaken and submitted to the Local Planning Authority for approval (in consultation with Natural England) and the habitat suitability and management remedial measures shall be carried out in accordance with the terms of the Local Planning Authority's approval.

13. **Operation**

Following the bringing into use of the 1300m replacement ditch length, neither the remaining ditch lengths that are within the Airport Site and in the SSSI nor the new 1300m replacement ditch length shall be netted against birds.

F. ECOLOGY – GENERAL

14. **Great Crested Newt**

Updated Baseline Ecology Surveys

14.1 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, an updated relative population estimate survey of great crested newts shall be undertaken of the water bodies within the Airport Site, including the area to be used as mitigation and the terrestrial habitat around drainage ditches to be lost/realigned pursuant to the development hereby approved. The survey shall be in accordance with the methodology used in the environmental statement surveys submitted in support of the application with the methods recommended in the *Great Crested Newt Mitigation Guidelines* (English Nature 2001) for the great crested newt population size-class assessment adopted as the minimum standards of survey.

Pre-construction submission of details and Mitigation

14.2 Prior to any works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved, the following details, which may be submitted as part of the wider ABAP, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Natural England):

14.2.1 full details of the location (which shall not be on the SSSI or the SAC) and construction of great crested newt refugia (hibernacula) including size and construction material (as proposed in Appendices 3 and 4 to LAA/9/C and Figure 1 of Appendix 5 to LAA/9/E) and including the details set out in Appendix 2 to this planning permission;

14.2.2 full details of the mitigation water body proposed in the area labelled Habitat Creation Area on the plan contained in Appendix 2 to LAA/9/C, including design of the water body, proposed access route, proposed machinery type and proposed methods of avoiding disturbance to the nearby SSSI vegetation;

14.2.3 full details of exclusion methods and any amphibian fencing proposed;

14.2.4 the timing for carrying out all the details submitted pursuant to 14.2.1 to 14.2.3; and

14.2.5 full details of the ongoing management proposals for the great crested newt refugia provided pursuant to this Condition so as to benefit great crested newts for the long-term, such details to include the proposals set out in Appendix 3 to this planning permission.

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

Monitoring and Remedial Actions

14.3 Following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 14.2, great crested newt monitoring (involving relative population estimate surveys of great crested newts) of both new water bodies and of existing water bodies within the Airport Site shall be carried out to assess the success of the mitigation approved pursuant to Condition 14.2 and to prevent water quality decline to existing newt breeding sites, such survey monitoring to be carried out using the same methodology used for the survey carried out pursuant to Condition 14.1. The monitoring shall be carried out annually during the spring months for the first five years following completion of the 1300m replacement ditch length and the mitigation approved pursuant to Condition 14.2 and every three years thereafter (during the spring months). The results of each survey monitoring carried out pursuant to this Condition shall be compared against the results of the survey carried out pursuant to Condition 14.1 and submitted to the Local Planning Authority.

The monitoring shall be carried out in accordance with the details approved pursuant to this Condition.

14.4 In the event that the results of any of the monitoring carried out pursuant to Condition 0 show that the population of great crested newt is not at least to the level of the results of the survey carried out pursuant to Condition 14.1, an assessment for habitat suitability for great crested newt within the Airport Site and an assessment for management remedial measures shall be undertaken and submitted to the Local Planning Authority for approval (in consultation with Natural England) and the habitat suitability and management remedial measures shall be carried out in accordance with the terms of the Local Planning Authority's approval.

15. **Moths**

15.1 Prior to the Commencement of development, an updated relative population estimate survey of moths shall be undertaken within the Airport Site, such survey to comprise light-trapping and searching for larvae and to ensure as a minimum that the following moth species are included:

15.1.1 *Cynaeda dentalis*

15.1.2 *Hadena albimacula*

15.1.3 *Coleophora galbulipennella*

15.1.4 *Gelechia muscosella*

15.1.5 *Ethmia bipunctella*

15.1.6 *Ethmia terminella*

The methodology for the survey required under this Condition shall be agreed with the Local Planning Authority (in consultation with Kent Wildlife Trust, the Butterfly Conservation and Natural England) prior to the carrying out of such survey.

15.2 Annually for a period of ten years commencing in the first year following the Commencement of development, moth survey monitoring shall be carried out and such survey monitoring shall be carried out using the same methodology used for the survey carried out pursuant to Condition 15.1 and to survey the same species as surveyed in the survey carried out pursuant to Condition 15.1. The results of each survey monitoring carried out pursuant to this Condition shall be compared against the results of the survey carried out pursuant to pursuant to Condition 15.1 and shall

include an assessment based on the principles detailed in Appendix 9 to this planning permission. The results and assessment required by this Condition shall be submitted to the Local Planning Authority (in consultation with Kent Wildlife Trust, the Butterfly Conservation and Natural England) for approval.

The monitoring and assessment shall be carried out in accordance with the details approved pursuant to this Condition.

16. **Bats**

16.1 Prior to Commencement of development, an updated bat foraging and commuting behaviour survey shall be undertaken within the Airport Site, such survey to comprise a series of transect walks across the Airport Site to ascertain how bats are using the Airport. The methodology for the survey required under this Condition shall be agreed with the Local Planning Authority (in consultation with Natural England) prior to the carrying out of such survey.

16.2 No development shall Commence until the results of the survey carried out pursuant to Condition 16.1 has been submitted to the Local Planning Authority and, after consultation with Natural England, a scheme of protection and mitigation measures has been submitted to and approved by the Local Planning Authority.

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

17. **Medicinal Leech – netting of waterbodies within Airport Site**

17.1 Any netting of waterbodies within the Airport Site must be netted in accordance with the provisions in Appendix 10 to this planning permission

18. **Bird Control Management Plan**

A bird control management plan (**BCMP**) including details of a bird hazard safeguarding system shall be submitted to the Local Planning Authority and the Runway Extension will not be brought into Operation until the BCMP has been approved by the Local Planning Authority (in consultation with Natural England and the Royal Society for the Protection of Birds). The BCMP, which shall be in general compliance with the Bird Control Management Plan dated December 2010 submitted to support the application, shall contain details as to:

(a) the Airport's habitat management programme to minimise the attraction of the airfield and its environs for birds;

(b) the continuous surveillance throughout operating hours of the airfield surface and the airspace overhead and immediately around the airfield for hazardous concentrations and movements of birds;

(c) the active dispersal of birds from the airfield by mobile patrols;

(d) how warnings will be passed to ATC from the bird control team of hazardous concentrations and movements of birds that cannot be immediately dispersed;

(e) the bird scaring techniques that are to be employed from within the Airport;

(f) how the Airport will maintain operational standards and produce a sound and current background of knowledge on which to base and update bird control policy, including through intelligence gathering, record keeping, surveys of the local area, and data analysis; and

(g) how the BCMP shall be monitored.

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

G. OPERATIONAL MANAGEMENT

19. Calendar Year aircraft movements

Following the Runway Extension coming into Operation, the annual number of Aeroplane movements shall not exceed 40,000 movements per annum in any Calendar Year (excluding Emergency and Governmental Activities and the Air Show). The annual number of Helicopter movements shall be limited to 1,200 movements per annum in any Calendar Year.

In the event that the Runway Extension comes into Operation part way through a Calendar Year, the movements per annum conditioned by this Condition shall be reduced proportionately to the period remaining in the Calendar Year.

20. Calendar Year passenger numbers

Following the Runway Extension coming into Operation and until the Terminal Building is in Occupation, passenger numbers using the Airport shall not exceed 300,000 ppa in any Calendar Year.

In the event that the Runway Extension comes into Operation part way through a Calendar Year, the passengers per annum conditioned by this Condition shall be reduced proportionately to the period remaining in the Calendar Year.

21. Air Show

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

22. Aeroplane weight

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

23. Night-Time Period

Following the Runway Extension coming into Operation, no Flight Movements, except in relation to Emergency and Governmental Activities as defined, shall be permitted from the Airport between 23.00 and 07.00 hours.

24. Hammonds Corner

24.1 Following the Runway Extension coming into Operation and prior to reaching a throughput at the Airport of 30,000 ppa, details for improvement works to the highway at the junction of the B2075 and A259 (known as Hammonds Corner) shall be submitted to and approved in writing by the Local Planning Authority, such details to also include supplemental surveys covering:

24.1.1 an updated phase 1 habitat survey to identify any change in habitat since the phase 1 habitat survey for Hammonds Corner that was submitted in support of the application was carried out; and

24.1.2 species specific surveys, to include as a minimum water vole and bats, to establish whether a protected species is present on any of the land affected, or likely to be affected, by the improvement works under this Condition

Where a protected species is shown to be present, no improvement works to Hammonds Corner shall be begun until, after consultation with Natural England, a

scheme for protection and mitigation measures has been submitted to and approved by the Local Planning Authority and the improvement works to Hammonds Corner shall be carried out in accordance with the approved scheme.

24.2 The throughput of passengers at the Airport shall not exceed 30,000 ppa in any Calendar Year until the improvements works to Hammonds Corner as approved under Condition 24.1 have been carried out.

25. **Lighting Scheme**

Prior to the Runway Extension coming into Operation, a lighting scheme for the car park areas and associated roads shall be 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 between 23.00 and 07.00 hours;

(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.

26. **Ground Operations**

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 Appendix 11.

27. **Training by Emergency and Governmental Body**

No training for an emergency activity shall be permitted to be undertaken by an Emergency and Governmental Body at the Airport except with the prior written approval of the Local Planning Authority.

28. **Nuclear Flask Train**

No Aeroplane or other aircraft shall be permitted to land on Runway 21 or Runway 03 or depart Runway 21 when a train carrying radioactive material is in transit between the Dungeness railhead at Halfway Bush and Lydd town crossing.

APPENDIX 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 Runway Extension Construction Traffic Management Plan[4].

Mechanical Operations

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

[4] The Runway Extension Construction Traffic Management Plan is a Section 106 planning obligation.

Remedial Action

22. 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.

23. 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).

24. 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.

25. 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.

26. 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.

APPENDIX 2

TERRESTRIAL HABITAT WORKS ON THE DISUSED RUNWAY

1. Low lying areas will be subject to seasonal flooding. The judgement on the extent of excavation to be undertaken on these depressions will be taken prior to implementation of this planning permission. The aim is to provide a variety of small wetland features that react to seasonal water levels.

2. The sallow brash arisings will be used on site to form brash piles as shelter for great crested newts.

3. Hibernacula will be created from on site 'post-industrial items' and large rubble that currently lies across the disused runway site. Items suitable for hibernacula formation will be selected from this source (unsuitable items will be removed from site if practicable and in accordance with the construction environmental management plan to be approved as part of the Runway Extension Permission). The size and location of the hibernacula will be made at detailed design, to be agreed prior to implementation of this planning permission.

4. Mounds of shingle will be created using the onsite material from the excavation of the three new wetlands/ponds. The form of these will be agreed prior to implementation of this planning permission but the aim will be to create variability of local topography on the disused runway.

APPENDIX 3

MANAGEMENT OF THE TERRESTRIAL HABITAT WORKS ON THE DISUSED RUNWAY

1. The bare shingle areas will be managed to allow some gradual colonisation of grasses and forbs which will be beneficial habitat to newts for foraging. Areas of bare shingle will be retained and annual management (the management plan to be agreed prior to implementation of this planning permission) will ensure that this is achieved. The aim is to provide a mix of open and vegetated areas across the mitigation area.

2. The existing vegetation will be managed (the management plan to be agreed prior to implementation of this planning permission) to maintain the cover and advantages this brings as terrestrial habitat for great crested newts. An important part of ongoing management will be the removal of sallow scrub and saplings.

APPENDIX 4

CONSTRUCTION SPECIES PROTECTION PLAN – WATER VOLE

1. ASSESSMENT OF MITIGATION REQUIRED

1.1 If the survey of the infill ditches show that no water vole is present, no translocation would be necessary.

1.2 If water vole is present on the ditch length, then trapping and relocation would proceed as set out below. Under all options, any translocation of water voles would take place in spring/early summer of the year following the creation of new ditch habitat. This will be dependent upon the establishment of habitat within the mitigation area(s).

2. DETAILS OF WHAT HABITAT IS TO BE LOST (AREA, QUALITY, LOCATION) AND THAT WHICH IS TO BE PROVIDED AS MITIGATION

2.1 The area lost would be 800m of ditch length likely to support populations of water vole, to the north of the airfield. However a new 1300m of ditch length will be provided which would be suited to supporting populations of water vole.

2.2 **Mitigation Area Options**

2.2.1 The following are available as mitigation options for the lost 800m of ditch length:-

(a) **Option 1.** Trapping and displacement into ditch network to the south (known as the Apse Land ditch).

(b) **Option 2.** Trapping and displacement into new 1300m drainage ditch length.

(c) **Option 3.** Trapping and displacement into golf course ditches.

2.2.2 The preferred options are Options 1 and Option 2. If these sites are selected for mitigation, the following provisions will apply.

2.2.3 **Option 1:** Apse Land ditch. This would be suitable only if it was shown, through a water vole survey of the ditch length that no or few water vole numbers were already present, having understood and addressed the reasons for absence. Subject to that, the Apse Land ditch offers suitable water vole habitat for such translocation.

2.2.4 **Option 2:** 1300m drainage ditch length. This new ditch length would need to be created at least one full growing season before it would be a suitable receptor site for water vole translocation. The ditch would either:

(a) be excavated, be allowed to fill with water, and water levels maintained and be seeded with material from mature ditches to assist colonisation and development but not immediately connected to the ditch system. In this case, the existing ditch system would continue to function until translocation was possible. The excavated ditch system would be netted to control bird hazard risk. When the new ditch system is commissioned and connected the nets would be removed; or

(b) be constructed as above, and immediately connected to the ditch system and the infill ditches subsequently disconnected from the ditch system. The disconnected ditch system will maintain water

levels, until such time as the new ditch system is ecologically established. This would allow water vole to migrate from the infill ditches as conditions in the new ditch length mature, or to be translocated when it is deemed that the habitat is suitable.

In either case, no severance of the existing ditch network would occur and aquatic and bankside vegetation would be facilitated by turfing banks and importing plant material from the nearby ditch network (without denuding any section of existing ditch length). This work should be a carried out in early summer.

2.2.5 **Option 3:** is self-explanatory and its suitability would again depend upon the initial surveys.

2.3 **Management prescriptions for receptor sites to make any necessary habitat enhancement and/or creation for the species concerned**

2.3.1 **Option 1: Trapping and displacement into ditch network to the south (Apse Land).** Surveys to establish current vole population, and assessment of condition as receiving habitat. If necessary, management enhancement measures to be adopted, in accordance with Water Vole Handbook 2nd Edition or any updates made subsequent to this. Measures to include consideration of selective thinning of vegetation, control of mink, and creation of burrow holes.

2.3.2 **Option 2: Trapping and displacement into new 1300m ditch length.** Opening ditch to allow colonisation and development of suitable habitat prior to displacement. Specific management enhancement of water vole habitat will be carried out, in accordance with Water Vole Handbook 2nd Edition or any updates made subsequent to this. Measures to include consideration of translocating macrophytes to provide cover, seeding the banks to facilitate colonisation, provision of burrow holes, control of mink.

2.3.3 **Option 3: Trapping and displacement into golf course ditches.** Surveys to establish current vole population and assessment of condition as receiving habitat. If necessary, management enhancement measures to be adopted, in accordance with Water Vole Handbook 2nd Edition or any updates made subsequent to this. Measures to include consideration of selective thinning of vegetation, control of mink, and creation of burrow holes.

2.4 **Details of any capture and translocation exercise that needs to be undertaken including timing, capture effort and trapping procedure**

2.4.1 If no water voles are present, reduce the possibility of colonisation of the ditch to be filled in by strimming and removal of woody vegetation and herbaceous vegetation of the water margin and bankside habitats.

2.4.2 To the extent that it is then necessary or the other Options are being used, capture and displacement will be used into one (or more) of the above Options.

2.4.3 Trapping will involve cage traps with a door held open against a spring. There will be a treadle mechanism that releases the door as described in the Water Vole Handbook 2nd Edition. The traps will be of approximate dimensions 13 x13 x 30cms for the tunnel and the nest box will be attached. Where possible, the traps will be placed immediately besides latrines. Traps will be secured to avoid trapped animals falling into the water and they will be placed at locations above rising water levels. The traps will be baited with sliced apple and carrot, the latter of approximately 200g weight. Hay bedding will be

provided if traps have nest boxes. Checking of the traps will be at least twice a day and preferably every four hours. The Water Vole Conservation Handbook advises that water voles need to be handled carefully because they are easily stressed and with handling protection of leather gloves. For removal to the receptor site the water voles should either be left in the traps or transferred to a transportation box, keeping each animal separate to reduce the risk of fighting and injury. Translocation will be carried out during the spring using soft release pens.

2.5 **Details of long-term management and security of the site from future development**

2.5.1 **Option 1:** Trapping and displacement into ditch network to the south (Apse Land). Under this option, the success of translocation would be assessed by annual monitoring of the population present and where necessary modifying management prescriptions to ensure long-term presence of water voles. In addition, water vole would be included in the wider ABAP.

2.5.2 **Option 2:** Trapping and displacement into new 1300m ditch length. Under this option, the success of translocation would be assessed by annual monitoring of the population present and where necessary modifying management prescriptions to ensure long-term presence of water voles. In addition, water vole would be included in the wider ABAP.

2.5.3 **Option 3:** Trapping and displacement into golf course ditches. Under this option, the success of translocation would be assessed by annual monitoring of the population present and where necessary modifying management prescriptions to ensure long-term presence of water voles. In addition, water vole would be included in the wider ABAP.

In all cases mink, which are known to be present on the Airport, and seen especially around the fishponds, will be controlled in order to encourage the presence of water vole.

APPENDIX 5

CONSTRUCTION SPECIES PROTECTION PLAN – GRASS SNAKE

1. ASSESSMENT OF MITIGATION REQUIRED

1.1 If the survey of the infill ditches shows that no grass snake is present, no translocation would be necessary.

1.2 If grass snake is present on the ditch length, then trapping and relocation would proceed as set out below. Under all options, any translocation of grass snake would take place in spring/early summer.

2. DETAILS OF WHAT HABITAT IS TO BE LOST (AREA, QUALITY, LOCATION) AND THAT WHICH IS TO BE PROVIDED AS MITIGATION

2.1 The area lost would be 800m of ditch length likely to support populations of grass snake, to the north of the airfield. In addition, other areas of habitat would be lost within the working footprint of the Runway Extension (to be identified during the updated baseline surveys).

2.2 **Mitigation Area Options**

2.2.1 The following are available as mitigation options for the relocation of grass snake. Depending on numbers trapped, Options 1 and 2 may both be required, or if low numbers are trapped only one option would need to be selected:-

(a) **Option 1.** New drainage ditch. The provision of the 1,300 metres length of ditch.

(b) **Option 2.** The disused runway. The disused runway is proposed to be designed to provide favourable habitat for grass snake.

2.2.2 Terrestrial habitat within the Airport Site to be created as a functioning reptile habitat.

2.3 **Management prescriptions for receptor sites to make any necessary habitat enhancement and/or creation for the species concerned**

2.3.1 **Option 1: Creation of 1300m new ditch habitat.** Following the Reptile Habitat Management Handbook (2010) or any updates made subsequent to this, bespoke habitat for grass snake will be created to include basking and shelter habitat.

2.3.2 **Option 2: Creation of habitat suitable for grass snake on the disused runway.** Following the Reptile Habitat Management Handbook (2010) or any updates made subsequent to this, bespoke habitat for grass snake will be created to include basking and shelter habitat.

2.3.3 **Terrestrial habitat:** Creation of a mosaic of grassland habitat and bare ground, plus refugia and hibernacula.

2.4 **Details of any capture and translocation exercise that needs to be undertaken including timing, capture effort and trapping procedure**

2.4.1 Grass snakes will be trapped by the placement of corrugated galvanized metal refugia in or close to suitable terrestrial habitats. If appropriate there will be selective strimming of vegetation to encourage the use of refugia.

2.4.2 The refugia will be lifted and grass snakes will be caught by hand and/or by netting, with immediate transfer to the new habitats and placement in habitat that provides immediate cover and protection.

2.5 Details of long-term management and security of the site from future development

2.5.1 **Option 1:** Under this option, the success of translocation would be assessed by annual monitoring of the population present and where necessary modifying management prescriptions to ensure long-term presence of grass snake. In addition, grass snake would be included in the wider ABAP required pursuant to this planning permission.

2.5.2 **Option 2:** Under this option, the success of translocation would be assessed by annual monitoring of the population present and where necessary modifying management prescriptions to ensure long-term presence of grass snake. In addition, grass snake would be included in the wider ABAP.

2.5.3 **Terrestrial habitat:** Under this option, the success of translocation would be assessed by annual monitoring of the population present and where necessary modifying management prescriptions to ensure long-term presence of grass snake. In addition, grass snake would be included in the wider ABAP.

APPENDIX 6

CONSTRUCTION SPECIES PROTECTION PLAN – COMMON LIZARD

1. ASSESSMENT OF MITIGATION REQUIRED

1.1 If the survey of the infill ditches shows that no common lizard is present, no translocation would be necessary.

1.2 If common lizard is present on the ditch length, then trapping and relocation would proceed as set out below. Under all options, any translocation of common lizard would take place in spring/early summer of the year following the creation of new ditch habitat. This will be dependent upon the establishment of habitat within the mitigation area(s).

2. DETAILS OF WHAT HABITAT IS TO BE LOST (AREA, QUALITY, LOCATION) AND THAT WHICH IS TO BE PROVIDED AS MITIGATION

2.1 The area lost would be 800m of ditch length likely to support populations of common lizard, to the north of the airfield. In addition, other areas within the working footprint of the Runway Extension (to be identified during the updated baseline surveys).

2.2 **Mitigation Area Options**

2.2.1 The following are available as mitigation options for the relocation of common lizard. Depending on numbers trapped, Options 1 and 2 may both be required, or if low numbers are trapped only one option would need to be selected:-

(a) **Option 1.** New drainage ditch. The provision of the 1,300 metres length of ditch.

(b) **Option 2.** The disused runway. The disused runway is proposed to be designed to provide favourable habitat for common lizard.

2.2.2 Terrestrial habitat within the Airport Site to be created as a functioning reptile habitat.

2.3 **Management prescriptions for receptor sites to make any necessary habitat enhancement and/or creation for the species concerned**

2.3.1 **Option 1:** Creation of new ditch habitat which will provide structurally diverse habitat to support populations of common lizards.

2.3.2 **Option 2:** Creation of habitat suitable for common lizard on the disused runway including structurally diverse grassland for feeding along with basking and refuge areas.

2.3.3 **Terrestrial habitat creation:** Creation of a mosaic of structurally diverse grassland habitat and bare ground, plus refugia and hibernacula.

2.4 **Details of any capture and translocation exercise that needs to be undertaken including timing, capture effort and trapping procedure**

2.4.1 Lizards will be trapped by the placement of a combination of corrugated galvanized metal and roofing felt refugia in or close to suitable terrestrial habitats. If appropriate there will be selective strimming of vegetation to encourage the use of refugia. The refugia will be lifted and individuals will be caught by hand and/or by netting, with immediate transfer to the new

habitats and placement in habitat that provides immediate cover and protection. Trapping will take place in spring/summer.

2.5 **Details of long-term management and security of the site from future development**

2.5.1 **Option 1:** Under this option, the success of translocation would be assessed by annual monitoring of the population present and where necessary modifying management prescriptions to ensure long-term presence of common lizard. In addition, common lizard would be included in the wider ABAP.

2.5.2 **Option 2:** Under this option, the success of translocation would be assessed by annual monitoring of the population present and where necessary modifying management prescriptions to ensure long-term presence of common lizard. In addition, common lizard would be included in the wider ABAP.

2.5.3 **Terrestrial habitat:** Under this option, the success of translocation would be assessed by annual monitoring of the population present and where necessary modifying management prescriptions to ensure long-term presence of grass snake. In addition, common lizard would be included in the wider ABAP.

APPENDIX 7

DITCH CONSTRUCTION MANAGEMENT PLAN

1. The new ditches would be excavated, in accordance with an approved detailed design specification, Land Drainage Consent, and construction method statement. The construction method statement will follow the following sequence:

   (a) Excavation of new ditches off-line to broad shape and form, as detailed in Figures 1 and 2 of the plan attached to this appendix, with varying bank and terraces leaving final profiling and trimming, and existing drain connection for later. Incremental trimming and profiling of new ditch with excavated topsoil.

   (b) Controlled stockpiling for re-use and excess disposal of topsoil and subsoil in designated areas

2. Having safeguarded the medicinal leech and the duckweed *Wolffia arrhiza*, the ditch lengths to be infilled would be closed via:

   (a) Construction of new control structure on Mockmill Sewer and temporary closure of existing ditches using either clay stanks or stop-boards as appropriate.

   (b) Construction of IDB access culverts to the existing eastern tributary ditches (Mockmill sewer upstream, and the Petty School sewer) with penstock/stop-boards to allow for temporary closure.

   (c) Removal of existing redundant control structures and restoration of banks and beds using approved natural material stockpile.

   (d) Construction of clay stank (or equivalent) to temporarily close the up and downstream ends of abandoned ditches and retain water for impoundment.

3. Transfer sediment to the new ditches and incremental trim and profile the new ditches with exposed sediment and detritus from existing ditches.

4. Capturing of aquatic invertebrates by drag netting and translocation directly to the new ditches

5. Translocation of aquatic and ditch-margin macrophytes from the existing ditch to the new ditches.

6. Translocation of species in the species protection plans under (c) above.

7. Connection of new ditches with existing, retained ditches and allowing water flow by draining down from sections of abandoned ditch in turn and controlled opening up of culvert penstocks/stop-boards. Transferral of any impounded invertebrates after drain-down prior to backfilling of abandoned ditches.

8. The abandoned ditches will be backfilled after full translocation sign-off using a detail approved by the Internal Drainage Board (typically granular fill with porous pipe beneath the runway extension and site won material with a French drain bed outside of the runway extension).

APPENDIX 8

FURTHER DESIGN DETAILS OF THE 1300M REPLACEMENT DITCH LENGTH

1. The section profiles of the ditch have been designed to provide greater variety and diversity than previously. The 1300m ditch design has been divided into segments of roughly 100m, and a profile assigned to each segment. The incorporation of shelves into the bank profile will allow shallow margins to develop and will provide runs to species such as water vole and common lizard. Southerly facing sections are designed to produce particularly shallow margins. The positioning of most shelves on the Airport side is mindful of operational management requirements of the Internal Drainage Board. The plan and section drawing of this revised design are contained in Figures 1 and 2 of the plan attached to Appendix 7.

2. Delivery of this design will result in good habitat for medicinal leech (shallow, warm water) and water vole (steep bank sections in which to burrow, with adjacent marginal vegetation for cover). The design will also provide similar habitat to current ditch habitat for grass snake and common lizard. It will also result in a significantly greater length of available habitat for these species and aquatic invertebrates.

3. Figure 2 of the plan attached to this appendix shows reduced control structures and improved connectivity. Ditch 7 will be connected, whilst Ditch 2 (currently blind-ended), will remain so, and not be connected.[5]

[5] For ditch number references see Figure 1 of NE/2/A, the Proof of Evidence of David Heaver submitted on behalf of Natural England against the application, given the reference NE/2/A

APPENDIX 9

MOTH ASSESSMENT

The assessment of the requirement for interventions will use the following approach:

1. **Stage 1**. Assess any changes compared to baseline and year-on-year survey results. If any changes are detected, a decision on whether to move to Stage 2 will be made in agreement with the Local Planning Authority and in consultation with Kent Wildlife Trust and Natural England. If change is beneficial, no actions are required; and if the outcome of the consultation indicates a deleterious change, investigation of the potential causes will be triggered.

2. **Stage 2**. Investigation of potential causes for deleterious change:

   (a) Investigate and consider any causes of any moth species decline not linked to lighting impacts.

   (b) Investigate and consider any causes of any moth species decline linked to lighting impacts.

   If Airport-related lighting impacts are identified, then Stage 3 will be instigated.

3. **Stage 3. Appropriate remedial action by the Applicant**

   (a) Consider with Kent Wildlife Trust and Natural England if mitigation measures being applied for lighting impacts are ineffective or are not being properly implemented.

   (b) Consider with Kent Wildlife Trust and Natural England implementation of new mitigation measures in respect of lighting.

   (c) Instigate any changes agreed with the Local Planning Authority, Kent Wildlife Trust and Natural England and monitor their effectiveness in the next monitoring survey.

APPENDIX 10

NETTING OF WATERBODIES

1. INTRODUCTION

1.1 In their document CAA CAP772 (Birdstrike Risk Management for Aerodromes) the Civil Aviation Authority (CAA) set out their guidance in respect of netting waterbodies in Chapter 4, Page 2. CAA prefers that netting enclosures are used to prevent access by birdstrike hazard species, where this is practical.

1.2 Where such waterbodies are also important for ecological value, including invertebrates, amphibians and smaller birds, netting can be designed to ensure accessibility to those species.

1.3 Netting can also be easily removed and replaced when management activities are required or during periods when there is a reduced necessity for netting (e.g. midsummer, after breeding birds have committed to choosing nest sites and before wintering birds arrive).

1.4 The following statement sets out in detail on the establishment of netting which meets the requirements of 1.1 – 1.3 above.

2. NETTING DESIGN

2.1 Supporting Structure

The best compromise of simplicity and durability is a stainless steel rope wire perimeter "frame," anchored with stainless steel eye bolts or similar, preferably set into flush concrete mountings. The perimeter frame should be flush with the ground (or very nearly so) to prevent larger birds and mammals from squeezing under the edges. Parallel or radial stainless steel support wires spanning the water, spacings dependent on net type and size of water body, but should not normally exceed 2m to prevent sagging. Incorporate adjustable tension fittings to allow re-tensioning of frame as required. Irregularly shaped ponds may require the frame to be designed as an irregular polyhedral shape, but the sides coinciding with the net and support wire spanning sections should be parallel where possible to allow the net to be pulled back like a curtain.

2.2 Netting

2.2.1 Fine nylon netting sold for plant protection or bird exclusion (mainly aimed at feral pigeons, sparrows and starlings) is unsuitable for excluding birds from open water as it is too flexible, too fine (and prone to damage) and too difficult for birds to see. It very often traps birds that either get under or through the net. Others, particularly wildfowl, may fail to see the net and try to land on the water, resulting in injury or death of the bird(s) and damage to the net. This compromises the effectiveness of the system and raises legitimate animal welfare and associated legal concerns. Ideally, the net should be of a light colour to stand out against the water background (orange or yellow are suitable), of a braided construction, UV stabilised, with a mesh size approximately 8-12 cm (excludes ducks, herons, etc., but allows smaller birds - to moorhen size - and mammals, amphibians and invertebrates to pass through the net without difficulty) and strand gauge of 2+mm. Net tension is important, as sagging is highly undesirable – the net may lie in the water, and slack nets will flap around in the wind, increasing wear and tear.

2.2.2 A mesh size of 10 - 12cm must be used for the development authorised by this planning permission.

2.3 Net Fixing

Nets should be fixed to the spanning wires and parallel sides of the outer frame with stainless “hog clips” to allow the net to be pulled back along the wires for inspection and maintenance of the net and the pond. The joining of nets sections should be done with care to ensure that gaps are not created between sections when the net is tensioned. Large numbers of cable ties may be necessary, or the use of a fishing net repair kit may be more suitable to stitch sections together. The ends of the net runs should be fixed to the frame with cable ties to facilitate easy detachment for maintenance. Again, sufficient fixings should be used to prevent the formation of gaps along the edges that larger birds or mammals can enter through.

2.4 Net Height

The clearance between the net and ground/water requires careful consideration at the outset. The net should never be submerged, regardless of fluctuations in water level (as it would cease to perform its design function and would be prone to damage from floating debris). Raising the net at the edges or by incorporating central supports to give a “tented” structure may be appropriate/desirable, and would improve the water body’s value to larger invertebrates such as dragonflies and non-hazardous birds. However, a raised net structure is more exposed to wind damage and this must be addressed in the design and maintenance plans. In this case that the nets will be raised at the edges by a minimum of 10 cm along the majority of the lengths, to allow access for small water birds which do not present bird strike hazard

2.5 Maintenance

Regular inspection (and repair where necessary) and occasional re-tensioning of the system will be required, as will periodic opening of the net for pond inspection/maintenance and to trim any scrub that begins to grow through the net.

APPENDIX 11

CAA UK AIP CHART

DRAFT CONDITIONS

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

A. DEFINITIONS

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

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
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
Completion	means in relation to any development works forming part of the Terminal Building, the date of issue of a certificate of practical completion of those works
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: 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; 3. where the prior approval of the Local Planning Authority has been received pursuant to the Runway Extension Planning Permission, training for an emergency activity undertaken by an Emergency and Governmental Body; 4. 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; and 5. activities carried out by or on behalf of Her Majesty's Government of the United Kingdom of Great Britain and Northern Ireland
Emergency and Governmental	means each and any of:

Body	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
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;][6]
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
ppa	means Public Transport Aircraft passengers per annum in any Calendar Year
Public Transport Aircraft	means: 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);

[6] Definition being confirmed.

and

2. 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)

excluding Aeroplanes flying or intended to fly for the Air Show, Emergency and Governmental Activities and training activities carried out in a [Light Propeller Driven Aircraft][7]

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 an application for planning permission submitted to Shepway District Council on 15 December 2006 and given reference number Y06/1647/SH
Terminal Building Updated Travel Plan	means a revised travel plan document based on and consistent with the Travel Plan that identifies the sustainable transport methods the Airport will promote in reaching a throughput of 500,000ppa
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.

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;

[7] To be confirmed.

(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 – Exisitng Site Sections, prepared by Parsons Brinckerhoff, August 2008;

(m) Drawing number FSB92590A/013 Rev C – Proposed Site Secitons, 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) Lighting Impact Assessment; and

(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.

C. CONSTRUCTION

3. **External Materials**

Prior to the Commencement of development, samples of the external finishing materials shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

4. **Construction Environmental Management Plan**

Prior to the Commencement of development, a Construction Environmental Management Plan (**CEMP**) shall be 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 Appendix 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.

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

5. **Programme of archaeological work**

Prior to the Commencement of development, a programme of archaeological work shall be submitted to and approved in writing by the Local Planning Authority and shall be carried out and completed in accordance with a written specification and timetable approved in writing by the Local Planning Authority.

6. **Contamination – Remediation Strategy**

Prior to the Commencement of development, the following components of a scheme to deal with the risks associated with contamination of the site shall each be 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 these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

7. **Contamination – Verification Report**

Prior to Commencement of development, 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 shall be 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.

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.

9. **Hours of work**

The hours of construction shall be 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays. Unless otherwise approved by the Local Authority under S.61 of

the Control of Pollution Act 1974, there shall be no work outside these hours nor on Sundays and Public and Bank Holidays are to be treated as Sundays.

D. ENVIRONMENTAL MANAGEMENT

10. Environmental Management System

Prior to Occupation of the Terminal Building, an Environmental Management System (**EMS**) shall be 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 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.

11. Foul water disposal

11.1 Prior to Commencement of development, a scheme for the disposal of foul water 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.

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.

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.

13. Ground water protection

Prior to the Commencement of development, a ground water quality monitoring programme to be undertaken within the footprint of the Runway Extension shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Environment Agency). Any protective measures required to safeguard such groundwater quality shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency) prior to Commencement of development. The development shall be carried out in accordance with the approved details.

14. Control of the storage of chemical materials

Prior to Commencement of development 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 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

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. Prior to Commencement of development details shall be submitted for approval to the Local Planning Authority that shall demonstrate 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. The development shall be carried out in accordance with the approved details.

16. **BREEAM Rating**

Prior to Commencement of development, a certificate issued by or on behalf of The Building Research Establishment shall be submitted to the Local Planning Authority to demonstrate that the design of the Terminal Building will achieve a BREEAM 2006 "Very Good" or "Excellent" rating.

F. LANDSCAPING

17. **Hard and soft landscaping**

Prior to the Commencement of development, details of any hard and soft landscape works shall be 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.

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

G. OPERATIONAL MANAGEMENT[8]

18. **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.

19. **Lighting Scheme**

Prior to the Commencement of development, a lighting scheme for the Terminal Building and car park areas and associated roads shall be 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:

[8] Conditions on aircraft movements, air show, aeroplane weight, night-time period, ground operations and training for emergency and governmental bodies, are secured on the Runway Extension Planning Permission and so do not need to be replicated on the Terminal Building Planning Permission. The Terminal Building can only be Occupied once the Runway Extension has been Completed (this is a S106 obligation), and so the Runway Extension Planning Permission will be the first permission to be triggered. Therefore, these operational restrictions are more appropriately secured on the Runway Extension Planning Permission.

(a) details of how the external and internal lighting will be minimised between 23.00 and 07.00 hours;

(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.

APPENDIX 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 Plan[9].

Mechanical Operations

[9] The Terminal Building Construction Traffic Management Plan is a Section 106 planning obligation.

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

Remedial Action

22. 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.

23. 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).

24. 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.

25. 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.

26. 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.