

MITIGATION SCHEDULE:

RUNWAY EXTENSION

This mitigation schedule is a summary of proposed mitigations and does not form part of the Environmental Statement submitted with planning application YO6/1648/SH in December 2006. Each individual mitigation measure contained in this schedule should be secured by the appropriate planning mechanism applicable to that measure, such as by Section 106 Obligation, Condition or Informative.

Key Mitigation Proposals for Construction Phase Impacts

Area	Aspect	Mitigation
General	Management Plans	LAA will develop and implement a Construction Health & Safety Plan (CHSP) and Construction Environmental Management Plan (CEMP) which will include both works method statements and risk tables to manage the key environmental risks outlined in the Environmental Statement (2006) and Supplementary Information (2007). The plans will meet the requirements of all relevant legislation and the requirements of the regulatory authorities and will contain specific information as outlined in this Schedule.
General	Training	All personnel will have appropriate instruction on the use of the CHSP and CEMP to minimise environmental risks with specific instruction on issues such as spill avoidance, hazard management and special precautions for sensitive areas.
General	Health and Safety	The CEMP will meet the requirements of the Construction (Design and Management) Regulations (1994), the Health and Safety at Work Act, the Management of Health and Safety at Work Regulations, the Control of Substances Hazardous to Health Regulations and the Construction (Health, Safety and Welfare) Regulations. It will specifically require all works to be properly barriered off and adequate signage installed to indicate appropriate Personal Protective Equipment (PPE) required (and to be worn at all times), and all health and safety equipment to be available onsite, including spill kits.
Ground Conditions	Geomorphology	If required, LAA will agree to a condition being attached to any planning permission granted for the runway extension restricting commencement of development until LAA has completed supplementary survey work of the geomorphology buried beneath the footprint of the proposed runway extension.
Ground Conditions	Existing Land Contamination	Pre-commencement site investigations will be agreed with the regulatory authorities, targeted to those areas where contamination could be most likely encountered. Should any potentially contaminated land be encountered, it will be analysed for the presence of hazardous materials and an appropriate remediation strategy agreed with the regulators before construction works commence. In addition, should any contaminated 'hot-spots' be identified by onsite contractors, work in that area will stop until the material present has been analysed and appropriate remediation agreed.

Area	Aspect	Mitigation
Ground Conditions	Spill Prevention	<p>Risks of contamination to the underlying geology and soils of the area will be minimised through implementation of the CEMP, with particular requirements that:</p> <ul style="list-style-type: none"> • Fuel/oil tanks and chemical storage tanks/areas to be provided with locks and placed on compacted areas, within bunds that have a capacity equal to 110% of the storage capacity of the largest tank, to prevent spilled materials from leaking offsite. All valves and couplings to be located within the bunded area; • Any excavated material will be placed on hardstanding located least 20m from the nearest watercourses and covered; • All clean material arising from construction works will be spread evenly within the application boundary over the clear and graded area (but not within 20m of watercourses) before grassing;
Ground Conditions	Soil handling	All soil and ground arisings will be stripped, handled, stored, managed and re-distributed on site.
Water Resources	Surface Water Drainage	Stormwater management measures will be developed in consultation with the local planning authority, Environment Agency and the IDB and installed prior to commencement of works. These will prevent erosion of any exposed substrates and/or sediment laden or contaminated water draining offsite into adjacent controlled waters.
Water Resources	Water Quality	<p>Specific water-resource protection measures will be included within the CEMP, such as:</p> <ul style="list-style-type: none"> • Oil interceptors will be provided in any drainage system downstream of possible oil/fuel pollution sources. The oil interceptors will be emptied and cleaned regularly to prevent the release of oils and grease into the stormwater drainage system. Waste materials will be disposed of at an appropriate facility. Any surface water contaminated by hydrocarbons which are used during the construction phase will be passed through these oil/grit interceptor(s) prior to discharge; • Measures will be taken to ensure that no leachate or any surface water that has the potential to be contaminated to enter directly or indirectly any watercourse, underground strata or adjoining land; • Water inflows to excavated areas will be minimised by the use of lining materials, good house keeping techniques and by the control of drainage and construction materials in order to prevent the contamination of groundwater; • Refuelling of construction vehicles and equipment will be restricted to a designated area with properly designed fuel tanks and bunds and appropriate operating procedures;

Area	Aspect	Mitigation
		<ul style="list-style-type: none"> • All channels (permanent and temporary and any temporary) attenuation ponds will be maintained to prevent flooding and overflowing and protected where necessary against erosion; • All temporary hardstanding areas and exposed surfaces or storage areas will be designed to discharge to attenuation ponds, and will not discharge to watercourses or flow offsite in an uncontrolled manner; • Portable chemical toilets and sewage holding tanks will be placed onsite to accommodate sewage generated by the construction workforce. A licensed contractor will be responsible for appropriate disposal and maintenance; • Handling and storage of any potentially contaminating material will only occur in designated areas to prevent discharge to watercourses, the drainage system, or offsite; • No washdown areas will be located near watercourses, or open drains and washdown waters will be collected and directed to appropriate treatment; and • A spill management plan will be in place at all times.
Water Resources	Water Quality Monitoring	A water quality monitoring programme will be developed for the project in conjunction with the regulatory authorities, to protect water resources during construction.
Solid Waste Management	Management Plans	The CEMP will include a Solid Waste Management Plan, which will contain measures to control waste production.
Solid Waste Management	Spoil Management	An exemption will be sought from the Environment Agency under Paragraph 19A, Schedule 3, to the Waste Management Licensing Regulations 1994 (as amended) for the excavation and reuse of soil as part of the construction works.
Land Use	Connections & Access	Utility connections required will be below ground and routed to avoid impacts on sensitive areas. Subject to LAA's duties as an airport operator, farm access in the surrounding area will be maintained with no restrictions.
Ecology	Habitat Management Plans	The CEMP will include habitat management plans to ensure adequate protection of important habitats from accidental leaks or spills of oil or other petroleum-based products. Areas outside the footprint will be fenced off to prevent unauthorised access by site plant or personnel, and vehicle movement will be confined to existing roads and access tracks.

Area	Aspect	Mitigation
Ecology	Timing of Works	Works scheduling will take account of any seasonal vulnerability of important species. Breeding and behavioural cycles will be considered for mammals, birds, reptiles, amphibians and invertebrates. Any plant material translocation would be similarly subject to seasonal sensitivity.
Ecology	Ditches	Closure and creation of ditches will be planned and timed in order that both drainage and ecological value are maintained and where possible enhanced. A detailed design and method statement will be agreed with the appropriate authorities.
Cultural Heritage	Watching Brief	An archaeological watching brief will be developed for earthmoving works in accordance with the requirements of PPG 16 and the Local Plan Policy.
Traffic	Construction Traffic	An agreed route and schedule for construction vehicles will be established with the Highways Authority.
Air Quality	Dust Management	The CEMP will contain specific precautionary measures to limit dust.
Air Quality	Site Roads and Haulage	Hardstanding areas for vehicles entering, parking and leaving the site will be provided, with wheel washing facilities at access points. Site roads will be cleaned regularly and damped down if necessary. Site vehicle movements will be kept to a minimum and, where possible, restricted to paved haulage routes. 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.
Air Quality	Mechanical Operations	Static and mobile plant will be well maintained, regularly serviced and located as far away as practicable from sensitive receptors.
Noise & Vibration	Normal working hours	All construction activities will be carried out in accordance with the recommendations of BS 5228. Appropriate practicable working hours and noise limits will be agreed with the local planning authority.
Noise & Vibration	Non-normal working hours	Specific method statements and risk assessments will be required for night working and the contractor will inform and agree any works in advance with the Environmental Health Officer, whilst also informing affected residents of the works to be carried out outside normal hours who would be provided with a point of contact for any queries or complaints.
Noise & Vibration	Plant & vehicle maintenance	All vehicles and mechanical plant used for construction will be fitted with effective exhaust silencers, and regularly maintained and inherently quiet plant will be used where appropriate. All major compressors will be sound-reduced models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use and all ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. All ancillary plant such as generators, compressors and pumps will be positioned so as to cause minimum noise disturbance. If necessary, temporary acoustic barriers or enclosures will be provided

Key Mitigation Proposals for Operational Impacts

Area	Aspect	Mitigation
General	Environmental Management	LAA will develop its Environmental Management System (EMS) based on the ISO14001 standards.
	Training	All airport staff (and those of tenant companies including airlines) will undergo appropriate environmental training as set out in the EMS.
Water Resources	Internal Drainage	Drains within the airport boundary owned by LAA will be maintained by LAA (in consultation with the IDB) to ensure that there are no obstructions to drainage or reduced storage volumes which could cause localised flooding, and that adequate water storage is present throughout the system. LAA will monitor these facilities to ensure they remain effective.
Water Resources	External Drainage	Drains outside the airport boundary are owned by the IDB which undertakes annual maintenance of these drains to ensure they maintain their drainage capacity and efficiency. LAA will assist the IDB in this process as required.
Water Resources	Spill Management	The EMS will include spill prevention procedures and risk control measures to avoid contaminants entering watercourses. Such measures will be agreed with the Environment Agency, IDB and Natural England.
Solid Waste Management	Management Plans	The EMS will contain a solid waste management strategy, which will identify how individual waste streams are managed, collected, and disposed of (airside and landside).
Land Use	General	A forum will be established to include local landowners to control bird strike whilst retaining and improving ecological and/or agricultural value of surrounding land.
Ecology	Biodiversity Action Plan	<p>A habitat and biodiversity action plan (BAP) will be developed for the airport in collaboration with appropriate stakeholders. The BAP will include:-</p> <ol style="list-style-type: none"> 1. habitat suitability for reptiles, invertebrates and small mammals to be encouraged in locations away from operational areas of the site; 2. habitat management of waterbodies and drainage ditches within the site to be undertaken in agreement with the Environment Agency, IDB and Natural England; 3. Measures to reduce the risk of siltation and contamination of watercourses; 4. appropriate methods to ensure that the ornithological value of the area is retained and, where possible, enhanced. 5. methods to ensure a balance is met between recognising the importance of the wetland habitat around the airport for bird conservation and the need to minimise bird strike hazard. <p>LAA will also implement a mechanism by which it and the appropriate authorities will monitor the BAP.</p>

Area	Aspect	Mitigation
Ecology	Ecological Monitoring	<p>LAA will carry out the following monitoring:-</p> <ol style="list-style-type: none"> 1. the monitoring of bird populations in and around the airfield; 2. the monitoring of any habitat creation on or off the airfield; 3. the monitoring of lichens and other plants on shingle habitat. <p>All monitoring regimes will be agreed in so far as is possible with appropriate stakeholders.</p>
Bird Conservation & Hazard Management	Bird Hazard	LAA will continue to develop and implement its Bird Control Plan. LAA will also develop and implement a mechanism to monitor the BCP.
Traffic & Transport	Travel Plan	LAA will develop and implement a Travel Plan.
Traffic & Transport	Hammonds Corner	LAA will either fund or build a new roundabout at Hammonds Corner, at a trigger date to be agreed with the Highways Authority.
Traffic & Transport	Signage	LAA will develop and implement a signage strategy to ensure that traffic is directed along the most appropriate route to the airport.
Traffic & Transport	Shuttle Bus	LAA will operate a shuttle bus service between the Airport and Ashford International Train Station.
Air	Air Quality Management	LAA will develop an air quality strategy together with an air quality monitoring strategy.
Noise & Vibration	Noise Management	LAA will develop a noise management plan, which will include measures such as controlling ground noise; establishing noise performance standards for aircraft based at LAA; and managing flight path, departure, arrival and taxiing procedures. A noise monitoring strategy will also be developed.
Noise & Vibration	Noise Management	LAA will provide secondary glazing for Greatstone Primary School at an appropriate trigger to be agreed with the planning authority.
Climate change	Carbon Management	LAA will commit to minimising its own carbon footprint by establishing a carbon management plan which will include examining airfield buildings, ground operations, aircraft fleet, flight paths and landing/take-off operations. LAA will also become a signatory to the UK Sustainable Aviation Strategy. In terms of cleaner aircraft, aviation fuel tax and emissions trading, these are all initiatives which the Government is targeting primarily towards airline operators. LAA will review the environmental practices of airline operators wishing to use the developed facilities
Socio-Economic	Employment	LAA will develop and implement a Jobs and Business Strategy to ensure that the local community benefits from operational jobs that will arise.

**MITIGATION SCHEDULE:
NEW TERMINAL BUILDING**

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Key Mitigation Proposals for Construction Phase Impacts

Area	Aspect	Mitigation
General	Management Plans	LAA will develop and implement a Construction Health & Safety Plan (CHSP) and Construction Environmental Management Plan (CEMP) which will include both works method statements and risk tables to manage the key environmental risks outlined in the Environmental Statement (2006) and Supplementary Information (2007). The plans will meet the requirements of all relevant legislation and the requirements of the regulatory authorities and will contain specific information as outlined in this Schedule.
General	Training	All personnel will have appropriate instruction on the use of the CHSP and CEMP to minimise environmental risks with specific instruction on issues such as spill avoidance, hazard management and special precautions for sensitive areas.
General	Health and Safety	The CEMP will meet the requirements of the Construction (Design and Management) Regulations (1994), the Health and Safety at Work Act, the Management of Health and Safety at Work Regulations, the Control of Substances Hazardous to Health Regulations and the Construction (Health, Safety and Welfare) Regulations. It will specifically require all works to be properly barriered off and adequate signage installed to indicate appropriate Personal Protective Equipment (PPE) required (and to be worn at all times), and all health and safety equipment to be available onsite, including spill kits.
Ground Conditions	Existing Land Contamination	Pre-commencement site investigations will be agreed with the regulatory authorities, targeted to those areas where contamination could be most likely encountered. Should any potentially contaminated land be encountered, it will be analysed for the presence of hazardous materials and an appropriate remediation strategy agreed with the regulators before construction works commence. In addition, should any contaminated 'hot-spots' be identified by onsite contractors, work in that area will stop until the material present has been analysed and appropriate remediation agreed.

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Ground Conditions	Spill Prevention	<p>Risks of contamination to the underlying geology and soils of the area will be minimised through implementation of the CEMP, with particular requirements that:</p> <ul style="list-style-type: none"> • Fuel/oil tanks and chemical storage tanks/areas to be provided with locks and placed on compacted areas, within bunds that have a capacity equal to 110% of the storage capacity of the largest tank, to prevent spilled materials from leaking offsite. All valves and couplings to be located within the bunded area; • Any excavated material will be placed on hardstanding located least 20m from the nearest watercourses and covered; • All clean material arising from construction works will be spread evenly within the application boundary over the clear and graded area (but not within 20m of watercourses) before grassing;
Ground Conditions	Soil handling	All soil and ground arisings will be stripped, handled, stored, managed and re-distributed on site.
Water Resources	Surface Water Drainage	Stormwater management measures will be developed in consultation with the local planning authority, Environment Agency and the IDB and installed prior to commencement of works. These will prevent erosion of any exposed substrates and/or sediment laden or contaminated water draining offsite into adjacent controlled waters.
Water Resources	Water Quality	<p>Specific water-resource protection measures will be included within the CEMP, such as:</p> <ul style="list-style-type: none"> • Oil interceptors will be provided in any drainage system downstream of possible oil/fuel pollution sources. The oil interceptors will be emptied and cleaned regularly to prevent the release of oils and grease into the stormwater drainage system. Waste materials will be disposed of at an appropriate facility. Any surface water contaminated by hydrocarbons which are used during the construction phase will be passed through these oil/grit interceptor(s) prior to discharge; • Measures will be taken to ensure that no leachate or any surface water that has the potential to be contaminated to enter directly or indirectly any watercourse, underground strata or adjoining land; • Water inflows to excavated areas will be minimised by the use of lining materials, good house keeping techniques and by the control of drainage and construction materials in order to prevent the contamination of groundwater; • Refuelling of construction vehicles and equipment will be restricted to a designated area with properly designed fuel tanks and bunds and appropriate operating procedures;

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Water Resources	Water Quality Monitoring	A water quality monitoring programme will be developed for the project in conjunction with the regulatory authorities, to protect water resources during construction.
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Solid Waste Management	Spoil Management	An exemption will be sought from the Environment Agency under Paragraph 19A, Schedule 3, to the Waste Management Licensing Regulations 1994 (as amended) for the excavation and reuse of soil as part of the construction works.
Land Use	Connections & Access	Utility connections required will be below ground and routed to avoid impacts on sensitive areas. Subject to LAA's duties as an airport operator, farm access in the surrounding area will be maintained with no restrictions.
Ecology	Habitat Management Plans	The CEMP will include habitat management plans to ensure adequate protection of important habitats from accidental leaks or spills of oil or other petroleum-based products. Areas outside the footprint will be fenced off to prevent unauthorised access by site plant or personnel, and vehicle movement will be confined to existing roads and access tracks.

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Cultural Heritage	Watching Brief	An archaeological watching brief will be developed for earthmoving works in accordance with the requirements of PPG 16 and the Local Plan Policy.
Traffic	Construction Traffic	An agreed route and schedule for construction vehicles will be established with the Highways Authority.
Air Quality	Dust Management	The CEMP will contain specific precautionary measures to limit dust.
Air Quality	Site Roads and Haulage	Hardstanding areas for vehicles entering, parking and leaving the site will be provided, with wheel washing facilities at access points. Site roads will be cleaned regularly and damped down if necessary. Site vehicle movements will be kept to a minimum and, where possible, restricted to paved haulage routes. 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.
Air Quality	Mechanical Operations	Static and mobile plant will be well maintained, regularly serviced and located as far away as practicable from sensitive receptors.
Noise & Vibration	Normal working hours	All construction activities will be carried out in accordance with the recommendations of BS 5228. Appropriate practicable working hours and noise limits will be agreed with the local planning authority.
Noise & Vibration	Non-normal working hours	Specific method statements and risk assessments will be required for night working and the contractor will inform and agree any works in advance with the Environmental Health Officer, whilst also informing affected residents of the works to be carried out outside normal hours who would be provided with a point of contact for any queries or complaints.
Noise & Vibration	Plant & vehicle maintenance	All vehicles and mechanical plant used for construction will be fitted with effective exhaust silencers, and regularly maintained and inherently quiet plant will be used where appropriate. All major compressors will be sound-reduced models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use and all ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers. All ancillary plant such as generators, compressors and pumps will be positioned so as to cause minimum noise disturbance. If necessary, temporary acoustic barriers or enclosures will be provided
Socio-Economic	Employment	LAA will develop and implement a Jobs and Business Strategy to ensure that the local community benefits from the construction jobs that will arise.

Key Mitigation Proposals for Operational Impacts

Area	Aspect	Mitigation
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Water Resources	Spill Management	The EMS will include spill prevention procedures and risk control measures to avoid contaminants entering watercourses. Such measures will be agreed with the Environment Agency, IDB and Natural England.
Solid Waste Management	Management Plans	The EMS will contain a solid waste management strategy, which will identify how individual waste streams are managed, collected, and disposed of (airside and landside).
Land Use	General	A forum will be established to include local landowners to control bird strike whilst retaining and improving ecological and/or agricultural value of surrounding land.
Ecology	Biodiversity Action Plan	<p>A habitat and biodiversity action plan (BAP) will be developed for the airport in collaboration with appropriate stakeholders. The BAP will include:-</p> <ol style="list-style-type: none"> 1. habitat suitability for reptiles, invertebrates and small mammals to be encouraged in locations away from operational areas of the site; 2. habitat management of waterbodies and drainage ditches within the site to be undertaken in agreement with the Environment Agency, IDB and Natural England; 3. Measures to reduce the risk of siltation and contamination of watercourses; 4. appropriate methods to ensure that the ornithological value of the area is retained and, where possible, enhanced. 5. methods to ensure a balance is met between recognising the importance of the wetland habitat around the airport for bird conservation and the need to minimise bird strike hazard. <p>LAA will also implement a mechanism by which it and the appropriate authorities will monitor the BAP.</p>

Area	Aspect	Mitigation
Ecology	Ecological Monitoring	<p>LAA will carry out the following monitoring:-</p> <ol style="list-style-type: none"> 1. the monitoring of bird populations in and around the airfield; 2. the monitoring of any habitat creation on or off the airfield; 3. the monitoring of lichens and other plants on shingle habitat. <p>All monitoring regimes will be agreed in so far as is possible with appropriate stakeholders.</p>
Bird Conservation & Hazard Management	Bird Hazard	LAA will continue to develop and implement its Bird Control Plan. LAA will also develop and implement a mechanism to monitor the BCP.
Traffic & Transport	Travel Plan	LAA will develop and implement a Travel Plan.
Traffic & Transport	Shuttle Bus	LAA will increase the frequency of the shuttle bus to accommodate the up lift in passengers to 500,000ppa. The shuttle bus service will be between the Airport and Ashford International Train Station.
Air	Air Quality Management	LAA will develop an air quality strategy together with an air quality monitoring strategy.
Noise & Vibration	Noise Management	LAA will develop a noise management plan, which will include measures such as controlling ground noise; establishing noise performance standards for aircraft based at LAA; and managing flight path, departure, arrival and taxiing procedures. A noise monitoring strategy will also be developed.
Climate change	Carbon Management	LAA will commit to minimising its own carbon footprint by establishing a carbon management plan which will include examining airfield buildings, ground operations, aircraft fleet, flight paths and landing/take-off operations. LAA will also become a signatory to the UK Sustainable Aviation Strategy. In terms of cleaner aircraft, aviation fuel tax and emissions trading, these are all initiatives which the Government is targeting primarily towards airline operators. LAA will review the environmental practices of airline operators wishing to use the developed facilities
Socio-Economic	Employment	LAA will develop and implement a Jobs and Business Strategy to ensure that the local community benefits from operational jobs that will arise.