

Schedule of Mitigation Measures secured by Condition, Section 106 Agreement and Design						
Topic	Conditions			Section 106 Agreement		Design Feature
	Reference	Mitigation	Clause/Paragraph	Mitigation		
1 Ornithology	1.1	Operational - Runway 21 Right Turn				
		27 (RE) 26 (TB)	Departing Aeroplanes from Runway 21 that have a take off weight of 5700kg or over are to turn right and follow flight path FP12			
	1.2	Bird Control Management				
				Paragraph 10, Schedule 1	Bird Control Management Plan and Bird Control Measures and Off-Site Bird Control Measures)	
				Paragraph 11, Schedule 1	Annual monitoring of the Bird Control Management Plan	
				Paragraph 12, Schedule 1	Bird Control Management Panel and Remedial Measures Scheme	
2 Airport Operations	2.1	Operational Management				
		18.1 (RE), 18.1 (TB)	The annual number of Aeroplane movements will not exceed 40,000 movements per annum in any Calendar Year (excluding the Air Show).	Paragraph 14.1, Schedule 1	The Airport Operator is to use reasonable endeavours to ensure that the operational procedures set out in this paragraph are followed by Aeroplanes and Helicopters - for noise and safety purposes.	
		18.2 (RE), 18.2 (TB)	The annual number of Helicopter movements will not exceed 1,200 movements per annum in any Calendar Year (excluding the Air Show).			
		19 (RE)	Following the Runway Extension coming into operation and, until the Terminal Building is in Occupation, passenger numbers using the Airport will be controlled to not exceed 300,000 ppa in any calendar year.			
		19 (TB)	Following occupation of the Terminal Building, passenger numbers using the Airport shall not exceed 500,000ppa in any calendar year.			
	2.2	Flight Paths				
				Paragraphs 14.1.3, 14.1.6, 14.1.7, 14.1.9 and 14.2, Schedule 1 14.1.9	Every Aeroplane making an approach to land at the Airport to follow a descent path which will not result in the Aeroplane being lower at any time than the descent path which would be followed by the Aeroplane using the Airport's instrument landing system or that as indicated visually by the Precision Approach Path Indicator All departing Aeroplanes to climb straight ahead to at least a height of 500 feet or to pass the upwind end of the runway whichever is the later before commencing any turn All departing Aeroplanes to climb as steeply as is compatible with safety All Aeroplanes and Helicopters that take off or land at the Airport to remain on a flight path at least 1.5 nautical miles from the position specified in column 3 of Schedule 2 of the Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 2007 (SI 2007/1929) Helicopters departing from or landing at the Airport to use a north-westerly flight path in order to avoid the towns of Lydd and New Romney	
	2.3	Air Show				
		20 (RE), 20 (TB)	There will be no more than one Air Show lasting no longer than three days in any calendar year.			

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		2.4	Aeroplane Weight			
			21 (RE), 21 (TB)	No aircraft exceeding 80 tonnes maximum take-off weight will be permitted to land or take-off at the Airport.	Paragraphs 14.1.5 and 14.1.8, Schedule 1	All departing Aeroplanes having a take off weight of 5700kg or over to use the starter extension upon departure from Runway 21
		2.5	Night-Time Period			
			22 (RE), 22(TB)	There shall be no Flight Movements, except in relation to Emergency and Governmental Activities as defined, at the Airport during the Night Time Period.		
3	Socio-economic	3.1	Employment and Training			
					Paragraph 17, Schedule 1	The preparation and implementation of the following strategies: 1) Runway Extension Jobs and Business Strategy; 2) Phase 1 Jobs and Business Strategy; and 3) Phase 2 Jobs and Business Strategy.
4	Noise	4.1	Construction			
			5(RE), 9 (TB)	The hours of construction will be limited to 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. There will be no work outside these hours unless otherwise approved in writing by the LPA.		
		4.2	Operation - Night Time Period			
			22 (RE), 22(TB)	There shall be no Flight Movements, except in relation to Emergency and Governmental Activities as defined, at the Airport during the Night Time Period.		
		4.3	Operation - Ground Operations			
			25 (RE), 24 (TB)	Aeroplane engine power checks shall not take place within the Airport Site except within allocated areas known as "Hold B" and "Hold C".		
		4.4	Operation - Limit on aircraft movements			
			18.1 (RE), 18.1 (TB)	The annual number of Aeroplane movements will not exceed 40,000 movements per annum in any Calendar Year (excluding the Air Show).		
			18.2 (RE), 18.2 (TB)	The annual number of Helicopter movements will not exceed 1,200 movements per annum in any Calendar Year (excluding the Air Show).		
		4.5	Operational - Runway 21 Right Turn			
			27 (RE) 26 (TB)	Departing Aeroplanes from Runway 21 that have a take off weight of 5700kg or over are to turn right and follow flight path FP12		
		4.6	Operation - Aeroplane Weight			
			21 (RE), 21 (TB)	No aircraft exceeding 80 tonnes maximum take-off weight will be permitted to land or take-off at the Airport.	Paragraphs 14.1.5 and 14.1.8, Schedule 1	All departing Aeroplanes having a take off weight of 5700kg or over to use the starter extension upon departure from Runway 21 All departing Aeroplanes having a take off weight of 5700kg or over not to turn left upon departure from Runway 21

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	4.7	Noise Management Plan and Noise Reporting			
			Paragraph 13, Schedule 1	Provision for the First Noise Management Plan and the Second Noise Management Plan.	Enhancement of sound insulation mitigating noise generated from aircraft. Baggage handling area located within the building to protect against noise pollution.
			Paragraph 15, Schedule 1	Mechanisms to report on: 1) number of Public Transport Aircraft passengers; 2) number of Aeroplane and Helicopter flight movements; 3) weight bands, aircraft Chapter and runway use of Aeroplanes taking off and landing at the Airport; 4) results of the monitoring carried out pursuant to the approved Second Noise Management Plan; and 5) noise complaints.	
	4.8	Operational restrictions			
		Paragraphs 14.1.1, 14.1.2 and 14.1.4, Schedule 1	every Aeroplane and Helicopter to be operated in such a manner as to cause the least disturbance practicable to local residents every Aeroplane and Helicopter to follow procedures promulgated by the Airport Operator for noise abatement and minimising ground noise the use of reverse thrust after landing to be minimised consistent with the safe operation of the Aeroplane at all times		
	4.9	Greatstone Primary School			
			Paragraph 16, Schedule 1	Undertaking of a Sound Insulation Survey; payment of £90,000 towards mitigation measures; and an additional payment towards mitigation measures, if necessary, up to £12,000.	
5 Ecology	5.1	Construction Environmental Management Plan (CEMP)			
		3 (RE), 4 (TB)	No development shall begin until a CEMP has been submitted to and approved in writing by the LPA (in consultation with Natural England). This will include a habitat management plan to protect important flora and fauna habitats during the construction phase.		
	5.2	The Replacement Ditch Network			
	5.2.1	Water Vole			
		10.1 (RE)	No works related to the infill or creation of ditches and water bodies pursuant to the development will be commenced until an updated relative population estimate survey of water vole has been undertaken of all the water bodies within the Airport Site, including the full ditch length within the Airport Site and not just the parts directly proposed to be under the Runway Extension footprint.		

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	5.2.2	Grass Snake		
	10.2 (RE)	No works related to the infill of or creation of ditches and water bodies pursuant to the development will be commenced until an updated relative population estimate survey of grass snake has been undertaken of all the water bodies within the Airport Site, including the full ditch length within the Airport Site and not just the parts directly proposed to be under the Runway Extension footprint.		
	5.2.3	Common Lizard		
	10.3 (RE)	No works related to the infill of or creation of ditches and water bodies pursuant to the development will be commenced until an updated relative population estimate survey of common lizard has been undertaken within the Airport Site.		
	5.2.4	Medicinal Leech		
	10.4 (RE)	No works related to the infill of or creation of ditches and water bodies pursuant to the development will be commenced until an updated relative population estimate survey of medicinal leech and a survey for the presence of nesting birds has been undertaken of all the water bodies within the Airport Site, including the full ditch length within the Airport Site and not just the parts directly proposed to be under the Runway Extension footprint.		
	5.2.5	Aquatic emergent and bank vegetation		
	10.5 (RE)	No works related to the infill of or the creation of ditches and water bodies pursuant to the development will be commenced until an updated survey of the aquatic emergent and bank vegetation of the ditches within the Airport Site has been conducted and an aquatic habitat chemical analysis of the ditches and water bodies within the Airport Site has been conducted.		
	5.2.6	Aquatic and Amphibious Invertebrates		
	10.6 (RE)	No works related to the infill of or creation of ditches and water bodies pursuant to the development will be commenced until surveys of aquatic and amphibious invertebrates to species level have been conducted at water bodies and along ditch sections of 100m 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.		
	5.3	Pre-construction submission of details		
	5.3.1	Construction species protection plan		
	11.1 (RE), Annex 4 (RE), Annex 5 (RE), Annex 6 (RE)	No works to the infill of or creation of ditches and water bodies pursuant to the development will be commenced until a construction species protection plan for each of water vole, grass snake, common lizard, medicinal leech and duckweed has been submitted to and approved in writing by the LPA (in consultation with Natural England). The construction species protection plans will be informed by the results of the surveys carried out pursuant to Conditions 10.1 to 10.6 (inclusive) and which results shall be submitted to the LPA alongside the construction species protection plans.		

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	5.3.2	Ditch construction method statement				
	11.2 (RE) and Annex 7 (RE)	No works related to the infill or creation of ditches and water bodies pursuant to the development hereby approved will be commenced until a ditch construction method statement has been submitted to and approved in writing by the LPA (in consultation with Natural England), such ditch construction method statement to be informed by and reference the construction species protection plans required pursuant to Condition 11.1.				
	5.3.3	Ditch design details				
	11.3 (RE) and Annex 8 (RE)	No works to the infill of or creation of ditches and water bodies pursuant to the development shall be commenced until full details of the 1,300m replacement ditch length required as a result of the development hereby approved have been submitted to and approved in writing by the LPA (in consultation with Natural England) such details to incorporate the design presented in the Surface Water Drainage Strategy.				
	5.3.4	Mitigation				
	11.4 (RE)	No works related to the infill of or creation of ditches and water bodies pursuant to the development will be commenced until further mitigation details, which may be submitted as part of the wider ABAP, have been submitted to and approved in writing by the LPA (in consultation with Natural England).				
	5.4	Monitoring and Remedial Actions				
	5.4.1	Water Vole				
	(a) 12.1 (RE)	During the month of May immediately following completion of the 1,300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, water vole relative population estimate 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 population estimate monitoring to be carried out using the same methodology used for the survey carried out pursuant to Condition 10.1.				
	(b) 12.2 (RE)	In the event that the results of any of the 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 will be undertaken and submitted to the LPA for written approval (in consultation with Natural England) within 28 days of the monitoring being completed.	Paragraph 20, Schedule 1	In the event that the water vole monitoring report submitted to the LPA pursuant to the RE Conditions identifies a material decrease in the relative population of water vole within the Airport Site and land within the 1km Survey Area the Airport Operator is to carry out an investigation, submit a scheme of remedial measures, and implement the scheme of remedial measures.		
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5.4.2 Grass Snake				
	(a) 12.3 (RE)	Following completion of the 1,300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, grass snake relative population estimate monitoring of the 1,300m 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 population estimate monitoring to be carried out using the same methodology used for the survey carried out pursuant to Condition 10.2 and undertaken at the appropriate time of year following the most recent up to date good practice guidelines published by Natural England at the time of the survey.		
	(b) 12.4 (RE)	In the event that the results of any of the monitoring carried out pursuant to Condition 12.3 show that the population of grass snake 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 grass snake within the Airport Site and an assessment for management remedial measures shall be undertaken and submitted to the LPA for written approval (in consultation with Natural England) within 28 days of the monitoring being completed.	Paragraph 20, Schedule 1	In the event that the grass snake monitoring report submitted to the LPA pursuant to the RE Conditions identifies a material decrease in the relative population of grass snake within the Airport Site and land within the 1km Survey Area the Airport Operator is to carry out an investigation, submit a scheme of remedial measures, and implement the scheme of remedial measures.
5.4.3 Common Lizard				
	(a) 12.5 (RE)	Following completion of the 1,300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, common lizard relative population estimate monitoring of the 1,300m 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 population estimate monitoring to be carried out using the same methodology used for the survey carried out pursuant to Condition 10.3 and undertaken at the appropriate time of year following the most recent up to date good practice guidelines for reptiles published by Natural England at the time of the survey.		
	(b) 12.6 (RE)	In the event that the results of any of the 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 LPA for written approval (in consultation with Natural England) within 28 days of the monitoring being completed.	Paragraph 20, Schedule 1	In the event that the common lizard monitoring report submitted to the LPA pursuant to the RE Conditions identifies a material decrease in the relative population of common lizard within the Airport Site and land within the 1km Survey Area the Airport Operator is to carry out an investigation, submit a scheme of remedial measures, and implement the scheme of remedial measures.

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5.4.4 Medicinal Leech					
	(a)	12.7 (RE)	During the months of June and July immediately following completion of the 1,300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, medicinal leech population estimate 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 population estimate monitoring to be carried out using the same methodology used for the survey carried out pursuant to Condition 10.4.		
	(b)	12.8 (RE)	In the event that the results of any of the 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 LPA for written approval (in consultation with Natural England) within 28 days of the monitoring being completed.	Paragraph 20, Schedule 1	In the event that the medicinal leech monitoring report submitted to the LPA pursuant to the RE Conditions identifies a material decrease in the relative population of medicinal leech within the Airport Site and land within the 1km Survey Area the Airport Operator is to carry out an investigation, submit a scheme of remedial measures, and implement the scheme of remedial measures.
5.4.5 Aquatic emergent and bank vegetation					
	(a)	12.9 (RE)	In the first summer following completion of the 1,300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, 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. Aquatic habitat chemical analyses of the retained water bodies, ditch sections and new ditches and water bodies within the Airport Site shall also be conducted for the same chemical and physical conditions and using the same methods as specified in Condition 10.5.2.		
	(b)	12.10 (RE)	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.		
	(c)	12.11 (RE)	In the event that the results of any of the survey monitoring carried out pursuant to Condition 12.9 show that the population of any of the species (including the duckweed <i>Wolffia arrhiza</i>) surveyed are in decline, an assessment for habitat suitability for such species within the Airport Site and an assessment for management remedial measures shall be undertaken and submitted to the LPA for written approval (in consultation with Natural England) within 28 days of the survey being completed.		
5.4.6 Aquatic and Amphibious Invertebrates					
	(a)	12.12 (RE)	Following completion of the 1,300m replacement ditch length and the mitigation approved pursuant to Condition 11.4, surveys of aquatic and amphibious invertebrates to species level shall be conducted at water bodies and along ditches delineated into 100 metre sections within the Airport Site, the methodology of such surveys and the number of replicated sections to be the same as approved under Condition 10.6. 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 10.6 and submitted to the LPA.		

	(b) 12.13 (RE)	Samples of invertebrates that cannot be identified during the surveys carried out pursuant to Condition 12.12 shall be retained for laboratory identification and preserved for the duration of monitoring to be carried out pursuant to Condition 12.12.		
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	(c) 12.14 (RE)	In the event that the results of any of the survey monitoring carried out pursuant to Condition 12.12 show that the population of aquatic and amphibious invertebrates is below a median Species Conservation Status Score value of 1.38 (in defined 100 metre ditch sections), 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 LPA for written approval (in consultation with Natural England) within 28 days of the survey monitoring being completed.		
	5.4.7	Operation		
	13 (RE)	On bringing the 1300m replacement ditch length into use, the remaining ditch lengths that are within the Airport Site and in the SSSI and the new 1300m replacement ditch length shall not be netted.		
	5.5	Ecology - General		
	5.5.1	Great Crested Newt - Updated Baseline Ecology Surveys		
	14.1 (RE)	No works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved shall be Commenced until an updated relative population estimate survey of great crested newts has been undertaken of the water bodies within the Airport Site, the area to be used as mitigation and the terrestrial habitat around drainage ditches to be lost/realigned pursuant to the development.	Paragraph 20, Schedule 1	In the event that the great crested newt monitoring report submitted to the LPA pursuant to the RE Conditions identifies a material decrease in the relative population of gret crested newts in the water bodies within the Airport Site the Airport Operator is to carry out an investigation, submit a scheme of remedial measures, and implement the scheme of remedial measures.
	5.5.2	Great Crested Newt - Pre-construction submission of details and Mitigation		
	14.2 (RE), Annex 2 (RE) and Annex 3 (RE)	No works related to the infill of or creation of ditches and water bodies pursuant to the development hereby approved shall be Commenced until the details on pre-construction and mitigation, which may be submitted as part of the wider ABAP, have been submitted to and approved in writing by the LPA (in consultation with Natural England).		

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5.5.3 Great Crested Newt - Monitoring and Remedial Actions				
	(a) 14.3 (RE)	In the spring months immediately 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 all water bodies both new and existing 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.		
	(b) 14.4 (RE)	In the event that the results of any of the monitoring carried out pursuant to Condition 14.3 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 LPA for written approval (in consultation with Natural England).		
5.5.4 Moths				
	(a) 15.1 (RE)	No development shall Commence until an updated relative population estimate survey of moths has been undertaken within the Airport Site, such survey to comprise light-trapping and searching for larvae. No survey required under this Condition shall be carried out until the methodology for the survey has been agreed with and approved in writing by the LPA (in consultation with Kent Wildlife Trust, the Butterfly Conservation and Natural England).		
	(b) 15.2 (RE) and Annex 9 (RE)	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 (and at the same time of year) 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 and assessment required by this Condition shall be submitted to the LPA (in consultation with Kent Wildlife Trust, the Butterfly Conservation and Natural England) for written approval.		
5.5.5 Bats				
	(a) 16.1 (RE)	No development shall commence until an updated bat foraging and commuting behaviour survey has been undertaken within the Airport Site. No survey required under this Condition shall be carried out until the methodology for the survey has been agreed with and approved in writing by the LPA (in consultation with Natural England).		
	(b) 16.2 (RE)	No development shall Commence until the results of the survey carried out pursuant to Condition 16.1 has been submitted to the LPA and, after consultation with Natural England, a scheme of protection and mitigation measures has been submitted to and approved in writing by the LPA.	Paragraph 20, Schedule 1	In the event that the bat monitoring report submitted to the LPA pursuant to the RE Conditions identifies a material decrease in the relative population of bats within the Airport Site and land within the 1km Survey Area the Airport Operator is to carry out an investigation, submit a scheme of remedial measures, and implement the scheme of remedial measures.
5.5.6 Medicinal Leech - netting of waterbodies within Airport Site				
	17 (RE) and Annex 10 (RE)	Any netting of waterbodies within the Airport Site to be needed in accordance with the provisions of Annex 10		

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		5.6	ABAP Panel			
					Paragraph 22, Schedule 1	<p>ABAP Panel to be formed. ABAP Panel to comment, review and consider the ABAP.</p> <p>Airport Operator to carry out monitoring of the ABAP Species with the results submitted to the ABAP Panel. ABAP Panel to assist the Airport Operator in ascertaining the habitat suitability for the ABAP Species before the Airport Operator submits proposals to the LPA for approval.</p>
6	Air Quality	6.1	Construction Environmental Management Plan (CEMP)			
			3 (RE), Annex 1 (RE), 4 (TB)	No development shall be commenced until a CEMP has been submitted to and approved in writing by the LPA (in consultation with Natural England).		
		6.2	Carbon Management			
					Paragraph 18, Schedule 1	Provision for a Carbon Management Action Plan.
		6.3	Air Quality Monitoring and Management			
					Paragraph 19, Schedule 1	Provision for an Air Quality Management Strategy; Air Quality Monitoring and Action Plan Strategy
					Appendix 3	Agreed Air Quality Monitoring Proposals
					Appendix 4	Agreed Vegetation Monitoring Proposals
					Appendix 5	Air Quality Monitoring to assess the changes in the frequency and abundance of species of specific conservation concern.
7	Landscape and Tranquility	7.1	17 (TB)	No development shall be commenced until details of all hard and soft landscape works have been submitted to and approved in writing by the LPA.		<p>Structural landscape screening to car parking areas to interrupt distant views of the volume of cars anticipated.</p> <p>Overall height of new building consistent with all existing buildings on the site.</p> <p>Utilising simple geometric forms to allow the simple extension of the building for future phases.</p> <p>Landscape features proposed as being complementary to the existing landscape.</p>
8	Nuclear	8.1	Nuclear Flask train			
			26 (RE), 25 (TB)	No Aeroplane or other aircraft will be permitted to land on Runway 21 or Runway 03 or depart Runway 21 whenever a train is in transit between the nuclear flask loading bay at Halfway Bush and Lydd Town Station.		
		8.2	Flight Paths			
					Paragraph 14.1, Schedule 1	The Airport Operator is to use reasonable endeavours to ensure that the operational procedures set out in this paragraph are followed by Aeroplanes and Helicopters - for noise and safety purposes.
					Paragraph 14.1.8, Schedule 1	All departing Aeroplanes having a take off weight of 5700kg or over not to turn left upon departure from Runway 21

				Paragraph 14.2, Schedule 1	All Aeroplanes and Helicopters that take off or land at the Airport to remain on a flight path at least 1.5 nautical miles from the position specified in column 3 of Schedule 2 of the Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 2007 (SI 2007/1929)	
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9	Transport	9.1	Construction Environmental Management Plan (CEMP)				
			3 (RE), Annex 1 (RE), 4 (TB)	No development shall be commenced until a CEMP has been submitted to and approved in writing by the LPA (in consultation with Natural England).	Paragraph 2, Schedule 1	Provision for a Runway Extension Construction Traffic Management Plan and a Terminal Building Construction Traffic Management Plan.	Store excavated (soil) material on site to minimise transport off-site.
		9.2	Hammonds Corner				
			23.1 (RE)	The throughput of passengers at the Airport shall not exceed 30,000 ppa in any Calendar Year until details for improvement works to the highway at the junction of the B2075 and A259 (known as Hammonds Corner) and updated surveys have been submitted to and approved in writing by the LPA.			
			23.1 (RE)	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 LPA (consultation with Natural England) and the improvement works to Hammonds Corner shall be carried out in accordance with the approved scheme.			
			23.2 (RE)	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 23.1 have been carried out.			
		9.3	Travel Plan				
					Paragraph 3, Schedule 1 and Appendix 7	Provision for a Runway Extension Updated Travel Plan and a Terminal Building Updated Travel Plan. Principles for inclusion in the Runway Extension Updated Travel Plan and Terminal Building Updated Travel Plan are included. Also, appointment of a Transport Co-ordinator, whose remit is set out in paragraph 3.	
					Paragraph 3, Schedule 1	Funding for the erection and maintenance of two new bus shelters on the B2075.	
					Paragraph 4, Schedule 1	Funding of a Travel Plan Steering Group, which will consider the Updated Travel Plans, assist the Transport Co-ordinator in operating the Updated Travel Plans, assist the monitoring of the Updated Travel Plans and review and approve any changes to the Updated Travel Plans.	
		9.4	Parking Management Scheme				
					Paragraph 5, Schedule 1	Provision for a Runway Extension Parking Management Scheme and a Terminal Building Parking Management Scheme. Provision for the appointment of a car park monitor.	Parking made available on the existing apron areas.
		9.5	Accessibility Improvement Provision				
					Paragraph 6, Schedule 1	Establishment of a car sharing scheme.	Existing access road retained.
					Paragraph 7, Schedule 1	Provision for a shuttle bus service.	
					Paragraph 9, Schedule 1	Provision for the introduction of a signage strategy.	
		9.6	Highways works				

				Paragraph 8, Schedule 1	Undertaking of an Access Monitoring Survey to assess the road traffic safety conditions at the junction of the B2075 and the Airport access and undertaking of automatic traffic counts of Camber Road (C24). A provision of £25,000 is available for traffic calming measures along the Camber Road.	
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10	General Construction	10.1	Construction Environmental Management Plan (CEMP)		
			3 (RE), Annex 1 (RE), 4 (TB)	No development shall be commenced until a CEMP has been submitted to and approved in writing by the LPA (in consultation with Natural England).	
		10.2	Hours of Work		
			5 (RE), 9 (TB)	The hours of construction at the Airport Site shall be 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. There shall be no work outside these hours unless otherwise approved in writing by the LPA.	
11	Geomorphology and Archaeology	11.1	Runway Extension		
			4 (RE)	No development shall be commenced until a scheme of geological monitoring and recording and a programme of archaeological work has been submitted to and approved in writing by the LPA (in consultation with Kent County Council and Natural England).	
		11.2	Terminal Building		
			5 (TB)	No development shall be commenced until a programme of archaeological work has been submitted to and approved in writing by the LPA.	
12	Contamination	12.1	Terminal Building		
			6 (TB)	No development shall be commenced until a scheme to deal with risks associated with contamination of the site have been submitted to, and approved in writing, by the LPA.	
			7 (TB)	No development shall be commenced until a verification report demonstrating completion of the works set out in the remediation scheme approved pursuant to Condition 6 and the effectiveness of the remediation has been submitted to and approved in writing by the LPA.	
			8 (TB)	If, during development, contamination not previously identified is found, no further development (unless agreed in writing by the LPA) shall be carried out until the developer has submitted and obtained written approval from the LPA for an amendment to the remediation strategy at Condition 6.	
13	Water	13.1	Surface Water		
			7 (RE)	No development shall be commenced until written details of the surface water drainage system (including means of pollution control) for the site has been submitted to and approved in writing by the LPA (in consultation with the Environmental Agency, the Internal Drainage Board and Natural England).	Surface water drainage collection and treatment. Rainwater collection and recirculation throughout the building.
			12 (TB)	Before any new permanent surface drainage infrastructure is installed, a Drainage Management Plan (including means of pollution control) shall be submitted to and approved in writing by the LPA.	

Schedule of Mitigation Measures secured by Condition, Section 106 Agreement and Design					
		13.2	Ground Water Protection		
			8.1 (RE), 13.1 (TB)	No development shall be commenced until a ground water quality monitoring programme has been submitted to and approved in writing by the LPA (in consultation with the Environment Agency).	
			8.2 (RE), 13.2 (TB)	No development shall be commenced until the programme approved under Condition 8.1/13.1 has been undertaken and all of the protective measures identified at any stage of that programme have been submitted to and approved in writing by the LPA (in consultation with the Environment Agency).	
			8.3 (RE), 13.3 (TB)	No development shall be commenced until the remedial measures approved under Condition 8.2/13.2 have been carried out to the written satisfaction of the LPA.	
		13.3	Control of storage of chemicals		
			9 (RE), 14 (TB)	To prevent pollution of the water environment from spillages, no development shall be commenced until details of the facilities required for any storage of oils, fuels, or chemicals (including means of spillage control and a spillage response plan) in connection with the development have been submitted to and approved in writing by the LPA (in consultation with the Environment Agency).	
		13.4	Existing Conditions		
					Access to existing infrastructure retained to minimise amount of new hardstandings to existing operations and allow continuity of existing operations, to mitigate the effects of increased rainwater discharge from new hardstandings
		13.5	Foul Water Disposal		
			11 (TB)	No development shall be commenced until a scheme for the disposal of foul water has been submitted to and approved in writing by the LPA.	
14	Waste Management	14.1	Environmental Management System (EMS)		
			6(RE), 10 (TB)	The Runway Extension / Terminal Building shall not come into operation until an EMS has been submitted to and approved in writing by the Local Planning Authority (LPA).	

Schedule of Mitigation Measures secured by Condition, Section 106 Agreement and Design						
15	General Design	15.1	General			
			3 (TB)	No development shall be commenced until samples of the external finishing materials have been submitted to and approved in writing by the LPA.		<p>Selection of cladding materials, including colour and textures, to the main building chosen to match as closely as possible all related colours found within the environment.</p> <p>Twin shell roof to improve airflow intake into the building and remove ventilator to the roof. This introduces an efficient mechanically ventilated strategy for the building.</p> <p>Selection of roof form to reduce wind turbulence around the building.</p> <p>To use material from the old (now disused) cross-runway for the new construction.</p> <p>To use suitable material from the previous apron development, stored on site, for the works.</p> <p>To specify that the Marshal Asphalt plant is to be set up on site and materials to be delivered in bulk.</p>
		15.2	Lighting Scheme			
			24 (RE)	The Runway Extension shall not come into operation until a lighting scheme for the car park areas and associated roads has been submitted to and approved in writing by the LPA (in consultation with Natural England). The lighting scheme shall be in accordance with the Lighting Impact Assessment submitted in support of the application		<p>Selection of efficient lighting solutions within the building.</p> <p>All lighting to meet the ILP's guidance on obtrusive light.</p> <p>To ban the use of uplighting and any luminaires with an upward light component from the site.</p> <p>To use the most efficient lamp and luminaire packages.</p> <p>To position luminaires in the most unnoticeable positions from the point of local receptors whilst achieving the design standards.</p> <p>To impose control curfews on external lighting whilst not compromising safety and security.</p>
			23 (TB)	No development shall be carried out until a lighting scheme for the Terminal Building and car park areas and associated roads has been submitted to and approved in writing by the LPA (in consultation with Natural England). The lighting scheme shall be in accordance with the Lighting Impact Assessment submitted in support of the application		<p>To lower mounting heights of luminaires.</p> <p>To utilise either filters or low emitting UV light sources.</p>
		15.3	Building emissions and renewable energy			
			15 (TB)	The Terminal Building shall be designed to minimise carbon emissions and energy demand in accordance with the objectives of the Design and Access Statement. Sufficient equipment will be included on or immediately adjoining the Terminal Building that will achieve at least 10% of the Terminal Building's total energy requirements from renewable or low carbon sources.		
		15.4	BREEAM			
	16 (TB)	No development shall be commenced until a certificate issued by or on behalf of BRE has been submitted to and approved in writing by the LPA. A BREEAM 2006 rating of 'very good' or 'excellent' is to be achieved.				