Luton Rising
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February 2024

# London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 5 Environmental Statement and Related Documents

**5.09 Mitigation Route Map (Tracked Change Version)**

Application Document Ref: TR020001/APP/5.09
APFP Regulation 5(2)(q)

**The Planning Act 2008**

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009**

# London Luton Airport Expansion Development Consent Order 202x

## 5.09 MITIGATION ROUTE MAP (TRACKED CHANGE VERSION)

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| **Regulation Number:** | 5(2)(q) |
| **Planning Inspectorate Scheme Reference:** | TR020001 |
| **Document Reference:** | TR020001/APP/5.09 |
| **Author:** | Luton Rising |

| Version | Date | Status of Version |
|---|---|---|
| Issue 1 | February 2023 | Application Issue |
| Revision 1 | April 2023 | Redacted following section 51 advice |
| Revision 2 | February 2024 | Additional Submission – Deadline 10 |

# Contents



## Tables

# 1 INTRODUCTION

1.1.1 This Mitigation Route Map has been prepared in order to demonstrate that all necessary environmental mitigation measures for the Proposed Development have been identified and secured. The purpose of this document is therefore to:

a. provide an audit trail of the controls and mitigation measures on which the Environmental Statement (ES) **[TR020001/APP/5.01]**, including related assessment documents, relies to avoid, reduce and/or offset significant effects of the Proposed Development (Columns (1) to (5) of **Table 2.1**); and

b. set out the way in which they have been, or how they will be, translated into clear and enforceable controls (Columns (6) and (7) of **Table 2.1**); either via Development Consent Order (DCO) Requirements, development consent obligations or matters regulated under other consent regimes, e.g. environmental permitting (see **Consents and Agreements Position Statement [TR020001/APP/2.03]**).

1.1.2 This Mitigation Route Map is prepared as a sign-posting document to help both the Examining Authority and interested parties understand how and where mitigation relied on by the ES is to be secured. It is proposed that this document is kept 'live' by updating it throughout the Examination process to ensure it captures all relevant issues, providing certainty that the DCO and ES are consistent. The provision of a Mitigation Route Map is an approach that has been adopted on other DCO projects such as Silvertown Tunnel, Tilbury 2, A30 Chiverton to Carland Cross and Sizewell C.

## 1.2 Securing Documents

1.2.1 The ES and this Mitigation Route Map make reference to various documents that describe proposed mitigation measures in more detail. Some of these documents, such as the Code of Construction Practice (CoCP) (**Appendix 4.2** of the ES **[TR020001/APP/5.02]**), are submitted with the application for development consent; others are to be prepared and submitted by the Applicant or their appointed contractors at an appropriate point in the future. The need to comply with the measures set out in these documents is prescribed in the **draft DCO** Schedule 2 (Requirements) **[TR020001/APP/2.01]**.

1.2.2 The various means by which mitigation will be secured are described in the following sections which cover Construction, Operation and Design.

### Construction

1.2.3 The topic chapters of the ES outline the best practice measures to minimise environmental impacts during construction of the Proposed Development. In some cases, additional mitigation measures (beyond best practice) are identified to address any likely significant effects. The principal securing document for construction mitigation is the CoCP, which outlines the environmental management and mitigation requirements to be implemented throughout the construction period for the delivery of the Proposed

Development. The CoCP is secured by Requirement 8 in Schedule 2 to the **draft DCO**.

1.2.4 The CoCP requires the Applicant and their lead contractor to prepare the following plans, an outline for which is provided in the relevant topic chapter of the CoCP (**Appendix 4.2** of the ES **[TR020001/APP/5.02]**):

a. Framework Materials Management Plan and Materials Management Plan (outline provided in Section 16 of CoCP): respectively set out the overarching and site-specific approach to the management of excavated, non-landfill materials.

b. Carbon Efficiency Plan (outline provided in Section 11 of CoCP): sets out the approach to managing carbon emissions from construction activities and promotes good practice.

c. Construction Surface Water Management Strategy (outline provided in Section 19 of CoCP): sets out the measures to be adopted to protect the quality of surface water resources, avoid any changes that could increase the likelihood of downstream flood risk or reduce the water resources available to a water dependent receptor.

d. Community Engagement Plan (outline provided in Section 4 of CoCP): provides the overall approach to community engagement and a detailed guide to the enquiries and complaints procedure.

e. Emergency Plan (outline provided in Section 7 of CoCP): sets out measures to: avoid, contain and control any major accidents/disaster hazards; implement the measures necessary to protect persons and the environment; the protocols for communicating with the public, emergency services and authorities concerned in the area in the event of a major accident/disaster; and provide for the restoration and clean-up following a major accident.

f. Pollution Incident Control Plan (outline provided in Section 7 of CoCP): recognises the risk of pollution from construction operations and presents proactive management practices to ensure that any pollution incident that may occur is controlled, reported to relevant parties and remediated.

g. Dust Management Plan (outline provided in Section 9 of CoCP): sets out measures to mitigate and manage dust emissions during construction.

h. Construction Noise and Vibration Management Plan (outline provided in Section 14 of the CoCP): sets out management and monitoring processes to minimise the adverse impacts of noise and vibration.

1.2.5 Requirement 8 in Schedule 2 to the **draft DCO** also includes the requirement for a construction site lighting plan to be prepared substantially in accordance with the lighting measures outlined in Section 5.5 of the CoCP.

~~1.2.5~~1.2.6 For some topics, further construction mitigation detail is provided in stand-alone documents submitted with the application for development consent. These documents are listed below and the relevant requirement number in Schedule 2 (Requirements) of the **draft DCO** is shown in brackets:

a. Outline Soil Management Plan (**Appendix 6.6** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (8)(2)(j)): sets out the correct procedures for intensive soil handling operations, as well as treatments for the subsoil to ensure that a suitable soil profile is produced to help enable healthy root growth and successful plant establishment within the soft landscape scheme.

b. Outline Construction Traffic Management Plan (**Appendix 18.3** of the ES **[TR020001/APP/5.02]**) (DCO, Schedule 2, (14)): sets out the measures to be adopted to manage the delivery of goods and materials during construction.

c. Outline Site Waste Management Plan (**Appendix 19.1** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (8)(2)(i)): demonstrates how sustainable methods for managing construction, demolition and excavation (CD&E) waste.

d. Outline Remediation Strategy (for former Eaton Green Landfill) (**Appendix 17.5** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (17)): describes the remediation strategy for the main area of concern with regard to potential contamination, which is the former landfill (Eaton Green Landfill).

~~d.~~e. Outline Foundation Works Risk Assessment (for former Eaton Green Landfill) (**Appendix 17.6** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (17)): describes the pollution risks that need to be considered in developing the design and methodology for foundations of structures to be constructed over the landfill.

~~e.~~f. Outline Construction Workers Travel Plan (**Appendix 18.4** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (15)): identifies the measures that will be adopted by the lead contractor during the logistical planning and execution of the construction works, to minimise the impact of increased traffic from construction workers on the local road network.

~~f.~~g. Cultural Heritage Management Plan (**Appendix 10.6** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (16)): sets out the scope, guiding principles and methodology for the planning and implementation of archaeological mitigation that is required as a result of the construction of the Proposed Development.

~~g.~~h. Outline Landscape and Biodiversity Management Plan (**Appendix 8.2** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (10)): describes the requirements for the establishment, management and monitoring of proposed landscape and biodiversity areas that form part of the Proposed Development.

~~h.~~i. Ecological Mitigation Strategies for Amphibian and Reptile, Badger, Bat, Bird and Orchid and Invertebrate (**Appendices 8.6 – 8.10** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (11)): which describe the avoidance, mitigation and enhancement measures to be implemented to safeguard protected species during construction and operation of the Proposed Development.

## Design

~~1.2.6~~1.2.7 The topic chapters of the ES include a section titled 'Embedded and good practice mitigation measures'. The embedded component includes those measures that have been included within the design of the project and, therefore, form part of the Proposed Development for which development consent is sought. For example, the Replacement Open Space is an integral part of the Proposed Development, which, in line with policy, is needed to replace existing public open space that would be lost to development in the southern and western part of Wigmore Valley Park. This is included as Work No. 5b(02) in Schedule 1 (Authorised development) of the DCO. Where embedded mitigation is shown on the **Works Plans [TR020001/APP/4.04]**, the Mitigation Route Map provides the relevant cross-reference.

### *Design Principles*

1.2.8 Some of the topic chapters of the ES also make reference to mitigation measures that can be identified in outline and relied upon now, but can only be fully defined at an appropriate point in the future during the detailed design stage of a particular project component. A **Design Principles** document **[TR020001/APP/7.09]** has been prepared which defines the principles that the detailed design of Proposed Development will need to be in general accordance with, as set out by Requirement 6~~5~~ in Schedule 2 of the **draft DCO [TR020001/APP/2.01]**. It also demonstrates how the Applicant will continue to take account of the criteria for good design set out in policy in order to ensure that the Proposed Development is as sustainable and as aesthetically sensitive, durable, adaptable and resilient as it can reasonably be. Where relevant, the Mitigation Route Map makes reference to the **Design Principles** document **[TR020001/APP/7.09]**.

1.2.9 The **Design Principles** document **[TR020001/APP/7.09]** also secures a process of independent design review for several specified elements of the Proposed Development (as defined in **Chapter 4 Proposed Development** of the ES **[TR020001/APP/5.01]**); including:

a. Terminal 2 (Work No. 3b(01&02);

b. Terminal 2 Plaza (Work No. 3f);

c. Coach Station (Work No. 3d);

d. Luton DART Terminal 2 Station (Work No. 3g); and

~~1.2.7~~e. The proposed hotel (Work No. 4a).

### *Strategic Landscape Masterplan*

~~1.2.8~~1.2.10 A **Strategic Landscape Masterplan (SLM) [TR020001/APP/5.10]** has been prepared and submitted with the application for development consent and provides an illustrative overall masterplan for the Application Site and a brief overview of the proposals in each landscape mitigation area proposed. Requirement 9 in Schedule 2 of the **draft DCO [TR020001/APP/2.01]** states that no part of the authorised development containing landscaping mitigation is to commence until a ~~written~~ landscaping scheme for that part has been

submitted to and approved in writing by the relevant planning authority and that the landscaping scheme must reflect the principles set out in the ~~SLM~~**SLM and Design Principles** **[TR020001/APP/5.10]**.

### *Drainage Design ~~Statement~~Principles*

~~1.2.9~~1.2.11 A Drainage Design Statement ~~(DDS)~~ (**Appendix 20.4** of the ES **[TR020001/APP/5.02]**) ~~has been~~was prepared to set out the strategy for the surface and foul water drainage. Requirement 1~~3~~2 in Schedule 2 of the **draft DCO [TR020001/APP/2.01]** requires the details of the surface and foul water drainage, including means of pollution control and monitoring, to be submitted and approved in writing by the relevant planning authority in consultation with the Environment Agency, lead local flood authority and the relevant water and sewerage undertakers. The details submitted must be in accordance with the drainage design principles which are now set out and secured in the **Design Principles** document **[TR020001/APP/7.09].** ~~to reflect the design principles set out in the DDS.~~

## Operation

~~1.2.10~~1.2.12 Certain topic chapters of the ES make reference to mitigation measures that will be adopted during operation of the Proposed Development. The detail of those measures and how they will be implemented over the life of the Proposed Development are set out in a number of management plans (the relevant requirement in Schedule 2 (Requirements) to the **draft DCO [TR020001/APP/2.01]** is shown in brackets):

a. Outline Operational Air Quality Plan (**Appendix 7.5** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (3~~2~~1)): describes the mitigation measures proposed to reduce and control impacts on air quality arising from operation of the Proposed Development.

b. Operational Noise Management (Explanatory Note) (**Appendix 16.2** of the ES **[TR020001/APP/5.02]**): sets out the approach to mitigating the impacts of noise during operation (aircraft noise, surface access noise and noise from fixed plant). The Explanatory Note explains:

   i. the Noise Envelope proposal to monitor, manage and control aircraft noise, including a defined mechanism to share the noise reduction benefits of future technological improvements in aircraft between the airport and local communities;
   ii. the compensatory noise insulation measures for aircraft air noise and surface access noise; and
   iii. the noise limits management process to be applied to new fixed plant noise (see Fixed Plant Noise Management Plan (**Appendix 16.3** of the ES **[TR020001/APP/5.02]**)) (DCO Schedule 2, (28)).

c. Outline Greenhouse Gas Action Plan (**Appendix 12.1** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (3~~3~~2)): describes the mitigation actions and commitments that will allow the Proposed Development to be delivered and the airport operated in accordance with emissions reduction targets and contribute to the UK's target of net zero emissions by 2050.

d. Outline Operational Waste Management Plan (**Appendix 19.2** of the ES **[TR020001/APP/5.02]**) (DCO Schedule 2, (343)): sets out the approach to be adopted to demonstrate how waste will be managed during the operational phase of the Proposed Development.

e. **Framework Travel Plan (FTP) [TR020001/APP/7.13]** (DCO Schedule 2, (310)): sets out the structure and approach for the Travel Plans that will be produced to deliver upon the vision and objectives, and go beyond quantified or required design mitigation, for surface access as the airport expands. The future Travel Plans will be produced every five years, with specific time-bound targets for surface access during that time period, supported by a package of interventions and measures to achieve them.

f. **Outline Transport Related Impacts Monitoring and Mitigation Approach** (**Appendix I** of the **Transport Assessment [TR20001/APP/8.977.02]**) (DCO Schedule 2, (3029)): sets out the proposed approach to addressing the uncertainty, in terms of impact upon the highway network, brought about by the long-term nature of the Proposed Development. It is to enable the Applicant and the operator to proactively detect and prevent significant impacts on the highway network before they occur and respond to changing circumstances in the future, whilst also giving comfort and security that mitigation that is required will be delivered.

1.2.13 In addition, two operational noise management plans have been introduced during the examination to secure the continuation of existing operational air noise and ground noise controls:

a. the **Air Noise Management Plan [TR020001/APP/8.125]** (DCO Sschedule 2, (27)) which secures the continuation of existing noise controls including Night Quota Period (23:30 – 06:00) movement limits and Quota Count limits, departure Noise Violation Limits and track violation penalties; and

b. the **Outline Ground Noise Management Plan [TR020001/APP/8.46 REP4-049]** which secures the continuation of ongoing processes to control ground noise, DCO Schedule 2, (29).

1.2.111.2.14 Where relevant, the Mitigation Route Map makes reference to these operational management plans.

## 1.3 Planning Obligation

1.3.1 There are certain measures that will be secured through provisions included within a Section 106 agreement. This includes the proposed noise insulation scheme, which will provide compensation for those, meeting certain qualifying criteria, that are adversely affected by noise. Although, by definition, compensation is not mitigation, it does form part of the 'Mitigation Hierarchy' – Avoid, Reduce/Mitigate and Compensate, and is, therefore included in the Mitigation Route Map. The proposed noise insulation scheme is described in the **Draft Compensation Policies, Measures and Community First document [TR020001/APP/7.10]**. That document also includes details of the

compensation and arrangements that will be applied where any existing businesses are to be relocated. The Section 106 agreement includes a specific commitment to the reprovision of Prospect House Day Nursery, as described in the **Planning Statement [TR020001/APP/7.01]**.

1.3.2 The Section 106 agreement also includes commitments to measures set out in the **Employment and Training Strategy [TR020001/APP/7.05]** to maximise the employment benefits from the construction and operation of the Proposed Development.

## 1.4 Monitoring

1.4.1 For some of the mitigation measures presented in the ES there is a requirement to monitor the effectiveness of the measure once implemented. Any monitoring required during/post construction is set out in the CoCP, subsequent plans required by the CoCP (as listed in **Paragraph 1.2.4**) or the stand-alone construction phase plans (as listed in **Paragraph 1.2.5**). For example, the Outline LBMP describes how the proposed mitigation measures will be managed and monitored during the operation of the Proposed Development.

1.4.2 A key component of the application for development consent is the proposed **Green Controlled Growth (GCG) Framework [TR020001/APP/7.08]** which will make sure that environmental limits are observed as the airport grows. This will apply to four key categories of effect: air quality, greenhouse gas emissions, aircraft noise, and surface access. Part of the rationale for the GCG approach is to monitor the effectiveness of relevant proposed mitigation measures identified in this Mitigation Route Map. The proposed monitoring regime for each of the four categories is set out in detail in the **GCG Framework [TR020001/APP/7.08]**.

# 2 MITIGATION ROUTE MAP

2.1.1 The Mitigation Route Map is presented in **Table 2.1** and is structured as follows:

a. Column (1) provides a reference for each mitigation measure;

b. Column (2) describes the mitigation commitment;

c. Column (3) presents a description of the purpose of the mitigation measure;

d. Column (4): identifies the part of the ES that is the source of the mitigation measure;

e. Column (5) identifies the stage at which the mitigation will be implemented, either Construction or Operation;

f. Column (6): identifies the securing document or plan that describes the proposed mitigation in more detail; and

g. Column (7) refers to the relevant securing mechanism(s). Where reference is made to the **draft DCO [TR020001/APP/2.01]** Schedule 2 (Requirements) the relevant Requirement in Schedule 2 is provided in brackets. For example, DCO Schedule 2 (10) is a reference to Requirement 10 ‘Landscape and Biodiversity Management Plan’.

2.1.2 For ease, the structure of the Mitigation Route Map follows that of the topic chapters of the ES (**Chapters 6 to 21 [TR020001/APP/5.01]**). For the In-combination Climate Change Impact (ICCI) assessment that forms part of **Chapter 9** Climate Change Resilience of the ES and the In-combination and Cumulative Effects assessment presented in **Chapter 21** of the ES, mitigation measures have only been included in the Mitigation Route Map where they are to address an impact not identified elsewhere within the individual topic sections.

Table 2.1: Mitigation Route Map

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
|---|---|---|---|---|---|---|
| **Agricultural Land Quality and Farm Holdings** | | | | | | |
| ALQFH-1 | Neutral grassland will be provided as biodiversity mitigation which is potentially reversible. | To minimise the impact on Subgrade 3a agricultural land. | ES Chapter 6, Section 6.8 | Construction | Outline Landscape and Biodiversity Management Plan (LBMP): Sections 3.3 (Habitat Creation) and 5.6 (Neutral Grassland) | DCO Schedule 2, (10) LBMP |
| ALQFH-2 | Adoption of measures set out in the Code of Construction Practice (CoCP).<br><br>Adoption of measures set out in the Outline Soil Management Plan (SMP). | To maintain the quality of soil disturbed by the Proposed Development. | ES Chapter 6, Section 6.8 | Construction | CoCP: Section 7.2 (Agricultural Soil Resources)<br><br>Outline SMP: Section 5 (Soil Management Strategy) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (8)(2)(j) CoCP |
| **Air Quality** | | | | | | |
| AQ-1 | Adoption of best practice mitigation measures to control dust during construction. | To minimise dust during construction. | ES Chapter 7, Section 7.8 and 7.10 | Construction | CoCP: Section 8.6 (Dust) | DCO Schedule 2, (8)(2)(h) CoCP |
| AQ-2 | Use of Airport Access Road (AAR) (once constructed) and A1081 to the M1 and not using roads near to receptors. | To avoid air quality impacts from construction traffic on sensitive receptors. | ES Chapter 7, Section 7.8 and 7.10 | Construction | CoCP: Section 8.5 (Haul routes)<br><br>Outline Construction Traffic Management Plan (CTMP): Section 4.2 (Routeing of Construction Traffic) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (14) Construction Traffic Management |
| AQ-3 | Adoption of odour management as set out in the CoCP. | To minimise construction odour | ES Chapter 7, Section 7.8 and 7.10 | Construction | CoCP: Section 8.7 (Odour) | DCO Schedule 2, (8) CoCP |
| AQ-4 | Adoption of measures set out in the Outline Operational Air Quality Plan. | To avoid increased emissions to air from airport sources and from road traffic (combined construction and operation) at human receptors. | ES Chapter 7, Section 7.8 and 7.10 | Operation | Outline Operational Air Quality Plan: Section 2 (Operational phase impacts) | DCO Schedule 2, (321) Operational Air Quality Plan |
| AQ-5 | Adoption of mitigation measures as set out in the Outline Operational Air Quality Plan. | To minimise operational odour | ES Chapter 7, Section 7.8 and 7.10 | Operation | Outline Operational Air Quality Plan: Section 2.7 (Odour emissions) | DCO Schedule 2, (321) Operational Air Quality Plan |
| **Biodiversity** | | | | | | |
| B-1 | Provide replacement habitat areas and provision of open space.<br><br>Additional land for habitat creation where required | To compensate for the loss of Wigmore Park County Wildlife Site (CWS). | ES Chapter 8, Sections 8.8 and 8.10 | Construction | Strategic Landscape Masterplan (SLM) and Design Principles: (Provision of Open Space)<br><br>Outline LBMP: Sections 3.2 (Provision of open space) 3.3 | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
|---|---|---|---|---|---|---|
| | within the habitat creation area as part of the biodiversity net gain strategy. | | | | (Habitat creation) and 3.5 (Mitigation area considerations) | |
| B-2 | Winch Hill Wood CWS/LWS/Ancient woodland - Retain the woodland, with the exception of minor tree removal on the perimeter as recommended for arboriculture reasons.<br><br>Woodland habitat creation within the Proposed Development, located within the provision of open space.<br><br>Additional mitigation through woodland habitat creation and linking of habitats to improve connectivity within the wider landscape.<br><br>Management of woodland for improvement. | To minimise the loss of perimeter trees at Winch Hill Wood. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Sections 3.3 (Habitat creation) and 4.2 (Trees and Woodland) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-3 | Implementation of measures set out within the CoCP to avoid indirect effects.<br><br>Retain Winch Hill Wood~~woodland~~, including an inclusion buffer of at least 15m to avoid root damage and soil compaction to woodland trees.<br><br>Provide woodland habitat creation within the Proposed Development located within the provision of open space.<br><br>Adoption of drainage design principles to avoid significant changes to the existing hydrological conditions.<br><br>Additional mitigation through improving connectivity with the wider landscape through | To minimise the deterioration of Winch Hill Wood due to isolation, the indirect effects from dust, noise and pollution; and changes to hydrological conditions. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | CoCP: Sections 8 (Air Quality), Section 9 (Biodiversity), Section 15 (Soils and Geology) and Section 18 (Water Environment)<br><br>~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>~~Drainage Design Statement (DDS~~Design Principles~~): Section 8 (Design Principles for Detailed Design~~Airport Access Road and Off-site High Mitigation~~)~~<br><br>Outline LBMP: Sections 3.3 (Habitat creation), 4.2 (Trees and Woodland) and 5.1 (Broad-leaved woodland) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (13) Surface and foul water drainage<br><br>DCO Schedule 2, (10) LBMP |
| B-4 | | To minimise the impact on Winch Hill Wood due to slight further habitat isolation, maturation of previous habitat creation areas and new area created. | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
|---|---|---|---|---|---|---|
| | woodland habitat creation and linking of habitats.<br><br>Management of Winch Hill ~~woodland~~ Wood for improvement. | | | | | |
| B-5 | Adoption of measures set out in the CoCP. | To minimise the indirect impacts to Dairyborn Scarp District Wildlife Site (DWS) through construction related dust deposition and pollution events. | ES Chapter 8, Section 8.8 | Construction | CoCP: Sections 8 (Air Quality) and 18.3 (Pollution Prevention and C~~c~~ontrol) | DCO Schedule 2, (8) CoCP |
| B-6 | | To minimise the indirect impacts on Luton Parkway Verges DWS through construction related dust deposition and pollution events. | | | | |
| B-7 | | To minimise the indirect impacts through construction related dust deposition, pollution events for AAR. | | | | |
| B-8 | | To minimise the indirect impacts on retained and created habitats, resulting from dust, pollution or hydrology. | | | | |
| B-9 | Provide replacement habitat creation within the Dairyborn Scarp DWS itself, and habitat creation areas east of the airport.<br><br>As part of the net gain strategy additional land will be used for habitat creation, further adding to the area of compensation. | To mitigate the loss of Dairyborn Scarp DWS for the AAR and associated works. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space) and Additional Mitigation Planting)<br><br>Outline LBMP: Section 3.3 (Habitat creation) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-10 | Adoption of measures set out in the CoCP.<br><br>Habitat creation within provision of open space and landscape restoration areas.<br><br>Additional land for habitat creation where required as part of the biodiversity net gain strategy. | To mitigate the indirect impacts to remaining areas of Luton Parkway Verges DWS as well as the loss of verge within the Proposed Development during the construction of P1 car park (unless these can be avoided during detailed design). | ES Chapter 8, Sections 8.8 and 8.10 | Construction | CoCP: Sections 8 (Air Quality), Section 9 (Biodiversity) and 18.3 (Pollution Prevention and Control)<br><br>~~SLM~~SLM and Design Principles: (Provision of Open Space and Landscape Restoration) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
|---|---|---|---|---|---|---|
| | Design of the Off-site car parks during detailed design, to minimise loss of adjacent Luton Parkway Verges DWS as far as possible. | | | | Outline LBMP: Sections 3.2 (Provision of open space) and 3.3 (Habitat creation) | |
| B-11 | Adoption of pollution control measures set out in the CoCP. | To minimise the indirect effects upon the River Lea DWS and connected watercourses and the River Lea DWS/CWS and Luton Hoo Park CWS.<br>To minimise the indirect effects upon retained and created habitats. | ES Chapter 8, Section 8.8 | Construction | CoCP: Section 8.6 (Dust) and 8.7 (Odour), -Section 9 (Biodiversity) and Section 18 (Water Environment) | DCO Schedule 2, (8) CoCP |
| B-12 | Woodland habitat creation within the area of provision of open space.<br><br>Additional retained areas will be managed along with planting of woodland habitat as part of the landscape restoration for the Proposed Development.<br><br>Further creation of broadleaved woodland to the east of the Proposed Development as mitigation/ enhancement. | To minimise and compensate for the loss of broadleaved and semi-natural woodland. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Landscape Restoration)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), 4.2 (Trees and Woodland) ~~and~~ 5.1 (Broad-leaved woodland), and 7 (Monitoring Procedures). | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-13 | Woodland habitat creation has been included within the area of provision of open space.<br><br>Additional retained areas will be managed along with planting of woodland habitat as part of the landscape restoration for the Proposed Development.<br><br>Additional broadleaved woodland will be created to the east of the Proposed Development as mitigation/enhancement. | To minimise and compensate for the loss of broadleaved plantation woodland. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Landscape Restoration)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), 4.2 (Trees and Woodland) and 5.1 (Broad-leaved woodland), and 7 (Monitoring Procedures). | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-14 | Scrub habitat creation has been included within the | To minimise the loss of scrub (dense and scattered). | ES Chapter 8, Section 8.8 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space) | DCO Schedule 2, (9) Landscaping Design |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | area of provision of open space. | | | | Outline LBMP: Sections 3.2 (Provision of open space), 3.3 (Habitat creation), ~~and~~ 5.4 (Scrub), and 7 (Monitoring Procedures). | DCO Schedule 2, (10) LBMP |
| B-15 | Neutral grassland habitat creation within the area of provision of open space and will be provided as part of the landscape restoration works.<br><br>Further neutral grassland created as mitigation/ enhancement within the habitat creation area. | To minimise the loss of neutral semi-improved grassland | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), 4.6 (Semi-improved neutral grassland) and 5.6 (Neutral grassland), and 7 (Monitoring Procedures). | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-16 | Exposed chalk will be created within Dairyborn Scarp DWS and calcareous grassland will be provided as part of the landscape restoration works. | To minimise the loss of calcareous grassland. | ES Chapter 8, Section 8.8 | Construction | ~~SLM~~SLM and Design Principles: (Landscape Restoration)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), ~~and~~ 5.7 (Calcareous grassland), 5.9 (Chalk exposures), and 7 (Monitoring Procedures). | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-17 | Neutral grassland habitat creation included within the area of provision of open space, which is intended to be managed as grassland of higher value than poor semi-improved grassland, as well as neutral meadow grassland within Dairyborn Scarp DWS and an additional area as part of the landscape restoration works.<br><br>Further neutral grassland of higher value than semi-improved grassland created as mitigation/enhancement within the habitat creation area. | To minimise the loss of poor semi-improved grassland. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Landscape Restoration)<br><br>Outline LBMP: Sections 3.3 (Habitat creation) and 5.6 (Neutral grassland), and 7 (M~~m~~onitoring Procedures). | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-18 | Retain arable margins along retained woodland belts and hedgerows where possible.<br><br>Implementation of suitable management regime of | To minimise and compensate for the loss of arable land (including field margins and arable plants). | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Additional Mitigation Planting)<br><br>Outline LBMP: Sections 3.2 (Provision of open areas), 3.3 (Habitat creation) and 4.5 (Field | DCO Schedule 2, (9) Landscaping Design<br><br>DCO, Schedule 2, (10) LBMP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | retained and created habitats.<br><br>The habitat creation areas will include neutral grassland habitat creation. These habitats will be managed with a low input, low intensity regime, with appropriate management of field margins and bare ground on bunds, to encourage the establishment of those arable plant species lost to construction of the Proposed Development. | | | | margin vegetation), and 7 (Monitoring Procedures). | |
| B-19 | Adoption of tree protection measures as set out in the CoCP.<br><br>Avoidance and retention veteran trees has been included within the design where possible. Retain felled deadwood for landscape design.<br><br>Tree 343 will be re-coppiced and translocated in order to retain the tree.<br><br>Opportunities will be explored to contribute to veteran tree management offsite or 'veteranisation' of mature trees. | To minimise damage/loss of veteran trees. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | CoCP: Section 9 (Biodiversity) and Section 13.3 (Management of trees)<br><br>~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Section 4 (Management of existing habitats) , and 7 (Monitoring Procedures). | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-20 | Avoid and retain hedgerows within the design where possible.<br><br>Creation or restoration of mixed-species hedgerows with hedgerow trees included within landscape design as part of the provision of open space and as part of the landscape restoration works.<br><br>Adoption of measures set out in the CoCP to control the indirect effects of | To minimise potential damage to retained hedgerows. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Off-site Hedgerow Restoration)<br><br>CoCP: Chapter 9 (Biodiversity)<br><br>Outline LBMP: Sections 3.2 (Provision of open space~~areas~~), 3.3 (Habitat creation), Section 4~~.3~~ (Management of existing habitats), Section 5.2 (Hedgerows), Section 5.3 (Hedgerows trees and specimen trees), and 7 (Monitoring Procedures). | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (8) CoCP<br>DCO Schedule 2, (10) LBMP |
| B-21 | | To minimise the loss of species-rich hedgerow with trees. | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | earthworks within Root Protection Zones (RPZs) of retained hedgerows.<br><br>Replace and strengthen hedgerows within the wider landscape to restore hedgerow network and their ecological corridors. | | | | | |
| B-22 | Bird strike risk restricts creation of large ponds within the Proposed Development however a cluster of small wildlife ponds are proposed in the habitat creation area, east of the airport. | To partially mitigate the loss of ponds. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Additional Mitigation Planting)<br><br>Outline LBMP: Section 5.10 (Wildlife Pond) and 7 (Monitoring Procedures). | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-23 | Retain set-aside habitat within the provision of open space and additional replacement habitat included within landscape design.<br><br>Create neutral and calcareous grassland, and also bare chalk slopes, which are highly suitable for pyramidal and bee orchids.<br><br>Translocate orchids to appropriate location within the provision of open space during appropriate season following best practice guidance.<br><br>Receptor sites to be prepared in advance of translocation to increase chances of long-term success, including soil testing and hydrological assessments. | To reduce the loss of populations of orchids (common spotted, pyramidal, common twayblade and bee orchid). | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Sections 5.2 (Hedgerows) and 5.11 (Plant Translocation) and 7 (Monitoring Procedures).<br><br>Orchid and Invertebrate Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |
| B-24 | Japanese knotweed management protocols required to eradicate this invasive species and ensure no spread because of the construction works. Restrict working areas to avoid spread or specialist treatment/removal required. | To avoid the spread of Japanese Knotweed. | ES Chapter 8, Section 8.8 | Construction | CoCP: Section 9.3 (Control of invasive and non-native species)<br><br>Outline LBMP: Sections 5 (Establishment and management of proposed habitats) and 7 (Monitoring Procedures). | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| B-25 | Habitat creation to provide replacement foraging, dispersal and sett building opportunities.<br><br>Appropriate fencing of construction areas and provision of exit routes from excavation.<br><br>Closure and disturbance of setts will be secured under licence from Natural England with associated method statements.<br>An artificial sett is not currently required but would be created for the main sett if it will be lost to the Proposed Development (to be confirmed through detailed design), within land owned by the Applicant, and within the territory of the badger social groups concerned.<br><br>Off-site strengthening of 'green corridors' in the form of hedgerows and grassland creation will provide connections to off-site foraging opportunities. | To minimise the loss of badger territory, associated habitats and disturbance of retained setts. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Off-site Hedgerow Restoration)<br><br>CoCP: Section 9.2 (Ecological Management Measures) and 9.4 (Monitoring)<br><br>Outline LBMP: Sections 5.13 (Artificial badger sett) and 7.~~1~~ (~~Biodiversity~~Monitoring Procedures)<br><br>Badger Mitigation Strategy: Sections 4 (Mitigation Strategy), Section 5 (Management and Monitoring) and Section 6 (Timetable for implementation) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |
| B-26 | Replacement habitat creation within the landscape design of the provision of open space and landscape restoration areas.<br><br>Implementation of measures to reduce noise and light pollution.<br><br>Habitat creation areas and strengthening of 'green corridors'.<br><br>Additional mitigation including cowls in appropriate areas to further reduce light spill. | To minimise the loss and disturbance of foraging habitats for bats. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Landscape Restoration)<br><br>CoCP: Sections 5.5 (Site lighting) and 14 (Noise and vibration) and 9 (Biodiversity)<br><br>Bat Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation)<br><br>Design Principles: Section 2.4 (Biodiversity) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| B-27 | Adoption of measures to reduce noise and light pollution.<br><br>Loss and disturbance of bat roosts will be done under licence from Natural England with associated method statements being implemented in full.<br><br>Provision of artificial roosting opportunities on retained trees and buildings within the Proposed Development prior to the works, within land owned by the Applicant.<br><br>Additional mitigation including cowls in appropriate areas to further reduce light spill. | To minimise the disturbance to bat roosts. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | CoCP: Sections 5.5 (Site lighting) and 14 (Noise and vibration) and 9 (Biodiversity).<br><br>Outline LBMP: Sections 5.12 (Bat and Bird Boxes) and 7~~.1~~ (Monitoring Procedures)<br><br>Bat Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation)<br><br>Design Principles: Section 2.4 (Biodiversity) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species<br><br>DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ |
| B-28 | Adoption of pollution control measures including runoff from Off-site Highway Intervention work to avoid impacts to the River Lea. | To minimise the indirect effects upon riparian mammals, present on the River Lea and connected watercourses. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | CoCP: Section 6.3 (Pollution prevention and incident control) | DCO Schedule 2, (8) CoCP |
| B-29 | Replacement habitat within the landscape design and landscape restoration areas.<br><br>Additional habitat creation/ enhancement measures to the east of the airport, including grassland, scrub and woodland habitats. | To minimise the loss of habitat for other mammals. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Landscape Restoration)<br><br>Outline LBMP: Section 3.3 (Habitat creation), Section 4 (Management of existing habitats), Section 5 (Establishment and management of proposed habitats), -and 7~~.1~~ (Monitoring Procedures). | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP |
| B-30 | Timing of vegetation clearance works to avoid bird nesting period (March – Aug inclusive). Nesting bird check where this is not possible.<br><br>Adoption of noise and light pollution control measures. | To minimise the risk of damage/disturbance to nesting birds. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | Bird Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation)<br><br>CoCP: Section 5.5 (Site lighting) and Chapter 14 (Noise and Vibration) and 9 (Biodiversity). | DCO Schedule 2, (11) Protected Species<br><br>DCO Schedule 2, (8) CoCP |
| B-31 | Replacement habitat within landscape design and landscape restoration areas. | To minimise the loss of habitat for breeding birds. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting) | DCO Schedule 2, (9) Landscaping Design |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | Additional habitat creation/ enhancement measures to the east of the airport, including grassland, scrub and woodland habitats.<br><br>Nest box provision appropriate for species present on retained trees/structures within the habitat creation area e.g. tree sparrow boxes. | | | | Outline LBMP: Section 3.3 (Habitat creation), Section 4 (Management of existing habitats), Section 5 (Establishment and management of proposed habitats), and 7.~~1~~ (Monitoring Procedures).<br><br>Bird Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |
| B-32 | Timing of vegetation clearance works to avoid bird nesting period (March – Aug inclusive). Nesting bird check where this is not possible.<br><br>Preparation of an ornithological watching brief to reduce the risk of disturbance to Schedule 1 species breeding in proximity to the Proposed Development.<br><br>Adoption of noise and light pollution control measures. | To minimise the risk of disturbance to Barn Owl and Red kite. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | Bird Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation)<br><br>CoCP: Section 5.5 (Site lighting) and Chapter 14 (Noise and Vibration),~~-~~ and 9 (Biodiversity). | DCO Schedule 2, (11) Protected Species<br><br>DCO Schedule 2, (8) CoCP |
| B-33 | Replacement habitat within the landscape design. The habitat creation area to the east of the provision of open space will include neutral and calcareous grassland habitat creation.<br><br>The outer areas (to avoid runway and flight lines) of these fields will be managed, in accordance with bird strike minimisation measures, to establish rough grassland strips to provide suitable cover and foraging for farmland bird species. | To minimise the loss of habitats utilised by wintering birds for foraging/ resting. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Section 3.3 (Habitat creation), Section 4 (Management of existing habitats), Section 5 (Establishment and management of proposed habitats), and 7.~~1~~ (Monitoring Procedures).<br><br>Bird Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| B-34 | Adoption of noise and light pollution control measures. | To minimise the risk of disturbance for wintering birds. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | CoCP: Sections 5.5 (Site lighting) and 14 (Noise and vibration) | DCO Schedule 2, (8) CoCP |
| B-35 | Replacement foraging habitats within landscape design, that are located away from the main flight path.<br><br>Artificial roost provision a suitable distance from the airport. Additional off-site creation of grassland, hedgerows, arable margins and woodland providing alternative foraging and nesting opportunities. | To minimise the loss of foraging habitat for Schedule 1 birds (barn owl and red kite). | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), 3.4 (Off-site mitigation) and 5.12 (Bat and Bird boxes) and 7 (Monitoring Procedures).<br><br>Bird Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |
| B-36 | Supervised, staged clearance of habitats to displace reptiles within the construction site at an appropriate time of year (April – October).<br><br>Translocation of slow worms (and grass snake if present) to suitable replacement habitat during site clearance within the Main Application Site. | To minimise the risk of killing/injuring reptiles. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | CoCP: Sections 9.1 (General measures), 9.2 (Ecological management measures) and 9.4 (Monitoring)<br><br>Amphibian and Reptile Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (11) Protected Species |
| B-37 | Provision of suitable replacement habitat within landscape design.<br><br>Provision of hibernacula/log piles within suitable locations in new and retained habitats and appropriate management. | To minimise the loss of habitat for reptiles. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Sections 2.1 (Description of the works) and 3.3 (Habitat creation) and 7 (Monitoring Procedures).<br><br>Amphibian and Reptile Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |
| B-38 | Supervised, staged clearance of suitable habitats within the construction site at an appropriate time of year (April – October). | To minimise the risk of killing/injuring of amphibians (common species). | ES Chapter 8, Sections 8.8 and 8.10 | Construction | CoCP: Sections 9.1 (General measures), 9.2 (Ecological management measures) and 9.4 (Monitoring) | DCO Schedule 2, (8) CoCP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | Translocation of amphibians to suitable replacement habitat during drain-down of ponds within the Main Application Site. | | | | Amphibian and Reptile Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation) | DCO Schedule 2, (11) Protected Species |
| B-39 | Provision of suitable replacement terrestrial habitat within landscape design. Bird strike risk restricts creation of large waterbodies within the Proposed Development however a cluster of small wildlife ponds and associated terrestrial habitats are proposed within the habitat creation area at the east of the Proposed Development. The cluster of small ponds will be designed specifically for amphibians, and the majority of ponds lost comprise soakaways and fire training pools of limited biodiversity value. | To minimise the loss of aquatic and terrestrial habitats for amphibians. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Sections 3.3 (Habitat creation) and 5.10 (Wildlife Pond) and 7 (Monitoring Procedures).<br><br>Amphibian and Reptile Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for Implementation) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |
| B-40 | Provision and management of suitable replacement terrestrial habitat within landscape design, including within Dairyborn Scarp DWS. | To minimise for the loss of habitat for Roman snails. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space)<br><br>Outline LBMP: Sections 3.2 (Provision of open space), 3.3 (Habitat creation) and 3.4 (Off-site mitigation) and 7 (Monitoring Procedures).<br><br>Orchid and Invertebrate Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |
| B-41 | Adoption of measures to avoid roman snail entering the Proposed Development.<br><br>Translocation of Roman snails to suitable remaining habitat during site clearance (if required) within the Main Application Site under a Natural England conservation licence agreed in advance. | To minimise the risk of killing/injuring Roman Snails. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | Outline LBMP: Section 4.~~5~~ 6 (Semi-improved neutral grassland ~~Field margin vegetation~~)<br><br>Orchid and Invertebrate Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| B-42 | Habitat creation within landscape design: edge habitats, early successional bare ground with ruderal habitats and hedgerows.<br><br>Creation of habitat creation areas and enhancement through management of 'green corridor' network of hedgerows and trees, translocation of birds-foot trefoil turfs, dead wood retention including standing dead wood where possible as well as off-site agricultural management to create margins with no insecticide usage along enhance hedgerows. In addition, introduction of low intensity grazing regimes with appropriate management of field margins and bare ground on bunds. | To minimise the loss of habitat for invertebrates. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), Section 4 (Management of existing habitats), Section 5 (Establishment and management of proposed habitats), and 7 (Monitoring Procedures).<br><br>Orchid and Invertebrate Mitigation Strategy: Chapters 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation)<br><br>~~Outline LBMP: Sections 3.3 (Habitat creation), 4.2 (Trees and woodland), 4.3 (Hedgerows), 5.2 (Hedgerows), 5.3 (Hedgerow trees and specimen trees) and 5.11 (Plant translocation)~~ | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (11) Protected Species<br><br>DCO Schedule 2, (10) LBMP |
| B-43 | Surface water management through drainage design.<br><br>Lighting design including directional lighting to limit light spill onto adjacent habitats. | To minimise the impact of surface water runoff and increased lighting on Wigmore CWS. | ES Chapter 8, Section 8.8 | Construction/Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site High Mitigation Design Principles for Detailed Design)~~<br><br>Design Principles: Section 2.4 (Biodiversity) | DCO Schedule 2, (13) Surface and foul water drainage<br><br>DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ |
| B-44 | Directional lighting to limit light spill onto adjacent habitats.<br><br>Habitat creation at the margins of the Proposed Development to act as a screen for adjacent habitats.<br><br>Drainage design to ensure no substantial change to surface water run off to woodland. | To minimise the impact on the quantity and direction of surface runoff and increase lighting in Winch Hill Wood CWS/Local Wildlife Site (LWS) Ancient Woodland. | ES Chapter 8, Section 8.8 | Construction/Operation | Design Principles: Section 2.4 (Biodiversity)<br><br>Outline LBMP: Sections 3.3 (Habitat creation)<br><br>~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site High Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (13) Surface and foul water drainage |
| B-45 | Adoption of measures set out in the Operational Air Quality Plan. | To mitigate air quality effects during operation (Winch Hill Wood | ES Chapter 8, Sections 8.8 and 8.10 | Operation | Outline Operational Air Quality Plan: Section 2 (Operational phase impacts) | DCO Schedule 2, (33~~1~~) Operational Air Quality Plan |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | Management of woodland for improvement in condition over a 50-year period. This will lead to improvement of the woodland overall but will take time to achieve. | CWS/LWS Ancient Woodland). | | | Outline LBMP: Sections 2.2 (Establishment and maintenance responsibilities) and 4.2 (Trees and Woodland) and 7 (Monitoring Procedures). | DCO Schedule 2, (10) LBMP |
| B-46 | Adoption of measures set out in the Operational Air Quality Plan. | To minimise the air quality changes at Luton Parkway Verges DWS. | ES Chapter 8, Sections 8.8 and 8.10 | Operation | Outline Operational Air Quality Plan: Section 2 (Operational phase impacts) | DCO Schedule 2 (331) Operational Air Quality Plan |
| B-47 | | To minimise the air quality changes at Dairyborn Scar DWS. | | | | |
| B-48 | | To minimise the air quality changes at Burnt Wood LWS. | | | | |
| B-49 | | To mitigate air quality changes during operation (Kidney and Bull Woods CWS/Ancient Woodland). | | | | |
| B-50 | | To mitigate air quality changes at Luton Hoo Park CWS/River Lea CWS. | | | | |
| B-51 | | To mitigate air quality impacts on SSSI's (Galley and Warden Hills; Cowslip Meadow; Dallow Downs and Winsdon Hill; Smithcombe, Sharpenhoe and Sundon Hills; Wain Wood), Wildlife Sites, Ancient Woodland and Ancient and Veteran Trees (within 2km of the Main Application Site and/or 200m of the Affected Road Network with greater than 1% predicted change and greater than a 0.4 kgN/ha/yr change, and greater than 1% predicted change but less than a 0.4 kgN/ha/yr change). | | | | |
| B-52 | Any remaining areas of Luton Parkway Verges DWS that falls within the ownership of the Applicant will be subject to management measures to | To mitigate the potential for shading impacts and trampling (cut through) as a result of construction of multi-storey carpark directly | ES Chapter 8, Sections 8.8 and 8.10 | Operation | Outline LBMP: Sections 2.8 (General management), 4.6 ( Semi-improved neutral grassland) and 5.14 (Public access) and 7 (Monitoring Procedures). | DCO Schedule 2, (10) LBMP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | promote the diverse botany for which the site is designated. This will include measures such as mowing and removal of arisings, and scrub management to prevent encroachment and shading.<br><br>To reduce recreational pressures, such as trampling and littering, post and rail fencing will be established to deter 'cut throughs' from the new car park, interpretation boards will be erected to explain the value of the DWS, monitoring and management for litter removal will be enacted. | adjacent to Luton Parkway Verges DWS. | | | | |
| B-53<br><br>B-54 | Adoption of measures set out in the Operational Air Quality Plan.<br><br>Management of any remaining or reinstated areas of the DWS within the Order limits for improvement in condition over a 50-year period.<br><br>No management would be undertaken for the area outside of the Order limits. | To minimise the air quality changes at Luton Parkway Verges DWS.<br><br>To minimise the air quality changes at Dairyborn Scarp DWS. | ES Chapter 8, Sections 8.8 and 8.10 | Operation | Outline Operational Air Quality Plan: Section 2 (Operational phase impacts)<br><br>Outline LBMP: Section 4.2 (Trees and Woodland), Section 4.4. (Scrub), Section 4.6 (Semi-improved neutral grassland), Section 5.9 (Chalk exposures) and 7 (Monitoring Procedures). | DCO Schedule 2, (331) Operational Air Quality Plan<br><br>DCO Schedule 2, (10) LBMP |
| B-55 | The park has been designed to include defined footpaths to channel the public away from sensitive retained habitats.<br><br>Embedded mitigation includes creation of suitable habitats (neutral and calcareous grassland, and bare chalk).<br><br>Translocate species of orchids to either one of two receptor sites, one within the provision of open space, where the orchids will be accessible by members of | To mitigate the recreational pressure on orchids. | ES Chapter 8, Sections 8.8 and 8.10 | Construction/Operation | SLMSLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), 5.11 (Plant translocation) and 5.14 (Public Access) and 7 (Monitoring Procedures).<br><br>Orchid and Invertebrate Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | the public and therefore subject to a degree of recreational pressure although the footpaths will reduce this, and another location within the wider habitat creation area away from areas of anticipated high footfall. | | | | | |
| B-56 | Directional lighting to limit light spill onto adjacent habitats.<br><br>Additional habitat creation at the margins of the Proposed Development to act as a screen for adjacent habitats.<br><br>The provision of open space has been designed to include defined footpaths to channel the public away from sensitive retained habitats. The habitat creation area will not be subject to the same recreational pressure. | To minimise the disturbance through noise, lighting and recreational pressure to badgers. | ES Chapter 8, Sections 8.8 and 8.10 | Construction/Operation | Design Principles: Section 2.4 (Biodiversity)<br><br>~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>CoCP: Sections 5.5 (Site lighting) and 14 (Noise and Vibration)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), 4 (Management of existing habitats), 5 (Establishment and Management of Proposed Habitats), ~~and~~ 5.14 (Public Access) and 7 (Monitoring Procedures).<br>Badger Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~<br><br>DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |
| B-57 | Adoption of lighting design measures including directional lighting to limit light spill onto adjacent habitats.<br><br>Landscape mitigation at the margins of the airport development and associated infrastructure to act as a screen between the Proposed Development and adjacent habitats, including bund and landscape planting.<br><br>Habitat creation areas within the Proposed Development, at distance from the noise source, to provide alternative roosting and foraging opportunities. | To mitigate the disturbances of habitats and roosts for bats. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | Design Principles: Section 2.4 (Biodiversity)<br><br>Outline LBMP: Sections 4.2 (Trees and Woodland), 4.3 (Hedgerows) and 5.12 (Bats and Bird Boxes) and 7 (Monitoring Procedures).<br><br>Bat Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation)<br><br>~~Bat Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation)~~ | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species<br><br>~~DCO Schedule 2, (11) Protected Species~~ |

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| | Strengthening of hedgerows and woodland corridors within the wider landscape to provide ecological connectivity and new commuting routes.<br><br>Additional mitigation including baffles, cowls and hoods in appropriate areas will further reduce light spill.<br><br>Artificial roost provision a suitable distance from the airport for bats. | | | | | |
| B-58 | Landscape design includes habitats appropriate to manage the bird strike risk to an acceptable level.<br><br>Adoption of habitat management regime.<br><br>The creation of suitable nesting and foraging habitats further from the airport may result in these areas being preferentially used by species such as red kite and barn owl, that are currently a bird strike risk, with known nesting sites immediately south and east of the Proposed Development. | To minimise bird strike risk. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | Bird Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), 4 (Management of existing habitats), 5 (Establishment and Management of Proposed Habitats), ~~Sections~~ 5.1 (Broad-leaved woodland) and 5.12 (Bat and Bird Boxes) and 7 (Monitoring Procedures) | DCO Schedule 2, (11) Protected Species<br><br>DCO, Schedule 2, (10) LBMP |
| B-59 | Replacement foraging habitats within design away from the main flight path to avoid bird strike issues.<br><br>The proposed enhancements to Wigmore Valley Park have been designed to include defined footpaths to channel the public away from sensitive retained habitats.<br><br>Artificial roost provision a suitable distance from the airport. | To minimise disturbance barn owl and red kite during the operation of the Proposed Development. | ES Chapter 8, Sections 8.8 and 8.10 | Construction | ~~SLM~~SLM and Design Principles: (Provision of Open Space and Additional Mitigation Planting)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), Sections 3.3 (Habitat creation), 4 (Management of existing habitats), 5 (Establishment and Management of Proposed Habitats), 5.12 (Bat and Bird Boxes) and 5.14 (Public Access) and 7 (Monitoring Procedures)<br><br>Bird Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) | DCO Schedule 2, (9) Landscaping Design<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |

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| | Additional off-site creation of grassland, hedgerows and woodland providing alternative foraging and nesting opportunities for the species in the habitat creation area and the hedgerow enhancements in the wider area. | | | | and 6 (Timetable for implementation) | |
| B-60 | Adoption of measures such as minimal vegetation between the interior and exterior fence-lines present at the south-west of the Proposed Development, to avoid the roman snail entering the operational site. | To reduce the risk of killing/injuring Roman Snails. | ES Chapter 8, Section 8.8 | Construction | Outline LBMP: Section 4.6 (Semi-improved neutral grassland) and 7 (Monitoring Procedures).<br><br>Orchid and Invertebrate Mitigation Strategy: Sections 4 (Mitigation Strategy), 5 (Management and Monitoring) and 6 (Timetable for implementation) | DCO, Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (11) Protected Species |
| **Climate change resilience** | | | | | | |
| CCR-1 | Adoption of measures set out in the main contractors Environmental Management System (EMS) including the training of personnel and prevention and monitoring arrangements. As appropriate, construction method statements will also consider severe weather events where risks have been identified.<br><br>Use of construction materials with superior properties that offer increased tolerance to fluctuating temperatures, heavy precipitation and other extreme weather events such as storms, where practical. | To minimise the potential adverse impacts to materials and equipment required for the construction of all built assets, structures, staff facilities as a result of extreme weather events (such as storms). | ES Chapter 9, Sections 9.8 and 9.10 | Construction | CoCP: Section 2.1 (Environmental Management System)<br><br>Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, ~~(5)~~ ~~Detailed Design~~(6) Detailed Design~~(6)~~ ~~Detailed Design~~ |
| CCR-2 | Construction works will be carried out in accordance with the SMP.<br><br>Considerations on the impact of climate change on groundwater levels, soil moisture content and precipitation are included in the construction and design | To mitigate the potential adverse effects on structures as a result of increased frequency and intensity of heavy precipitation. | ES Chapter 9, Section 9.8 | Construction | Outline SMP: Section 5 (Soil Management Strategy)<br><br>Design Principles: Section 2.3 (Sustainability) and 4~~3~~.2 (Site wide works (Works No.1)) | DCO Schedule 2, (8)(2)(j) CoCP<br><br>DCO Schedule 2, ~~(5)~~ ~~Detailed Design~~(6) Detailed Design~~(6)~~ ~~Detailed Design~~ |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | of earthworks and structures. | | | | | |
| CCR-3 | A high-level risk assessment of severe weather impacts on the construction process will be produced by the lead contractor to inform mitigations. | To mitigate the potential adverse effects on staff facilities. | ES Chapter 9, Section 9.8 | Construction | CoCP: Section 10.3 (Climate change risks) | DCO Schedule 2, (8) CoCP |
| CCR-4 | Use weather forecasting to inform short to medium term programme management, environmental control and mitigation measures.<br><br>Adoption of measures set out in the main contractor's EMS including the training of personnel and prevention and monitoring arrangements. As appropriate, construction method statements should also consider severe weather events where risks have been identified. | To minimise the adverse impact on access routes to construction sites as a result of increased frequency and intensity of heavy precipitation. | ES Chapter 9, Section 9.8 | Construction | CoCP: Section 10.3 (Climate change risks) | DCO Schedule 2, (8) CoCP |
| CCR-5 | Adoption of measures including the adoption of health and safety plans to prevent worker exhaustion due to heat.<br><br>Use weather forecasting to inform short to medium term programme management, environmental control and mitigation measures.<br><br>Temporary buildings would be designed with measures to control summertime overheating.<br><br>Construction works will be carried out in accordance with airport requirements of working airside e.g. airside construction works will be paused if there is low visibility or increased dust being blown across airfield. | To minimise the potential adverse impacts on construction workers health as a result of increased average summer temperatures, increased humidity and increasing frequency of hot days and heatwaves. | ES Chapter 9, Section 9.8 | Construction | CoCP: Section 10.1 (General Provisions) and 10.3 (Climate change risks) | DCO Schedule 2, (8) CoCP |
| CCR-6 | Adoption of measures including the adoption of health and safety plans. | To minimise the potential adverse impacts on construction workers | ES Chapter 9, Section 9.8 | Construction | CoCP: Section 10.1 (General provisions) and 10.3 (Climate change risks) | DCO Schedule 2, (8) CoCP |

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| | Use weather forecasting to inform short to medium term programme management, environmental control and mitigation measures. | health as a result of more extreme cold weather events. | | | | |
| CCR-7 | The proposed asset will be designed to Environment Agency guidance on flood risk assessments: climate change allowances and the principles of the Luton Local Transport Plan.<br><br>The proposed asset will either be designed for the climatic conditions projected for the end of their design life, using appropriate design guidance where available or adaptive capacity will be built into the designs.<br><br>The proposed surface water drainage strategy can accommodate for surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change. | To minimise the potential damage to the track and/or critical equipment of the Luton DART extension to the new terminal as a result of the increased frequency and intensity of heavy precipitation. | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2 (Scheme wide Design Principles)<br><br>~~DDS~~Design Principles~~: Sections 8 (Design Principles for Detailed Design~~Airport Access Road and Off-site Highway Mitigation~~)~~ | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~<br><br>DCO Schedule 2, (13) Surface and foul water drainage |
| CCR-8 | All assets will either be designed for the climatic conditions projected for the end of their design life, using appropriate design guidance where available or adaptive capacity will be built into the designs.<br><br>Adequate heating, ventilation and air conditioning heating, ventilation and air conditioning (HVAC) systems will be provided on trains. | To minimise the potential for rail buckling and/or associated misalignment problems to the Luton DART extension to the new terminal as a result of increased average and summer high temperatures and increasing frequency of hot days and heatwaves. | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ |
| CCR-9 | The Luton DART extension design includes a covered station (i.e. protected from the elements) and the chosen system design has | To minimise the possible negative health implications for passengers and staff as a result of more extreme cold weather events. | ES Chapter 9, Section 9.8 | Construction | Works 3g<br><br>Design Principles: Section 2.3 (Sustainability) | DCO Schedule 1<br><br>DCO Schedule 2, ~~(5) Detailed Design~~(6) |

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| CCR-10 | previous use cases in colder climates than the UK. | To minimise the reduction in reliability of trains as a result of more extreme cold weather events. | | | | Detailed Design~~(6) Detailed Design~~ |
| CCR-11 | Additional taxiways and aircraft stands will either be designed for the climatic conditions projected for the end of their design life, using appropriate design guidance where available or adaptive capacity will be built into the designs.<br><br>The proposed surface water drainage strategy can accommodate for surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change.<br><br>The CIRIA's SuDS Manual (C753) used for design of all SuDS assets and Sewers for Adoption for other drainage assets and the government projections for climate change allowance have been followed. | To prepare for hazardous conditions for operation of vehicles and aircraft as result of extreme weather events and increased frequency and intensity of heavy precipitation.<br><br>To prepare for disruption to taxiway utilisation and schedules, resulting in flight delays as a result of increased intensity of wind events.<br><br>To minimise the risk of water damage affecting taxiways, underground foundations, structures, or services, as a result of extreme weather events and increased frequency and intensity of heavy precipitation. | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability)<br><br>~~DDS~~Design Principles~~: Section 8 (Design Principles for Detailed Design~~Airport Access Riad ad Off-site Highway Mitigation~~)~~ | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~<br><br>DCO Schedule 2, (13) Surface and foul water drainage |
| CCR-12 | Taxiway surfaces, based on design standards are intended to withstand far higher temperatures to be able to cope with aircraft braking.<br><br>Use of construction materials (as far as practicable) with superior properties which offer increased tolerance to high temperatures. | To minimise the potential damage to the tarmac and asphalt and effect operations of the additional taxiways and aircraft stands as a result of the increased temperatures and increasing frequency of hot days and heatwaves. | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ |
| CCR-13 | Sensitive telecoms equipment fitted with lightning protection as per latest design standards. | To prepare for the potential increase in frequency of lightning strikes which could result in an aircraft accident or loss of telecommunications, as result of increased summer temperatures, increased humidity and | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section ~~4~~3.2 (Site wide works (Work No. 1)) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | | increasing frequency of hot days and heatwaves. | | | | |
| CCR- 14 | All new buildings and assets will either be designed for the climatic conditions projected for the end of their design life, using appropriate design guidance where available or adaptive capacity will be built into the designs. | To minimise the potential damage to the building and structure fabric of the new terminal and associated buildings as a result of extreme weather events (including storms and high winds). | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ |
| CCR- 15 | The proposed surface water drainage strategy can accommodate for surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change. | To minimise the flooding of assets and infrastructure (the new terminal and associated buildings) as a result of increased frequency and intensity of heavy precipitation. | ES Chapter 9, Section 9.8 | Operation | ~~DDS~~Design Principles~~: Section 8 (Design Principles for Detailed Design~~Airport Access Road and Off-site Highway Mitigation~~)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| CCR- 16 | Water efficiencies are built into the Proposed Development through the ~~DDS~~Design Principles.<br><br>Rainwater harvesting from the roofs will allow greywater storage and re-use where practicable and appropriate. | To prepare for the potential of prolonged periods of dry spells which could lead to drought and may reduce the potable water availability required for building operations of the new terminal and associated buildings. | ES Chapter 9, Section 9.8 | Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation~~Design Principles for Detailed Design~~)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| CCR- 17 | Adequate HVAC systems provided. Passive strategies for heating, cooling and lighting will be incorporated into building design for thermal efficiency, where appropriate, to reduce summer cooling. | To minimise the risk of overheating from increased summer temperature due to inadequate HVAC systems. | ES Chapter 9, Section 9.8 | Operation | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |
| CCR- 18 | Passive strategies for heating, cooling and lighting incorporated for thermal efficiency into building design, taking climate change into account to reduce summer cooling and winter heating.<br><br>Terminal 2 buildings will be designed to at least BREEAM ‘Excellent’ standard, or equivalent at the time of detailed design, to be energy efficient with appropriate installations and | To prepare for the potential reduction in reliability of journeys as a result of more extreme cold weather events leading to cracking of pavement surfaces and snow/ice accretion on aircraft and runways/airfield pavements causing delays. | ES Chapter 9, Section 9.8 | Operation | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |

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| | equipment together with thermally efficient materials and shading. Other new buildings will be designed to BREEAM 'Excellent' standard except where the building typology dictates that it is not practical. | | | | | |
| CCR- 19 | All assets will either be designed for the climatic conditions projected for the end of their design life, using appropriate design guidance where available or adaptive capacity will be built into the designs. | To minimise the potential for damage to the building and structure fabric of the cargo and catering facilities as a result of extreme weather events (including storms and high winds). | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |
| CCR- 20 | The proposed surface water drainage strategy can accommodate for surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change. | To minimise the risk of flooding of the logistics centre and technical service buildings and the ancillary infrastructure in the cargo terminal as a result of the increased frequency and intensity of heavy precipitation. | ES Chapter 9, Section 9.8 | Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| CCR- 21 | All new roads and car parks will either be designed for the climatic conditions projected for the end of their design life, using appropriate design guidance where available or adaptive capacity will be built into the designs.<br><br>The ~~DDS~~Design Principles accommodates for surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change. | To minimise the risk of damage to roads and car parks and subsequent disruption of users as a result of flooding caused by the increased frequency and intensity of heavy precipitation. | ES Chapter 9, Section 9.8 | Construction/Operation | Design Principles: Section 2.3 (Sustainability)<br><br>~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design<br><br>DCO Schedule 2, (13) Surface and foul water drainage |
| CCR-22 | Where applicable, the highway design of the Proposed Development has been developed to the standards set within the Design Manual for Roads and Bridges (DMRB).<br><br>Shaded areas across surface access areas will be included in the design e.g., the car park, bus stops. | To minimise the risk of damage to assets (highway network improvements, car parking facilities, bus, coach and taxi facilities and airside roads) and high wind speeds may create or distribute debris to these areas and cause disruption to users. | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) and ~~4~~3.6 (Highways works (Work No.6)) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |

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| CCR- 23 | Use of construction materials with superior properties which offer increased tolerance to high temperature.<br><br>Shaded areas across surface access areas will be included in the design e.g., the car park, bus stops.<br><br>Appropriate drainage to maintain dry foundation, and better slopes to drain surface water and prevent ponding.<br><br>Modification to the asphalt mix design to accommodate deformation in hotter weather under slow moving heavy aircraft.<br><br>Smaller bays or thicker slabs will be considered to accommodate additional thermal stresses due to hot temperatures.<br><br>Dowel bars and edge thickening will be considered to accommodate additional wrapping stress due to hot temperatures.<br><br>Better transition details for asphalt/concrete interface will be considered to accommodate larger movements.<br><br>Reduction of the subgrade design strength to account for higher water table and moisture contents. | To minimise the potential for an increased risk of thermal expansion and movement of paved surfaces, and material deterioration and cause disruption to users as a result of increased summer temperatures and increasing frequency of hot days and heatwaves. | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |
| CCR- 24 | The proposed drainage design will accommodate surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change.<br><br>Water efficiencies are built into the Proposed | To minimise the risk of extreme precipitation events potentially leading to flooding which could exacerbate acute and chronic impacts on foul, non-potable and surface water infrastructure. | ES Chapter 9, Section 9.8 | Construction/Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~<br><br>Design Principles: Section 2.3 (Sustainability) and 4~~3~~.2 (Site wide works (Work~~s~~ No.1)) | DCO Schedule 2, (13) Surface and foul water drainage<br><br>DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |

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| | Development through the ~~DDS~~Design Principles. These include reduction of demand and foul water discharge, reduction in use of potable water in applications where non-potable water can be used, use of water efficient appliances and equipment within the terminal.<br><br>CIRIA's SuDS Manual (C753) will be used for design of all SuDS assets and Water UK's Sewers for Adoption design guide for other drainage assets. Government projections for climate change allowance have been followed.<br><br>The requirements for consideration of climate change impacts on groundwater levels, soil moisture content and precipitation are included in the construction and design of earthworks and structures. | | | | | |
| CCR- 25 | Proposed fuel and fuel transfer assets will be designed for the climatic conditions experienced at the end of their operational life cycle, using appropriate design guidance.<br><br>The proposed drainage design will accommodate surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change. | To minimise the risk of acute and chronic impacts on fuel and transfer assets due to an increase flood risk associated with the increased frequency and intensity of heavy precipitation. | ES Chapter 9, Section 9.8 | Construction/Operation | Design Principles: Section 2.3 (Sustainability)<br><br>~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design<br><br>DCO Schedule 2, (13) Surface and foul water drainage |
| CCR- 26 | Consideration of climate change in all drainage infrastructure and flood retention infrastructure is included in the ~~DDS~~Design Principles. The ~~DDS~~Design Principles can accommodate for surface | To minimise the potential increased stress to flood water management infrastructure as a result of flood events under future climates. | ES Chapter 9, Section 9.8 | Construction/Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |

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| | water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change. | | | | | |
| CCR-27 | Design of buried services will include flexible conduits at least where we are building over the landfill where some degree of settlement is expected.<br><br>New underground utilities are not laid at shallow depths to avoid damage due to temperature extremes.<br><br>Energy centre and new sub-stations will be above the ground level and in enclosed structures which will offer protection from high winds.<br><br>The ~~DDS~~Design Principles can accommodate for surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change. | To minimise the potential to damage the over and underground electricity network either through direct contact (for example, flooding or wind damage), or through damage to structures or buildings supporting this network (for example, heat buckling of HV cables, subsidence).<br><br>Multiple events over a short timescale are likely to have the greatest impact as these will inhibit any maintenance activities. | ES Chapter 9, Section 9.8 | Construction/Operation | Design Principles: Section 2.3 (Sustainability)<br><br>~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design<br><br>DCO Schedule 2, (13) Surface and foul water drainage |
| CCR-28 | Above ground installations will be in enclosed structures which will provide the opportunity for climate/temperature control. | Sensitive electronic equipment and mechanical operating mechanisms may fail to operate correctly due to increasing average and summer temperatures | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |
| CCR- 29 | All assets will either be designed for the climatic conditions projected for the end of their design life, using appropriate design guidance where available or adaptive capacity will be built into the designs. | To minimise damage to the de-icing storage facility and structure fabric as a result of extreme weather (such as storms) and high winds. | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |
| CCR- 30 | The ~~DDS~~Design Principles can accommodate for surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change. | To minimise the risk of flooding of the de-icing storage facility as a result of the extreme precipitation events. | ES Chapter 9, Section 9.8 | Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| CCR- 31 | Landscape planting will take into consideration climate change in the selection of appropriate woodland tree and shrub species for planting and habitat creation e.g. drought tolerant species and provide adequate monitoring post planting. | To minimise the potential damage to the open space and habitats as a result of extreme weather events (including storms) if planting is not resilient to climate change. | ES Chapter 9, Section 9.8 | Construction | Outline LBMP: Sections 5 (Establishment and management of proposed habitats) and 7 (Monitoring Procedures) | DCO Schedule 2, (10) LBMP |
| CCR- 32 | SuDS and permeable surfacing will be suitable for extreme rainfall events. | To minimise the potential damage to the open space and habitats as a result of increased frequency and intensity of heavy precipitation if planting is not resilient to climate change. | ES Chapter 9, Section 9.8 | Construction | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation~~Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| CCR- 33 | Landscape planting will select species that are resistant to warm and dry weather e.g. drought tolerant species.<br><br>Water efficiencies are built into the Proposed Development through the ~~DDS~~Design Principles. Rainwater harvesting from the roofs will allow greywater storage and re-use where practicable and appropriate. SuDS and permeable surfacing will be suitable for drought events | To minimise the potential damage to the open space and habitats as a result of increased frequency of dry spells, if planting is not resilient to climate change. | ES Chapter 9, Section 9.8 | Construction/Operation | Outline LBMP: Sections 5 (Establishment and management of proposed habitats) and 7 (Monitoring Procedures).<br><br>~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation~~Design Principles for Detailed Design).~~ | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (13) Surface and foul water drainage |
| CCR- 34 | Shading (of public spaces and buildings) suitable for extreme hot events in the future.<br><br>Landscape planting will select species that are resistant to warm and dry weather.<br><br>Maintenance of connectivity for enabling migration of species under increased temperatures. | To minimise the potential damage to the open space and habitats as a result of increased average and summer temperatures and increasing frequency of hot days and heatwaves, if planting is not resilient to climate change. | ES Chapter 9, Section 9.8 | Construction/Operation | Design Principles: Section 2.3 (Sustainability)<br><br>Outline LBMP: Section 5 (Establishment and management of proposed habitats) and 7 (Monitoring Procedures) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design<br><br>DCO Schedule 2, (10) LBMP |
| CCR- 35 | Energy Centre and Fire Training Ground will either be designed for the climatic conditions projected for the | To minimise the risk of damage and disruption to power supply to airport, as a result of extreme | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | end of their design life, using appropriate design guidance where available or adaptive capacity will be built into the designs. | weather events (including storms). | | | | |
| CCR- 36 | | To minimise the potential damage to the Fire Training Ground and structure fabric as a result of extreme weather, such as storms and high winds. | | | | |
| CCR- 37 | The ~~DDS~~Design Principles can accommodate for surface water flows during 1 in 100 years storm event, accounting for an increase in precipitation of 40% due to climate change. | To minimise the risk of flooding to the Fire Training Ground and damage to training equipment as a result of extreme precipitation events. | ES Chapter 9, Section 9.8 | Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| CCR-38 | Suitable drainage to maintain dry foundations, and better slopes to drain surface water and prevent ponding. | To minimise the likelihood of water scour causing structural damage and landslides as a result of landform and earthworks | ES Chapter 9, Section 9.8 | Construction | ~~DDS~~Design Principles: ~~Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design~~) | DCO Schedule 2, (13) Surface and foul water drainage |
| CCR-39 | Shaded areas across surface access areas will be included in the design e.g., car parks, bus stops to mitigate impacts of future extreme heat events. | To mitigate increased heat stress and impacts on thermal comfort of staff in terminal buildings, aircraft on stands, well as outdoor workers can lead to overheating from increased summer temperature. | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |
| CCR-40 | Terminal 2 buildings will be designed to at least BREEAM 'Excellent' standard, or equivalent at the time of detailed design, to be energy efficient with appropriate installations and equipment together with thermally efficient materials and shading. Other new buildings will be designed to BREEAM 'Excellent' standard except where the building typology dictates that it is not practical.<br><br>Shaded areas will be included in the design e.g., car parks, bus stops to mitigate impacts of future extreme cold events. | To minimise the health risk to staff in extreme cold weather. | ES Chapter 9, Section 9.8 | Construction | Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |
| **In-combination Climate Change Impacts (ICCI)- Water resource and flood risks (WRFR)** | | | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| ICCI-WRFR1 | The ~~DDS~~Design Principles includes a description of measures to minimise water use and maximum water reuse. | To minimise the adverse impact on groundwater recharge and availability for abstraction as a result of increase in air temperature. | ES Chapter 20, Section 20.8 | Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| ICCI-WRFR2 | The ~~DDS~~Design Principles includes a description of measures to minimise water use and maximum water reuse. | To prepare for a potential change in precipitation patterns and water shortage (potentially drought) as a result of a decrease in annual precipitation rate and summer precipitation rate. | ES Chapter 20, Section 20.8 | Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| ICCI-WRFR3 | The design has been developed to accommodate the volume and rate of water generated by a 1 in 100-year return period storm event, including a 40% uplift to allow for potential increases in rainfall due to climate change.<br><br>A capping layer including drainage management systems will be in place across the extent of the historic landfill affected by the Proposed Development to ensure that infiltration will not interact with the waste to reduce the potential for leachate generation. | To minimise the impact on leachate generation as a result of an increase in heavier precipitation events and risk of flooding. | ES Chapter 20, Section 20.8 | Construction | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation Design Principles for Detailed Design)~~<br><br>Outline Remediation Strategy for Former Eaton Green Landfill (hereafter referred to as the Outline Remediation Strategy): Section 5.4 (Protection of human health) | DCO Schedule 2, (13) Surface and foul water drainage<br><br>DCO Schedule 2, (17) Remediation of Former Eaton Green Landfill |
| **ICCI- Biodiversity** | | | | | | |
| ICCI-B1 | The proposed habitat creation/enhancement has been designed to link existing habitats and provide a larger expanse of biodiverse semi-natural habitat. This will provide a variety of fauna with a varied and increased food source, that will help boost their resilience to the impacts of future temperature change. | To minimise the degradation of ecosystem services and reduced food availability as a result of the increase in mean annual air temperature. | ES Chapter 8 Section 8.8 | Construction | Outline LBMP: Sections 3.3 (Habitat creation) and 7 (Monitoring Procedures) | DCO Schedule 2, (10) LBMP |
| ICCI-B2 | The ~~DDS~~Design Principles would ensure that there is no significant change to | To reduce further impacts to retained sensitive habitats and | ES Chapter 8 Section 8.8 | Construction | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site~~ | DCO Schedule 2, (13) Surface and foul water drainage |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | water availability within retained habitats and has accounted for future climate changes, including reduced water availability.<br><br>Resilience of landscaping to climate change will be ensured by considering the choice of species and adequate monitoring post-planting | reduced success of new planting as a result of a decrease in annual precipitation result. | | | ~~Highway Mitigation~~Design ~~Principles for Detailed Design)~~<br><br>Outline LBMP: Sections 3.3 (Habitat creation) and 7 (Monitoring Procedures) | DCO Schedule 2, (10) LBMP |
| ICCI-B3 | The proposed habitat creation/enhancement has been designed to link existing habitats and provide a larger expanse of biodiverse semi-natural habitat. This will provide a variety of fauna with a varied and increased food source, that will help boost their resilience to the impacts of future temperature change.<br><br>Landscape planting will take into consideration climate change in the selection of appropriate woodland tree and shrub species planting and habitat creation. | To minimise the reduced success of establishment of new planting due to hotter drier conditions. | ES Chapter 8 Section 8.8 | Construction | Outline LBMP: Sections 3.3 (Habitat creation) and 7 (Monitoring Procedures) | DCO Schedule 2, (10) LBMP |
| ICCI-B4 | Landscape planting will take into consideration climate change in the selection of appropriate woodland tree and shrub species planting and habitat creation and adequate monitoring post-planting. | To mitigate the potential reduction in success of establishment of new planting due to wetter conditions | ES Chapter 8 Section 8.8 | Construction | Outline LBMP: Sections 3.3 (Habitat creation) and 7 (Monitoring Procedures) | DCO Schedule 2, (10) LBMP |
| **ICCI- Landscape and Visual** | | | | | | |
| ICCI-LV1 | Climate change will be considered in the selection of landscaping species and the detail specification for the soil growing medium, and through monitoring put in place. | To mitigate the potential for reduced growth rates of plant material and/ or increase the likelihood of plant failure as a result of increase in summer air temperature and heatwaves. | ES Chapter 14, Section 14.8 | Construction | Outline LBMP: Sections 3.3 (Habitat creation) and 7 (Monitoring Procedures) | DCO Schedule 2, (10) LBMP |
| **Cultural Heritage** | | | | | | |
| CH-1 | Detailed archaeological excavation in advance of construction and in | To mitigate potential impacts of landscape planting on asset HER | ES Chapter 10, Section 10.8 | Construction | CHMP: Section 9.1~~8.1~~ (Detailed Archaeological Excavation of Roman Building) | DCO Schedule 2, (16) Archaeological Remains |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | accordance with the Cultural Heritage Management Plan (CHMP). | 10808 (the site of Iron Age and Roman settlement-related activity. | | | | |
| CH-2 | Additional mitigation through archaeological evaluation and investigation in advance of construction and in accordance with a methodology set out in the CHMP. | ~~Protection~~ To confirm the presence / absence on~~f~~ assets HER 17218 and HER 17219 (cropmarks which may relate to late prehistoric or Roman activity) and to identify the requirement for further mitigation.~~.~~ | ES Chapter 10, Section 10.8 | Construction | CHMP: Section 8.1 (~~Detailed Archaeological Excavation~~Additional Trial Trenching) | DCO Schedule 2, (16) Archaeological Remains |
| CH-3 | | ~~Protection~~ To confirm the presence / absence of potential archaeological features that may be identified from additional trial trenching and to identify the requirement for further mitigation.~~.~~ | | | | |
| **Economics and Employment** | | | | | | |
| EE-1 | Adoption of measures set out in the Employment and Training Strategy (ETS) to maximise benefits in the Luton/Three Counties area. | To maximise the employment benefits from the construction of the Proposed Development. | ES Chapter 11, Section 11.8 and 11.9 | Construction | ETS~~: Section 2 (The opportunity for employment and training)~~ | Section 106 Agreement |
| EE-2 | Adoption of measures set out in the ETS to maximise benefits in the Luton/Three Counties area. | To maximise the employment benefits from the operation of the Proposed Development. | ES Chapter 11, Section 11.8 and 11.9 | Operation | ETS~~: Section 2 (The opportunity for employment and training)~~ | Section 106 Agreement |
| **Greenhouse Gases** | | | | | | |
| GHG-1 | Measures to reduce waste generated and resource use during construction as set out in the Outline Site Waste Management Plan (SWMP).<br><br>The lead contractor will develop and implement a Carbon Efficiency Plan, to manage/reduce carbon emissions and promote good practice.<br><br>The lead contractor will set targets to minimise potable water use during construction.<br><br>A landscaping strategy to offset any loss of vegetation. | To minimise greenhouse gas (GHG) emissions from construction activities. | ES Chapter 12, Section 12.8 | Construction | Outline Site Waste Management Plan (SWMP): Section 7 (Materials and waste management on site)<br><br>CoCP: Section 10.2 (Reducing carbon emissions)<br><br>CoCP: Section 17.6 (Water efficiency)<br><br>Outline LBMP: Sections 4 (Management of existing habitats), 5 (Establishment and management of proposed habitats) and 7 (Monitoring Procedures)~~.~~ | DCO Schedule 2, (8)(2)(i) CoCP<br><br>DCO Schedule 2, (8)(2)(b) CoCP<br><br>DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP. |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| GHG-2 | The new terminal building will utilise efficient building design.<br><br>Measures incorporated into the design to reduce waste.<br><br>The design has the flexibility to allow for battery storage for electricity to be accommodated in the future.<br><br>The design incorporates rainwater harvesting and treatment.<br><br>Options for low carbon renewable energy generation/or procurement, and options to incentivise the future uptake of low and zero carbon fuels for both vehicles using the airport and aircraft.<br><br>Energy use will be from the national grid supplemented by solar photovoltaic cells built where practical over car parking and on roofs; ground source heat pumps; and battery storage for back-up power rather than relying on diesel generators.<br><br>Terminal 2 buildings will be designed with Passivhaus principles, where practicable, and to at least BREEAM ‘Excellent’ standard, or equivalent at the time of detailed design, to be energy efficient with appropriate installations and equipment together with thermally efficient materials and shading. Other new buildings will be designed to BREEAM 'Excellent’ standard except where the building typology dictates that it is not practical. | To reduce emissions of GHG from operation. | ES Chapter 12, Section 12.8 | Construction/Operation | Outline Greenhouse Gas Action Plan: Section 4 (GHG Management of the Proposed Development)<br><br>Design Principles: Section 43.4 (Terminal works (Work No.3)<br><br>~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation~~Design Principles for Detailed Design)~~ | DCO Schedule 2, (342) Greenhouse Gas Action Plan<br><br>DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design<br><br>DCO Schedule 2, (13) Surface and foul water drainage |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | All diesel generators to be removed by 2040 where regulations allow.<br><br>All new contracts with Ground Handling Agencies to require electric vehicles, or other zero carbon energy options.<br><br>All new and replacement Luton fleet light and medium duty vehicles to be zero carbon (electric/hydrogen). | | | | | |
| GHG-3 | Steps to reduce emissions from aircraft during the landing and take-off cycle to be adopted as part of the Greenhouse Gas Action Plan.<br><br>LLAOL to encourage take up of sustainable aviation fuels/newer aircraft through operating policy/strategy.<br><br>Provide infrastructure to facilitate the use of low emission airside equipment, such as electric vehicles; including for example, the provision of charging points within Ground Support Equipment compounds; hydrogen fuelling etc subject to low carbon vehicle strategy established. | To reduce emissions of GHG from operation. | ES Chapter 12, Section 12.8 | Construction/Operation | Outline Greenhouse Gas Action Plan: Section 4 (GHG Management of the Proposed Development)<br><br>Design Principles: Section 2.3 (Sustainability) | DCO Schedule 2, (342) Greenhouse Gas Action Plan<br><br>DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |
| GHG-4 | The Surface Access Strategy provides the medium to long term direction for a shift away from private car use to public transport. Where private cars are used it will incentivise low/zero carbon private transport options.<br><br>Provision of electric vehicle (cars, taxis, buses and coaches) charging infrastructure for both staff and passengers. | To reduce emissions from road traffic | ES Chapter 12, Section 12.8 | Operation | Framework Travel Plan: Section 5 (Interventions and Measures) | DCO Schedule 2, (310) Travel Plans |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | Investigate participating in a car sharing service, including for electric cars, and having a number of dedicated bays at the airport for the car sharing service.<br><br>Measures to reduce emissions from surface access will include the incentivisation of uptake of low emission transportation for freight entering/leaving the airport for example HGV using low carbon technologies. | | | | | |
| **Health and Community** | | | | | | |
| **Health** | | | | | | |
| HC-H1 | Adoption of best practice construction management measures as set out in the CoCP.<br><br>Adoption of measures in the community engagement strategy as set out in the CoCP. | To reduce the public concern and uncertainty about the Proposed Development. | ES Chapter 13 Section 13.8 | Construction | CoCP: Section 4.1 (Community Engagement) | DCO Schedule 2, (8)(2)(e) CoCP |
| HC-H2 | Enhancement of existing facilities. Maintain the functionality and access to open space. Provision of a larger area of publicly accessible open space. | To mitigate the impact on users of Wigmore Valley Park as a result of the closure and reprovision of Wigmore Valley Park. | ES Chapter 13 Section 13.8 | Construction | Works 5b<br><br>Outline LBMP: Section 5.14 (Public Access) | DCO Schedule 1<br><br>DCO Schedule 2, (10) LBMP |
| HC-H3 | Adoption of best practice construction management measures for landscape and noise.<br><br>Adoption of measures in the community engagement strategy.<br><br>Creation of informal surfaced paths and upgrading of existing Public Rights of Way (PRoW) included in design. | To reduce the impact on users of undesignated footpaths within Wigmore Valley Park and public footpaths FP29 and FP38 and public bridleways BW28 and BW37 during construction. | ES Chapter 13 Section 13.8 | Construction | CoCP: Sections 13 (Landscape and Visual) and 14 (Noise and Vibration)<br><br>Outline LBMP: Section 5.14 (Public Access) | DCO Schedule 2, (8)(2)(e) CoCP<br><br>DCO Schedule 2, (10) LBMP |
| HC-H4 | Additional mitigation in the form of compensation to be provided to enable businesses to relocate. | To compensate for the direct displacement of businesses within Green Horizons Park and | ES Chapter 13 Section 13.8 | Construction | Compensation Policies, Measures and Community First: Section 7~~8~~ (Supporting Business Relocation) | Section 106 Agreement |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | | President and Percival Way. | | | | |
| HC-H5 | Adoption of best practice construction management measures as set out in the CoCP.<br><br>Adoption of measures in the community engagement strategy as set out in the CoCP. | To minimise changes to the environmental conditions affecting the perceived quality of the living environment and sense of place. | ES Chapter 13 Section 13.8 | Construction | CoCP: Sections 4.1 (Community Engagement) and 5 (General Requirements) | DCO Schedule 2, (8) CoCP |
| HC-H6 | | To avoid affecting the levels of community cohesion, trust and influence behaviours through the introduction of temporary construction workforce into the area. | | | | |
| HC-H7 | By developing local training and skills and focusing on target groups such as those out of work, the ETS will also act as a mitigation to the effects on housing need. It will increase the ability of existing economically active and inactive populations in Luton and the Three Counties to engage with airport-related construction employment thus reducing, the increase in housing need or in commuting that may result. | To mitigate the potential for an increase in demand within the local housing rental market, in turn potentially affecting prices and reducing access to affordable housing for local people. | ES Chapter 13 Section 13.8 | Construction | ETS~~: Section 2 (The opportunity for employment and training)~~ | Section 106 Agreement |
| HC-H8 | Best practice construction management including occupational healthcare facilities at the construction site. | To prepare for the potential increase on the demand for local primary care and A&E, placing additional pressure on these services and affecting access for the local population, as a result of the presence of construction workforce. | ES Chapter 13 Section 13.8 | Construction | CoCP: Section 12 (Health and Community) | DCO Schedule 2, (8) CoCP |
| HC-H9 | Adoption of measures as set out in the Outline Construction Traffic Management Plan.<br><br>Implementation of the Framework Travel Plan (FTP)<br><br>Implementation of Offsite Highway Intervention works. | To reduce the potential for increased journey times which in turn may deter people from accessing services and facilities or visiting friends and family. | ES Chapter 13 Section 13.8 | Construction/Operation | Outline CTMP: Section 4 (Traffic Management Measures)<br><br>Framework Travel Plan: Section 5 (Interventions and Measures)<br><br>Outline Transport Related Impacts Monitoring and Mitigation Approach (Outline TRIMMA)~~:~~ ~~Section 2 (Transport Assessment monitoring principles and~~ | DCO Schedule 2 (14) Construction Traffic Management<br><br>DCO Schedule 2, (31~~0~~) Travel Plans<br><br>DCO Schedule 2, (30~~29~~) Offsite Highways Works |
| HC-H10 | | To reduce the impact on people's level of physical activity as result of changes in traffic | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | | movements deterring active travel. | | | ~~process~~~~Overview of TRIMMA processes and governance)~~ | |
| HC-H11 | Provision of a replacement facility for Prospect House Nursery, of a comparable size, quality, and accessibility, to meet future capacity requirements as ascertained by confirmatory assessment prior to closure. | To reduce the impact on the access to childcare caused by the loss of an Office for Standards in Education, Children's Services and Skills (OFSTED) 'Good' rated, purpose built childcare facility. | ES Chapter 13 Section 13.8 | Construction | Compensation Policies, Measures and Community First: Section 7~~8~~ (Supporting Business Relocation) | Section 106 Agreement |
| HC-H12 | Adoption of measures set out in the Operational Noise Management (ONM) (Explanatory Note) including the relocated Engine Run Up Bay and implementation of a Fixed Plant Noise Management Plan. | To avoid deterring people from using the Wigmore Valley Park for recreation and physical activity as a result of increase in aircraft noise. | ES Chapter 13 Section 13.8 | Operation | Works 2e, 2f and 2g<br><br>Fixed Plant Noise Management Plan: Section 2.2 (Residential r~~R~~eceptors) | DCO Schedule 1<br><br>DCO Schedule 2, (28) Fixed Plant Noise Management Plan |
| HC-H13 | Adoption of measures set out in the ONM (Explanatory Note) including Noise Envelope proposal to monitor, manage and control aircraft noise and the compensatory noise insulation measures for aircraft air noise. | To mitigate the impacts of increased aircraft movements and changes in aircraft noise exposure in the population under the flight path. | ES Chapter 13 Section 13.8 | Operation | Green Controlled Growth Framework Section 3: (Aircraft Noise (The Noise Envelope))<br><br>Compensation Policies, Measures and Community First: Section 6 (Noise Insulation Policy) | DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth<br><br>Section 106 Agreement |
| HC-H14 | Adoption of embedded mitigation including the use of the AAR to route road traffic away from sensitive receptors and a new fuel pipeline reducing HGV movements. Adoption of good practice measures will reduce road transport movements, incentivise electric vehicles and monitor air quality. | To minimise people's exposure to air pollutants. | ES Chapter 13 Section 13.8 | Operation | Works 4c (02), 6a (01), 6a (02) and 6a (03)<br><br>Operational Air Quality Plan: Section 2 (Operational phase impacts) | DCO Schedule 1<br><br>DCO Schedule 2, (3~~1~~3) Operational Air Quality Plan |
| HC-H15 | Adoption of measures set out in the ETS to maximise opportunities and upskilling for local people, including hard to reach groups and those currently unemployed | To maximise the uptake of operation related employment opportunities amongst local people. | ES Chapter 13 Section 13.8 | Construction/Operation | ETS~~: Section 2 (The opportunity for employment and training)~~ | Section 106 Agreement |
| HC-H16 | Extension of the Luton DART to serve the new terminal.<br><br>Installation of proposed Off-site Highway Intervention works. | To reduce the impacts on social capital and access to services as a result of the increased traffic generated by the expanded airport and | ES Chapter 13 Section 13.8 | Construction/Operation | Works 3 and 6e-6t<br><br>Outline TRIMMA~~: Section 2 (Transport Assessment monitoring principles and process~~Overview of ~~TRIMMA processes and governance)~~ | DCO Schedule 1<br><br>DCO Schedule 2, (~~29~~30) Offsite Highways Works |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | Adoption of measures set out in the Framework Travel Plan (for the airport operations). | changes to highway network. | | | Framework Travel Plan: Section 5 (Interventions and Measures) | DCO Schedule 2, (3~~1~~0) Travel Plans |
| HC-H17 | By developing local training and skills and focusing on target groups such as those out of work, the ETS will also act as a mitigation to the effects on housing need. It will increase the ability of existing economically active and inactive populations in Luton and the Three Counties to engage with airport-related operational employment thus reducing any increase in housing need or in commuting that may result. | To mitigate the increase demand within the local housing market, potentially affecting prices and reducing access to affordable housing for local people. | ES Chapter 13 Section 13.8 | Operation | ETS~~: Section 2 (The opportunity for employment and training)~~ | Section 106 Agreement |
| **Community** | | | | | | |
| HC-C1 | Maintain access to existing park during construction of replacement open space and parkland.<br><br>Replace open space and facilities.<br><br>Adoption of best practice construction management measures.<br><br>Adoption of measures set out in the Community Engagement Strategy.<br><br>Implementation of informal footpaths and upgrading of recreational routes. | To mitigate the impact on users of Wigmore Valley Park as a result of the closure and reprovision of Wigmore Valley Park. | ES Chapter 13 Section 13.8 | Construction | Works 5b<br><br>CoCP: Section 12.1 (General Provisions) | DCO Schedule 1<br><br>DCO Schedule 2, (8)(2)(d) CoCP |
| HC-C2 | Provision of a replacement facility for Prospect House Nursery, of a comparable size, quality, and accessibility, to meet future capacity requirements as ascertained by confirmatory assessment prior to closure. | To compensate for the demolition of Prospect House Day Nursery. | ES Chapter 13 Section 13.8 | Construction | Compensation Policies, Measures and Community First: Section 7~~8~~ (Supporting Business Relocation) | Section 106 Agreement |
| HC-C3 | Provision for an alternative location has been made within the project's capital allowances and discussions | To mitigate the demolition of Ace Sandwich Bar. | ES Chapter 13 Section 13.8 | Construction | Compensation Policies, Measures and Community First: Section 7~~8~~ (Supporting Business Relocation) | Section 106 Agreement |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | with business tenants remain ongoing. | | | | | |
| HC-C4 | Redirect and upgrade footpath Kings Walden 043 to a bridleway. Additional proposed footpaths with improved signage within replacement open space.<br><br>Adoption of best practice construction management measures. | To minimise the impact on users of PRoW Kings Walden 043. | ES Chapter 13 Section 13.8 | Construction | Works 5b (04)<br><br>Outline LBMP: Sections 3.2 (Provision of open space) and 5.14 (Public Access)<br><br>CoCP: Section 5.2 (Construction site layout and good housekeeping) | DCO Schedule 1<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (8) CoCP |
| HC-C5 | Additional proposed footpaths with improved signage within replacement open space. Users will be able to access the diverted and upgraded Kings Walden 043 and Kings Walden 041.<br><br>Adoption of best practice construction management measures. | To minimise the impact on users of undesignated footpath within Wigmore Valley Park (WVP) and public footpaths FP29 and FP38 and public bridleways BW28 and BW37. | ES Chapter 13 Section 13.8 | Construction | Works 5b<br><br>Outline LBMP: Sections 3.2 (Provision of open space) and 5.14 (Public Access)<br><br>CoCP: Section 5.2 (Construction site layout and good housekeeping) | DCO Schedule 1<br><br>DCO Schedule 2 (10) LBMP<br><br>DCO Schedule 2, (8)(2)(e) CoCP |
| HC-C6 | Upgrading of Kings Walden 041 to bridleway and incorporated into replacement open space. Updating of bridleway Kings Walden 052 to a multi-user track between Darley Road and Colmore Road. Additional proposed footpaths with improved signage within replacement open space.<br><br>Adoption of best practice construction management measures, as set out in the CoCP. | To minimise the impact on impact on users of PRoW Kings Walden 041 (between Eaton Green Road and Darley Road, section not part of Chiltern Way long distance footpath) | ES Chapter 13 Section 13.8 | Construction | Works 5b (05)<br><br>Outline LBMP: Sections 3.2 (Provision of open space) and 5.14 (Public Access)<br><br>CoCP: Section 5.2 (Construction site layout and good housekeeping) | DCO Schedule 1<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (8)(2)(e) CoCP |
| **Landscape and Visual** | | | | | | |
| **Landscape** | | | | | | |
| LVIA-L1 | Working in accordance with CoCP.<br><br>Management in accordance with LBMP.<br><br>Adoption of embedded landscape mitigation measures. | To avoid the impact on the landform east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 13 (Landscape and Visual)<br><br>Outline LBMP: Section 2 (Management Requirements) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| LVIA-L2 | Works in accordance with CoCP.<br><br>Management in accordance with LBMP.<br><br>Adoption of embedded landscape mitigation measures.<br><br>Additional mitigation of adoption of additional woodland planting measures. | To minimise the impact on the mixed ancient deciduous and plantation woodlands east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 13.3 (Management of trees)<br><br>Outline LBMP: Sections 3.3 (Habitat creation), 4.2 (Trees and Woodland) and 5.1 (Broadleaved woodland)<br><br>~~SLM~~SLM and Design Principles: (Landscape Restoration) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (9) Landscaping Design |
| LVIA-L3 | Working in accordance with CoCP.<br><br>Management in accordance with LBMP.<br><br>Adoption of embedded landscape mitigation measures.<br><br>Additional mitigation through additional hedgerow restoration and hedgerow tree planting measures. | To minimise the impact on the mature remnant hedgerows and hedgerow trees east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Sections 9.1 (General measures) and 9.2 (Ecological management measures)<br><br>Outline LBMP:<br>Sections 4.3 (Hedgerows), 5.2 (Hedgerows) and 5.3 (Hedgerows and tree specimen)<br><br>~~SLM~~SLM and Design Principles: (Off-site hedgerow Restoration) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (9) Landscaping Design |
| LVIA-L4 | | To minimise the impact on the narrow winding lanes and associated hedge banks east of the airport. | | | | |
| LVIA-L5 | Works in accordance with CoCP.<br><br>Management in accordance with LBMP. | To minimise the impact on the irregular arable field patterns east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 13 (Landscape and Visual)<br><br>Outline LBMP: Sections 4.5 (Field margin vegetation) and 5.6 (Neutral grassland) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP |
| LVIA-L6 | Works in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note).<br><br>Adoption of landscape mitigation measures. | To minimise the impact on the parkland of Wigmore Valley Park. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 12.1 (General Provisions)<br><br>Outline LBMP: Sections 5.14 (Public Access) and 6 (Street Furniture)<br><br>Green Controlled Growth Framework Section 3: (Aircraft Noise (The Noise Envelope))<br><br>~~SLM~~SLM and Design Principles: (Provision of Open Space) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth<br><br>DCO Schedule 2 (9) Landscaping Design |
| LVIA-L7 | Works in accordance with CoCP. | To minimise the impact on the outlying cottages and scattered farmsteads east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction | CoCP: Section 13 (Landscape and Visual) | DCO Schedule 2, (8) CoCP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| LVIA-L8 | Works in accordance with CoCP.<br><br>Management in accordance with LBMP. Adoption of additional landscape mitigation measures. | To minimise the impact on the network of PRoW east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 5 (General Requirements)<br><br>Outline LBMP: Section 5.14 (Public Access)<br><br>~~SLM~~SLM and Design Principles: (Paths & Public Rights of Way) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (9) Landscaping Design |
| LVIA-L9 | Works in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note). | To minimise the impact on LBLCA Area 4c - Lea Valley Lower. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Chapter 13 (Landscape and Visual)<br><br>Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L10 | Works in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note).<br><br>Adoption of embedded landscape mitigation measures. | To minimise the impact on LBLCA Area 13 - Wigmore Rural | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 13 (Landscape and Visual)<br><br>Outline LBMP: Sections 4 (Management of existing habitats) and 7 (Monitoring Procedures).<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope))<br><br>~~SLM~~SLM and Design Principles: (Illustrative Masterplan and Provision of Open Space) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth<br><br>DCO Schedule 2, (9) Landscaping Design |
| LVIA-L11 | | To minimise the impact on LBLCA Area 14 – Luton Airport and LBLCA Area 16 – Luton South Industrial. | | | | |
| LVIA-L12 | Works in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note).<br><br>Adoption of embedded landscape mitigation measures.<br><br>Adoption of additional hedgerow restoration and hedgerow tree planting measures. | To minimise the impact on HLCA Area 201 – Kimpton and Whiteway Bottom. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 13 (Landscape and Visual)<br><br>Outline LBMP: Sections 4 (Management of existing habitats) and 7 (Monitoring procedures)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2 (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| LVIA-L13 | Works in accordance with CoCP.<br><br>Management in accordance with ONM (Explanatory Note). | To minimise the impact on LBLCA Area 22 – Stockwood Park. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 13 (Landscape and Visual)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L14 | | To minimise impact on HLCA Area 203 – Whitwell Valley. | ES Chapter 14, Sections 14.8 and 14.10 | | | |
| LVIA-L15 | | To minimise the impact on HLCA Area 211 – Offley and St. Paul's Walden. | ES Chapter 14, Sections 14.8 and 14.10 | | | |
| LVIA-L16 | | To minimise the impact on CBDLCA Area 11B – Caddington/Slip End Chalk Dipslope. | ES Chapter 14, Sections 14.8 and 14.10 | | | |
| LVIA-L17 | | To minimise the impact on CBDLCA Area 11C – Luton Hoo Chalk Dipslope. | ES Chapter 14, Sections 14.8 and 14.10 | | | |
| LVIA-L18 | | To minimise the impact on CBDLCA Area 12C – Slip End Chalk Valley. | ES Chapter 14, Sections 14.8 and 14.10 | | | |
| LVIA-L19 | | To minimise the impact on CBDLCA Area 12D – Lea Chalk Valley. | ES Chapter 14, Sections 14.8 and 14.10 | | | |
| LVIA-L20 | | To minimise the impact on the townscape of Hitchin. | ES Chapter 14, Sections 14.8 and 14.10 | | | |
| LVIA-L21 | | To minimise the impact on the aesthetic or perceptual characteristics of the landscape within the Chilterns AONB. | ES Chapter 14, Sections 14.8 and 14.10 | | | |
| LVIA-L22 | Works in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note).<br><br>Adoption of embedded landscape mitigation measures and additional landscape mitigation measures | To minimise the Impact on HLCA Area 200 – Peters Green Plateau. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 13 (Landscape and Visual)<br><br>Outline LBMP: Sections 4 (Management of existing habitats) and 7 (Monitoring Procedures)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L23 | Works in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note). | To minimise impact on HLCA Area 202 – Breachwood Green Ridge | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 13 (Landscape and Visual)<br><br>Outline LBMP: Sections 4 (Management of existing habitats) and 7 (Monitoring Procedures) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | Adoption of additional hedgerow restoration and hedgerow tree planting measures. | | | | Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L24 | Management in accordance with LBMP. | To minimise the impact on the landform east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Sections 4 (Management of existing habitats) and 7 (Monitoring Procedures) | DCO Schedule 2, (10) LBMP |
| LVIA-L25 | Management in accordance with LBMP.<br><br>Management of additional broadleaved woodland planting measures in accordance with LBMP/ ONM (Explanatory Note). | To minimise the impact on the mixed ancient deciduous and plantation woodlands east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Sections 4 (Management of existing habitats) and 7 (Monitoring procedures)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L26 | Management in accordance with LBMP. | To minimise the impact on the mature remnant hedgerows and hedgerow trees east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Section 4 (Management of existing habitat) | DCO Schedule 2, (10) LBMP |
| LVIA-L27 | | To minimise impact on the parkland of Wigmore Valley Park. | | | | |
| LVIA-L28 | | To minimise the impact on the outlying cottages and scattered farmsteads east of the airport. | | | | |
| LVIA-L29 | Management in accordance with LBMP/ ONM (Explanatory Note). | To minimise the impact on the irregular arable field patterns east of the airport | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Section 4 (Management of Existing Habitat)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L30 | | To minimise the impact on LBLCA 4c - Lea Valley Lower, LBLCA 13 - Wigmore Rural, LBLCA 14 – Luton Airport and LBLCA Area 22 – Stockwood Park. | | | | |
| LVIA-L31 | Management of additional hedgerows and hedgerow tree planting in accordance with LBMP/ONM (Explanatory Note). | To minimise impact on the narrow winding lanes and associated hedge banks east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Sections 4.3 (Hedgerows), 5.2 (Hedgerows) and 5.3 (Hedgerow trees and specimen trees)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L32 | Management in accordance with LBMP/ONM (Explanatory Note). | To minimise the impact on HLCA Area 200 – Peters Green Plateau. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Sections 5.2 (Hedgerows) and 5.3 (Hedgerow trees and specimen trees) | DCO Schedule 2, (10) LBMP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | | | | | Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L33 | Management in accordance with LBMP/ONM (Explanatory Note). | To minimise the impact on HLCA Area 201 – Kimpton and Whiteway Bottom. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Sections 4.2 (Trees and woodland), 4.3 (Hedgerows), 5.2 (Hedgerows) and 5.3 (Hedgerows trees and specimen trees)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO, Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L34 | Management in accordance with ONM (Explanatory Note).<br>Management of additional hedgerows and hedgerow tree planting in accordance with LBMP. | To minimise the impact on HLCA Area 202 – Breachwood Green Ridge. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Sections 4.2 (Trees and woodland), 4.3 (Hedgerows), 5.2 (Hedgerows) and 5.3 (Hedgerows trees and specimen trees)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L35 | Management in accordance with ONM (Explanatory Note). | To minimise the impact on the network of rights of way east of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-L36 | | To minimise the impact on LBLCA Area 16 – Luton South Industrial. | | | | |
| LVIA-L37 | | To minimise the impact on HLCA Area 203 – Whitwell Valley and HLCA Area 211 – Offley and St. Paul's Walden. | | | | |
| LVIA-L38 | | To minimise impact on CBDLCA Area 11B – Caddington / Slip End Chalk Dipslope, 11C – Luton Hoo Chalk Dipslope, 12C – Slip End Chalk Valley and CBDLCA Area 12D – Lea Chalk Valley. | | | | |
| LVIA-L39 | | To minimise the impact on the townscape of Hitchin. | | | | |
| **Visual Impact** | | | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
|---|---|---|---|---|---|---|
| LVIA -V1 | Works to be carried out in accordance with CoCP.<br><br>Management in accordance with ONM (Explanatory Note). | To minimise the impact on visitors to Someries Castle and grounds. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 13 (Landscape and Visual)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA -V2 | | To minimise impact on visitors to Luton Hoo Memorial Park. | | | | |
| LVIA -V3 | | To minimise impact on users of Raynham Recreation Ground and Community Centre. | | | | |
| LVIA -V4 | | To minimise impact on users of the area of greenspace next to Polzeath Close | | | | |
| LVIA -V5 | | To minimise impact on users of Powdrills Field. | | | | |
| LVIA -V6 | | To minimise impact on users of Stockwood Park and Stopsley Common. | | | | |
| LVIA -V7 | | To minimise the impact on residents and users of Luton Hoo hotel and parkland. | | | | |
| LVIA -V8 | | To minimise the impact on users of Winsdon Hill. | | | | |
| LVIA-V9 | | To minimise impact on people in South Wigmore. | | | | |
| LVIA-V10 | Works to be carried out in accordance with CoCP.<br>Management in accordance with LBMP/ONM (Explanatory Note).<br>Adoption of embedded landscape mitigation measures | To minimise the impact on visitors to Wigmore Valley Park. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Sections 5 (General Requirements) and 13 (Landscape and Visual)<br><br>Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA V11 | | To minimise the impact on residents of Wandon End. | | | | |
| LVIA -V12 | | To minimise impact on residents of Winch Hill House. | | | | |
| LVIA -V13 | | To minimise the impact on residents of Winch Hill Cottages. | | | | |
| LVIA -V14 | | To minimise the impact on people in Darleyhall. | | | | |
| LVIA-15 | | To minimise the impact on users of Eaton Green Road and Winch Hill Road. | | | | |
| LVIA- V16 | Works to be carried out in accordance with CoCP. | To minimise the impact on people in Breachwood Green, The Heath and Lye Hill. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 5 (General requirements) | DCO Schedule 2, (8) CoCP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| LVIA -V17 | Management in accordance with ONM (Explanatory Note).<br><br>Adoption of additional landscape mitigation measures. | To minimise impact on people in Tea Green. | | | Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope))<br><br>~~SLM~~SLM and Design Principles: (Additional Mitigation Planting) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth<br><br>DCO Schedule 2 (9) Landscaping Design |
| LVIA- V18 | | To minimise the impact on users of PRoW to the west of Breachwood Green. | | | | |
| LVIA -V19 | Works to be carried out in accordance with CoCP.<br><br>Management in accordance with LBMP.<br><br>Adoption of embedded landscape mitigation measures. | To minimise the impact on users of Wigmore Hall. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 5 (General requirements)<br><br>Outline LBMP: Section 5.14 (Public Access)<br><br>~~SLM~~SLM and Design Principles: (Provision of Open Space) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, (9) Landscaping Design |
| LVIA-V20 | Works to be carried out in accordance with CoCP.<br>Management in accordance with LBMP/ONM (Explanatory Note).<br><br>Adoption of embedded landscape mitigation measures.<br><br>Adoption of additional landscape mitigation measures. | To minimise impact on users of the Chiltern Way Cycle Route. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 5 (General requirements) ~~of the CoCP~~<br><br>Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope))<br><br>~~SLM~~SLM and Design Principles: (Illustrative Masterplan) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth<br><br>DCO Schedule 2 (9) Landscaping Design |
| LVIA-V21 | | To minimise the impact on users of Darley Road. | | | | |
| LVIA-V22 | | To minimise the impact on users of footpaths near Lye Hill. | | | | |
| LVIA-V23 | | To minimise the impact on users of the Chiltern Way long distance footpath. | | | | |
| LVIA-V24 | | | | | | |
| LVIA-V25 | | To minimise the impact on users of the Chiltern Way long distance footpath. | | | | |
| LVIA-V26 | | To minimise the impact on users of footpath Offley 003, west of Tea Green | | | | |
| LVIA-V27 | | To minimise the impact of users of footpath Kings Walden 010 | | | | |
| LVIA -V28 | Works to be carried out in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note). | To minimise the impact on users of Luton Borough public footpath FP39 to the east of Wigmore. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 5 (General requirements)<br><br>Outline LBMP: Section 5.14 (Public Access) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP |
| LVIA -V29 | | To minimise the impact to the users of Luton Borough public footpaths | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | Embedded landscape mitigation measures. | FP29 and FP38 and public bridleways BW28 and BW37 to the south east of Wigmore Valley Park and to the east of the existing airfield. | | | Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope))<br><br>~~SLM~~SLM and Design Principles: (Paths & Public Rights of Way) | DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth<br><br>DCO Schedule 2 (9) Landscaping Design |
| LVIA -V30 | Management in accordance with LBMP/ONM (Explanatory Note). Adoption of embedded landscape mitigation measures. | To minimise the impact on users of footpaths Kings Walden 041, where not forming part of the Chiltern Way, and Kings Walden 043, which pass through the Main Application Site. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope))<br><br>~~SLM~~SLM and Design Principles: (Paths & Public Rights of Way) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth<br><br>DCO Schedule 2 (9) Landscaping Design |
| LVIA -V31 | Works to be carried out in accordance with CoCP. Management in accordance with LBMP/ONM (Explanatory Note).<br><br>Adoption of additional landscape mitigation measures. | To minimise the impact on users of PRoW south of the airport. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 5 (General requirements)<br><br>Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO, Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-V32 | Works to be carried out in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note). | To minimise the impact on users of public footpath Hyde 4B, west of Someries Castle | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: Section 5 (General and Requirements)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-V33 | | To minimise the impact on users of the Lea Valley Cycle Route near Park Street. | | | | |
| LVIA-V34 | | To minimise the impact on users of footpath Offley 026, west of Cockernhoe. | | | | |
| LVIA-V35 | | To minimise the impact on users of footpath St Pauls Walden 024, near Bendish. | | | | |
| LVIA-V36 | | To minimise the impact on users of footpaths near Ley Green. | | | | |
| LVIA-V37 | | To minimise the impact on users of footpaths near Ley Green. | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| LVIA-V38 | | To minimise the impact on users of Vauxhall Way, Kimpton Road and Airport Way and New Airport Way. | | | | |
| LVIA-V39 | | To minimise the impact on users of PRoW on or adjoining the flight path east of Breachwood Green and the PRoW on or adjoining the flight path near Caddington. | | | | |
| LVIA-V40 | | To minimise the impact on users of PRoW within the Chilterns AONB. | | | | |
| LVIA-V41 | | To minimise the impact on users of Capability Green Business Park. | | | | |
| LVIA-V42 | | To minimise impacts on users of Bridleway Slip End BW1. | | | | |
| LVIA-V43 | | To minimise the impact on users of Half Moon Lane. | | | | |
| LVIA -V44 | Works to be carried out in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note).<br><br>Adoption of additional landscape mitigation measures. | To minimise the impact on users of footpaths Offley 004, 005 and 006, east of Tea Green | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | CoCP: ~~Sections 5.14 (Public Access) and~~ Section 5 (General requirements)<br><br>Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-V45 | Works to be carried out in accordance with CoCP.<br><br>Management in accordance with LBMP/ONM (Explanatory Note).<br><br>Embedded landscape mitigation measures. | To minimise the impact on users of the car park east of Vauxhall Way. | ES Chapter 14, Sections 14.8 and 14.10 | Construction/Operation | Outline LBMP: Section 5.14 (Public Access)<br><br>CoCP: Section 5 (General requirements)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2 (8) CoCP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-V46 | | To minimise the impact on people in southeast Hart Hill and Southwest Wigmore. | | | | |
| LVIA-V47 | Management in accordance with LBMP/ONM (Explanatory Note) | To minimise the impact on visitors to Someries Castle and grounds and Luton Hoo Memorial Park. | ES Chapter 14, Sections 14.8 and 14.10 | Operation | Outline LBMP: Section 5.14 (Public Access) | DCO Schedule 2, (10) LBMP<br>DCO Schedule 2, Part 3 Requirements |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| LVIA-V48 | | To minimise the impact on users of Winsdon Hill, Raynham Recreation Ground and Community Centre, the area of greenspace next to Polzeath Close, Powdrills Field, Stockwood Park and Stopsley Common. | | | Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | pertaining to Green Controlled Growth |
| LVIA-V49 | | To minimise the impact on residents and users of Luton Hoo Hotel and Parkland. | | | | |
| LVIA-V50 | Management in accordance with LBMP/ONM (Explanatory Note).<br><br>Management of additional mitigation planting in accordance with LBMP. | To minimise the impact on people in Darleyhall, Breachwood Green, The Heath and Lye Hill and Tea Green. | ES Chapter 14, Sections 14.8 and 14.10 | Operation | Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-V51 | | To minimise the impact on users of the Chiltern Way Cycle Route. | | | | |
| LVIA-V52 | | To minimise the impact on users of Darley Road. | | | | |
| LVIA-V53 | | To minimise the impact on users of the Chiltern Way long distance footpath. | | | | |
| LVIA-V54 | | To minimise the impact on users of PRoW to the west of Breachwood Green. | | | | |
| LVIA-V55 | | To minimise the impact on users of footpaths near Lye Hill. | | | | |
| LVIA-V56 | | To minimise the impact on users of PRoW south of the aiport. | | | | |
| LVIA -V57 | Management in accordance with LBMP/ONM (Explanatory Note). | To minimise the impact on users of Wigmore Hall. | ES Chapter 14, Sections 14.8 and 14.10 | Operation | Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA-V58 | | To minimise the impact on users of Winch Hill Road. | | | | |
| LVIA-V59 | | To minimise the impact on users of Luton Borough public footpath FP39 to the east of Wigmore and FP29 and FP38 and public bridleways BW28 and BW37 to the south east of Wigmore Valley Park | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | | and to the east of the existing airfield. | | | | |
| LVIA-V60 | | To minimise the impact on users of footpaths Kings Walden 041, where not forming part of the Chiltern Way, and Kings Walden 043, which pass through the Main Application Site | | | | |
| LVIA-V61 | | To minimise the impact on residents of Wandon End, Winch Hill House and Winch Hill Cottages. | | | | |
| LVIA-V62 | | To minimise the impact on people in South Wigmore. | | | | |
| LVIA-V63 | | To minimise the impact on visitors to Wigmore Valley Park. | | | | |
| LVIA-V64 | | To minimise the impact on users of the car park east of Vauxhall Way. | | | | |
| LVIA-V65 | | To minimise the impact on people in southeast Hart Hill and southwest Wigmore. | | | | |
| LVIA-V66 | | To minimise the impact on users of Capability Green Business Park. | | | | |
| LVIA -V67 | Management in accordance with LBMP/ONM (Explanatory Note). | To minimise the Impact on users of Eaton Green Road. | ES Chapter 14, Sections 14.8 and 14.10 | Operation | Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| LVIA -V68 | | To minimise the impact on users of Vauxhall Way, Kimpton Road and Airport Way and New Airport Way. | | | | |
| LVIA-V69 | | To minimise the impact on users of footpaths near Ley Green. | | | | |
| LVIA-V70 | | To minimise the impact on users of footpath Hyde 4, west of Someries Castle, Lea Valley Cycle Route nr. Park Street, footpath Offley 026, west of Cockernhoe, of footpath St Pauls Walden 024, nr. Bendish. | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| LVIA-V71 | | To minimise the impact on users of PRoW on or adjoining the flight path east of Breachwood Green. | | | | |
| LVIA-V72 | | To minimise the impact on users of PRoW on or adjoining the flight path nr. Caddington and on users of PRoW within the AONB. | | | | |
| LVIA-V73 | Management in accordance with ONM (Explanatory Note).<br><br>Management of additional mitigation planting in accordance with LBMP. | To minimise the impact of users of footpath Offley 003, west of Tea Green, footpaths east of Tea Green and footpath Kings Walden 010. | ES Chapter 14, Sections 14.8 and 14.10 | Operation | Outline LBMP: Section 5.14 (Public Access)<br><br>Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope)) | DCO Schedule 2, (10) LBMP<br><br>DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth |
| **Major Accidents and Disasters** | | | | | | |
| MA&D-1 | Measures described and implemented through the CoCP, including Safe Systems of Work; geotechnical design; and compliance with legislation. | To avoid as much as possible the adverse impacts associated with natural disaster hazards. | ES Chapter 15, Sections 15.8 and 15.10 | Construction | CoCP: Sections 2.1 (Environmental Management Systems), 6.1 (Emergency Preparedness) and 6.2 (Major accidents and disasters) | DCO Schedule 2, (8)(2)(f) CoCP |
| MA&D-2 | Adoption of measures designed and implemented through the CoCP, including Safe Systems of Work; CTMP; geotechnical design; and compliance with legislation. | To reduce the risk of adverse impacts associated with major accident hazards. | ES Chapter 15, Sections 15.8 and 15.10 | Construction | CoCP: Section 6 (Accident and incident prevention and control)<br><br>CTMP: Section 5 (Highway Safety) | DCO Schedule 2, (8)(2)(f) CoCP<br><br>DCO Schedule 2, (14) Construction Traffic Management |
| MA&D-~~-~~3 | Adoption of measures which are described and implemented through: Environmental and Safety Management Systems; the ~~DDS~~Design Principles; Public Safety Zone; Rescue and Fire Fighting Service and compliance with legislation and Government guidance. | To avoid as much as possible the adverse impacts associated with natural disaster hazards. | ES Chapter 15, Section 15.8 and 15.10 | Operation | ~~DDS~~Design Principles~~: Section 8 (Design Principles for Detailed Design~~Airport Access Road and Off-site Highway Mitigation~~)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| MA&D-4 | Adoption of measures which are described and implemented through: the Environmental and Safety Management Systems under the Aerodrome Certificate; Auditing of Management Systems; Public Safety Zone; Rescue and Fire Fighting Service; | To reduce the risk of adverse impacts associated with major accident hazards. | ES Chapter 15, Sections 15.8 and 15.10 | Operation | ~~DDS~~Design Principles~~: Section 8 (Airport Access Road and Off-site Highway Mitigation~~Design Principles for Detailed Design~~)~~<br><br>Design Principles: Sections 2 (Scheme wide Design Principles) and 4~~3~~ (Works Design Principles) | DCO Schedule 2, (13) Surface and foul water drainage<br><br>DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | Luton Airport Policing Unit and ~~DDS~~Design Principles<br><br>Measures embedded within design.<br><br>In addition, compliance with legislation, Government guidance, CAA Guidance and DMRB. | | | | | |
| **Noise and Vibration** | | | | | | |
| NV-1 | The adoption of Best Practicable Means measures as set out in the CoCP. | To avoid significant effects and to mitigate and minimise ~~reduce~~ the effects of construction noise and vibration (including construction traffic) during construction. | ES Chapter 16, Sections 16.8 and 16.10 | Construction | CoCP: Sections 14.1 (General provisions) and 14.2 (Measures to reduce potential noise and vibration impacts) | DCO Schedule 2, (8) CoCP |
| NV-2 | Noise Envelope secured via the Green Controlled Growth Framework.<br><br>~~Noise insulation secured via the Compensation Policies, Measures and Community First.~~ | To avoid significant effects and to mitigate and minimise the effects of ~~To reduce daytime and night time~~ air noise during operation. | ES Chapter 16, Sections 16.8 and 16.10 | Operation | Green Controlled Growth Framework: Section 3 (Aircraft Noise (The Noise Envelope))<br><br>~~Compensation Policies, Measures and Community First: Chapter 7 (Noise Insulation Policy)~~ | DCO Schedule 2, Part 3 Requirements pertaining to Green Controlled Growth<br><br>~~Section 106 Agreement~~ |
| NV-~~-3x~~ | Noise insulation secured via the Compensation Policies, Measures and Community First. | To avoid significant effects and to mitigate and minimise the effects of air noise, ground noise and surface access noise during operation | ES Chapter 16, Sections 16.8 and 16.10 | Operation | Compensation Policies, Measures and Community First: Chapter ~~6~~7 (Noise Insulation Policy) | Section 106 Agreement |
| NV-~~4x~~ | Air Noise Management Plan | To secure the continuation of existing air noise controls. | Introduced during DCO examination | Operation | Air Noise Management Plan | DCO Schedule 2, Part 4 (27) Air Noise Management Plan |
| NV-~~5x~~ | Ground Noise Management Plan | To secure the continuation of existing ground noise controls. | Introduced during DCO examination | Operation | Ground Noise Management Plan | DCO Schedule 2, Part 4 (29) Ground Noise Management Plan |
| NV-~~6~~3 | Orientation of the proposed Engine Run-up Bay to face away from receptors sensitive to noise.<br>Screening provided by Terminal 2 buildings.<br><br>Fixed electrical ground power units at Terminal 2. | To avoid significant effects and to mitigate and minimise the effects of ground noise during operation.~~To reduce ground noise during operation.~~ | ES Chapter 16, Sections 16.8 and 16.10 | Operation | Work Plans 2e, 2f, and 2g | DCO Schedule 1 |
| NV-~~7~~4 | Adoption of measures set out in the sustainable transport strategy which is | To avoid significant effects and to mitigate and minimise the effects | ES Chapter 16, Sections 16.8 and 16.10 | Operation | Framework Travel Plan: Section 5 (Interventions and Measures) | DCO Schedule 2, (3~~0~~) Travel Plans |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | detailed in the Surface Access Strategy and the Travel Plan.<br><br>A low noise surface for the Airport Access Road.<br><br>~~Noise insulation secured in Compensation Policies, Measures and Community First.~~ | of surface access noise during operation.~~To reduce daytime and night time surface access noise.~~ | | | Design Principles: Section 4~~3~~.6 (Highways works (Work No.6))<br><br>~~Compensation Policies, Measures and Community First: Chapter 7 (Noise Insulation Policy)~~ | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design<br><br>Section 106 Agreement |
| NV-~~8~~5 | Fixed plant noise will be designed, constructed, operated and maintained in order to meet the noise level criteria set out in the Fixed Plant Noise Management Plan. | To avoid significant effects and to mitigate and minimise the effects of fixed plant noise during operation.~~To minimise the noise from the fixed plant during operation.~~ | ES Chapter 16, Sections 16.8 and 16.10 | Operation | Fixed Plant Noise Management Plan: Section 2 (Fixed Plant Noise Management Plan) | DCO Section 2, (28) Fixed Plant Noise Management Plan |
| **Soils and Geology** | | | | | | |
| SG-1 | Implementation of design measures (i.e., careful phasing to minimise landfill material exposed) and construction environmental management measures that are set out in the Outline Remediation Strategy and CoCP.<br><br>Measures include careful phasing to minimise landfill material exposed, PPE, dampening down of dusts and odour suppression. | To minimise the exposure of construction workers and adjacent residential areas and users of the airport to contaminants in dusts, vapours and gases, from landfill material/Made Ground through a number of exposure routes during construction. | ES Chapter 17, Section 17.8 | Construction | CoCP: Section 15 (Soils and Geology)<br><br>Outline Remediation Strategy: Chapters 5 (Remediation Methods), 6 (Management of Landfill Earthworks) and 7 (Site Management and Controls).<br><br>Outline Foundation Works Risk Assessment. | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (17) Remediation of Former Eaton Green Landfill |
| SG-2 | Assessment of soil conditions in accordance with British Research Establishment: ‘Concrete in aggressive ground’, use of resistant construction materials. | To mitigate the impact of aggressive ground conditions on piled foundations and buried infrastructure. | ES Chapter 17, Section 17.8 | Construction | CoCP: Section 15 (Soils and Geology)<br><br>Outline Remediation Strategy: Section 10.4 (Achieving remediation objectives) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (17) Remediation of Former Eaton Green Landfill |
| SG-3 | Risks mitigated by following best practice and recommendations in detailed UXO assessments and control measures included in the CoCP. | To avoid potential explosion hazard from driving of piles into a UXO in turn affecting construction workers and adjacent site users; residential housing, existing airport. | ES Chapter 17, Section 17.8 | Construction | CoCP: Section 6.5 (Unexploded ordnance) | DCO Schedule 2, (8) CoCP |
| SG-4 | Engineered cover system, to areas of hard and soft landscaping and placement | To minimise exposure of maintenance workers and users of the airport | ES Chapter 17, Section 17.8 | Construction | Works 1b | DCO Schedule 1 |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | of services in cover system as described in the Outline Remediation Strategy, design to be finalised at detailed design stage. | to contaminants in soils, dusts, vapours and gases from landfill material/Made Ground/landfill leachate. | | | CoCP: Section 15.3 (Land contamination)<br><br>Outline Remediation Strategy: Section 5.4 (Protection of human health) | DCO, Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (17) Remediation of Former Eaton Green Landfill |
| SG-5 | Adoption of measures to prevent the creation of preferential pathways for gases from the landfill. Includes installation of perimeter gas protection measures.<br><br>The Outline Remediation Strategy also includes measures to detect and, if necessary, treat any existing features such as the Thames Valley drain to be implemented. This would provide a beneficial impact as an improvement on the current situation as landfill gas is uncontrolled. Consultation with relevant parties (Environment Agency, Luton Borough Council, Environmental Health Office) to obtain regulatory approval will be undertaken. | To avoid the migration of ground gases from former landfill off-site (e.g. methane) and inhalation by adjacent site users e.g. residential housing and other buildings on the airport, Wigmore Valley Park Community Centre/pavilion. | ES Chapter 17, Section 17.8 | Construction | Works 1b<br><br>Outline Remediation Strategy: Sections 5 (Remediation Methods), 6 (Management of Landfill Earthworks) and 7 (Site Management and Controls).<br><br>Outline Foundation Works Risk Assessment. | DCO Schedule 1<br><br>DCO Schedule 2, (17) Remediation of Former Eaton Green Landfill |
| SG-6 | Adoption of gas protection measures in all buildings constructed over the former landfill with detailed design in accordance with BS8485. Implementation of measures described in the Outline Remediation Strategy. | To avoid the migration of landfill gas into future buildings (Terminal 2, Green Horizons Park buildings) and subsequent exposure of future users. | ES Chapter 17, Section 17.8 | Construction | Outline Remediation Strategy: Section 7.6 (Airborne emissions and odour control measures).<br><br>Design Principles: 43.2 (Site wide works (Work No.1) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ and (17) Remediation of Former Eaton Green Landfill<br><br>DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ |
| SG-7 | Installation of boundary gas protection (type determined at detailed design) and treatment of preferential pathways, as detailed in the Outline Remediation Strategy, with on-going monitoring and maintenance of the systems installed. This would be beneficial | To avoid the triggering of migration of ground gases from former landfill off-site (e.g. methane) and inhalation by adjacent site users residential areas/ users of the airport, Wigmore Valley Park Community Centre/pavilion. | ES Chapter 17, Section 17.8 | Construction | Outline Remediation Strategy: Sections 5 (Remediation Methods), 6 (Management of Landfill Earthworks) and 7 (Site Management and Controls).<br><br>Outline Foundation Works Risk Assessment. | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~ and (17) Remediation of Former Eaton Green Landfill |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | compared to the current situation with no gas controls. | | | | | |
| SG-8 | On-going maintenance of the boundary protection systems installed and detailed in the Remediation Strategy, continued monitoring to confirm efficacy of the control measures. This would be beneficial compared to the current situation with no gas controls. | To avoid the triggering of migration of ground gases from former landfill off-site (e.g. methane) and inhalation by adjacent site users residential areas/users of the Airport, Wigmore Valley Park Community Centre/pavilion. | ES Chapter 17, Section 17.8 | Operation | Outline Remediation Strategy: Sections 5 (Remediation Methods), 6 (Management of Landfill Earthworks) and 7 (Site Management and Controls) | DCO Schedule 2, (17) Remediation of Former Eaton Green Landfill |
| **Traffic and Transport** | | | | | | |
| TT-1 | Although screening shows that impacts of construction traffic are below thresholds in the Institute of Environment Management and Assessment Guidelines and therefore not likely to be significant, measures will be put in place during construction to control construction traffic on the local highway network. | To minimise adverse effects of construction traffic entering and leaving the construction site and on the local highway network. | ES Chapter 18, Section 18.8 | Construction | Outline CTMP: Section 4 (Traffic Management Measures)<br><br>Outline CWTP: Section 6 (Travel Plan Measures) | DCO Schedule 2, (14) Construction Traffic Management<br><br>DCO Schedule 2, (15) Construction Workers |
| TT-2 | Construction of the Luton DART extension to serve the new terminal.<br><br>Construction of a bus and coach station.<br><br>Implementation of off-site highway interventions.<br><br>~~Implementation of a Framework Travel Plan.~~ | To reduce the impacts caused by severance of Airport Way between Vauxhall Way and A0181 New Airport Way. | ES Chapter 18, Section 18.8 | Construction/Operation | Works 3d and 3g<br><br>Outline TRIMMA~~: Section 2 (Transport Assessment monitoring principles and processOverview of TRIMMA processes and governance)~~<br><br>~~Framework Travel Plan: Section 5 (Interventions and Measures)~~ | DCO Schedule 1<br><br>DCO Schedule 2, (30~~29~~) Offsite Highways Works<br><br>~~DCO Schedule 2, (30) Travel Plans~~ |
| TT-3 | | To reduce the impacts caused by severance of Airport Access Road between A1081 New Airport Way and Eaton Road Link. | | | | |
| TT-4 | | To reduce the impacts caused by severance ~~d~~ Airport Access Road between A1081 New Airport Way and Eaton Road Link. | | | | |
| TT-5 | | To reduce the impacts caused by severance of Eaton Green Road Link. | | | | |
| TT-6 | | To reduce the impacts caused by severance of Access Road to Terminal 2 from AAR. | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| TT-7 | | To reduce the impacts caused by severance of Percival Way between Airport Way and Provost Way. | | | | |
| TT-8 | | To reduce the impacts caused by severance of Eaton Green Road between Brendon Avenue and Frank Lester Way. | | | | |
| TT- 9 | | To minimise the level of stress to drivers along the Slip Road from A1081 London Road to A1081 New Airport Way westbound during. | | | | |
| TT- 10 | | To minimise driver delay on the A1081 New Airport Way/Airport Way. | | | | |
| TT- 11 | | To minimise pedestrian fear and intimidation along the AAR between Prospect Way and Eaton Green Road Link. | | | | |
| TT- 12 | | To reduce collisions and increase safety. | | | | |
| **Waste and resource** | | | | | | |
| WR-1 | Implementation of embedded mitigation measures including designing the Proposed Development in a manner that facilitates the reuse of acceptable material arisings.<br><br>Adoption of good practice measures as set out in the CoCP.<br><br>Construction waste managed in line with a Site Waste Management Plan.<br>Setting of waste recovery targets as per the Airport National Policy Statement (ANPS). | To minimise the volume of waste arising during construction. | ES Chapter 19, Section 19.8 | Construction | CoCP: Section 17 (Waste and Resources)<br><br>Outline SWMP: Section 7 (Materials and waste management on site) | DCO Schedule 2, (8) CoCP<br><br>DCO Schedule 2, (8)(2)(i) CoCP |
| WR-2 | Implementation of embedded mitigation measures including achieving an earthworks balance (cut and fill | To minimise the use of resources during construction | ES Chapter 19, Section 19.8 | Construction | CoCP: Section 17 (Waste and Resources) | DCO Schedule 2, (8) CoCP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | material) within the design of the Proposed Development, where possible, to minimise the need to import and export material and importing alternative (recycled and secondary) aggregate and other materials during construction, where practicable.<br><br>Setting of recycled content targets as set out in the CoCP.<br><br>Adoption of best practice measures as set out in the CoCP and Outline SWMP. | | | | | |
| WR-3 | Adoption of good practice measures including water fountains enabling customers to refill their own water containers, coffee cup recycling and removing single use plastic.<br><br>Implementation of embedded mitigation including design of adequate provision for internal and external waste storage to allow waste segregation during operation. | To reduce waste when the Proposed Development is in operation. | ES Chapter 19, Section 19.8 | Operation | Design Principles: Section 2.3 (Sustainability)<br><br>Outline Operational Waste Management Plan: Section 5 (Management of Operational Waste) | DCO Schedule 2, ~~(5) Detailed Design~~(6) Detailed Design~~(6) Detailed Design~~<br><br>DCO Schedule 2, (35~~3~~) Operational Waste Management Plan |
| **Water resource and flood risk** | | | | | | |
| WRFR-1 | Proposed Development designed so excavation works limited to above the water table, so no construction dewatering is required | To minimise the impacts to groundwater and associated receptors (e.g. springs, abstractions etc.) from groundwater lowering (additional aquifer stress, reduction in baseflow etc.) | ES Chapter 20, Section 20.8 | Construction | Design Principles: Section 4.2 (Site wide works (Work No.1)) | DCO Schedule 2, (6) Detailed Design |
| WRFR-2~~1~~ | The Outline Remediation Strategy outlines requirements to process and treat former landfill waste for reuse. This provides an opportunity to remove | To minimise the impacts to groundwater and associated receptors from contaminated surface run-off from the Proposed Development | ES Chapter 20, Section 20.8 | Construction | Outline Remediation Strategy: Section 6 (Management of Landfill Earthworks)<br><br>CoCP: Section 18.3 (Pollution Prevention and Control) | DCO Schedule 2, (17) Remediation of Former Eaton Green Landfill<br><br>DCO Schedule 2, (8) CoCP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | potential sources of contaminants.<br><br>Mitigation listed within best practice guidance and the CoCP will reduce the likelihood and magnitude of a pollution incident on the groundwater receptors. | (degradation of water quality). | | | | |
| WRFR-32 | Adoption of water efficiency measures as set out in the CoCP.<br><br>Consultation with Affinity Water on water supply requirements. | To minimise the likelihood of increase water consumption during construction affecting local water supply network. | ES Chapter 20, Section 20.8 | Construction | CoCP: Section 17.6 (Water efficiency) | DCO Schedule 2, (8) CoCP |
| WRFR-43 | The CoCP outlines the requirements for appropriate flood risk management measures to be implemented during construction to mitigate any potential increases in surface water flood risk | To reduce surface water flood risk due to construction activities. | ES Chapter 20, Section 20.8 | Construction | CoCP: Section 18.2 (Surface water and groundwater management) | DCO Schedule 2, (8) CoCP |
| WRFR-54 | The CoCP outlines the requirements for appropriate management and disposal of potentially polluted runoff during construction activities associated with the Off-site Highways Interventions. | To minimise the changes to water quality in the River Lee, Luton Hoo and River Hiz which are due to construction activities associated with off-site Highway interventions. | ES Chapter 20, Section 20.8 | Construction | CoCP: Section 18.2 (Surface water and groundwater management) | DCO Schedule 2, (8) CoCP |
| WRFR-65 | Adoption of the requirements set out in the Outline Remediation Strategy to process and treat former landfill waste for reuse. This provides an opportunity to remove potential sources of contaminants.<br><br>Adoption of best practice guidance as set out in the CoCP would reduce magnitude of a pollution incident on the groundwater receptors. | To reduce the indirect changes to water quality in the River Mimram as a result of changes to groundwater quality during construction. | ES Chapter 20, Section 20.8 | Construction | Outline Remediation Strategy: Section 6 (Management of Landfill Earthworks)<br><br>CoCP: Section 15.4 (Groundwater contamination) | DCO Schedule 2, (17) Remediation of Former Eaton Green Landfill<br><br>DCO Schedule 2, (8) CoCP |
| WRFR-76 | The CoCP outlines the requirements for appropriate flood risk management measures to be implemented during | To prepare for the potential increase in surface water flood risk due to construction activities. | ES Chapter 20, Section 20.8 | Construction | CoCP: Section 18.7 (Flood Risk) | DCO Schedule 2, (8) CoCP |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | construction to mitigate any potential increases in surface water flood risk. | | | | | |
| WRFR-~~8~~87 | As outlined in the CoCP, services critical to the airport operations would be protected at all times during the construction works.<br><br>All works will be carried out in accordance with the guidance provided by the HSE in their document HSG47 'Avoiding Danger from Underground Services'. Existing utility networks will be located by the lead contractor through a utility survey in accordance with PAS128 (or equivalent standard applicable at the time), prior to start of intrusive works, and appropriate clearances will be clearly demarcated on the ground. | To minimise the impacts to existing infrastructure during construction activities. | ES Chapter 20, Section 20.8 | Construction | CoCP: Section ~~18 (Water Environment)~~6 (Accident and Incident Prevention and Control) | DCO Schedule 2, (8) CoCP |
| WRFR-~~9~~98 | Structures designed primarily above the water table to minimise disturbance of the aquifer and flow paths. | To reduce the impacts to aquifer, flowpaths and associated receptors (e.g. springs, Groundwater Dependent Terrestrial Ecosystems (GWDTE), abstractions etc) from works below the water table. | ES Chapter 20, Section 20.8 | ~~Construction~~Operation | Design Principles: Section ~~3~~4.2 (Site wide works (Work No.1)) | DCO Schedule 2, (~~6~~5) Detailed Design |
| WRFR-~~10~~09 | The drainage system is designed to attenuate peak flows and control discharge and is based on 1 in 100-year flood event with 40% CC allowance.<br><br>Water efficiency, rainwater harvesting and reuse of water from the Water Treatment Plant (WTP) will be implemented to maximise water reuse as described in the ~~DDS~~Design Principles.<br><br>Assessment of groundwater mounding. | To reduce the impacts to aquifer, flowpaths and associated receptors (e.g. springs,GWDTE, abstractions etc) from infiltration tank point discharges (mounding). | ES Chapter 20, Section 20.8 | Operation | Design Principles~~DS~~: Section ~~8~~5 (Drainage Works~~Design Principles for Detailed Design~~) | DCO, Schedule 2, (13) Surface and foul water drainage |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| ~~WRFR-10~~ | ~~Water efficiency, rainwater harvesting, and reuse of water from the WTP will be implemented to maximise water reuse as set out in the DDS~~Design Principles~~.~~ | ~~To reduce the increase in water consumption as a result of increase in passengers which will affect the local water supply.~~ | ~~ES Chapter 20, Section 20.8~~ | ~~Operation~~ | ~~Works 4d~~<br><br>~~DDS~~Design Principles~~: Section 8 (Design Principles for Detailed Design)~~ | ~~DCO Schedule 1~~<br><br>~~DCO Schedule 2, (13) Surface and foul water drainage~~ |
| WRFR-11~~1~~ | The ~~DDS~~Design Principles documents the attenuation of foul water to enable discharge to the Thames Water network during off-peak periods | To mitigate the increase in discharge of foul water to the Thames Water network as a result of expansion of airport. | ES Chapter 20, Section 20.8 | Operation | Design Principles: Section 5 (Drainage Works)~~DDS: Section 8 (Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| WRFR-12 | Water treatment measures implemented at the WTP, with appropriate consented limits agreed with the Environment Agency to ensure effluent does not affect the groundwater quality in the aquifer and associated receptors. | To mitigate the changes to groundwater quality as a result of the discharge of treated effluent. | ES Chapter 20, Section 20.8 | Operation | Design Principles: Section 5 (Drainage Works) ~~DDS: Section 8 (Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| WRFR-13 | Water efficiency, rainwater harvesting, and reuse of water from the WTP will be implemented to maximise water reuse as set out in the ~~DDS~~Design Principles. | To reduce the increase in water consumption as a result of increase in passengers which could affect the local water supply. | ES Chapter 20, Section 20.8 | Operation | Design Principles: Section 5 (Drainage Works) | DCO Schedule 2, (13) Surface and foul water drainage |
| WRFR-1~~4~~3 | Surface water runoff will be subject to appropriate inline treatment prior to discharging to the untreated effluent infiltration tank via petrol interceptors etc. Live monitoring of surface water runoff will identify contaminated surface which will be isolated and directed to the WTP. | To minimise changes to groundwater quality as a result of the discharge of surface water to the infiltration tank. | ES Chapter 20, Section 20.8 | Operation | Design Principles: Section 5 (Drainage Works) ~~DDS: Section 8 (Design Principles for Detailed Design)~~ | DCO Schedule 2, (13) Surface and foul water drainage |
| WRFR-15~~4~~ | The implementation of the capping layer on the historic landfill will minimise surface water infiltration into the underlying waste and prevent generation of future landfill leachate that could adversely impact the groundwater quality in the underlying aquifer. | To avoid direct changes to the quality of the aquifer as a result of installation of capping layer on extent of historic landfill. | ES Chapter 20, Section 20.8 | Operation | Outline Remediation Strategy: Section 5.4 (Protection of human health) | DCO Schedule 2, (17) Remediation of Former Eaton Green Landfill |
| WRFR-16~~5~~ | | To minimise indirect change to water quality of the River Mimram as a result of changes to groundwater quality due to installation of capping layer on extent of historic landfill. | | | | |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| WRFR-176 | Water treatment measures implemented at the WTP, with appropriate consented limits agreed with the Environment Agency (via the permitting process) to ensure effluent does not affect the groundwater quality in the aquifer and associated receptors. Surface water runoff will be subject to appropriate inline treatment prior to discharge to the untreated effluent infiltration tank, via petrol interceptors etc. Live monitoring of surface water runoff will identify contaminated surface which will be isolated and directed to the WTP. | To minimise the changes to water quantity and quality in the River Mimram, River Lee and Luton Hoo as a result of point discharges to the ground at the proposed infiltration tanks | ES Chapter 20, Section 20.8 | Operation | Design Principles: Section 5 (Drainage Works) DDS: Section 8 (Design Principles for Detailed Design) | DCO Schedule 2, (13) Surface and foul water drainage |
| WRFR-187 | The HEWRAT assessment has identified the requirement for additional surface water and pollutant management measures to manage impacts on water quality. These measures will be specified during detailed design. | To minimise the changes to water quality in the River Lee, Luton Hoo and River Hiz due to Off-site Highway Interventions. | ES Chapter 20, Section 20.8 | Operation | Design Principles: Section 5 (Drainage Works) DDS: Section 8 (Design Principles for Detailed Design) | DCO Schedule 2, (13) Surface and foul water drainage |
| WRFR-198 | The surface water drainage has been designed to account for a 1 in 100 year flood event plus a 40% climate change allowance as described in the DDSDesign Principles. | To minimise increase in surface water flood risk as a result of expansion of impermeable surface area. | ES Chapter 20, Section 20.8 | Operation | Design Principles: Section 5 (Drainage Works) DDS: Section 8 (Design Principles for Detailed Design) | DCO Schedule 2, (13) Surface and foul water drainage |
| WRFR-2019 | An appropriate drainage design will be implemented for each off-site highway intervention in line with accepted highway design standards to ensure no unacceptable increases in flood risk. | To minimise increased surface water flood risk for flood risk receptors located within close proximity to Off-site Highway intervention works. | ES Chapter 20, Section 20.8 | Operation | Design Principles: Section 5 (Drainage Works) DDS: Section 8 (Design Principles for Detailed Design)<br><br>Outline TRIMMA: Section 2 (Transport Assessment monitoring principles and process) | DCO Schedule 2, (13) Surface and foul water drainage<br><br>DCO Schedule 2, (2930) Offsite Highways Works |
| WRFR-210 | | To reduce the increased surface water flood risk for flood risk receptors located within close proximity of AAR works. | | | | |
| WRFR-221 | Infiltration tanks have been designed with consideration of maximum groundwater levels taken into account, including mounding. | To reduce the localised increase in surface water catchments contributing to a point source infiltration (untreated | ES Chapter 20, Section 20.8 | Operation | Design Principles: Section 5 (Drainage Works) DDS: Section 8 (Design Principles for Detailed Design) | DCO Schedule 2, (13) Surface and foul water drainage |

| (1) Reference | (2) Mitigation Commitment) | (3) Purpose | (4) Source | (5) Stage of Implementation | (6) Securing Document/Plan | (7) Securing Mechanism |
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| | This has been evaluated against the extreme rainfall event (1 in 100 year plus 40% climate change event). | effluent infiltration tank). Large volume of water being directed to this feature may lead to groundwater mounding affecting the area local to the tank and as the mounding recedes the downstream characteristics may change leading to elevated groundwater levels at places such as Kimpton. | | | | |

# GLOSSARY AND ABBREVIATIONS

| Term | Definition |
|---|---|
| AAR | Airport Access Road |
| ANPS | Airport National Policy Statement |
| BREEAM | Building Research Establishment Environmental Assessment Method |
| CD&E | Construction, Demolition and Excavation |
| CHMP | Cultural Heritage Management Plan |
| CIRIA | Construction Industry Research and Information Association |
| CoCP | Code of Construction Practice |
| CTMP | Construction Traffic Management Plan |
| CWS | County Wildlife Site |
| DCO | Development Consent Order |
| DDS | Drainage Design Statement |
| DMRB | Design Manual for Roads and Bridges |
| DWS | District Wildlife Site |
| EMS | Environmental Management System |
| ES | Environmental Statement |
| ETS | Employment and Training Strategy |
| FTP | Framework Travel Plan |
| GCG | Green Controlled Growth |
| GHG | Greenhouse Gases |
| HEWRAT | Highways England Water Risk Assessment Tool |
| HGV | Heavy Goods Vehicle |
| HVAC | Heating, ventilation and air conditioning |
| ICCI | In-Combination Climate Change Impact |
| LBMP | Landscape and Biodiversity Management Plan |
| LWS | Local Wildlife Site |
| ONM | Operational Noise Management |
| PRoW | Public Right of Way |
| RPZ | Root Protection Zone |
| SLM | Strategic Landscape Masterplan |
| SMP | Soil Management Plan |
| SuDS | Sustainable Drainage Systems |
| SWMP | Site Waste Management Plan |

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|---|---|
| TRIMMA | Transport Related Impacts Monitoring and Mitigation Approach |
| UXO | Unexploded Ordnance |
| WTP | Water Treatment Plant |