



Appeal by: Bristol Airport Limited

Appeal Reference: APP/D0121/W/20/3259234

North Somerset Council Application Reference: 18/P/5118/OUT

**Appendices to proof of evidence of
David Gurtler BA(Hons), BPI, DipSurv MRTPI
Planning and Green Belt**

Reference: NSC/W7/2

Alpha Planning Ltd



Alpha Planning Ltd.

Bristol Airport Public Inquiry

Planning Proof of Evidence
APPENDICES

David Gurtler

on behalf of

North Somerset Council

PINS ref: APP/D0121/W/20/3259234

North Somerset ref: 18/P/5118/OUT

Alpha Planning Ltd
85 Friern Barnet Lane
London
N20 0XU

www.alphaplanning.ltd.uk

Contents

APPENDIX 1: HISTORY OF THE USE OF PERMITTED DEVELOPMENT RIGHTS TO SECURE PARKING PROVISION AT THE AIRPORT.....	1
APPENDIX 2: AERIAL PHOTOGRAPHS.....	6
APPENDIX 3: HISTORY OF PLANNING PERMISSIONS INVOLVING PARKING AT THE AIRPORT	16
APPENDIX 4: REPLACEMENT LOCAL PLAN.....	22
APPENDIX 5: THE COUNCIL’S DRAFT PLANNING CONDITIONS	24

**APPENDIX 1: HISTORY OF THE USE OF PERMITTED DEVELOPMENT RIGHTS
TO SECURE PARKING PROVISION AT THE AIRPORT**

APPENDIX 1: HISTORY OF PERMITTED DEVELOPMENT RIGHTS TO SECURE PARKING PROVISION AT THE AIRPORT

The records below reflect the use of BAL's permitted development rights to secure parking at the airport since 1995. This does not reflect the full parking provision, since parking has also been secured through planning permissions (see Appendix 3). The capacity of parking areas is not always known, since this changes over time.

1. Extension to long term public car parks (NSC ref: 95/0279/AC) – The long stay car parking was on the north side of the airport (now the Green Belt Inset) as can be seen from the aerial photograph in Appendix 2.¹
2. Use of the former site compound associated with the runway resurfacing and A38 road diversion, in the southern part of the airport (coloured red on plan below²) was levelled off and provided with a loose stone surface to accommodate up to 500 blocked parked cars and become the south side overflow car park (01/P/0870/PAI).
3. Extension to south side car park (NSC ref: 01/P/1581/PAI).
4. Staff car park accommodating 262 car spaces on former Amec site compound, located partly within the Green Belt Inset (coloured green on the plan below) (NSC ref: 01/P/1598/PAI).
5. Proposed overflow car parking (NSC ref: 01/P/1675/PAI).
6. Car parking area to south side of the airport involved the stripping of the topsoil and laying of a terram geotextile sheeting with 200mm of road planings in order to accommodate 505 car parking spaces (coloured orange on the plan below) (NSC ref: 02/P/0828/PAI).
7. Proposed extension to staff car parking area within the Green Belt Inset providing 82 additional spaces, justified by increase in staff as airport grew

¹ Note: Not all early records were scanned by the Council, with some records either being paper copies (in archive) or microfiche (and there was a technical issue with the microfiche machine during the period proofs were being prepared).

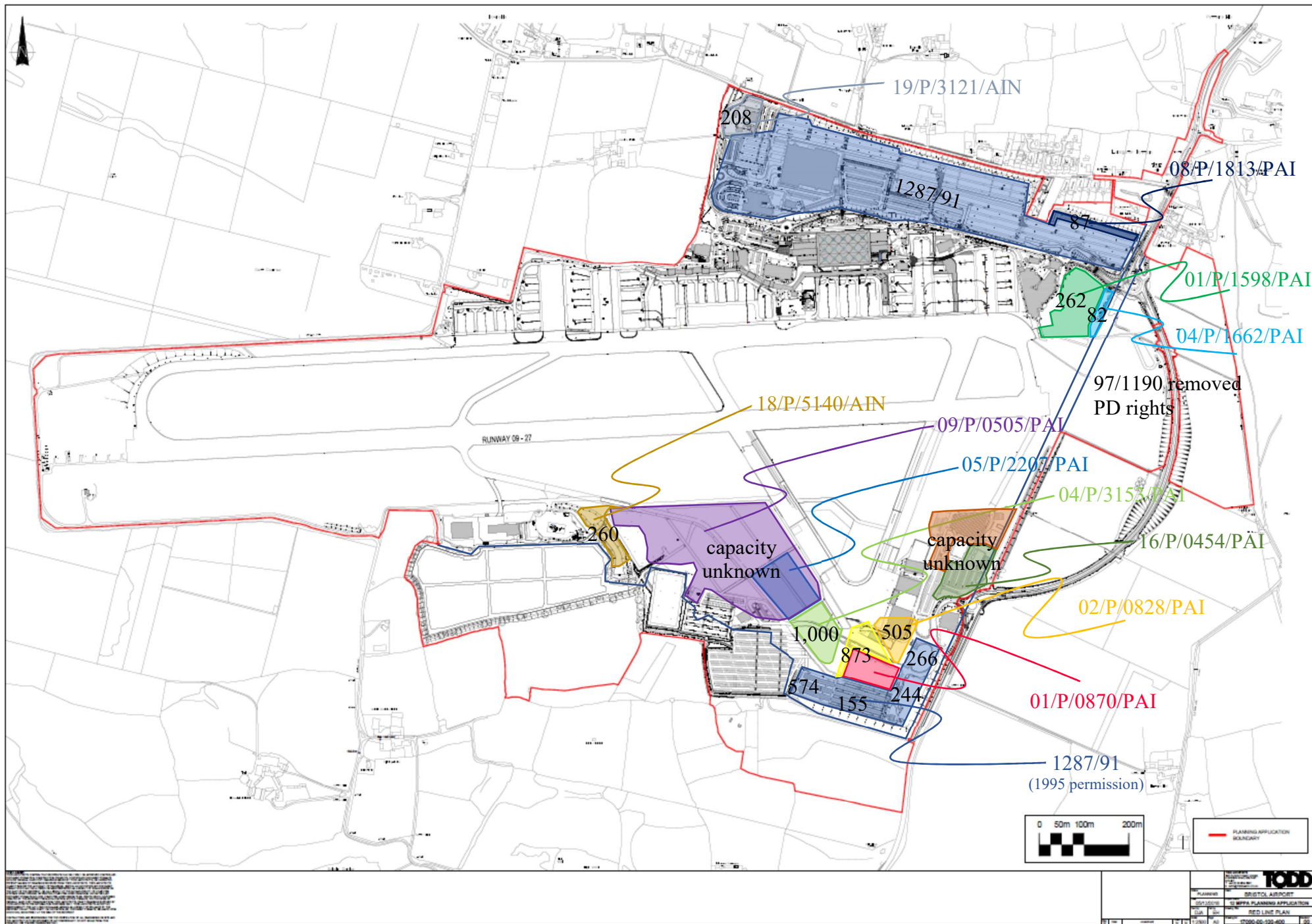
² Note the number of spaces annotated on the plan exceeds the 500 indicated in this PDR consultation as the area covered for 873 spaces includes the red and yellow land

(coloured light blue on the plan below) (NSC ref: 04/P/1662/PAI). The site is not within the Green Belt Inset and also just outside the area where permitted development rights had been taken away when the A38 was realigned (NSC ref: 97/1190).

8. Relocation of staff car park (NSC ref: 04/P/2158/PAI) – no information is available on the Council's website.
9. Proposed overflow car parking area to the south side of the airport, representing an extension of 1,000 car parking spaces to the Silver Zone car park (which at that time had roughly 2,500 spaces) for use during peak months (indicated in the covering letter as June to September) using a permeable paving (coloured light green on the plan below) (NSC ref: 04/P/3153/PAI).
10. Extension of paved parking area adjacent to Silver Zone car park for overflow car parking, located to the north of the 1,000 spaces detailed in the 2004 consultation, using similar permeable paving, but no details were provided of how many vehicles would be accommodated within the block parking (rectangle coloured blue on the plan below) (NSC ref: 05/P/2207/PAI).
11. North side car park extension, within the Green Belt Inset, to provide 87 additional car parking spaces involved the loss of a screen of *Leylandii* trees which had been planted as a temporary screen, however, additional planting was proposed as part of the development (coloured dark blue on the plan below) (NSC ref: 08/P/1813/PAI)
12. Remedial works to the overflow area of the Silver Zone long stay car park to include laying gravel over 5.9ha of grass. The Environment Agency indicated that this work would not resolve the issue with surface water on the site. No details of the number of parking spaces that were provided are included within the information on the Council's website (coloured purple on the plan below) (NSC ref: 09/P/0505/PAI).
13. Resurfacing of land north of Silver Zone entrance to be used for surface level car parking, though no details were provided of the number of cars that were proposed to be located on the site (coloured olive green on the plan below)

(NSC ref: 16/P/0454/PAI). The plans associated with this consultation also showed a large area to the north-west that was marked as 'block parking' (coloured brown on the plan below) though no records are apparent on the Council's website (the area in drawing 17090-00-100-403 submitted with the proposal that is subject to this appeal is indicated as being parking associated with the car rental consolidation centre).

14. Development of 260 car parking spaces as an extension to the valet parking service, on land in the Silver Zone located to the east of the fire training ground and west of the 'Cogloop' (coloured mustard on the plan below). The proposal involved laying gravel on this land (NSC ref: 18/P/5140/AIN).
15. An extension to the long stay parking of 208 spaces was proposed on Stone Farm located to the north of the new hotel and the western end of Downside Road (within the Green Belt Inset and coloured grey on the plan below). The proposed surface car parking was to involve permeable gravel bays, with impermeable asphalt roads (NSC ref: 19/P/3121/AIN).



APPENDIX 2: AERIAL PHOTOGRAPHS

December 1999



No parking in South Side, surface parking in North Side

April 2004



Parking in South Side

June 2005



December 2012



Parking in South Side extended

August 2016



Following 10mppa permission additional areas of parking in Silver Zone, new hotel in North Side

April 2017



Silver Zone Phase 1 extension (seasonal car park) under construction

May 2018



MSCP 1 under construction and seasonal car park in use

September 2018



MSCP1 in use, Silver Zone parking all complete

May 2020



The pandemic lockdown, North Side and Silver Zone car parks empty

**APPENDIX 3: HISTORY OF PLANNING PERMISSIONS INVOLVING PARKING
AT THE AIRPORT**

APPENDIX 3: HISTORY OF PLANNING PERMISSIONS INVOLVING PARKING AT THE AIRPORT

1. The application for the new terminal in 1991 (NSC ref: 1287/91) was the subject of a public inquiry, with the Secretaries of State for Environment and also Transport allowing the appeal on the 21 March 1995. The Green Belt Inset did not exist at that time and consequently the proposal entailing the provision of the new terminal building, the north side car park (4,400 long stay parking spaces, 450 short stay parking spaces and 280 staff parking spaces) with signalised junction from the A38, and the south side car park (1,230 long stay parking spaces) and new access roundabout, was all located within the Green Belt.
 - (a) The situation identified by Inspector, and accepted by the Secretaries of State, at that time was different to that associated with this appeal. The proposal entailed a new terminal building, and whilst the Inspector accepted that this building with a floor area of 12,000sqm, together with the new car park in the southern part of the airport, would *“damage the Green Belt both because it would constitute inappropriate development within it and because it would reduce its open character,”*³ he agreed with the Architect’s Panel which had advised Woodspring District Council (the LPA prior to North Somerset being created in 1996) that the new terminal *“was of outstanding architectural quality”*⁴ and that in the context of the existing buildings and with the removal of some of the less attractive ones *“the overall effect would be an improvement.”*⁵
 - (b) In relation to the car parking within the Green Belt (both north side and south side), the Inspector commented that the Town and Country Planning General Development Order 1988 *“gives considerable freedom to airport operators in relation to operational development on an airport...there are no restrictions on the provision of car parking and operational buildings, other than a terminal, can be constructed...it*

³ Paragraph 10.4.6 of the Inspector’s report

⁴ Paragraphs 1.1.7 and 10.5.2 of the Inspector’s report

⁵ Paragraph 10.5.4 of the Inspector’s report

*means the airport would be able to provide the proposed car parking even if planning permission were refused for this application and the council would have no powers under which to impose landscaping and screening conditions.*⁶ The Inspector also considered that the parking in the southern part of the airport would produce an improvement to the landscape in this area, partly due to the fact that the site had not been restored following works associated with the resurfacing of the runway. This is not the case in relation to the appeal proposals, where the field associated with the Cogloop Phase 2 extension is an open agricultural field with no harm to the appearance of the area currently.

2. The application to increase the capacity of the airport to allow 10mppa included, inter alia, extensions to the terminal, walkways, piers, aircraft stands, transport interchange, two multi-storey car parks (MSCPs) proposed within the Green Belt Inset (providing a total of 3,850 spaces), an upgrade to the north side surface car park, an upgrade and extension to the Silver Zone car park to accommodate 12,000 vehicles (including staff parking within an extension outside the airport boundary and additional car parking to the south for car hire) (NSC ref: 09/P/1020/OT2).⁷ Matters have clearly moved on since this assessment was made, with BAL proposing in the application that is the subject of this appeal a further MSCP providing an additional 2,150 car parking spaces. Clearly parking in the Green Belt Inset had not been maximised and I am of the opinion that BAL have not demonstrated that there is no further potential to make more intensive use of parking within the Green Belt Inset as part of the Proposed Development. The application was referred to the Secretary of State due to the scale of development within the Green Belt. The Government Officer for the South West, on behalf of the Secretary of State, pointed out that, the issue before them was not whether the application should be granted planning permission, but rather whether it should be called in for the Secretary of State's determination, indicating that *"the general approach is not to interfere with the*

⁶ Paragraph 10.2.11 of the Inspectors report

⁷ Note: Table 9 on page 45 of the BIA Transport Assessment records the proposed parking within the Silver Zone as being 13,200 passenger spaces, plus 1,029 staff spaces and 550 spaces for car hire (total of 14,779 out of the total at the airport of 21, 659).

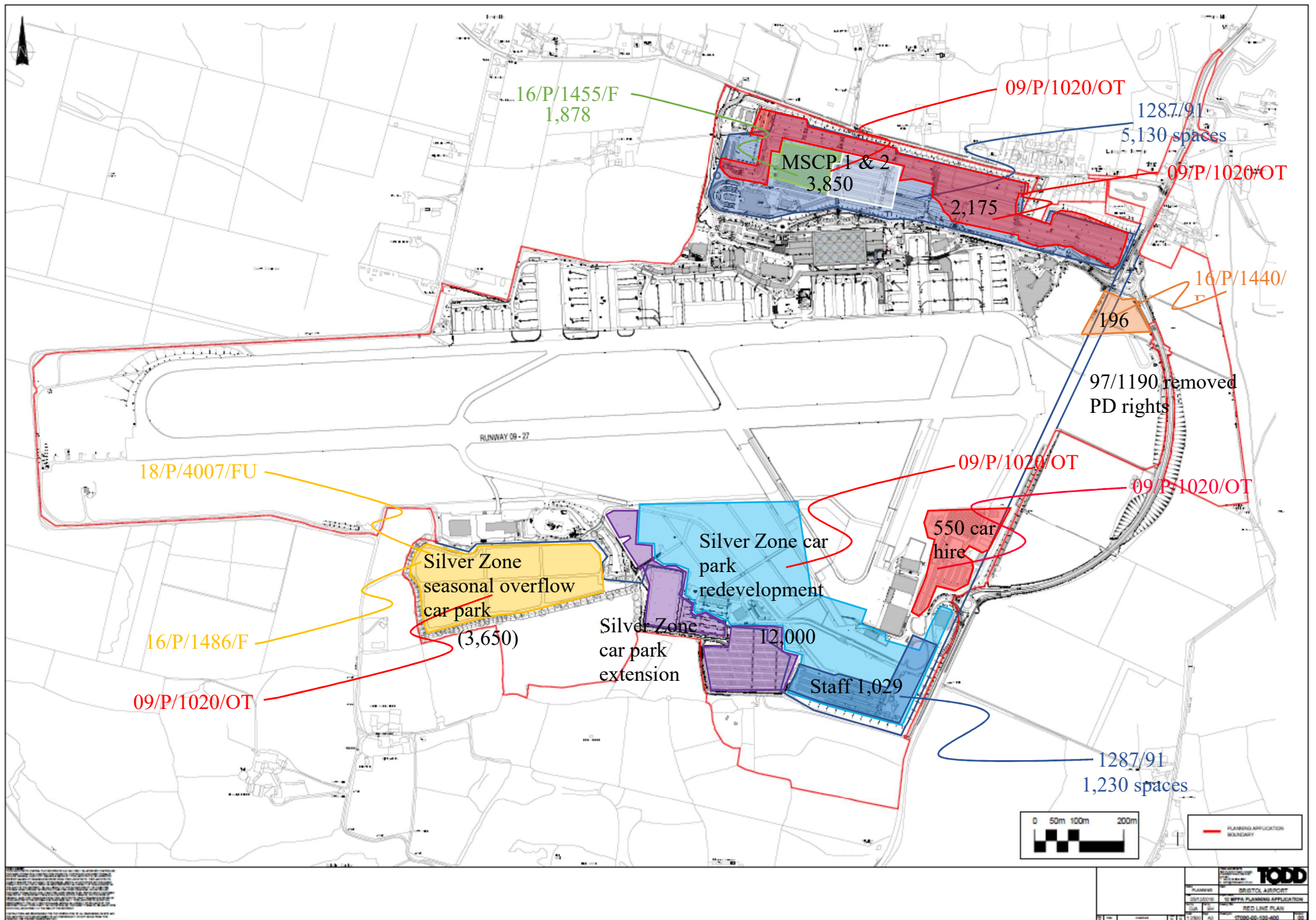
*jurisdiction of local planning authorities unless it is necessary to do so*⁸ and since the proposal did not raise issues of such wider significance as to require a determination by the Secretary of State, the decision as to whether or not to grant planning permission was left with the local planning authority.

3. On 2 June 2016 three planning applications relating to car parking at the airport were submitted by BAL. The first was for an extension to the existing staff car park to provide an additional 196 parking spaces with associated lighting, replacement security fence and landscaping (NSC ref: 16/P/1440/F). Whilst the site was in the Airport's operational boundary the Airport could not make use of its permitted development rights since the site was to the east of the former route of the A38 which had been realigned following permission for its diversion in July 1998 (ref: 97/1190), and a condition had been attached to that permission taking away permitted development rights in the area. Since the site was in the Green Belt the proposal constituted inappropriate development. Planning permission being granted on 2 December 2016.
4. The second application submitted on 2 June 2016 was for the development of a five storey MSCP on part of the existing surface access car park providing a total of 1,878 spaces over two phases (984 spaces in the first phase) with associated pedestrian walkway, lighting and landscaping (NSC ref: 16/P/1455/F). The site for the car park was in the Green Belt Inset. The application was considered by the Council's Planning and Regulatory Committee on 14 September 2016, with a permission being granted on 11 November 2016.
5. Whilst planning permission was granted in 2011 for the airport expansion up to 10mppa, conditions had been attached restricting the use of the seasonal car park (3,650 spaces) until Phase 1 of the MSCP had been built and the airport had reached 9mppa. Parallel to the application for the phased delivery of the 1,878 MSCP an application was submitted to bring forward the development of the seasonal car park with associated temporary lighting, fencing and landscaping (NSC ref: 16/P/1486/F). The application sought the delivery of the full complement of seasonal car parking spaces in one phase, being delivered ahead of the MSCP. As with the application for the 1,878 space MSCP the application was reported to the Planning and Regulatory Committee on 14 September 2016. The Committee resolved to grant planning permission subject to: referral to the Secretary of State; completion of a deed of variation to the Section 106 legal agreement associated with the 10mppa permission

⁸ Government Office for the South West letter of 17 September 2010

(NSC ref: 09/P/1020/OT2) and the resolution of a Habitat Regulation Assessment ("HRA"). The resolution of the HRA resulted in minor adjustments to planning conditions, with the application reported back to the Planning and Regulatory Committee on 9 November 2016, and planning permission being granted on 11 November 2016.

6. Both the 2011 permission (NSC ref: 09/P/1020/OTP) and the 2016 permission above restricted use of the extension to the Silver Zone parking to the months of May through October (a seasonal car park). In August 2018 an application was made by BAL to vary that restriction in order to allow year-round use of the car park for a temporary period of one year (NSC ref: 18/P/4007/FUL). Planning permission was granted on 25 October 2018.



APPENDIX 4: REPLACEMENT LOCAL PLAN

APPENDIX 4: REPLACEMENT LOCAL PLAN

The policy that was then adopted in the Replacement Local Plan (March 2007), policy T/12, stated that:

“development within the Green Belt inset at Lulsgate, as shown on the Proposals Map, will be permitted provided that:

- i. It is required in connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods;*
- ii. Environmental impacts such as emissions are minimised, and noise is not an unacceptable problem for local residents and communities;*
- iii. It is suitably sited, designed and landscaped so as not to harm the surrounding landscape; and*
- iv. appropriate provision is made for surface access to the airport, including highway improvements and/or traffic management schemes to mitigate the adverse impact of airport traffic on local communities, together with improvements to public transport services.*

Car parking for the airport will not be permitted except in the following locations:

- a) within the Green Belt inset at Lulsgate, subject to iii) above;*
- b) in association with overnight accommodation, provided that the number of parking spaces on site does not exceed three times the number of bedrooms;*
- c) within the settlement boundary of Weston-super-Mare or within the Weston Regeneration Area, where the provision is planned as part of an integrated transport strategy for the town and its links with the airport that contributes to the creation of more sustainable travel patterns.”*

APPENDIX 5: THE COUNCIL'S DRAFT PLANNING CONDITIONS

APPENDIX 5: THE COUNCIL'S DRAFT PLANNING CONDITIONS

DRAFT CONDITIONS

Last Updated 14 June 2021

Definitions

In these conditions the term 'component' refers to the following physical elements of the development hereby permitted:

- Multi-storey car park 3 (MSCP3) (Site 'A' on Site Reference Plan – Drawing Number 17090-00-100-402)
- West terminal extension (Site 'C' on Site Reference Plan – Drawing Number 17090-00-100-402) Service yard (Site 'D' on Site Reference Plan – Drawing Number 17090-00-100-402)
- South terminal extension (Site 'E' on Site Reference Plan – Drawing Number 17090-00-100-402)
- East pier and walkway (Site 'G' on Site Reference Plan – Drawing Number 17090-00-100-402)
- East pier (Site 'H' on Site Reference Plan – Drawing Number 17090-00-100-402)
- Taxiway Golf - taxiway widening and fillets (Site 'J' on Site Reference Plan – Drawing Number 17090-00-100-402)
- East taxiway link (Site 'K' on Site Reference Plan – Drawing Number 17090-00-100-402)
- Extension to the Silver Zone car park (Site 'M' on Site Reference Plan – Drawing Number 17090-00-100-402)
- Internal roads including gyratory (Site 'N' on Site Reference Plan – Drawing Number 17090-00-100-402)
- Acoustic barrier (Site 'P' on Site Reference Plan – Drawing Number 17090-00-100-402).

Outline Conditions

1. Any application for the approval of reserved matters made pursuant to this planning permission shall be made to the Local Planning Authority before the expiration of 5 years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be begun, either before the expiration of 5 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last reserved matter to be approved for that element or phase of the development, whichever is the later.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

Approved Documents (see notes at end of condition)

3. The development is approved in accordance with the documents set out below. Those reserved matters approved to date shall be carried out in accordance with the approved documents.

Drawings

- 17090-00-100-400 Location (Red Line) Plan
- 17090-00-100-401 Composite Site Plan
- 17090-00-100-402 Site Reference Plan
- 17090-00-100-403 Existing Site Plan
- 17090-00-100-404 Existing Site Plan – North
- 17090-00-100-405 Existing Site Plan - Central
- 17090-00-100-406 Existing Site Plan - South
- 17090-00-100-407 Proposed Site Plan
- 17090-00-100-408 Proposed Site Plan - North
- 17090-00-100-409 Proposed Site Plan - Central
- 17090-00-100-410 Proposed Site Plan - South
- 17090-00-100-411_02 Permitted Development Rights Reference Site Plan
- 17090-00-200-400_00 Ground Floor Plan - Existing
- 17090-00-200-401_0 Ground Floor Plan – Proposed
- 17090-10-200-400_00 First Floor Plan – Existing
- 17090-10-200-401_00 First Floor Plan - Proposed
- 17090--10-200-400_00 Basement Floor Plan - Existing
- 17090--10-200-401_00 Basement Floor Plan - Proposed
- 17090-20-200-400_00 Mezzanine Floor Plan – Existing
- 17090-20-200-401_00 Mezzanine Floor Plan - Proposed
- 17090-ZZ-125-400_00 Roof Plan – Existing
- 17090-ZZ-125-401_00 Roof Plan – Proposed
- 17090-ZZ-300-400_00 South Terminal Extension & B1, B2 and B3 – Existing Elevations (Sheet 1 of 2)
- 17090-ZZ-300-401_00 South Terminal Extension & B1, B2 and B3 – Proposed Elevations (Sheet 1 of 2)
- 17090-ZZ-300-402_00 South Terminal Extension & B1, B2 and B3 – Existing Elevations (Sheet 2 of 2)
- 17090-ZZ-300-403_00 South Terminal Extension & B1, B2 and B3 – Proposed Elevations (Sheet 2 of 2)
- 17090-ZZ-300-404_00 West Terminal Extension – Existing Elevations
- 17090-ZZ-300-405_00 West Terminal Extension – Proposed Elevations
- 17090-ZZ-300-406_00 Terminal Canopies – Existing Elevations
- 17090-ZZ-300-407_00 Terminal Canopies – Proposed Elevations
- 40506-Bri075c Integrated/embedded Landscape, Visual and Ecology Mitigation Masterplan
- C1124-SK-A38-010 11.0 A38 Junction Improvements – Option 10

- C1124-SK-A38-011 1.0 A38 Junction Improvements – Vehicle Track Analysis 1 of 3
- C1124-SK-A38-012 1.0 A38 Junction Improvements – Vehicle Track Analysis 2 of 3
- C1124-SK-A38-013 1.0 A38 Junction Improvements – Vehicle Track Analysis 3 of 3

Other Documents

- ES Addendum Volume 1: Main Report November 2020
- ES Addendum Volume 2: Technical Appendices (including appendices 1A, 1B, 1C, 5A, 6A, 6B, 7A, 7B, 10A, 10B and 10C) November 2020
- ES Addendum Volume 3: Non-Technical Summary November 2020
- Passenger Traffic Forecast November 2020
- Economic Impact Assessment Addendum November 2020
- Update to the Parking Demand Study November 2020
- Planning Statement (including Bristol Airport Forecast Validation) – December 2018
- Environmental Statement Volume 1 (including Flood Risk Assessment) – December 2018
- Environmental Statement Volume 2 December 2018
- Environmental Statement Non-Technical Summary December 2018
- Design and Access Statement – December 2018
- Consultation Feedback Report – November 2018
- Economic Impact Assessment – November 2018
- Transport Assessment – December 2018
- Draft Workplace Travel Plan – December 2018
- Parking Demand Study – December 2018
- Parking Strategy – December 2018
- Foul and Surface Water Drainage Strategy – December 2018
- Lighting Impact Assessment – December 2018
- BREEAM Pre-Assessment – November 2018
- Response to Request for Further Information Pursuant to Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 - April 2019
- Response to Request for Further Information Pursuant to Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 - October 2019
- Response to North Somerset Council Highways and Transport Comments – December 2019
- Response to Further Environment Agency Comments – December 2019.

Reason: To ensure that the development accords with the approved details and that any subsequent changes are subject to the permission of the Local Planning Authority.

Notes:

1. This list was prepared before receiving the draft Core Documents List which we understand is work in progress. The final list should revert to that list.
2. We understand that the drawings in blue text are in the process of being updated.

Passenger Cap

4. The total passenger throughput at Bristol Airport shall not exceed 12 million passengers per annum to be taken from 1st January to 31st December in any calendar year unless a different 12-month start, and end date is agreed with the Local Planning Authority. Total passengers shall include all passengers resulting from arrival and departure flights. The airport operator shall, within 12 months of the date of the planning permission, provide details to the local planning authority for its approval which sets out how it will establish total passenger number and the steps it will take to ensure that no more than 12 mppa throughput will occur and steps that it will take to remedy any such breach. Once approved, those details shall be implemented and retained until superseded by any subsequently approved details.

Reason: To ensure that the environmental, traffic and community impacts that would arise from the development as identified in the 'Environmental Statement' and supporting planning documents submitted with the application are not increased without a proper and formal process to consider any future increase in passenger numbers, in terms of the likely significant impacts and mitigation.

East Pier and Walkway

5. Details of reserved matters comprising the external appearance; scale; building materials; existing and proposed finished levels and layout of the new east pier walkway (Site 'G' on Site Reference Plan – Drawing Number 17090-00-100-402) hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development at Site 'G' shall not commence until these reserved matters have been approved. The East Pier and Walkway shall be developed in accordance with the approved details.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 5 of the Town and Country Planning (General Management Procedure) Order 2015 and in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.

6. Details of reserved matters comprising the external appearance; scale; building materials; existing and proposed finished levels; and layout of the new east pier (Site 'H' on Site Reference Plan – Drawing Number 17090-00-100-402) hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development at Site 'H' shall not commence until these reserved matters have been approved. The East Pier shall be developed in accordance with the approved details.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 5 of the Town and Country Planning

(Development Management Procedure) Order 2015 and in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.

Service Yard

7. Details of reserved matters comprising the external appearance; landscaping; scale; existing and proposed finished levels; layout; and access of the service yard (Site 'D' on Site Reference Plan – Drawing Number 17090-00-100-402) hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development at Site 'D' shall not commence until these reserved matters have been approved. The service yard shall be developed in accordance with the approved details.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015 and in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.

Multi-Storey Car Park 3 (MSCP3)

8. Details of reserved matters comprising the external appearance; building materials; landscaping; layout; scale; existing and proposed finished levels; and access of MSCP3 (Site 'A' on Site Reference Plan – Drawing Number 17090-00-100-402) hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The details referred to in this condition shall include measures to reduce noise from vehicles parked and moving within the car park. Development at Site 'A' shall not commence until these reserved matters have been approved. MSCP3 shall be developed in accordance with the approved details.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015 and in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.

9. Multi-Storey Car Park 3 that is granted as part of this planning permission, and Multi-Storey Car Park 2 that was granted as part of planning permission 09/P/1020/OT2, shall be completed and it shall be brought into full use:
 - before the year-round use of the seasonal car park (known as 'Cogloop 1') commences; and
 - before the construction of the extension to the 'Silver Zone' car park (known as 'Cogloop 2') commences or is brought into use.

Reason: To ensure that additional Green Belt car parking is only delivered once additional car parking in the Green belt Inset is provided, in accordance with DM12 of the Development Management Policies Sites and Policies Plan Part 1 2016.

Extension to 'Silver Zone' Car Park

10. Details of reserved matters comprising the external appearance; landscaping; scale; existing and proposed finished levels; layout; and access of the extension to the Silver Zone car park (Site 'M' on Site Reference Plan –

Drawing Number 17090-00-100-402) hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development at Site 'M' shall not commence until these reserved matters have been approved. The extension to the Silver Zone car park shall be developed in accordance with the approved details.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015 and in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.

Internal Roads including 'Gyratory'

11. Details of reserved matters comprising the external appearance; landscaping; scale; existing and proposed finished levels; and layout of the internal road layout including gyratory road and associated surface car parking (Site 'N' on Site Reference Plan – Drawing Number 17090-00-100-402) hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development at site 'N' shall not commence until these reserved matters have been approved. Internal roads including the 'Gyratory' shall be developed in accordance with the approved details.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015 and in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.

East Taxiway Link

12. Details of reserved matters comprising the external appearance; scale; existing and proposed finished levels; and layout of the east taxiway link hereby permitted (Site 'K' on Site Reference Plan – Drawing Number 17090-00-100-402) shall be submitted to and approved in writing by the Local Planning Authority. Development at Site 'K' shall not commence until these reserved matters have been approved. The East Taxiway Link shall be developed in accordance with the approved details.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015 and in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.

Taxiway 'Golf'

13. Details of reserved matters comprising the external appearance; scale; existing and proposed finished levels; and layout of Taxiway Golf - widening and fillets (Site 'J' on Site Reference Plan – Drawing Number 17090-00-100-402) - hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development at Site 'J' shall not commence until these reserved matters have been approved. Taxiway 'Golf' shall be developed in accordance with the approved details.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015 and in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.

Acoustic Barrier

14. Details of reserved matters comprising the scale; layout; and appearance of the acoustic barrier and the landscaping adjacent to it (Site 'P' on Site Reference Plan – Drawing Number 17090-00-100-402) hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development at Site 'P' shall not commence until these reserved matters have been approved. The acoustic barrier shall be developed in accordance with the approved details.

Reason: The application was submitted as an outline application in accordance with the provisions of Article 5 of the Town and Country Planning (Development Management Procedure) Order 2015 and in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.

Construction Environmental Management Plan (CEMP)

15. No phase or component of development shall be commenced, including demolition, ground works or vegetation clearance, until a CEMP for that phase of development / element has been submitted to and approved in writing by the Local Planning Authority. The CEMPs shall include:

- a) A construction traffic management plan including details of the routes and vehicle entrance routes into the airport to be used by contractors' vehicles moving to and from the site (and the appropriate signage thereof) and HGV delivery times;
- b) Details of measures to minimise noise, dirt, dust (and other air borne particles) and vibration during construction;
- c) A pollution prevention and emergency response plan;
- d) A water management plan;
- e) A waste management plan;
- f) An invasive weeds management plan;
- g) A soil management plan;
- h) A Biodiversity Construction Management Plan (cross refer to condition 31)
- i) An air quality management plan and
- j) Proposed working hours, including any night-time working hours;
- k) A cumulative assessment of the impact of the individual phase / element, when taken together with any other phases / elements that will be ongoing or its projected to be commenced while this phase/element is constructed.

This shall also include as a minimum all measures identified as "Highly Recommended" or "Desirable" in IAQM "*Guidance on the assessment of dust from demolition and construction, Version 1.1 2014 (or any update to this guidance)*", summarised in ES paragraph 8.10.15. All heavy goods vehicles used in the construction programme should be compliant with EURO VI emissions standards, and all Non-Road Mobile Machinery should be compliant with Stage V emissions controls as specified in EU Regulation 2016/1628, where such heavy goods vehicles and Non-Road Mobile

Machinery are reasonably available. Where such vehicles or machinery are not available, the highest available standard of alternative vehicles and machinery shall be used; and

Items (a) to (k) shall be the subject of auditing and reporting by the applicant and / or site contractors and these records shall be kept up to date and supplied to the Local Planning Authority upon request. The development shall be carried out in accordance with the approved CEMP.

Reason: To reduce the impact of construction on nearby residents and the local environment in accordance with Policies CS3, CS4 and CS7 of the North Somerset Core Strategy and Policy DM8 of the North Somerset Sites and Policies Plan Part 1.

Air Quality Action Plan (AQAP)

16. In this condition:

‘AQAP’ means a plan of deliverable measures together with a timetable and programme to implement these measures with the purpose to ensure that the expansion of the airport under the current permission results in an improvement in air quality.

‘ES’ means the Environmental Statement for the proposed development dated December 2018.

‘ES Addendum’ means the Environmental Statement Addendum for the proposed development dated November 2020.

The ‘air quality emissions and concentrations methodology’ means the methodology used to calculate emissions of oxides of nitrogen and PM_{2.5} from (a) aircraft movements (Landing and Take-Off cycle only), (b) on-airport non-aircraft emissions, and (c) road traffic emissions (vehicles travelling to/from the airport only), as set out in Chapter 8 and Appendices 8C and 8D of the Environmental Statement and Chapter 7 of the Environmental Statement Addendum, or any update to this methodology agreed between the airport operator and the local planning authority.

Within 6 months of the grant of this permission, an AQAP shall be submitted to the Local Planning Authority for approval. The AQAP will set out the measures to be implemented to ensure that the expansion of the airport under this permission results in an improvement in air quality compared to the situation that would have prevailed if permission had not been granted. The reference point for this will be the assessment of emissions of air pollutants, and/or the resultant air quality concentrations set out in Chapter 8 of the ES and Chapter 7 of the ES Addendum. The AQAP will ensure that emissions will not exceed those calculated for the source categories identified in the air quality emissions and concentrations methodology for a maximum of 10 mppa as set out in the following table, and/or that the modelled impact of the development will result in a “PC” value of 0 or less at all locations listed in ES Addendum Tables 7A.1 to 7A.8 inclusive.

NOTE: Values for road traffic emissions will need to be added to the table following further discussions between NSC and BAL

Source category	Maximum calculated emission (2030) (Tonnes per year)	
	NOx	PM _{2.5}
Aircraft Movements	680.60	5.94
Ground support equipment	11.05	0.47
Road traffic emissions (vehicles travelling to/from the airport only)	Value to be confirmed by BAL	Value to be confirmed by BAL

The AQAP shall include:

- (i) a future baseline of calculated emissions from (a) aircraft movements, (b) on-airport non-aircraft emissions, and (c) road traffic emissions (vehicles travelling to/from the airport only), and/or modelled concentrations, based on a maximum of 10 mppa, against which air quality improvement initiatives can be measured;
- (ii) confirmation of how the air quality impact of the proposed development shall be determined, enabling confirmation of performance against the principle that the expansion of the airport under the current permission should result in an improvement in air quality;
- (iii) the air quality emissions and concentrations calculation methodology, which shall be based on the methodology set out in the ES and ES Addendum;
- (iv) a timetable with targets for the air quality impact of the airport judged in terms of calculated emissions for each source category, and/or modelled concentrations;

An annual update to the AQAP shall be submitted to the Local Planning Authority as part of the Airport Operational Monitoring Report that sets out progress made against agreed targets, including an independent third-party review and recommendation for reviewing targets where deemed necessary, taking account of the following:

- (a) Updates in the light of new national and local policies
- (b) Updates to best practice methodologies
- (c) New scientific or technical developments
- (d) Performance of the airport against the limits specified above

Alternative action measures shall be agreed with the Local Planning Authority within 3 months, if the review shows that the AQAP is not meeting previously agreed targets.

All approved measures shall be implemented and complied with

Reason: To ensure that the development delivers improvements in air quality, and avoids significant impacts due to emissions of ultrafine particulate matter, in accordance with Policies CS3, CS23 and CS26 of the North Somerset Core Strategy 2017, National Planning Policy Framework paragraphs 170 and 181, and Aviation 2050 paragraphs 3.101 and 3.127.

Carbon and Climate Change Action Plan (CCCAP) Re-worded as follows

17. In this condition:

‘CCCAP’ means a plan of deliverable measures together with a timetable and programme to implement these measures with the purpose of reducing and offsetting greenhouse gas emissions from airport activities. The CCCAP will set out the following aims:

- By 2021 all our operations and activities will be carbon neutral. This means all of BAL’s Scope 1 and 2 emissions will be offset by the end of 2021.
- By 2030 and with 12 mppa, all our operations and activities will be carbon net zero. This means all of BAL’s Scope 1 and 2 emissions will be minimised as far as practicable with any residual emissions being removed.
- By 2050 Bristol Airport as a whole will be carbon net zero. This includes Scope 1, 2 and 3 emissions, and means all of the companies that operate from or provide services to the airport, including BAL and the airlines, will be contributing to the UK’s carbon net zero economy.

In these aims:

‘Carbon neutral’ means that any CO₂ released into the atmosphere from a company’s activities is balanced by an equivalent amount being removed.

‘carbon net zero’ means prioritising *reducing* greenhouse gas emissions with the goal of balancing the emissions produced and emissions removed from the earth’s atmosphere.

‘Carbon offset’ means a reduction in emissions of carbon dioxide or other greenhouse gases made in order to compensate for emissions made elsewhere certified by an appropriate body or process

‘Carbon removal’ means Carbon dioxide removal, also known as greenhouse gas removal, is a process in which carbon dioxide gas is removed from the atmosphere and sequestered for long periods of time, eg via Direct Air Capture.

‘Airport activities’ means, for the purpose of the CCCAP, the activities controlled or influenced by Bristol Airport Limited or its successors, giving rise to scope 1, scope 2, and scope 3 carbon dioxide emissions, as defined in guidance on how to measure and report greenhouse gas emissions published by the Department for Environment Food and Rural Affairs in September 2009 or such amended guidance as may apply from time to time in future years. Within 6 months of the of grant of this permission, a CCCAP shall be submitted to the Local Planning Authority for approval.

‘ES Addendum’ means the Environmental Statement Addendum for the proposed development dated November 2020.

The 'Carbon Emissions methodology' refers to the methodology for scope 1 scope 2 and scope 3 emissions being:

- Scope 1 Carbon emissions from combustion on site,
- Scope 2 Carbon emissions from power used on site but generated offsite
- Scope 3 Carbon emissions from surface access to and from the airport for passengers, employees and employees of partner organisations, and carbon emissions from aircraft including the Landing and Take Off cycle and the Climb Cruise Descent cycle.

The methodology is as set out in Appendix 10A to Chapter 10 (the Carbon & Other GHGs (Climate Change)) of the Environmental Statement Addendum, or any update to this methodology agreed between the airport operator and the local planning authority. In addition:

1. Emissions from domestic aviation and international aviation should be reported separately since different carbon 'planning assumptions' may be applicable to each.
2. The modelled data should be reconciled on an annual basis against actual fuel use including gas, diesel, petrol, and aviation fuel, adjusted for fuel brought in on incoming aircraft, certified content of Sustainable Aviation Fuels, and certified carbon offsets.

The methodology may be amended by agreement to include updates to best practice methodologies and new scientific or technical developments.

Within six months of the date of this permission a CCCAP shall be submitted to the Local Planning Authority for approval. The CCCAP shall include:

(a) measures to be implemented to ensure that the proposed development will result in no more emissions than the 'central emissions' scenario for the 'With Development' case set out in Table 10.6 (p.163) 'Total carbon emissions accounting for offsets' in chapter 10 of the Environmental Statement Addendum (NB Appendix Tables 10A.7-10A.12) shows all emissions broken down by source). The carbon emissions in the ESA was set against a 'planning assumption' of 37.5MtCo₂ for UK aviation.

The CCCAP shall be updated every 5 years from the date it was first brought into operation and this shall be submitted to the Local Planning Authority as part of the Airport Operational Monitoring Report. The update shall include

(b) an independent third-party audit/review of progress made against the CCCAP. This shall include recommendation for revising/updating the CCCAP with the Local Planning Authority within 6 months, if the updates show the Airport is not meeting previously agreed targets.

(c) any updated carbon emissions targets in the light of new national policies and the means by which the airport operator will address and meet them, in particular revisions to the 'planning assumption' for carbon emissions from aviation, or inclusion of non-carbon warming impacts, (where Bristol shall be assumed to have a share of the UK target in proportion to its passenger numbers).

All approved measures within the CCCAP shall be implemented and complied with.

Reasons:

- To ensure that the development mitigates, and is resilient to, the effects of climate change in accordance with Policies CS1, CS2 and CS3 of the North Somerset Council Core Strategy.
- to ensure consistency with NPPF Para 148 to drive “*radical reductions*” in carbon dioxide emissions
- to ensure airport expansion does not put at risk the ‘planning assumption’ for UK aviation which is currently 37.5MtCO₂ but which may be amended from time to time, and which currently is based on carbon dioxide emissions alone but which may be amended to include any and all sources of warming from aviation.

Air Traffic Movements – see notes at the end of this condition

18. There shall be no more than 75,500 Air Transport Movements (ATM’s) at Bristol Airport which includes take-off and landing movements, from 1 January to 31 December each year. Furthermore, not more than 207 ATM’s shall take place in any 24-hour period, of which not more than 32 ATMs shall be between 23:00 Hours to 07:00 Hours within a 24-hour period, except the 24 hour limits may be exceeded by up to 25%: that is up to 259 ATM’s over a 24-hour period; with up to 40 of these ATM’s between 23:00 Hours to 07:00 Hours; on not more than 92 occasions from 1 January to 31 December each year.

The airport operator shall provide quarterly reports in writing to the local planning authority, within 28 days of the last day of each quarterly period, to show the quarterly and cumulative figures for each category comply with these limits and set out the steps it proposes to implement in order to prevent any exceedances of these limits in the next quarter. Once approved, those details shall be implemented and retained until superseded by any subsequently approved details.

For the purposes of this condition non-commercial movements (e.g. positioning flights and general aviation) are to be included in the total annual movements limits.

For the purposes of this condition, the limit to ATMs shall not apply to aircraft taking off or landing in the airport because of an emergency, instruction from Air Traffic Control or any other circumstance beyond control of the airport operator.

Reason: To reduce the impacts of aircraft noise in accordance with policies CS3 and CS23 of the North Somerset Core Strategy and Policy DM50 of the North Somerset Council Sites and Policies Plan Part by ensuring the noise impacts and effects of the development are no worse than predicted in the Environmental Statement and Addendum for the permitted scheme.

Notes:

This condition aims to:

- To manage the potential trading off, of individually slightly less loud aircraft for a greater number of still noisy ATMs inherent in the energy averaging

of the LAeq,T noise metric used to develop noise contours, there needs to be a cap on the number of ATMs at the airport.

- The limit of 75,500 ATMs in any 12 month period is derived from paragraph 3.2.7 of the Addendum ES.
- The 25% flexibility is there to give the airport some room to accommodate a degree of demand fluctuation but limit any impact on the LAeq,T noise levels to an increase of no more than around 1 dB LAeq,T. But because the annual limit is fixed, the number of ATMs in other 24 hr periods will have to be reduced to compensate and avoid breaching the rolling 12-month control value.

Noise Contour Area - see note at the end of this condition

19. The area enclosed by the 51 dB(A) LAeq, 16hr (07:00 hours - 23:00 hours) and 40 dB LAeq 23:00 Hours to 07:00 Hours noise contours, when calculated and measured by the Aviation Environmental Design Tool (AEDT) Version 2.0d (or as may be amended) over a 92-day period between 16th June and 15th September, shall not exceed the areas provided below; using the standardised average mode from the date of grant of this permission. Forecast aircraft movements and consequential noise contours for the forthcoming year shall be reported to the Local Planning Authority annually within the Annual Operations Monitoring Report.

Area covered by the 51dB(A) LAeq, 16hr (07:00 hours - 23:00 hours) noise contour

- Up to 10 MPPA 2024 no more than 37.1 Km²
- Up to 10 MPPA 2030 no more than 30.7 Km²
- Up to 12 MPPA 2030 no more than 35.2 Km²

Area covered by the 45 dB(A) LAeq, 2300 to 0700 hours) noise contour

- Up to 10 MPPA 2024 no more than 47.8 Km²
- Up to 10 MPPA 2030 no more than 42.4 Km²
- Up to 12 MPPA 2030 no more than 50 Km²

Reason: To reduce the impacts of aircraft noise in accordance with policies CS3 and CS23 of the North Somerset Core Strategy and Policy DM50 of the North Somerset Council Sites and Policies Plan Part 1.

Note

The areas quoted here are those assessed in the AES. The BAL conditions propose larger areas to allow for “uncertainty” in the future size of the contours, but the impacts of these bigger contours are not assessed in neither the ES or ESA.

20. The area enclosed by the 63, 60, 57, 54 and 51 dB(A) Leq 16hr (07:00 hours to 23:00 hours) noise contours and the 55 and 40 dB LAeq,8hr summer night time noise contour (23:00 hours to 07:00 hours) for the forthcoming year (from

1 January to 31 December each year) shall be reported to the Local Planning Authority annually within the Annual Operations Monitoring Report. The same report shall include comparison of the predicted noise levels at the Noise Monitoring Terminals based on the forecast noise contours for the previous year with the 92 day averaged summer measured noise levels at the NMTs.

Reason: To ensure that the size of these noise contours and the numbers of properties and people affected is regularly reported so that the noise impacts of Bristol Airport's growth can be identified, checked against the limits attached to this permission, and noise mitigation can be applied appropriately, and in accordance with policies CS3 and CS23 of the North Somerset Core Strategy and Policy DM50 of the North Somerset Council Sites and Policies Plan Part 1.

Night Flying – see notes at the end of this condition

21. In this condition and the three following conditions:

“airport manager” means the person (or persons) for the time being having the management of Bristol Airport or persons authorised by such person or persons;

“maximum certificated weight” means the maximum landing weight or the maximum take-off weight, as the context may require, authorised in the certificate of airworthiness of an aircraft;

“designated aerodromes” means by virtue of the Civil Aviation (Designation of Aerodromes) Order 1981(a) Heathrow Airport - London, Gatwick Airport London and Stansted Airport - London (‘the London Airports’) are designated aerodromes for the purposes of Section 78 of the Civil Aviation Act 1982 (‘the Act’);

“quota” means the maximum permitted total of the quota counts of all aircraft taking off from or landing at Bristol Airport in question during any one season between 23.30 hours and 06.00 hours, and

“quota count” means the amount of the quota assigned to one take-off or to one landing by any such aircraft, this amount being related to its noise classification as specified below;

“the summer season” means the period of British Summer Time in each year as fixed by or under the Summer-Time Act 1972, and

“the winter season” means the period between the end of British Summer Time in one year and the start of British Summer Time in the year next following.

(b) For the purpose of this condition:

(i) the noise classification of any aircraft shall be that set out as per those defined for designated aerodromes;

(ii) subject to paragraph (i) and (iii), the quota count of an aircraft on take-off or landing shall be calculated based on the noise classification for that aircraft on take-off or landing, as follows:

Noise Level Band EPN dB	Quota Count (QC) Classification
-------------------------------	------------------------------------

>102	16
101 – 101.9	8
100 – 100.9	6.7
99-99.9	5.4
98 – 98.9	4
97- 97.9	3.4
96 – 96.9	2.8
95 – 95.9	2
94 – 94.9	1.7
93 – 93.9	1.4
92 – 92.9	1
91 – 91.9	0.83
90 – 90.9	0.69
89 – 89.9	0.5
88 – 88.9	0.42
87 – 87.9	0.34
86 – 86.9	0.25
85 – 85.9	0.21
84 – 84.9	0.17
83 – 83.9	0.125
82 – 82.9	0.085
81 – 81.9	0.045
80 – 80.9	0.025
<80	0.0125

(iii) Exempt aircraft are –

those jet aircraft with a maximum certificated weight not exceeding 11,600 kg, those aircraft, which, from their noise data, are classified at less than 81 EPNdB shall not count towards the quota.

(c) For the purposes of this condition, an aircraft shall be deemed to have taken off or landed at the time recorded by the Air Traffic Control Unit of Bristol Airport.

(d) This condition shall take immediate effect at the start of the first full season (being the winter season or the summer season) following the commencement of development. Subject to the following provisions of this condition, the quota for the summer season shall be 1260, and the quota for the winter season shall be 900.

(e) An aircraft with a quota-count of 1 or above shall not:

- (i) be scheduled to take off or land during the period 23.00 hours to 06.00 hours;
- (ii) be permitted to take off during the period 23.00 hours to 06.00 hours except in circumstances where: it was scheduled to take off prior to 23.00 hours; and take-off was delayed for reasons beyond the control of the air traffic operator.
- (f) An aircraft shall not be permitted to take off or be scheduled to land during the period 23:30 hours to 06:00 hours where:
- (i) the operator of the aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) enough information (such as aircraft type or registration) to enable the airport manager to verify its noise classification and thereby its quota count; or
- (ii) the operator claims that the aircraft is an exempt aircraft, but the aircraft does not, on the evidence available to the airport manager, appear to be an exempt aircraft.
- (g) If any part of that quota remains unused in any one season, the amount of the shortfall up to a maximum of 10% shall be added to the quota for the subsequent season.
- (h) The 10% value expressed in (g) shall be reduced on a progressive basis in accordance with the following schedule:

Timeline	% Quota Maximum carry-over allowance from unused quota points from the preceding season only
In the first 2 seasons which begin 12 months after the commencement of development.	8%
In the 2 seasons which begin 2 years after the commencement of development.	6%
In the 2 full seasons which begin 3 years after the commencement of development.	4%
In the 2 full seasons which begin 4 years after the commencement of development.	2%.
In the 2 full seasons which begin 5 years after the commencement of development.	0%. This is then retained in perpetuity

- (l) An aircraft shall not be permitted to take off or be scheduled to land during the period 23.00 hours to 07.00 hours where:
- (i) the operator of the aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information (such as

aircraft type or registration) to enable the airport manager to verify its noise classification and thereby its quota count; or

(ii) the operator claims that the aircraft is an exempt aircraft, but the aircraft does not, on the evidence available to the airport manager, appear to be an exempt aircraft.

(j) This condition shall not apply to any take-off or landing, which is made:

(i) where the airport manager decides, on reasonable grounds, to disregard for the purposes of this condition a take-off or landing by a flight carrying or arriving to collect cargoes, such as medical supplies, required urgently for the relief of suffering, but not cargoes intended for humanitarian purposes where there is no special urgency;

(ii) where the airport manager decides to disregard for the purposes of this condition a take-off or landing in any of the following circumstances:

- delays to aircraft, which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals;
- delays to aircraft resulting from widespread and prolonged disruption of air traffic;
- where an aircraft, other than an aircraft with a quota count of 4 or above, is scheduled to land after 06:30 hours but lands before 06:00 hours;

Provided that, for the avoidance of doubt, where an aircraft is scheduled to land between 06.00 hours and 06.30 hours but lands before 06.00 hours, that landing shall count towards the quota.

It shall be the duty of the airport manager to notify the Local Planning Authority in writing, within one month from it occurring, of any occasion (whether a single occasion or one of a series of occasions) to which this paragraph applies.

(k) This condition shall not apply to any take-off or landing which is made in an emergency consisting of an immediate danger to life or health, whether human or animal.

Reason: To ensure that the proposed development does not give rise to unacceptable levels of night noise in accordance with Policy CS3 of the North Somerset Core Strategy and Policy DM50 of the North Somerset Sites and Policies Plan Part 1.

Notes

- A difference in noise levels of 3 decibels represents a doubling or halving of noise energy.
- Consequently, the existing QC system based on 3 decibel bands means it works on the principle that an aircraft classified QC/1 has half the noise energy as an aircraft classified QC/2 and twice the noise energy as aircraft classified QC/0.5.
- However, this is only approximate as aircraft rated at 90.1 EPN dB in the bottom of QC 1 and 95.9 EPN dB at the top of QC 2 would differ by 5.8dB, representing almost a four-fold difference in noise energy, but a difference in QC of only 1. This can lead to an underestimation of the size of the night-time noise contours and therefore people affected, although the aircraft may comply with the QC system.

- To reduce the risk of the above happening this condition would propose changing the banding of the QC system to 1 dB (as used at London City Airport) as shown in the table in the draft condition.
22. The total number of aircraft movements at the airport including take-offs and landings between the hours of 23:30 hours and 06:00 hours for 12 months (for the avoidance of doubt this will be two adjoining seasons of Summer and Winter) shall not exceed 4000. For the purposes of this condition flights falling within the categories listed in the previous condition sub-clause j and k shall not be included. For clarity, a take-off or a landing shall comprise 1 movement.

Reason: To reduce the noise impact of night-time flights on the living conditions of residents in accordance with policies CS3 and CS23 of the North Somerset Core Strategy and Policy DM50 of the North Somerset Replacement Local Plan.

23. The total number of take-offs and landings between 06:00 hours and 07:00 hours and between 23:00 hours and 23:30 hours (the 'shoulder periods') shall not exceed 9,500 in any calendar year. For the purposes of this condition, flights falling within the categories listed in condition 20 sub-clause j and k shall not be included.

Reason: To reduce the noise impact of night-time flights on the living conditions of residents during the 'shoulder periods' in accordance with Policies CS3 and CS23 of the North Somerset Core Strategy and Policy DM50 of the North Somerset Sites and Policies Plan Part 1.

Ground Noise

24. Auxiliary Power Units shall not be used on stands 38 and 39 as shown on the approved plans between the hours of 23:00 and 07:00.

Reason: To reduce the noise impact of ground-based operations on the living conditions of residents and accordance with policies CS3 and CS23 of the North Somerset Core Strategy and Policy DM50 of the North Somerset Sites and Policies Plan Part 1.

Off-Site Highway Works

25. The highway improvements to the A38 and Downside Road and associated works to the West Lane junction shown in drawing number C112-SK-A3800101 Rev 11.0 shall not begin until the following details have been submitted to and approved in writing by the Local Planning Authority:

- a) The existing and proposed finished surface levels of the carriageway and adjoining foot and cycle paths;
- b) Clarification of all existing boundary walls, fences and other enclosures to be removed to make way for the highway works, together with details of their replacement in terms of the position, appearance, height and materials; and
- c) Details of all retaining structures that are required to support the abutment between the highway works and adjoining land in terms of the location, height,

and exterior materials for any surfaces of the retaining structures that are above ground.

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

Reason: To ensure that full specifications of the highway works are provided including replacement boundary enclosures and retaining structures. This is in accordance with Policies CS10 and CS12 of the North Somerset Core Strategy and Policies DM24 and DM 32 of the North Somerset Sites and Policies Plan Part 1.

Landscaping

26. No development shall begin until the landscape planting and landscape improvement areas that are shown in the 'Integrated / embedded landscape, visual and ecology mitigation masterplan' (Drawing Number 40506-Bri075c) have been developed into detailed landscape designs for each area. These shall be submitted to and approved by the Local Planning Authority before the landscape works are carried out and they shall include the following details:
- a) Existing and proposed finished ground levels;
 - b) Existing trees, shrubs, hedges or other soft features to be removed and retained;
 - c) Details of the location and type of tree protection measures;
 - d) Planting plans, including specifications of species, sizes, planting centres, number and percentage mix of all new planting;
 - e) Details of how the soft landscaping will enhance the biodiversity value
 - f) Details of hard-landscaping;
 - g) The location of any services;
 - h) A timetable for implementing the approved landscaping works for each area.
 - i) A management plan of the landscaping scheme, including maintenance details and a timescale for implementation of the planting.

The details shall be implemented as approved.

Reason: To enhance the appearance of the development in accordance with Policy CS5 of the North Somerset Council Core Strategy and Policy DM10 of the North Somerset Council Sites and Policies Plan Part 1. It is necessary to have these details approved before development commences because these landscape areas do not appear to fall within named phases/components of development and shown in the approved Site Reference Plan (Drawing Number 17090-00-100-402 – 00) and yet these landscape areas are in locations in terms of softening and enhancing other areas development.

27. Where landscaping is a reserved matter for different phases or components, of development, those phases/components shall not commence until full landscaping specifications for that phase have been submitted to and approved in writing by the Local Planning Authority.

- a) Existing and proposed finished ground levels;
- b) Existing trees, shrubs, hedges or other soft features to be removed and retained;
- c) Details of the location and type of tree protection measures;
- d) Planting plans, including specifications of species, sizes, planting centres, number and percentage mix of all new planting;
- e) Details of how the soft landscaping will enhance the biodiversity value
- f) Details of hard-landscaping;
- g) The location of any services;
- h) A timetable for implementing the approved landscaping
- i) A management plan of the landscaping scheme, including maintenance details and a timescale for implementation of the planting.

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

Reason: To enhance the appearance of the development in accordance with Policy CS5 of the North Somerset Council Core Strategy and Policy DM10 of the North Somerset Council Sites and Policies Plan Part 1.

28. Any trees, shrubs or hedges (or part thereof) which comprise part of the scheme of landscaping and which within a period of 5 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with the same species, size and number unless otherwise agreed.

Reason: To ensure the longevity of the approved landscaping scheme in accordance with Policy CS5 of the North Somerset Core Strategy and Policy DM10 of the North Somerset Sites and Policies Plan Part 1.

29. Details to be submitted under condition 26 shall include the height, width, gradient and planting proposals of a landscape bund around the perimeter of the extension to the 'Silver Zone' car park (Site 'M' on the 'Site Reference Plan' – Drawing Number 17090-00-100-402 Rev 00). The landscape bund as approved shall be completed before the approved extension to the 'Silver Zone' car park (Site 'M') is brought in to use and it shall be maintained, as approved, thereafter.

Reason: To ensure that the development conserves and enhances landscape character and visual amenity in accordance with Policy CS5 of the North Somerset Council Core Strategy and Policies DM9 and DM10 of the North Somerset Council Sites and Policies Plan Part 1.

30. No development shall commence in respect of the off-site highway works (Site 'O' on Site Reference Plan – Drawing Number 17090-00-100-402) until a detailed Arboricultural Method Statement Report with Tree Survey and Tree Protection Plan, following the recommendations contained within BS 5837:2012, has been submitted to and approved in writing by the Local Planning Authority. The Arboricultural Method Statement Report shall include the control of potentially harmful operations such as site preparation (including

demolition, clearance and level changes); the storage, handling and mixing of materials on site, location of site offices, service run locations including soakaway locations and movement of people and machinery. The report shall incorporate a provisional programme of works. Supervision and monitoring details by an Arboricultural Consultant and site visit records and certificates shall be provided to the Local Planning Authority. The Tree Protection Plan must be superimposed on a layout plan, based on a topographical survey, and exhibit root protection areas which reflect the most likely current root distribution, and reflect the guidance in the Arboricultural Method Statement Report. The Arboricultural Method Statement shall be implemented as approved.

Reason: To ensure that trees to be retained are not adversely affected by the development, in the interests of the character and biodiversity value of the area, and in accordance with Policies CS4, CS5 and CS9 of the North Somerset Council Core Strategy, Policies DM8, DM9, DM10 and DM32 of the North Somerset Council Sites and Policies Plan Part 1 and the North Somerset Council Biodiversity and Trees Supplementary Planning Document.

Biodiversity

31. Prior to the commencement of development hereby permitted (including demolition, ground works or vegetation clearance), a Biodiversity Construction Management Plan (BCMP) shall be submitted to and approved in writing by the Local Planning Authority. The BCMP shall include the following:
- i) A risk assessment of potentially damaging construction activities including enabling works and construction requirements (e.g. construction lighting, vehicle movements, etc).
 - ii) Identification of “biodiversity protection zones”.
 - iii) Practical measures to avoid, reduce or mitigate impacts on designated sites, habitats and protected and notable species during construction. This shall include a detailed updated survey and mitigation strategy for any badger setts within the footprint of the proposed works.
 - iv) The location and timings of sensitive works to avoid harm to biodiversity features, including details of timing and phasing to avoid impacts on horseshoe bats. This shall include details of the timing and phasing of vegetation removal to ensure that flight lines suitable for use by horseshoe bats are retained and details of construction lighting
 - v) The times during construction when specialist ecologists need to be present on site to oversee works.
 - vi) Responsible persons and lines of communication.
 - vii) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - viii) Use of protective fences, exclusion barriers and warning signs, including protection of boundary features suitable for use by horseshoe bats.
- The approved BCMP shall be adhered to at all times.

Reason: To protect on-site and adjacent wildlife interest in accordance with the Conservation of Habitats and Species Regulations 2017, Wildlife and Countryside Act 1981 (as amended), the National Planning Policy Framework,

Policy CS4 of the North Somerset Core Strategy and Policy DM8 of the North Somerset Sites and Policies Plan Part 1.

32. No development within the airfield grassland or the extension to the 'Silver Zone' car park (Site 'M' on the 'Site Reference Plan' – Drawing Number 17090-00-100-402 Rev 00) shall be commenced until full details of a Scheme of Grassland Mitigation and Translocation has been submitted to and approved in writing by the Local Planning Authority. These measures shall include:
- i) The aims and objectives of the mitigation measures and translocation scheme.
 - ii) The location and details of a suitable receptor site(s) including details of ecological, hydrological, and geological conditions at the existing areas of species-rich grassland and proposed receptor site.
 - iii) A method statement for the grassland removal and translocation.
 - iv) Full details of long-term management of the receptor site.
 - v) Details of management and restoration of retained species-rich grassland elsewhere within the landholding.
 - vi) Details of the persons responsible for the implementation of the scheme.
 - vii) A programme (timetable) to ensure that the approved Grassland Mitigation and Translocation scheme is completed before works to the airfield grassland or the extension to the 'Silver Zone' car park begins.
 - viii) Measures for the monitoring of the scheme for a minimum period of ten years. The means of reporting the findings to the Local Planning Authority shall also be specified, with remedial measures to be submitted as part of the reporting process, if required, and implemented in accordance with the approved monitoring reports.
- The agreed mitigation and translocation scheme and ongoing grassland management and monitoring shall be carried out as approved.

Reason. To ensure no net loss of Habitats of Principle Importance in accordance with the National Planning Policy Framework, Policy CS4 of the North Somerset Core Strategy and Policy DM8 of the North Somerset Sites and Policies Plan Part 1.

33. Prior to the commencement of any part of the extension to the 'Silver Zone' car park (Site 'M' on the 'Site Reference Plan' – Drawing Number 17090-00-100-402 Rev 00) or the approved highway works at the A38 / Downside Road / West Lane (Site 'O' on Site Reference Plan – Drawing Number 17090-00-100-402), a Biodiversity Mitigation and Management Plan (BMMP) that accords with the document titled: 'Integrated / embedded Landscape, Visual and Ecology Mitigation Masterplan' Wood Consultants (August 2019) and Chapter 11 of the 'Environmental Statement', shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Natural England. The BMMP shall include the following.
- i) Description and evaluation of on-site features to be managed.
 - ii) Description of the off-site features to be managed including replacement habitat for horseshoe bats as detailed in *Outline SAC/SPD Ecological Management Plan for North Somerset and Mendip Bat SAC SPD* (Johns Associates, 2018).

- iii) Details of the extent and location of habitat retention, creation and enhancement measures.
 - iv) Ecological trends and constraints that might influence management.
 - v) Aims and objectives of management.
 - vi) Appropriate management options for achieving aims and objectives.
 - vii) Prescriptions for management actions.
 - viii) The timescales for implementation of the BMMP, demonstrating that replacement horseshoe bat habitat will be available before suitable on-site habitat is removed, disturbed or otherwise negatively impacted in accordance with the North Somerset and Mendip Bats Special Area of Conservation (SAC) Guidance on Development: Supplementary Planning Document (Adopted January 2018).
 - ix) A work schedule (including an annual work plan capable of being rolled forward over a ten-year period and recommendation for ongoing review).
 - x) Details of the body or organisation responsible for managing the day-to-day implementation of the plan.
 - xi) Ongoing monitoring and remedial measures including a monitoring schedule for the off-site replacement habitat for horseshoe bats as detailed in *Outline SAC/SPD Ecological Management Plan for North Somerset and Mendip Bat SAC SPD* (Johns Associates, 2018). This shall include a compliance report submitted to and agreed in writing before suitable on-site habitat for horseshoe bats is removed, disturbed, or otherwise negatively impacted, to demonstrate that suitable off-site compensatory habitat has been provided. The means of reporting the findings to the Local Planning Authority and Natural England shall also be specified.
- The BMMP shall also include details of the mechanism(s) by which the long-term implementation of the plan will be secured by the developer, detailing responsibility for its delivery. The plan shall also set out contingencies and/or triggers and options for remedial action to ensure that it delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved BMMP will be implemented in accordance with the approved details.

Reason: To provide appropriate replacement habitat for horseshoe bats in accordance with North Somerset and Mendip Bats Special Area of Conservation (SAC) Guidance on Development: Supplementary Planning Document (Adopted January 2018) and overall no net loss and net ecological gain in accordance with Policy CS4 of the North Somerset Core Strategy and Policy DM8 of the North Somerset Sites and Policies Plan Part 1.

34. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order, no phase or element of development hereby permitted at Sites 'A', 'K', 'L' or 'M' as shown in the Site Reference Plan (Drawing Number 17090-00-100-402-00) shall be commenced until a detailed external lighting design strategy for that phase or element of development, has been submitted to and approved in writing by the Local Planning Authority. The lighting strategy shall be consistent with the framework provided in the: 'Lighting Impact Assessment' (Hydrock, December 2018) and '*Lighting Impact Assessment - Additional Study*' Document C-09194_P01 (Hydrock 2019), including measures to ensure light spill onto

habitats suitable for horseshoe bats is below 0.5 lux. The detailed strategy for each phase/element shall include:

- i) Identification of areas/features on site that are sensitive for bats;
- ii) Details of the type, number, location and height of the proposed lighting, including lighting columns;
- iii) Existing lux levels affecting the site;
- iv) The predicted lux levels; and
- v) Lighting contour plans

All external lighting shall be installed in accordance with the approved lighting strategy/details. No other external lighting shall be installed without prior consent from the local planning authority.

Reason: To protect horseshoe bat habitat in accordance with the Conservation of Habitats and Species Regulations 2018 and to ensure the conservation and enhancement of biodiversity in accordance with Policy CS4 of the North Somerset Core Strategy and Policy DM8 of the North Somerset Sites and Policies Plan Part 1.

Ground Water Quality

35. No development hereby permitted shall be commenced until full details identifying the monitoring, mitigation and reporting of groundwater levels and groundwater quality during the construction of the development have been submitted to and approved in writing by the Local Planning Authority. These details shall identify the groundwater monitoring to be implemented to measure any impacts on groundwater that might result from the development approved. Monitoring protocols shall be agreed with the Local Planning Authority, as well as reporting frequencies and triggers that will be implemented should contaminants be observed. The development shall be carried out in accordance with the approved details.

Reason: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment in accordance with Policy CS3 of the North Somerset Core Strategy and DM1 of the North Somerset Sites and Policies Plan Part 1.

Ground Contamination

36. No phase or component of development shall take place until an assessment of the nature and extent of contamination on that site has been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a competent person, and shall assess any contamination on the site, whether or not, it originates on the site. Moreover, it must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,

- groundwaters and surface waters,
- ecological systems, and
- archaeological sites and ancient monuments

Reason: To ensure that land is suitable for the intended uses and in accordance with policy CS3 of the North Somerset Core Strategy.

37. Unless the Local Planning Authority confirms in writing that a remediation scheme is not required, no phase or element of development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The development shall take place in accordance with the approved remediation scheme.

Reason: To ensure that land is suitable for the intended uses and in accordance with-policy CS3 of the North Somerset Core Strategy.

38. The remediation scheme, if required, shall be implemented in accordance with the approved timetable of works. Within 3 months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) shall be submitted to the Local Planning Authority.

Reason: To ensure that land is suitable for the intended uses and in accordance with policy CS3 of the North Somerset Core Strategy.

Surface Water Drainage

39. No development shall commence until an overarching surface water drainage strategy has been submitted to and approved in writing by the Local Planning Authority. Thereafter surface water drainage works required for each phase or component of the development shall be implemented in accordance with details that have first been submitted to and approved in writing by the Local Planning Authority. The development of each component shall not take place until the details for that component have been approved. Before these details are submitted, an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework, associated Planning Practice Guidance and the non-statutory technical standards for sustainable drainage systems, and the results of the assessment provided to the Local Planning Authority. Where a sustainable

drainage scheme is to be provided, the system shall be designed such that there is no flooding for a 1 in 30-year event and no internal property flooding for a 1 in 100-year event + 40% allowance for climate change

The submitted details shall:

a) demonstrate that the details for each phase or component of development complies with the overarching surface water drainage strategy;

b) Provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site (taking account of long-term storage and urban creep) and the measures taken to prevent pollution of the receiving groundwater and/or surface waters; and

c) Include a timetable for its implementation.

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

Reason: To reduce the risk of flooding to the development from surface water/watercourses, and in accordance with the National Planning Policy Framework, Policy CS3 of the North Somerset Council Core Strategy and Policy DM1 of the North Somerset Council Sites and Policies Plan Part 1.

40. Prior to the commencement of each individual component of the approved development, details of a sustainable surface water drainage system for that component together with a programme of implementation and maintenance for the lifetime of that component shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in accordance with the approved details.

Reason: To ensure that the development is served by a satisfactory system of surface water drainage and in accordance with the National Planning Policy Framework and Policy CS3 of the North Somerset Core Strategy.

41. Prior to the commencement of each individual component of the approved development details of infiltration testing for that component shall be carried out to confirm or discount the suitability of the site for the use of infiltration as a drainage element, with the submitted Flood Risk Assessment (FRA) updated accordingly. The results should conform to BRE Digest 365 where trial pits are allowed to drain three times and the calculation of soil infiltration rates is taken from the time taken for the water level to fall from 75% to 25% effective storage depth. Details should also be submitted demonstrating that sufficient surface water storage can be provided on-site. Should infiltration prove not to be feasible during the detailed design stage, details of an alternative drainage strategy to be used shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To demonstrate whether, or not, the site is suitable for use of infiltration as part of the drainage strategy in accordance with Policy CS3 of the North Somerset Council Core Strategy.

42. Class 1 interceptors shall be installed by the developer in all new areas of development where re-fuelling activities take place. These shall be of sufficient size to intercept and contain the maximum hydrocarbon/chemical loss that could occur as a result of a release from a fuel supply lorry or release from an aircraft plus 10-20%. Details shall be submitted to and approved in writing with the Local Planning Authority. The development shall be carried out in accordance with the approved details. No refuelling shall take place in areas without Class 1 interceptors.

Reason: To prevent pollution of the water environment in accordance with Policy CS3 of the North Somerset Council Core Strategy.

43. Prior to the commencement of each phase or component of the approved development, details of a foul water drainage scheme for that component including a timetable for its implementation, shall be submitted to and approved in writing by the Local Planning Authority. Development of each individual component shall be carried out in accordance with the approved foul drainage details.

Reason: To ensure that the foul drainage scheme is acceptable in accordance with Policy CS3 of the North Somerset Core Strategy and Policy DM1 of the North Somerset Sites and Policies Plan Part 1.

Sustainable Design

44. Development of the west and south passenger terminal extensions shall not commence until a design stage certificate (with interim rating if available) has been submitted to the Local Planning Authority indicating that the west and south terminal extensions can achieve the stipulated final BREEAM level. A final certificate certifying that a BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating of 'Very Good' has been achieved shall be submitted to the Local Planning Authority within 3 months of the occupation of the terminal extensions, unless the Local Planning Authority agrees in writing to an extension of the period by which a certificate is issued.

Reason: To ensure that the development meets the appropriate BREEAM standards as required by Policies CS1 and CS2 of the North Somerset Council Core Strategy.

45. The extensions to the passenger terminal hereby approved shall not be commenced until details of a scheme that generates 15% of the on-going energy requirements for the use of each extension to the passenger terminal through micro renewable or low-carbon technologies have been submitted to and approved by the Local Planning Authority. The approved details shall be implemented during the construction phase and they shall be fully operational before the extensions are brought into use. Thereafter, the approved technologies shall be retained in full working order.

Reason: To secure a high level of energy saving by reducing carbon emissions in accordance with policies CS1 and CS2 of the North Somerset

Core Strategy and Policy DM6 of the North Somerset Sites and Policies Plan Part 1.

46. No micro renewable or low-carbon technologies referred to in the previous condition shall be installed or erected until details of their scale, design, colour, appearance and location have been submitted to and approved in writing by the Local Planning Authority. The provision for renewable energy or low-carbon generation shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance and noise impacts of any provision for renewable energy or low-carbon generation are acceptable and in accordance with Policies CS1, CS3, CS4, CS5 and CS12 of the North Somerset Core Strategy and Policies DM8, DM10 and DM32 of the North Somerset Sites and Policies Plan Part 1.

Annual Operations Monitoring Report To be reviewed

47. An annual Operations Monitoring Report from 1 January to 31 December shall be submitted annually to the Local Planning Authority within 3 months of the end of year period each year. The Report should provide statistical information on the operational activities which occur at Bristol Airport and associated monitoring of environmental performance covering all matters set out in conditions 18 to 23 inclusive and the following points:
- the number of passengers per annum;
 - the number of Air Traffic Movements per annum
 - the number of night time flights per annum;
 - the number of flights in the shoulder period per annum;
 - the quota count score for the preceding British Summer Time and British Winter Time respectively

Reason: To ensure that the operational impacts of the development are regularly monitored and reported.

Airport Operational Boundary

48. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any order amending or revoking and re-enacting that Order, no development, other than that authorised by this planning permission, shall take place within (1) the southern-most plot adjoining plot adjoining the Silver Zone parking area shown in the Proposed Site Plan (Drawing Number 17090-00-100-407-00) and (2) the land to the east side of the A38 as shown in Drawing Number 17090-00-100-411 Rev O without the permission, in writing, of the Local Planning Authority.

Reason: Both sites are in the Green Belt, with the land to the east of the A38 being highly prominent. Development carried out under permitted development on these sites could adversely affect the openness of the Green Belt. The sites are also within an area of ecological sensitivity. It is therefore considered necessary to have greater control on development in these locations in accordance with Policy CS6 of the North Somerset Core Strategy and Policy DM50 of the North Somerset Sites and Policies Plan Part 1.

Building Materials

49. Sample panels of the exterior walling and roofing materials to be used in respect of the extensions to the passenger terminal (Sites 'C' and 'E' on the 'Site Reference Plan' – Drawing Number 17090-00-100-402 Rev 00), the new walkway /piers (Sites 'G' and 'H' on the 'Site Reference Plan' – Drawing Number 17090-00-100-402 Rev 00) and MSCP3 (Site 'A' on the 'Site Reference Plan' – Drawing Number 17090-00-100-402 Rev 00) hereby granted, shall be submitted to and approved in writing by the Local Planning Authority before work on these elements commences. The development shall be carried in accordance with the approved materials, unless otherwise authorised in writing by the Local Planning Authority.

Reason: To ensure that the materials to be used are acceptable and in accordance with Policy CS12 of the North Somerset Core Strategy and Policy DM23 of the North Somerset Sites and Policies Plan Part 1