

TOWN AND COUNTRY PLANNING ACT 1990

Notice of Decision

ENTEC UK Ltd
155 Aztec West
Park Avenue
Almondsbury
Bristol
BS32 4UB

Application Number
Category

09/P/1020/OT2
Outline Planning Perm &
EIA

Application No: 09/P/1020/OT2
Applicant: Bristol Airport Ltd
Site: Bristol Airport, A38 Bristol Road, Wrington, Somerset, BS48 3DY

Description: Outline planning application with details of some elements included and other details reserved for subsequent approval, for major development increasing passenger flight numbers at Bristol International Airport including: Erection of 2no. Extensions to terminal building; Erection of 2no. Two-storey walkways providing access and associated facilities to 3no. Two-storey piers serving 18no. aircraft stands; Expansion to aircraft parking areas providing 9 new stands giving 33 stands in total; Erection of 2no. multi-storey car-parks of four and five storey's north of terminal building providing 3,850 spaces and transport interchange for buses and taxis with pedestrian bridge link; Erection of three-storey administration building north-west of terminal with associated parking following demolition of existing administration building; Construction of replacement underground aviation-fuel storage depot, energy centre and chiller compound comprising 3no 1,200m³ tanks and erection of single-storey fuel control building; Erection of two-storey building for landside support services off Downside Road entrance, replacement motor-transport and flight-catering buildings to north-west boundary and security control-post; Alterations to runways and taxiways including landfill, re-configure internal access roads and widen access at A38 junction; Upgrade north side surface car-park, upgrade and extend Silver Zone car-park to 12,000 car capacity to include staff-parking within an extension outside the airport boundary to south including replacement reception building; Additional car-parking area to south to include relocation of car-hire, valet service and associated reception building; Replace buildings to south of airfield for flying-club, mail-handling and snow-clearing; Erection of 5m high noise-reduction wall, 3m high acoustic fence and 12no. 5m high wind-turbines and associated landscaping.

North Somerset District Council in pursuance of powers under the above mentioned Act hereby **GRANTS** consent for the above development in accordance with the plans and particulars received and subject to the following condition(s):

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Conditions

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Please pay particular attention to those Conditions that have to be met before work commences. There is a fee for requests for written confirmation that conditions have been complied with. Details of these fees can be found on our website at www.n-somerset.gov.uk. When sending us information please include the decision reference number and relevant condition number.

Appeals

If you are aggrieved by the decision of your Local Planning Authority to impose any of the conditions (or to only approve part of an application for Advertisement Consent), then you can appeal to the Secretary of State for the Environment in accordance with the provisions of TOWN AND COUNTRY PLANNING Act 1990. If this is a decision relating to a householder application* and you want to appeal, then you must do so **within 12 weeks** of the date of this notice. If this is a decision relates to Advertisement Consent then you must submit your appeal **within 8 weeks** of the date of this notice. In all other cases if you want to appeal against your local planning authority's decision then you must do so **within 6 months** of the date of this notice.

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Other Legislation:

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Any works/events carried out by or for a developer which affects the public highway in any way must be co-ordinated in accordance with the New Roads and Street Works Act 1991 and the Traffic management Act 2004 to minimize disruption to

users. Developers are required to inform undertakers of their proposed works, to jointly identify any affected apparatus, and to agree diversion or protection measures and corresponding payment.

Developers are also required to liaise/seek permission of North Somerset Council's Street Works Section (01934 427451 - streetworks@n-somerset.gov.uk) at least one month in advance of the works and this must be in line with the requirements of the NRSWA 1991 and TMA 2004. The developer must particularly ensure that undertaker connections/supplies are coordinated to take place whenever possible at the same times using the same traffic management.

The grant of planning permission does not entitle developers to interfere or obstruct any public right of way (PROW). The obstruction of a PROW is an offence. If required an application can be made to North Somerset Council to divert the PROW and should be made well ahead of any development.

It is also an offence to drive a mechanically propelled vehicle without lawful authority on any PROW. The grant of planning permission should not be treated as a grant of lawful authority. Please contact the PROW Team for further advice on 01934 888802.

Changes to Plans:

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Enforcement:

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New/additional dwellings

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- 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 8 years from the date of this permission.

REASON: In order 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 10 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, whichever is the later.

REASON: In order to comply with Section 92 of the Town and Country Planning Act 1990.

3 **New aircraft apron and ancillary development**

Details of reserved matters comprising the external appearance, finished levels and landscaping of aircraft parking at Sites 'A', 'B' or 'BB' as shown in Drawing Number P11-02 Rev 2, shall be submitted to and approved by the local planning authority. Development shall not commence within each site until reserved matters for that site has been approved. The development shall be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

- 4 Prior to the commencement of development of Site 'A' details of a noise attenuation wall, to be not less than 3-metres high to be erected between points A and B on drawing P1-01 Rev 1, shall be submitted to and approved in writing by the local planning authority. The noise attenuation wall as approved shall be completed prior to the first use of Site 'A' by aircraft and thereafter retained in perpetuity.

REASON: In the interests of the amenity of residents around the airport who will be affected by aircraft noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan

- 5 Prior to the commencement of development in Site 'B' details of a 5-metre high noise attenuation wall to be erected between points C and D on drawing P1-01 Rev 1 shall be submitted to and approved in writing by the local planning authority'. The 5-metre high noise attenuation wall as approved shall be completed prior to the first use of Site 'B' by aircraft and thereafter retained in perpetuity.

REASON: In the interests of the amenity of residents around the airport who will be affected by aircraft noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan

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Long Term Car Parking & Ancillary Development

Details of reserved matters comprising the layout and external appearance of building(s), parking areas including their proposed finished surface levels and the landscaping within sites 'C1' & 'C2', 'T' or 'BB' as shown in Drawing Number P11-02 Rev 2 shall be submitted to and approved in writing by the local planning authority. Development shall not commence within each site until reserved matters for that site has been approved. The development shall be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

7

The car park within site 'C1' shown in Drawing Number P11-02 Rev 2 shall not be brought into use until the first phase of the multi-storey car park as shown on drawing P11-01 has been completed and is in use.

REASON: To ensure that priority is given to development in the Green Belt inset in accordance with policy RD/3 of the North Somerset Replacement local Plan.

8

The car park within site 'C2' shown in Drawing Number P11-02 Rev 2 shall not be brought into use until it has been demonstrated through statistical evidence that passengers throughput at the airport has reached 9mppa for the preceding 12-month period.

REASON: To ensure that development in the Green Belt is only required once there is sufficient passenger demand in accordance with policy RD/3 of the North Somerset Replacement local Plan.

9

The car park within site 'C1 and C2' and shown in Drawing Number P11-02 Rev 2 shall, once implemented, only be used between 1 May and 31 October in any year.

REASON: To limit the effects of the proposed development on the surrounding countryside in accordance with policy RD/3 of the North Somerset Replacement local Plan.

10

The car park within site C1 and shown in Drawing Number P11-02 Rev 2 shall not be brought into use unless passenger numbers exceed 8 million per annum in the preceding 12 months.

REASON: To limit the effects of the proposed development on the surrounding countryside in accordance with policy RD/3 of the North Somerset Replacement local Plan.

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11 **Extension to the passenger terminal and ancillary development**

The development hereby permitted within Sites 'D1', 'D2', 'E', 'F' and 'G' as shown in Drawing Number P11-02 Rev 2 shall be carried out in accordance with approved drawings.

REASON: To ensure the development is carried out as approved in accordance with policy GDP/3 of the North Somerset Replacement Local Plan.

12 **Multi-storey car parking and ancillary development**

The development hereby permitted within Sites 'H' and 'I' as shown in Drawing Number P11-02 Rev 2 shall be carried out in accordance with approved drawings.

REASON: To ensure the development is carried out as approved in accordance with policy GDP/3 of the North Somerset Replacement Local Plan.

13 **Administration building and ancillary development**

Prior to the commencement of development within Site 'K' reserved matters details of the scale and external appearance of the building hereby permitted and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

14 **New aviation fuel storage depot**

The development hereby permitted within Site 'M' as identified in Drawing Number P11-02 Rev 2 shall be carried out in accordance with approved drawings.

REASON: To ensure the development is carried out as approved in accordance with policy GDP/3 of the North Somerset Replacement Local Plan.

15 **Airport Services Building (landside ancillary) and ancillary development**

Prior to the commencement of development within Site 'O' as identified in Drawing Number P11-02 Rev 2, reserved matters details of the layout, scale and external appearance of the building hereby permitted and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

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16

New motor transport building

Prior to the commencement of development within Site 'P' as identified in drawing number P11-02 Rev 2 reserved matters details of the scale and external appearance of the building hereby permitted and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

17

Flight catering building

Prior to the commencement of development within Site 'Q' as identified in drawing number P11-02 Rev 2, reserved matters details of the scale and external appearance of the building hereby permitted and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

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18

Amended road layout and widening of the main airport access road

Details of reserved matters comprising the external appearance of the roadway and the landscaping of the site within Sites 'R' and 'V' as shown in Drawing Number P11-02 Rev 2, shall be submitted to and approved by the local planning authority. Development shall not commence within each site until reserved matters for that site have been approved. The development shall be carried out as approved.

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Security control post

Prior to the commencement of development reserved matters details of the scale and external appearance of the Security Control Post and the landscaping of the site (herein referred to as 'reserved matters') within Site 'S' as identified in Drawing Number P11-02 Rev 2 shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Car rental car parking and ancillary development

Prior to the commencement of development reserved matters details of the scale and external appearance of the buildings and parking areas hereby permitted within Site 'Y' as identified in Drawing Number P11-02 Rev 2 and the landscaping of the site (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

Royal Mail Airhub and ancillary development

Prior to the commencement of development within Site 'Z' as identified in Drawing Number P11-02 Rev 2, reserved matters details of the scale and external appearance of the building(s) and parking areas (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan

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22

Bristol and Wessex Flying Club building and ancillary development

Prior to the commencement of development within Site 'AA' as identified in Drawing Number P11-02 Rev 2 reserved matters details of the scale and external appearance of the building(s) hereby permitted and the landscaping (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

REASON: The application was submitted as an outline application in accordance with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 and in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

23

Operational amendments to the runway ends and taxiways

Prior to the commencement of development within Site 'DD' as identified in Drawing Number P11-02 Rev 2 reserved matters details of the external appearance of the aircraft pavement hereby permitted and the landscaping (herein referred to as 'reserved matters') shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall only be carried out as approved.

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24

Runway 27 runway end safety area improvements and regrading of the airfield

Details of reserved matters comprising the external appearance of the runway end safety area improvements and regrading works hereby permitted and the landscaping within Sites 'EE' or 'FF' as identified in Drawing Number P11-02 Rev 2 shall be submitted to and approved by the local planning authority. Development shall not commence within each site until reserved matters for that site has been approved. The development shall be carried out as approved.

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Highway Works

No development hereby permitted shall take place within the site until detailed drawings for the construction of the following highway improvement schemes have been submitted to and approved in writing by the local planning authority:

1. Improvements to the junctions of Downside Road and West Lane with the A38;
2. Improvements to the A38/BIA entrance roundabout;
3. Automation, where it proves necessary, of the installed traffic lights and existing traffic lights on the A38 at the B3130 Barrow Street junction and at the A38/A368 Churchill crossroads.
4. Resurfacing of a section of the highway verge (area to be agreed) in the section of Winters Lane used by plane enthusiasts to form a consolidated lay-by.

REASON: To ensure that the public highway is not adversely affected by traffic arising from the development in accordance with policy T/10 of the North Somerset Replacement Local Plan.

The extensions to the passenger terminal hereby permitted (Phase 1 or 2) shall not be brought into use for passengers until the approved highway improvement schemes referred to in condition 25 have been carried out and completed in accordance with the approved details.

REASON To ensure that the public highway is not adversely affected by traffic arising from the development in accordance with policy T/10 of the North Somerset Replacement Local Plan.

Landscaping

The development of each individual phases shall not commence take place until full landscaping specifications for the relevant phase has been submitted to and approved by the local authority for approval. The scheme as submitted shall include:

- Proposed finished levels
- Existing trees, shrubs, hedges or other soft features to be retained
- Planting plans, including specifications of species, sizes, planting centres, number and percentage mix
- Location of any service runs
- Management plan, which shall include maintenance details and a timescale for implementation of the planting.

REASON: To reduce the visual impact of the proposed development on the surrounding countryside in accordance with policy GDP/3 of the North Somerset Replacement Local Plan

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- 28 All the planting shall be undertaken in accordance with the timescale set out in the management plan.

REASON: To reduce the visual impact of the proposed development on the surrounding countryside in accordance with policy GDP/3 of the North Somerset Replacement Local Plan.

- 29 Any trees, shrubs or hedges (or part thereof) which comprise part of the scheme of landscaping and which within a period of 10 years from the date of planting die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with other of similar size and species.

REASON: To reduce the visual impact of the proposed development on the surrounding countryside in accordance with policy GDP/3 of the North Somerset Replacement Local Plan

- 30 **Air noise**

The area enclosed by the 57dB(A) Leq16hr (0700-2300) contour, when calculated and measured by the Federal Aviation Authority integrated noise model 7.0 or as may be amended over a 92 day period between mid June and mid September, shall not exceed 12.42 sq km 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 on 31 January each year.

REASON: To protect the amenity of residents who are or will be affected by aircraft noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

- 31 The area enclosed by the 63dB(A) Leq 16hr (0700h – 2300h) contour for the forthcoming year shall be reported to the local planning authority annually on 31 January each year. Residential properties that are located within the area of this contour (which did not previously qualify for noise insulation in the A38 Diversion scheme) will be eligible for a grant under the noise insulation grant scheme and details shall be submitted to the local planning authority for approval. The new noise insulation grant scheme shall be on the same basis as the previous A38 Diversion scheme. The grants shall subsequently be offered to the properties in question.

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Ground noise

No stand hereby permitted within Sites 'A' and 'B' as shown in Drawing Number P11-02 Rev 2 shall be used for live aircraft movements until there is available to it a supply of Fixed Electrical Ground Power (FEGP). For the purposes of this condition, a live aircraft movement is one where the aircraft is using a stand for the purposes of embarking or disembarking passengers or cargo.

REASON: In the interests of the amenity of residents of the areas around the airport who are or will be affected by ground noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

33

No stand hereby permitted within Sites 'A' and 'B' as shown in Drawing Number P11-02 Rev 2 shall be used for live aircraft movements as defined in condition 32 above until a management system for the operation of the FEGP supply has been submitted to and approved in writing by the local planning authority. The management system as submitted shall provide for the use of the FEGP supply when available by aircraft on the stand in preference to reliance on Auxiliary Power Units, and for the supply to be maintained in good working order and restored promptly when out of service.

REASON In the interests of the amenity of residents of the areas around the airport who are or will be affected by ground noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

34

Mobile diesel ground power generators and aircraft auxiliary power units shall not be used on Stands 37 and 38 as shown on drawing P1-01 Rev 1. Aircraft using these stands will be towed on to and off the stand without the use of aircraft engines.

REASON: In the interests of the amenity of residents of the areas around the airport who are or will be affected by ground noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

35

Auxiliary Power Units shall not be used on stands 33 to 36 as shown on drawing P1-01 Rev 1 between the hours of 23:00 and 07:00.

REASON: In the interests of the amenity of residents of the areas around the airport who are or will be affected by ground noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan

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Night Flying

(a) 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;

“the Notice” means the LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2009 (published as a supplement to the United Kingdom AIP by NATS on behalf of the Department for Transport) as from time to time amended or any subsequent notice made under section 78 of the Civil Aviation Act 1982 or any re-enactment, with or without modification, of that section;

“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 and 06.00, 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 in the Schedule to the Notice;
- (ii) subject to paragraph (iii), the quota count of an aircraft on take-off or landing shall be calculated on the basis of the noise classification for that aircraft on take-off or landing, as follows:

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Noise Classification	Quota Count
Below 90 EPNdB	0.5
90 – 92.9 EPNdB	1
93 - 95.9 EPNdB	2
96 - 98.9 EPNdB	4
99 – 101.9 EPNdB	8
Greater than 101.9 EPNdB	16

(iii) Exempt aircraft are -

- (a) those jet aircraft with a maximum certificated weight not exceeding 11,600 kg,
- (b) those aircraft, which on the basis of their noise data are classified at less than 84 EPNdB and which are indicated as exempt in Part 2 of the Schedule to the Notice. The taking off or landing of such aircraft 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 effect at the start of the first full season (being the winter season or the summer season) commencing after the date on which the development becomes operational. 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 [or such other quotas that may be established in accordance with condition 50.
- (e) An aircraft with a quota count of 4 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 to 06.00 except in the period 23.00 hours to 23.30 hours in circumstances where:
 - (a) it was scheduled to take off prior to 23.00 hours; and
 - (b) take-off was delayed for reasons beyond the control of the air traffic operator.
- (f) An aircraft with a quota count of 8 or 16 shall not
 - (i) be scheduled to take off or land during the period 23.00 hours to 07.00 hours;

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- (ii) be permitted to take off in the period 23.00 hours to 07.00 hours, except in the period 23.00 hours to 23.30 hours in circumstances where:
 - (a) it was scheduled to take off prior to 23.00 hours; and
 - (b) the take-off was delayed for reasons beyond the control of the aircraft operator.
- (g) 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 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.
- (h) If a quota specified in paragraph (d) is exceeded by up to 10% in any one season, the quota for the season next following shall be reduced by the amount of that excess.
- (i) If that quota is exceeded by 10% or more in any one season, the quota for the season next following shall be reduced by the amount of excess up to 10% plus twice the amount of the excess over 10%.
- (j) 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 season next following.
- (k) This condition shall not apply to any take-off or landing, which is made:
 - (l) 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;
- (m) where the airport manager decides to disregard for the purposes of this condition a take-off or landing in any of the following circumstances:
 - (a) delays to aircraft, which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals;
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- (c) where an aircraft, other than an aircraft with a quota count of 8 or 16, is scheduled to land after 06.30 but lands before 06.00;

Provided that, for the avoidance of doubt, where an aircraft is scheduled to land between 06.00 and 06.30 hours but lands before 06.00, 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 week from it occurring, of any occasion (whether a single occasion or one of a series of occasions) to which this paragraph applies.

- (l) 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: In the interests of the living conditions of residents of the areas around the airport who are or will be affected by night time noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

- 37 Bristol International Airport shall provide at the end of every season a report to the local planning authority and to all other members of the airport consultative committee on the usage of the quota.

REASON: In the interests of the living conditions of residents of the areas around the airport who are or will be affected by night time noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

- 38 The total number of take-offs and landings between the hours of 23:30 hours and 06:00 hours in the summer season shall not exceed 3000. The total numbers of take offs and landings between the hours of 23:30 hours and 06:00 hours in the winter season (as defined in condition 36) shall not exceed 1000. For the purposes of this condition flights falling within the categories listed in condition 36(k) shall not be included.

REASON: In the interests of the living conditions of residents of the areas around the airport who are or will be affected by night time noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

- 39 The total number of take-offs and landings between the hours of 0600 & 0700 and between 23:00 hours & 2330 hours shall not exceed 10,500 in any calendar year. For the purposes of this condition flights falling within the categories listed in condition 36 (k) shall not be included.

REASON: In the interests of the living conditions of residents of the areas around the airport who are or will be affected by night time noise in accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

NOTES RELATING TO A DECISION TO APPROVE PERMISSION

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Appeals

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Other Legislation:

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Any works/events carried out by or for a developer which affects the public highway in any way must be co-ordinated in accordance with the New Roads and Street Works Act 1991 and the Traffic Management Act 2004 to minimize disruption to

users. Developers are required to inform undertakers of their proposed works, to jointly identify any affected apparatus, and to agree diversion or protection measures and corresponding payment.

Developers are also required to liaise/seek permission of North Somerset Council's Street Works Section (01934 427451 - streetworks@n-somerset.gov.uk) at least one month in advance of the works and this must be in line with the requirements of the NRSWA 1991 and TMA 2004. The developer must particularly ensure that undertaker connections/supplies are coordinated to take place whenever possible at the same times using the same traffic management.

The grant of planning permission does not entitle developers to interfere or obstruct any public right of way (PROW). The obstruction of a PROW is an offence. If required an application can be made to North Somerset Council to divert the PROW and should be made well ahead of any development.

It is also an offence to drive a mechanically propelled vehicle without lawful authority on any PROW. The grant of planning permission should not be treated as a grant of lawful authority. Please contact the PROW Team for further advice on 01934 888802.

Changes to Plans:

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Enforcement:

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New/additional dwellings

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Archaeology

Prior to the commencement of development on sites 'C1', 'C2' or 'U' as shown in Drawing Number P11-02 Rev 2 a programme of archaeological work shall be submitted to and approved in writing by the Local Planning Authority. Development shall not commence within each site until a programme of archaeological work has been approved. The development shall be carried out as approved. These works shall be undertaken in accordance with the timescale set out in the approved programme.

REASON: To ensure that the archaeological richness and educational value of the airport site is retained in accordance with policy ECH/6 of the North Somerset Replacement Local Plan.

41

The developer shall afford access at all reasonable times to any archaeologist nominated by the local planning authority to allow the observation of the excavations and the recording of items of interest and finds within any Sites 'C1', 'C2' and 'U'.

Reason: To ensure that the archaeological richness and educational value of the airport site is retained in accordance with policy ECH/6 of the North Somerset Replacement Local Plan.

42

Flood Risk, Water quality and Drainage

Prior to the commencement of development full details identifying the monitoring, mitigation and reporting of groundwater level and quality during the construction operations hereby approved shall be submitted to and approved in writing by the Local Planning Authority. These details shall identify the groundwater monitoring that will be implemented and monitored to measure any impacts on groundwater that might result from the development. 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.

REASON: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment in accordance with Policy GDP/4 of the North Somerset Replacement Local Plan.

43

The construction of any storage facilities and associated pipelines for oils, fuels or chemicals shall not be carried out until details have been submitted to and approved in writing by the local planning authority. The construction of the storage facilities shall subsequently be carried out as approved.

REASON: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment in accordance with Policy GDP/4 of the North Somerset Replacement Local Plan.

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- 44 A written statement providing details of water efficiency measures that will be incorporated into the relevant development shall be submitted to and approved in writing by the local planning authority before development takes place within Sites D1, D2, E, F, G, H, K, P, Q, Y and Z as identified in Drawing Number P11-02 Rev 2. The water efficiency measures set out in the approved statement shall thereafter be provided and retained.

REASON: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment in accordance with Policy GDP/4 of the North Somerset Replacement Local Plan.

- 45 Prior to the commencement of development a surface water limitation scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, shall be submitted to and approved in writing by the Local Planning Authority (LPA). The submitted details shall clarify the intended future ownership and maintenance provision for all drainage works serving the site over the lifetime of the development. The scheme shall subsequently be implemented in accordance with the approved details and programme before the development is completed.

REASON: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment in accordance with Policy GDP/4 of the North Somerset Replacement Local Plan.

- 46 Prior to the commencement of development details of surface water drainage works shall be submitted to and approved in writing by the local planning authority. The approved works shall be implemented prior to completion of the development.

REASON: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment in accordance with Policy GDP/4 of the North Somerset Replacement Local Plan.

- 47 Prior to the commencement of development a site investigation shall take place to identify any existing contamination across the airport and to remediate this where appropriate. This work shall focus on areas where historic land uses have presented a risk of contamination (such as existing and old fuel storage areas, deep soakaways, old fire training areas etc). The proposed site investigation and remediation or mitigation resulting from this shall be provided in writing to the Local Planning Authority prior to construction phase of work commencing

REASON: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment in accordance with Policy GDP/4 of the North Somerset Replacement Local Plan.

- 48 Prior to the commencement of development details of a foul water drainage scheme including a timetable for its implementation, shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be completed in accordance with the approved programme.

REASON: To prevent the increased risk of flooding, to improve water quality and to prevent pollution of the water environment in accordance with Policy GDP/4 of the North Somerset Replacement Local Plan.

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Construction

Access to the site for construction vehicles will be by the A38. No construction vehicles will be allowed to use Downside Road, West Lane or the B3130.

REASONS: To protect the amenity of residents around the airport In accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

50

Prior to the commencement of development a construction management plan for the site shall be submitted to and approved in writing by the local planning authority. The plan as submitted shall include: a) routes to be used by contractors' vehicles moving to and from the site (and the appropriate signing thereof); b) temporary noise protection measures relating to the site and a programme of auditing and reporting of the proposed mitigation measures that will assess the extent of implementation and compliance and (c) proposed working hours. The plan shall subsequently be implemented as approved for the duration of the development being carried out on that site.

REASON: To protect the amenity of residents around the airport In accordance with policy GDP/2 of the North Somerset Replacement Local Plan.

51

Prior to the commencement of development on each site, construction management proposals specific to a site (including: hours of working, wheel washing and dust suppression measures) shall be submitted to and approved in writing by the local planning authority. The proposals shall subsequently be implemented as approved for the duration of the development being carried out on that site.

REASON: To protect the amenity of residents around the airport In accordance with policy GDP/2 of the North Somerset Replacement Local Plan

52

Nature Conservation

Prior to the installation of any means of external illumination of any building or structure or other parts of the site on the site (including during the period of construction works) a site-wide lighting strategy incorporating a lighting contour plan with details of light intensity and hours of lighting operation which shall be in general accordance with the submitted lighting strategy shall be submitted to and approved, in writing, by the Local Planning Authority. Measures to control light pollution should be identified as part of the site wide strategy. The approved site wide strategy shall not be varied without the agreement in writing of the Local Planning Authority.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan

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53 Prior to the commencement of works, full details of a scheme of measures to provide vegetated corridors on site including a plan (which may include some water features) to permit the continued foraging and commuting of horseshoe bats shall be submitted to and approved in writing by the Local Planning Authority and implemented in full unless otherwise agreed in writing with the Local Planning Authority. The plan should compare the new level of provision for foraging and commuting with the existing conditions on the site. Strategically placed lines of trees should be provided within car parks to allow linkages for foraging and commuting bats.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan.

54 Prior to the commencement of works on site, full details of pollution control measures are to be provided within a Construction Environmental Management Plan for the site. This should ensure that adverse impacts such as dust or other aerial pollution as a result of construction works are eliminated or minimised. The Construction Environmental Management Plan should be submitted to and approved in writing by the Local Planning Authority and implemented in full unless otherwise agreed in writing with the Local Planning Authority.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan

55 The ecological mitigation proposals set out in volume 4 of the Environmental Statement shall be undertaken as set out in the report. Prior to the commencement of development a strategy following these principles shall be submitted to and approved in writing by the Local Planning Authority and implemented in full unless otherwise agreed in writing.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan.

56 Prior to the commencement of works on site, a ten-year site-wide landscape and nature conservation management plan shall be produced for the application area. This shall include consideration of features of landscape and nature conservation interest, objectives, management prescriptions, a work schedule including a 10-year annual work plan, resourcing and monitoring. This shall be submitted to and approved in writing by the Local Planning Authority and implemented in full unless otherwise agreed in writing.

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Developers are also required to liaise/seek permission of North Somerset Council's Street Works Section (01934 427451 - streetworks@n-somerset.gov.uk) at least one month in advance of the works and this must be in line with the requirements of the NRSWA 1991 and TMA 2004. The developer must particularly ensure that undertaker connections/supplies are coordinated to take place whenever possible at the same times using the same traffic management.

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Changes to Plans:

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Enforcement:

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- 57 Prior to the commencement of development a ten-year Airport Biodiversity Action Plan shall be submitted to and approved in writing by the local planning authority. This shall include SMART targets, relevant Habitat and Species Action Plans with ecological monitoring protocols. The Plan shall be implemented in full unless otherwise agreed in writing.

REASON: To ensure the survival of rare or protected species in accordance with Policies ECH/11, ECH/12 and ECH/13 of the North Somerset Replacement Local Plan

58 **Cycling/motor bikes**

Works to redevelop the North side car parks shall not commence until details of staff and customer cycle and motorbike parking have been submitted to and approved in writing by the Local Planning Authority. The approved cycle and motor-cycle parking areas shall be constructed and available for use before the first phase of the passenger terminal extension and be retained at all times thereafter.

REASON: To ensure that adequate provision is made for cyclists and motorbikes in accordance with Policy GDP/3 of the North Somerset Replacement Local Plan.

59 **CCTV Cameras**

Details of the height and position of CCTV cameras to be installed in the northern car park shall be submitted to and approved in writing by the Local Planning Authority before they are erected.

REASON; to ensure that their siting and appearance is acceptable and in accordance with policy GDP/3 of the North Somerset Replacement Local Plan.

60 **Energy compound and energy efficiency**

No works to implement the terminal extensions hereby permitted shall commence until details of the 'Energy Compound' as shown in Drawing Number P1-01 Rev 1, including its layout, scale, appearance, landscaping, details of the proposed renewable energy production equipment; predicted levels and type of energy generation and a timetable for its implementation have been submitted to and approved in writing by the Local Planning Authority. The 'Energy Compound' shall be implemented in accordance with the approved details and timetable and a Post Construction Review Report undertaken by a licensed BREEAM assessor to confirm implementation and performance of the approved equipment shall be submitted to the Council. Once implemented, the 'Energy Compound' shall be retained and maintained in full working order at all times thereafter, unless otherwise authorised in writing by the Local Planning Authority.

REASON: To ensure that optimum practical solutions are implemented to reduce the energy requirements of the development, in accordance with Policy GDP/2 and GDP/3 of the North Somerset Replacement Local Plan.

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61 Notwithstanding condition 60, a written statement setting out the energy efficiency measures to be incorporated into the design of all buildings, including construction materials, fenestration, lighting, water, heating and ventilation systems shall be submitted and approved by the local planning authority before development is commenced. The approved measures shall be implemented as part of the development and retained thereafter.

REASON: To ensure that the proposed development makes prudent use of natural resources in accordance with Policies GDP/2 and GDP/3 of the North Somerset Replacement Local Plan.

62 **Waste Recycling**

Prior to the commencement of development within a site, a written statement providing details of waste recycling measures to be used as part of the development including the re-use of excavated materials shall be submitted to and approved in writing by the local planning authority. The proposals shall subsequently be implemented as approved for the duration of the development being carried out on that site.

REASON: To ensure that the development incorporates appropriate measures for managing waste in accordance with policy GDP/2 of the North Somerset Replacement Local Plan

63 **Micro Turbines**

Notwithstanding, the approved specifications, detailed drawings to a scale of 1:100 or 1:200 showing the position and appearance of roof mounted micro-turbines including details of any equipment cabinets and acoustic information regarding their optimum noise generation, shall be submitted to and approved in writing by the Local Planning Authority before they are installed.

REASON: To ensure that the appearance of the turbines are acceptable and to ensure that noise generation will not cause unacceptable harm to the amenities of nearby residents, in accordance with Policies GDP/2 and GDP/3 of the North Somerset Replacement Local Plan.

64 **Carbon Management Plan**

In this condition:

‘Carbon Management Plan’ means a plan identifying initiatives together with a programme and timetable to offset increases in carbon dioxide emissions from Airport Activities.

‘Airport Activities’ means, for the purpose of the Carbon Management Plan, the activities controlled by Bristol International Airport Limited giving rise to scope 1 and scope 2 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 policy as may apply from time to time in future years

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Before the first phase of the development hereby approved is brought into use, a Carbon Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include: (i) a baseline against which carbon management initiatives can be measured; (ii) a timetable with targets for Carbon Management being agreed; and (iii) an annual report to be submitted to the Local Planning Authority that sets out progress made against agreed targets, including an independent third party audit and recommendation for reviewing targets where deemed necessary.

REASON: to mitigate the increase in carbon dioxide emissions in accordance with Policy GDP/2 and GDP/3 of the North Somerset Replacement Local Plan and advice set out in PPS1 Planning and Climate Change

65

Passenger Numbers

The passenger throughput at Bristol International Airport shall not exceed 10 million passengers in any 12-month period (to be taken from 1 January to 31 December in any calendar year – unless a different 12-month start and end date is agreed) unless separate planning permission is granted.

REASON: To ensure that the environmental, traffic and community impacts that would arise from 10mppa as identified in the 'Environmental Statement' 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. This is consistent with Policies GDP/2 and T/12 of the North Somerset Replacement Local Plan.

66

At the point when any part of the passenger terminal extension hereby granted is brought in to use, Bristol International Airport shall provide the Local Planning Authority with a monitoring report to show the total passenger numbers using the airport for the preceding 6-month periods ending 1 November and 1 May each year (unless alternative dates are agreed).

REASON: To ensure that the growth in passenger numbers can be monitored and to ensure that passenger numbers do not exceed 10 mppa, as set out in condition 65.

67

Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any order amending or revoking and re-enacting that Order, no development, other than that authorised by this planning permission, shall take place outside the 'Airport Operational Boundary' as shown in Drawing Number (BIA-P-42) without the permission, in writing, of the Local Planning Authority.

REASON: The Local Planning Authority wish to retain control over further development on land that is outside of the 'Airport Operational Boundary' and inside the Green Belt as shown in Drawing Number (to be added) the in order to maintain the integrity and appearance of this land and in accordance with Policies GDP/3, RD/3 and T/12 of the North Somerset Replacement Local Plan.

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Samples of Materials

Sample panels of the exterior walling and roofing materials to be used in respect of the extensions to the passenger terminal, the new walkway /piers and the multi-storey car park 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 GDP/3 of the North Somerset Replacement Local Plan.

Northern Boundary

Details of the height and design of the timber fence to be erected adjacent to the northern boundary of the site as shown in Drawing P1-01 Rev 1, shall be submitted to and approved in writing by the Local Planning Authority and erected before any development commences in respect of the north side car park.

REASON: To reduce the potential for noise disturbance to nearby residents, in accordance with Policy GDP/2 of the North Somerset Replacement Local Plan.

The development hereby granted shall be carried out in strict accordance with the following details, unless otherwise authorised in writing by the Local Planning Authority.

Drg No.	Title	Scale	Rev
BIA-P-42	Operational Boundary	nts	
S1-01	Existing Site Plan	1:2000	0
S1-02	Existing site plan with application boundary	1:2500	1
S2-01	Terminal Basement plan	1:250	0
S2-04	Terminal mezzanine floor plan	1:250	0
S2-02	Terminal ground floor plan	1:250	0
S2-03	Terminal first floor plan	1:250	0
S3-01	Terminal Elevations (existing)	1:250	0
S5-01	Terminal Elevations (existing)	1:250	0
CP-001	Fuel Farm – location plan	1:1250	2
CP-002	Fuel Farm – existing layout	1:200	2
CP-003	Fuel Farm - proposed layout	1:200	2
CP-006	Fuel Farm – general arrangement	1:200	3
CP-010	Fuel Farm – Fuel Storage Tanks	1:200	2
SK02	Fuel Farm – proposed plan	1:50	B
SK03	Fuel farm elevations	1:50	

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SK04	Fuel Farm Elevations	1:50	
P1-1002	building layout with spot level comparison	1:2500	0
p1-01	proposed site plan	1:2000	1
PI-01	Landscape Master Plan	1:2000	A
p2-110	terminal - proposed basement plan	1:500	0
p2-111	ground floor layout	1:200	1
p2-112	proposed first floor/apron layout	1:500	1
p2-113	proposed mezzanine layout	1:500	1
p2-201	multi-storey car park level 1	1:500	1
p2-202	multi-storey car park level 2	1:500	1
p2-203	multi-storey car park level 3	1:500	1
p2-204	multi-storey car park level 4	1:500	1
p2-205	multi-storey car park level 5	1:500	1
p2-501	terminal phasing – west extension		0
p2-601	terminal phasing – east extension		0
p3-101	proposed elevations – terminal	1:500/250	1
p3-102	proposed section AA & elevations – terminal	1:200	1
p3-103	proposed elevations – terminal	1:200	0
p3-104	proposed elevations – walkways	1:500/200	1
p3-105	proposed elevations – western walkway	1:500/200	0
p3-106	proposed elevations – western pier link	1:500/200	0
p3-107	proposed elevations – western walkway	1:500/200	0
p3-108	proposed elevations – western pier link	1:500/200	1
p3-109	proposed elevations – eastern walkway	1:500/200	2
p3-110	central gate lounge – proposed elevations	1:200	1
p3-111	proposed elevations – eastern walkway	1:500/200	1
p3-112	proposed elevations – eastern walkway	1:200	1
p3-114	proposed elevations – walkways	1:200	1
p3-201	multi-storey car park elevations	1:500/200	2
p3-202	ticket building plan, section & elevations	1:20/100	1
p3-310	proposed eastern pier	1:200	1
p3-311	proposed western pier elevations	1:200	1
p4-101	proposed roof plan	1:500	1
p5-101	proposed sections 'B-B'	1:200	0
p5-103	proposed sections E-E & FF	1:200	0

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p5-104	proposed section through east walkway- perimeter wall detail and elevation	1:500/250	1
p5-201	multi-storey car park sections	1:500/250	1
p5-301	proposed west piers section		0
p5-302	proposed east piers sections		0
p9-201	multi storey car park section through timber clad up-stand and elevation	1:50	2
p9-202	multi storey car park deck parapet detail	1:12.5	0
p11-01	Phasing reference	nts	1
p11-02	site reference	nts	2
p11-04	entrance road photomontage	nts	1
p11-06	30m standoff zone from access road	1:1000	0
2078-p1-01	landscape master plan	1:2000	a
2078-p1-02	landscape master plan north	1:1000	a
2078-pl-05	east pier cross section	1:100 -	
2078-pl-06	north side parking detail	1:50 -	
2078-pl-07	landscape treatment of multi storey car park facades	1:100 -	

CS/32975-02-07 Spoil Deposition to runway end

CS/32975-02-09 Deposition area available volume

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, in accordance with Policies GDP/2; GDP/3, ECH/10, ECH/11 and T/12 of the North Somerset replacement Local Plan”.

Advice Notes

1. Reasons for Approval:

Principal

The Air Transport White Paper (ATWP) is a material consideration and supports the principle of development at regional airports such as Bristol Airport – including the scale of development within this application subject to its environmental impacts. The Climate Change Act 2008 is also ‘material’ and indicates economic benefits from airport expansion must be weighed against their carbon costs. The application has demonstrated its net economic benefit outweigh its environmental costs. The application therefore complies with the ATWP.

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Details

The proposal is led by a strategy to increase public transport services to and from the airport which will be funded by the development and implemented at key stages. A comprehensive Travel Plan will also be secured. The effect of the development on the existing highway network is acceptable, subject to the improvement of a number of road junctions close to the airport, which will be funded by the development. These measures will reduce the proportion of passengers and employees accessing the airport by private vehicle and improve key road junctions. This complies with Policies GDP/5, T/10 and T/11 of the North Somerset Replacement Local Plan.

The applicant has demonstrated 'very special' circumstances for some development being in the Green Belt. This is based on a proven need for development, which following a sequential search cannot be wholly met on land outside the Green Belt. The development has also been designed to reduce its impact on the openness of the Green Belt. This complies with Planning Policy Guidance Note 2 and Policy RD/3 of the North Somerset Replacement Local Plan.

In terms of noise, advice from expert consultants shows that the impact from increased flights is not significant and where there is an increase in noise including night time movements, this can be satisfactorily mitigated through planning conditions. This complies with the guidance in PPG24 and policy GDP/2 of the North Somerset Replacement Local Plan.

The scale and design of the proposals is acceptable and has clear regard to sustainable design and energy conservation. The development is also highly accessible to different user groups, such that it complies with Policy GDP/3 of the North Somerset Replacement Local Plan.

A fully detailed Flood Risk Assessment shows that there are no fundamental objections to impact on surface or foul waters, albeit final details are required under condition. This complies with PPS25 and Policy GDP/2 of the North Somerset Replacement Local Plan.

Landscape and Ecological issues have been sensitively handled with impacts mitigated where necessary in accordance with PPS9 and Policies GDP/3 and ECH/10 of the North Somerset Replacement Local Plan.

2. The decision must be read in conjunction with the Section 106 Agreement.
3. There must be no interruption to the surface water and/or land drainage system of the surrounding land as a result of the operations on the site. Provisions must be made to ensure that all existing drainage systems continue to operate effectively without increasing the flood risk off site.
4. Any fuels being stored on site during construction must be bunded and kept at least 10 metres away from any watercourse.
5. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hard standings susceptible to oil contamination shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.
6. Foul and surface manhole covers should be marked to enable easy recognition. Convention is red for foul and blue for surface water. This is to enable water pollution incidents to be more easily traced.

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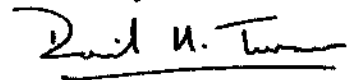
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7. Care should be taken to ensure correct plumbing of the proposed development to prevent possible misconnections, which could lead to pollution of watercourses in the area.
8. In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. This level of detail that your SWMP should contain depends on the estimated build cost, excluding VAT. You must still comply with the duty of care for waste. Because you will need to record all waste movements in one document, having a SWMP will help you to ensure you comply with the duty of care.
9. Waste from the development must be re-used, re-cycled or otherwise disposed of in accordance with waste management legislation and in particular the Duty of Care. Further information can be obtained from your local Environment Agency office.
10. The Duty of Care regulations for dealing with waste materials are applicable for any off-site movements of wastes. The developer as waste producer therefore has a duty of care to ensure all materials removed go to an appropriate licensed disposal site and all relevant documentation is completed and kept in line with regulations.
11. If any controlled waste is to be removed off site, then the site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility. Available guidance can be found on our website
12. If approved, environmental permits and or exemptions may be required from the Environment Agency during the construction of this development. Please follow this hyper-link for further information on our website.
13. This permission does not grant consent to display/erect signs or advertisements, and you should contact the Council to establish whether separate advertisement consent is required for such installations.

Date: 16 February 2011

Signed



Director of Development & Environment

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It is also an offence to drive a mechanically propelled vehicle without lawful authority on any PROW. The grant of planning permission should not be treated as a grant of lawful authority. Please contact the PROW Team for further advice on 01934 888802.

Changes to Plans:

Should you wish to change your plans for any reason, including the need to meet the requirements of other legislation (for example Building Regulations) it is important that you notify us (i.e. 'the planners') before carrying on with work. Amendments to your approved plans may require a fresh application and could even prove to be unacceptable. Details of how to seek formal approval of amendments to a planning approval can be found on our website or by visiting the planning portal.

Enforcement:

The council has powers to enforce compliance with planning permission and there are penalties for failure to comply. In cases where terms and conditions of planning permission are not adhered to and the Council finds it necessary to take enforcement action, it almost invariably results in delay and additional expense to the applicant. In extreme cases, it can mean that newly erected buildings have to be demolished.

New/additional dwellings

When you receive consent for the building of new a development(s)/property or creating additional flats/units within an existing dwelling, for reasons of public safety and for the allocation of an official postal address, please contact the Street Naming and Property Numbering Section, Somerset House, Oxford Street, Weston-super-Mare, BS23 1TG; Tel: 01934 634943; email: stnames@n-somerset.gov.uk.

*Householder developments are defined as those within the curtilage of a house and are not a change of use or the creation of an additional dwelling or flat. Included in householder developments are extensions, conservatories, loft conversions, dormer windows, alterations, garages, car ports or outbuildings, swimming pools, walls, fences, domestic vehicular accesses including footway crossovers, porches and satellite dishes.

This publication is available in large print, Braille or audio formats on request.

Help is also available for people who require council information in languages other than English.

Please contact 01275 888 811.