

North Somerset Council

Final schedule of proposed conditions

6th October 2021

This is the Council's final proposed condition wording and reasoning. Where there remains disagreement between the Council and BAL a note setting out the differences and the reasoning for the Council's position is included in red text.

Definitions – these definitions must be read alongside the conditions

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	
3	<p>The development is approved in accordance with the documents submitted with the application and the plans set out below. Those reserved matters approved to date shall be carried out in accordance with the approved plans.</p> <p><u>Drawings</u></p> <ul style="list-style-type: none"> • 17090-00-100-400 Location (Red Line) Plan • 17090-00-100-401 Composite Site Plan • 17090-00-100-402 Site Reference Plan • 17090-00-100-407 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 • 17090-00-200-401_0 Ground Floor Plan –Proposed • 17090-10-200-401_00 First Floor Plan -Proposed • 17090--10-200-401_00 Basement Floor Plan -Proposed • 17090-20-200-401_00 Mezzanine Floor Plan – Proposed • 17090-ZZ-125-401_00 Roof Plan - Proposed • 17090-ZZ-300-401_00 South Terminal Extension & B1, B2 and B3 – Proposed Elevations (Sheet 1 of 2) • 17090-ZZ-300-403_00 South Terminal Extension & B1, B2 and B3 – Proposed Elevations (Sheet 2 of 2) • 17090-ZZ-300-405_00 West Terminal Extension – Proposed 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-A38-045 1.0 A38 Junction improvements – West Lane Junction Vehicle Track Analysis – Sheet 1 of 2 • C1124-SK-A38-046 1.0 A38 Junction improvements – West Lane Junction Vehicle Track Analysis – Sheet 2 of 2 • C1124-SK-A38-047 1.0 A38 Junction improvements – Downside Rd Junction Vehicle Track Analysis – Sheet 1 of 2 • C1124-SK-A38-048 2.0 A38 Junction improvements – Downside Rd Junction Vehicle Track Analysis – Sheet 2 of 2 • C1124-SK-A38-049 1.0 A38 Junction improvements – Airport Roundabout Vehicle Track Analysis – Sheet 1 of 2 • C1124-SK-A38-051 1.0 A38 Junction improvements – Airport Roundabout Vehicle Track Analysis – Sheet 2 of 2 <p><u>Other Documents</u></p> <ul style="list-style-type: none"> • 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 • Economic Impact Assessment Addendum November 2020 • Environmental Statement Volume 1(including Flood Risk Assessment) –

	<p>December 2018</p> <ul style="list-style-type: none"> • Environmental Statement Volume 2 December 2018 • Environmental Statement Non-Technical Summary December 2018 • Design and Access Statement – December 2018 • Economic Impact Assessment – November 2018 • Transport Assessment – 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. <p>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.</p>
Passenger Cap	
4	<p>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. 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.</p> <p>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.</p>
Reserved matters	
5	<p>Details of the outstanding Reserved Matters for those components set out in table 1.1 of the 'Planning Statement' dated December 2018, shall be submitted to and agreed in writing by the Local Planning Authority before that component is constructed. Each component shall be carried out in accordance with the approved details for that component.</p> <p>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 some reserved matters require approval before they can be carried out, in accordance with Policy DM32 of the North Somerset Council Sites and Policies Plan Part 1.</p>

6	<p>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:</p> <ul style="list-style-type: none"> • 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 in to use. <p>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.</p> <p>Note – this remains the Council's preferred position, as opposed to the monitor and manage approach advocated by BAL, for the reasons set out below, expanded upon verbally both in evidence and during the roundtable sessions on conditions.</p> <p>The 10 mppa planning permission (ref no. 09/P/1020/OT2), included a surface-level seasonal car park. Condition 9 of that permission permits its use between May to October each year.</p> <p>It is the Council's case (paras 5.2.1 to 5.4.4 inclusive of Mr Colles' evidence & Closing Submissions at [465] – [487] & [543] – [551]) that the applicant has not demonstrated a sound case for the additional surface level car parking. Where a need for additional car parking is demonstrated this should prioritise land outside of the Green Belt (e.g. in the Green Belt Inset, such as MSCP2 and MSCP3) being delivered ahead of the additional parking in the Green Belt.</p> <p>BAL are in control of the parking pricing and it is in their gift to provide low cost parking in MSCP2 or MSCP3 to avoid further expansion into the green belt. There is no evidence that if the proposed development went ahead this would not be financially viable. (See references above.)</p> <p>In terms of inconsiderate parking, as Mr Colles explained in XinC and as set out in the Council's Closing Submissions at [553] – [555], this will not be deterred even by offering low price parking since those undertaking the inconsiderate parking are doing so to avoid paying any fee at all and/or are picking up rather than parking.</p>
Construction Environmental Management Plan (CEMP)	
7	<p>No phase or component of development shall be commenced, including demolition, ground works or vegetation clearance, until a Construction Environmental Management Plan (CEMP) for that phase of development / element has been submitted to and approved in writing by the Local Planning Authority. The CEMPs shall include:</p> <ul style="list-style-type: none"> 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 waste management plan; d) A construction air quality management plan and e) Proposed working hours, including any night-time working hours; f) 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

	<p>Items (a) to (f) 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.</p> <p>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.</p>
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Air Quality Action Plan (AQAP)

8	<p>'AQAP' means a plan of deliverable measures together with a timetable and programme to implement these measures with the purpose to reduce the impact of airport operations on local air quality:</p> <p>The term 'reduce the impact' means 'achieve a lower air quality impact compared to the situation that would have prevailed if permission had not been granted'</p> <p>'Airport operations' means, for the purpose of the AQAP, the activities controlled and influenced by Bristol Airport Limited or its successors, giving rise to emissions of local air pollutants.</p> <p>Within 6 months of the of grant of this permission, an AQAP shall be submitted to the Local Planning Authority for approval. The AQAP will set out measures to reduce the impact of airport operations (including surface access) on local air quality.</p> <p>The AQAP shall include targets, with dates and quantified where appropriate, for the delivery of measures to reduce the impact of the airport on local air quality.</p> <p>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:</p> <ul style="list-style-type: none"> a) Updates in the light of new national and local policies; b) New scientific or technical developments; c) Performance of the airport against the targets specified above. <p>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.</p> <p>Reason: To ensure that the proposed development results in an improvement in air quality around Bristol Airport, in accordance with national, international and local policies on air quality and aviation, in particular Aviation 2050 paragraphs 3.101 and 3.127, NPPF paragraphs 174e and 186, and the North Somerset Core Strategy 2017 policies CS3, CS23 and CS26.</p> <p>Note – this condition remains disputed between the parties, NSC are seeking to ensure an improvement in air quality for the reasons set out in the evidence of Dr Broomfield and set out in the Council's Closing Submissions at [315] – [391], as opposed to the BAL position of maintaining 'an acceptable level'.</p>
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Carbon and Climate Change Action Plan (CCCAP)

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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 of Bristol Airport Limited operations and activities will be carbon neutral. This means all of Bristol Airport Limited Scope 1 and 2 emissions will be offset by the end of 2021.
- By 2030 and with 12 mppa, all Bristol Airport Limited operations and activities will be carbon net zero. This means all of Bristol Airport Limited 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 Bristol Airport Limited 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

	<p>Council Core Strategy.</p> <ul style="list-style-type: none"> • 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. <p>Note – this condition is largely agreed, although the requirement of submission of a CCCAP within 6 months of the grant of any permission remains a matter in dispute between the parties. The Council maintain that the final CCCAP must be submitted within 6 months for the reasons explained in Section 5.2 of the proof of evidence of Dr Hinnells.</p>
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Electric Vehicle Charging

10	<p>Within 6 months of the date of this planning permission a scheme for the installation of rapid electric vehicle charging points at the airport shall be submitted to the local planning authority. The scheme shall indicate the number and locations of the charging points and timetable for their installation. Once approved by the Local Planning authority, the approved scheme shall be fully implemented in accordance with the approved timetable and retained thereafter.</p> <p>Reason: To encourage low emission vehicle use in accordance with policy CS1 of the North Somerset Core Strategy.</p>
11	<p>Within 6 months of the date of this permission, a strategy for the phased introduction of Electric Vehicles into the airport’s contracted taxi fleet and to encourage the use of lower emission vehicle amongst other taxi operators shall be submitted the local planning authority. The strategy shall include an initial target within the contracted taxi fleet of 75% of vehicles to be fully electric or hybrid (or other agreed alternative vehicles which are zero emissions) within a timetable to be agreed in writing by the Local Planning Authority transitioning to 100% by the attainment of 12mppa. Once approved by the Local Planning Authority, the approved strategy shall be fully implemented in accordance with the approved timetable and retained thereafter.</p> <p>Reason: To encourage low emission vehicle use in accordance with policy CS1 of the North Somerset Core Strategy.</p>

Air Traffic Movements

12	<p>No development shall commence until the Secretary of State has designated Bristol Airport as a fully coordinated airport (as defined in regulation 2 of the Airports Slot Allocation Regulations 2006 or any regulations revoking and re-enacting those regulations with or without modification) throughout the year and at all times of the day and night.</p> <p>Reason: To ensure that the powers to secure compliance with conditions 13, 17 and 18 are in place prior to commencement of development.</p> <p>Note – this remains in dispute between the parties despite the initial verbal agreements during the roundtable session on noise conditions. The Council’s position is set out in full in INQ/079 and in its Closing Submissions at [309] – [311].</p>
13	<p>There shall be no more than 85,990 Air Transport Movements (ATM’s) at Bristol Airport per annum which includes take- off and landing movements, from 1 January to 31 December each year. This shall include commercial and non-commercial flights. Furthermore, not more than 252 ATM’s shall take place in any 24-hour period, of which not more than 43 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 315 ATM’s</p>

	<p>over a 24-hour period; with up to 54 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Notes:</p> <p>The number of flights in this condition is exactly what the EA addendum (Table 6.1) presented, and it is on that basis that the projected environmental impacts have been presented by BAL and considered by the LPA.</p> <p>This condition aims to:</p> <ul style="list-style-type: none"> • 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. Reliance solely on the area covered by the noise contours would be contrary to what the APF requires, as <u>all</u> the benefits of noise reduction improvements would then go to the airport. • Furthermore, because the APF says, the LAeq indicator does not necessarily reflect all aspects of the perception of aircraft noise, there needs to be a cap on the number of ATMs to fill the gap in what the LAeq, T metric articulates about the noise and how people perceive it. • 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. <p>Note – the principle of this condition remains a matter in dispute between the parties, however if imposed, the figures contained within are agreed. The Council's justification for this requirement is as set out in the proof of evidence of Mr Fiumicelli (Section 9) and in the Council's Closing Submissions at [307].</p>
	<p>Noise Contour Area</p>
<p>14</p>	<p>The area enclosed by the 51 dB(A) LAeq, 16hr (07:00 hours - 23:00 hours) and 45 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.</p>

	<p>Area covered by the 51dB(A) LAeq, 16hr (07:00 hours - 23:00 hours) noise contour</p> <ul style="list-style-type: none"> • 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 <p>Area covered by the 45 dB(A) LAeq, 2300 to 0700 hours) noise contour</p> <ul style="list-style-type: none"> • 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 <p>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.</p> <p>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.</p> <p>Note – this remains a matter in dispute between the parties. The Council's justification for its position is as set out in the evidence of Mr Fiumicelli (section 9) and in the Council's Closing Submissions at [303] – [306].</p>
15	<p>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.</p> <p>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.</p>
Night Flying	
16	<p>In this condition and the three following conditions:</p> <p>“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;</p> <p>“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;</p> <p>“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’);</p> <p>“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</p> <p>“quota count” means the amount of the quota assigned to one take-off or to one landing</p>

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:
 the noise classification of any aircraft shall be that set out as per those defined for designated aerodromes;
 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,
 (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 2 or above shall not:

- (i) be scheduled to take off or land during the period 23.00hours 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 06:00hours 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

- (I) 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,

	<p>on the evidence available to the airport manager, appear to be an exempt aircraft.</p> <p>(j) This condition shall not apply to any take-off or landing, which is made:</p> <p>(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;</p> <p>(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:</p> <ul style="list-style-type: none"> • 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; <p>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.</p> <p>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.</p> <p>(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.</p> <p>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.</p>
17	<p>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.</p> <p>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.</p>
18	<p>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 16 sub-clause j and k shall not be included.</p> <p>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.</p>
Ground Noise	
19	<p>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.</p> <p>Reason: To reduce the noise impact of ground-based operations on the living conditions of residents and 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.</p>

	Note – this condition remains in dispute given the additional noise impacts caused by ground-based operations. The Council's position is addressed in the proof of evidence of Mr Fiumicelli (section 9).
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Off-Site Highway Works

20	<p>The highway improvements to the A38 and Downside Road and associated works to the West Lane junction shown in drawing number C1124-SK-A38-010 Rev 11.0 shall not begin until the following details have been submitted to and approved in writing by the Local Planning Authority:</p> <p>(a) The existing and proposed finished surface levels of the carriageway and adjoining foot and cycle paths; and</p> <p>(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.</p> <p>The highway works shall be carried out in accordance with the approved details in accordance with an approved timetable.</p> <p>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.</p>
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Landscaping

21	<p>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:</p> <p>a) Existing and proposed finished ground levels;</p> <p>b) Existing trees, shrubs, hedges or other soft features to be removed and retained;</p> <p>c) Details of the location and type of tree protection measures;</p> <p>d) Planting plans, including specifications of species, sizes, planting centres, number and percentage mix of all new planting;</p> <p>e) Details of how the soft landscaping will enhance the biodiversity value</p> <p>f) A timetable for implementing the approved landscaping works for each area.</p> <p>g) A management plan of the landscaping scheme, including maintenance details and a timescale for implementation of the planting.</p> <p>The details shall be implemented as approved.</p> <p>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.</p>
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22	<p>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.</p> <p>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.</p>
23	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
Biodiversity	
24	<p>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:</p> <ul style="list-style-type: none"> 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

	<ul style="list-style-type: none"> 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. <p>The approved BCMP shall be adhered to at all times.</p> <p>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.</p>
25	<p>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:</p> <ul style="list-style-type: none"> 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. ix. The scheme shall also set out contingencies and/or triggers and options for remedial action in the eventuality of failure of the translocation as indicated by reduction in grassland condition or status as species-rich habitat as indicated by monitoring survey findings. <p>The agreed mitigation and translocation scheme and ongoing grassland management and monitoring shall be carried out as approved.</p> <p>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.</p>

26	<p>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:</p> <ol style="list-style-type: none"> 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. <p>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.</p> <p>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</p>
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	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.
27	<p>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:</p> <ul style="list-style-type: none"> 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 <p>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.</p> <p>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.</p>
Ground Water Quality	
28	<p>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.</p> <p>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.</p>
Ground contamination	
29	<p>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:</p> <ul style="list-style-type: none"> i. a survey of the extent, scale and nature of contamination; ii. an assessment of the potential risks to:

	<p>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</p> <p>Reason: To ensure that land is suitable for the intended uses and in accordance with policy CS3 of the North Somerset Core Strategy.</p>
30	<p>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.</p> <p>Reason: To ensure that land is suitable for the intended uses and in accordance with policy CS3 of the North Somerset Core Strategy.</p>
31	<p>Within 3 months of the completion of measures identified in the approved remediation scheme as set out in condition 30, a validation report (that demonstrates the effectiveness of the remediation carried out) shall be submitted to the Local Planning Authority.</p> <p>Reason: To ensure that land is suitable for the intended uses and in accordance with policy CS3 of the North Somerset Core Strategy.</p>
Surface Water Drainage	
32	<p>Prior to the commencement the drainage system the developer shall demonstrate 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' 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 Foul and Surface Water Drainage Strategy Dec 2018 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.</p> <p>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.</p>
33	<p>Prior to the commencement of the sustainable surface water drainage system a programme of implementation of the works and a maintenance and operation manual for the lifetime of that components of the drainage system shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in</p>

	<p>accordance with the approved details.</p> <p>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.</p>
34	<p>Prior to the commencement of the sustainable surface water drainage system, Class 1 interceptors which comply with BS EN 858-1:2002 and BS EN 858-2:2003 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% for which details of this 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.</p> <p>Reason: To prevent pollution of the water environment in accordance with Policy CS3 of the North Somerset Council Core Strategy.</p> <p>Note – remains in dispute. Whilst it is understood that BAL accept the principle of this condition we note that they propose alternative wording.</p>
35	<p>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.</p> <p>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.</p>
Sustainable Design	
36	<p>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.</p> <p>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.</p>
37	<p>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.</p> <p>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.</p> <p>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.</p>

38	<p>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.</p> <p>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.</p>
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Annual Operations Monitoring Report

39	<p>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 4, 13, 16, 17 and 18 inclusive and the following points:</p> <ul style="list-style-type: none"> • 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 <p>Reason: To ensure that the operational impacts of the development are regularly monitored and reported.</p> <p>Note – whilst the principle of the condition is agreed between the parties the time period for reporting is a matter that remains in dispute. It is the council's position that BAL have not provided any evidence to justify why a period of more than 3 months after year end is necessary. As explained at the round table, the provision of this information at the earliest opportunity is important because (1) the delivery of essential planning obligations is dependent on a certain level of passengers being reached; and (2) the provision of this information is important for the purposes of enforcement.</p>
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Airport Operational Boundary

40	<p>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 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 on the Red Line Plan (Drawing Number 17090-00-100-400 Rev 00) as shown in the plans in Appendix 1 without the permission, in writing, of the Local Planning Authority.</p> <p>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.</p> <p>Note – following a query from BAL these plots are identified on the plans at appendix 1 of this document. It is the Council's position that the descriptions and references to the</p>
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	application drawings are sufficient however the plans have been provided for reference.
Building materials	
41	<p>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.</p> <p>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.</p>
M5 Junction 22 and A38 Edithmead Roundabout improvement works	
42	<p>The passenger throughput at Bristol Airport shall not exceed 11 million passengers in any 12-month period (to be taken from 1st January to 31st December unless a different 12 month- start and end date is agreed) unless: i) a detailed scheme for improvement works at M5 junction 22/A38 Edithmead roundabout, comprising the full signalisation of the A38 Edithmead roundabout, have been submitted to and approved in writing by the Local Planning Authority (in consultation with the local Highway Authority and Highways England) and have been implemented in full and are open to traffic; or ii) details of an alternative scheme, to ensure that the predicted traffic effects at M5 junction 22 caused by the development are mitigated to at least the same extent as scheme (i) have been submitted to and approved in writing by the Local Planning Authority (in consultation with the local Highway Authority and Highways England) and have been implemented in full and are open to traffic.</p> <p>Reason: To ensure the safe and efficient operation of the Strategic Road Network and in accordance with paragraphs 104 and 110 of the National Planning Policy Framework.</p> <p>The proposed condition wording promoted by BAL is recommended by National Highways (NH) and is believed to be based on standard model wording used by NH. M5 junction 22 and A38 Edithmead roundabout are not within North Somerset Council's administrative area either as local planning authority or as highway authority. Sedgemoor District Council and Somerset County Council are the LPA and Highway Authority respectively for the A38/Edithmead roundabout.</p> <p>The Council still has reservations about the burden this condition places on North Somerset Council but recognises NH sees these works as necessary and BAL agree with that.</p>
A38 Highway works	
43	<p>The passenger throughput at the Airport shall not exceed 10 million passengers per annum to be taken from 1st January to 31st December in any calendar year and no car parking hereby permitted shall be brought into use unless and until the A38 Highways Works shown in drawing number C1124-SK-A38-010 Rev 11.0 have been completed in full and are open to traffic.</p> <p>Reason: Increased highway capacity and pedestrian and cycle provision is required on the A38 before any increase in passengers beyond 10mppa and to ensure public transport mode share is maintained in accordance with policies CS10 of the North</p>

	<p>Somerset Core Strategy and Policies CS10 and CS11 of the North Somerset Sites and Policies Plan Part 1.</p>
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	<p>Note – this requirement was originally drafted as an obligation in the S106, however since its removal by BAL the Council contend that it should be dealt with by way of condition. This condition is required to ensure that the necessary highways improvements are achieved in a timely manner, given the accepted impacts of growth will require mitigation.</p>
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Appendix 1 – plans identifying plots referred to in Condition 40 for the avoidance of doubt



