

Bristol Airport Limited Final Schedule of Proposed Conditions

Dated 7th October 2021

The following proposed planning conditions represent the final position of Bristol Airport Limited for consideration by the Inspectors. Where disagreement remains with North Somerset Council, further clarification is provided in red text.

Definitions

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

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

Outline Conditions	
1	<p>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.</p> <p>Reason: To comply with Section 92 of the Town and Country Planning Act 1990.</p>
2	<p>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.</p> <p>Reason: To comply with Section 92 of the Town and Country Planning Act 1990.</p>
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 PermittedDevelopment 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 TerminalExtension & 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-A38-011 1.0 A38 Junction Improvements – Vehicle Track Analysis 1 of 3
- C1124-SK-A38-012 1.0 A38 Junction Improvements – Vehicle Track Analysis 2 of 3
- C1124-SK-A38-013 1.0 A38 Junction Improvements – Vehicle Track Analysis 3 of 3

Other Documents

- Environmental Statement Addendum Volume 1: Main Report - November 2020
- Environmental Statement Addendum Volume 2: Technical Appendices (including appendices 1A, 1B, 1C, 5A, 6A, 6B, 7A, 7B, 10A, 10B and 10C) - November 2020
- Environmental Statement Addendum Volume 3: Non-Technical Summary - November 2020
- Economic Impact Assessment Addendum - November 2020
- Environmental Statement Volume 1 (including Flood Risk Assessment) – December 2018
- Environmental Statement Volume 2 - December 2018
- Environmental Statement: Non-Technical Summary - December 2018
- Design and Access Statement – December 2018
- 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.

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.
Passenger Cap	
4	<p>The total passenger throughput at Bristol Airport shall not exceed 12 million passengers per annum (mppa) 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 numbers and the steps it will take to ensure that no more than a 12 mppa throughput will occur and the 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', 'Environmental Statement Addendum' 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>
Monitor and Manage for Car Parking	
6	<p>To provide a 'Parking Demand and Capacity Report' within 12 months of commencement of development and annually thereafter. The report will include:</p> <ul style="list-style-type: none"> • A review of parking demand in the previous 12 months both overall and by product type (including drop-off), including identifying the peak periods of demand, the length of stay and when demand is at or exceeds 95% of existing capacity for more than 4 weeks;

	<ul style="list-style-type: none"> • A review of parking capacity on-site, including a projection for the next 12 months; • A review of passenger throughput in the previous 12 months and average percentage growth; • Engaging with NSC to provide a review of parking capacity off-site, including an aerial survey in the month of September; • Identification of any other proposals for airport car parking through monitoring of planning applications to North Somerset Council, Bristol City Council and Bath and North East Somerset Council; • A review of the occupancy of the Staff Car Park; • A review of infrastructure options to accommodate forecast demand over the subsequent 12 months; • Identification of the preferred option to deliver parking capacity. <p>This report shall be submitted to and agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure parking is brought forward in line with demand. To ensure that car parking does not undermine agreed public transport modal share targets. This is in accordance with Policy DM12 of the Development Management Policies Sites and Policies Plan Part 1 2016 and Policy CS10 of the North Somerset Core Strategy.</p> <p>BAL's position is further explained in Section 5.4 of Mr Melling's Proof (Ref.BAL/7/2).</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; 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 is projected to be commenced while the 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</p>

	<p>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>
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>'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, including surface access.</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 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 Operations 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.</p> <p>All approved measures shall be implemented and complied with.</p> <p>Reason: To ensure that air quality around Bristol Airport continues to be managed and kept at an acceptable level in accordance with international, national and local policies on air quality and aviation, in particular Aviation 2050 paragraphs 3.98-3.101 and 3.127, NPPF paragraphs 174e and 186, and the North Somerset Core Strategy 2017 policies CS3 and</p>

CS23.

Carbon and Climate Change Action Plan (CCCAP)

9

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's operations and activities will be carbon neutral. This means all of Bristol Airport Limited's Scope 1 and 2 emissions will be offset by the end of 2021.
- By 2030 and with a throughput of 12 mppa, all of Bristol Airport Limited's operations and activities will be carbon net zero. This means all of Bristol Airport Limited's Scope 1 and 2 emissions will be minimised as far as practicable with any residual emissions being removed.
- By 2050 Bristol Airport as a whole will be carbon net zero. This includes Scope 1, 2 and 3 emissions, and means all of the companies that operate from or provide services to the airport, including 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 carbon dioxide 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, a process in which carbon dioxide gas is removed from the atmosphere and sequestered for long periods of time, e.g. 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.

'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 ES Addendum, or any update to this methodology agreed between the airport operator and the Local Planning Authority. In addition:

1. Emissions from domestic aviation, intra-European Economic Area 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 and its outcomes will be subject to the following reviews:

- a) Annually: independent verification by the Airports Carbon Accreditation Scheme with the results being made available to the Local Planning Authority.
- b) Annually: publication as part of the Airport Operations Monitoring Report, available for review by all stakeholders including the Local Planning Authority.
- c) Every three years: independent audit and inspection by the Airports Carbon Accreditation Scheme with the results being made available to the Local Planning Authority.
- d) Every five years: Bristol Airport Limited review and update, including consultation with the Local Planning

	<p>Authority and other stakeholders.</p> <p>Reasons: To ensure that the development mitigates, and is resilient to, the effects of climate change in accordance with Policies CS1, CS2 and CS3 of the North Somerset Council Core Strategy. To ensure consistency with NPPF Para 148 to drive “radical reductions” in carbon dioxide emissions</p>
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 emission) 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>
Airport Slot Co-Ordination	
12	<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 an application to the Secretary of State to designate 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) is submitted.</p> <p>Reason: To ensure that an application for additional controls beyond conditions 13 -17 is submitted.</p>

BAL do not accept a Grampian planning condition linked to approval of slot-coordination, a process which is outside of the control of BAL. However, BAL can accept a planning condition which requests submission of an application for Bristol Airport to be fully coordinated

Noise Contour Area

13

In this condition:

“Daytime noise contour”

The LAeq,16hr (07:00 to 22:59) noise contour calculated by the Aviation Environmental Design Tool (AEDT) Version 2.0d (or as may be amended) based on the actual flights during the 92-day period between 16th June and 15th September inclusive using the standardised average mode from the date of this permission.

“Night-time noise contour”

The LAeq,8hr (23:00 to 06:59) noise contour calculated by the Aviation Environmental Design Tool (AEDT) Version 2.0d (or as may be amended) based on the actual flights during the 92-day period between 16th June and 15th September inclusive using the standardised average mode from the date of this permission.

Upon commencement of development, up to the passenger throughput at Bristol Airport exceeding 10 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), the area enclosed by the 57dB daytime noise contour shall not exceed 12.42 km².

Upon the passenger throughput at Bristol Airport exceeding 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), the area enclosed by the 57dB daytime noise contour shall not exceed 11.56 km².

The area enclosed by the 57dB daytime noise contour shall not exceed 10.70 km² from when passenger throughput at Bristol Airport reaches 12 mppa in any 12-month period.

The area enclosed by the 55dB night-time noise contour shall not exceed 6.8km² from when passenger throughput at

	<p>Bristol Airport reaches 12 mppa in any 12-month period.</p> <p>Forecast aircraft movements and consequential forecast and actual noise contours for the forthcoming year shall be reported to the Local Planning Authority annually within the Annual Operations Monitoring Report.</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 1.</p> <p>BAL have aligned the 12mppa contour size with that reported in the ESA. BAL have also included wording which takes into account Condition 30 in the 10mpppa planning consent.</p> <p>BAL have sort to identify a mechanism which commits to a downwards trajectory in terms of contour size between 10mppa and 12mppa. Updated wording has been provided which identifies a mid-point passenger throughput aligned with a mid-point day time 57dB contour limit. This wording commits BAL to meet a definitive downward trajectory.</p>
14	<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 contours (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 (NMTs) 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	
15	<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>

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

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

“Quota” means the maximum permitted total of the quota counts of all aircraft taking off from or landing at Bristol Airport in question during any one season between 23.30 hours and 06.00 hours, and “quota count” means the amount of the quota assigned to one take-off or to one landing by any such aircraft, this amount being related to its noise classification as specified below;

“The summer season” means the period of British Summer Time in each year as fixed by or under the Summer-Time Act 1972, and “the winter season” means the period between the end of British Summer Time in one year and the start of British Summer Time in the year next following.

(b) For the purpose of this condition:

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 23.00 hours to 06.00 hours;

(ii) be permitted to take off during the period 23.00 hours to 06.00 hours except in circumstances where: it was scheduled to take off prior to 23.00 hours; and take-off was delayed for reasons beyond the control of the air traffic operator.

(f) An aircraft shall not be permitted to take off or be scheduled to land during the period 23:30 hours to 06:00 hours where:

- (i) the operator of the aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) enough information (such as aircraft type or registration) to enable the airport manager to verify its noise classification and thereby its quota count; or
- (ii) the operator claims that the aircraft is an exempt aircraft, but the aircraft does not, on the evidence available to the airport manager, appear to be an exempt aircraft.

(g) If any part of that quota remains unused in any one season, the amount of the shortfall up to a maximum of 10% shall be added to the quota for the subsequent season.

(h) The 10% value expressed in (g) shall be reduced on a progressive basis in accordance with the following schedule:

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

commencement of development	
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(l) An aircraft shall not be permitted to take off or be scheduled to land during the period 23.00 hours to 07.00 hours where:

- (i) the operator of the aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information (such as aircraft type or registration) to enable the airport manager to verify its noise classification and thereby its quota count; or
- (ii) the operator claims that the aircraft is an exempt aircraft, but the aircraft does not, on the evidence available to the airport manager, appear to be an exempt aircraft.

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

- (i) where the airport manager decides, on reasonable grounds, to disregard for the purposes of this condition a take-off or landing by a flight carrying or arriving to collect cargoes, such as medical supplies, required urgently for the relief of suffering, but not cargoes intended for humanitarian purposes where there is no special urgency;
- (ii) where the airport manager decides to disregard for the purposes of this condition a take-off or landing in any of the following circumstances:
 - delays to aircraft, which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals;
 - delays to aircraft resulting from widespread and prolonged disruption of air traffic;
 - where an aircraft, other than an aircraft with a quota count of 4 or above, is scheduled to land after 06:30 hours but lands before 06:00 hours.

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

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

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

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

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16	<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 Condition 15 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>
17	<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 15 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>
18	<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 06:00.</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> <p>The rationale for 0600 is further detailed in Section 5.6 of Mr William's Rebuttal Proof (Ref BAL/2/3).</p>
Off-site Highway Works	
19	<p>The highway improvements to the A38 and Downside Road and associated works to the West Lane junction shown in drawing number C112-SK-A3800101 Rev 11.0 shall not begin until the following details have been submitted to and approved in writing by the Local Planning Authority:</p> <p>(a) The existing and proposed finished surface levels of the carriageway and adjoining foot and cycle paths; and (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 and in accordance with an approved timetable.</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 DM32 of the North Somerset Sites and Policies Plan Part 1.
Landscaping	
20	<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> <ul style="list-style-type: none"> a) Existing and proposed finished ground levels; b) Existing trees, shrubs, hedges or other soft features to be removed and retained; c) Details of the location and type of tree protection measures; d) Planting plans, including specifications of species, sizes, planting centres, number and percentage mix of all new planting; e) Details of how the soft landscaping will enhance the biodiversity value; f) A timetable for implementing the approved landscaping works for each area; g) A management plan of the landscaping scheme, including maintenance details and a timescale for implementation of the planting. <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>
21	<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>

22	<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 Report 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	
23	<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

	<p>removal to ensure that flight lines suitable for use by horseshoe bats are retained and details of construction lighting.</p> <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>
24	<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>
25	<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> <ul 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

	<p>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> <p>The BMMP shall also include details of the mechanism(s) by which the long-term implementation of the plan will be secured by Bristol Airport Limited 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 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.</p>
26	<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 2017 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	
27	<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 Policy DM1 of the North Somerset Sites and Policies Plan Part 1.</p>
Ground Contamination	
28	<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: <ul style="list-style-type: none"> 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>Reason: To ensure that land is suitable for the intended uses and in accordance with policy CS3 of the North Somerset Core Strategy.</p>
29	<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</p>

	<p>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>
30	<p>Within 3 months of the completion of measures identified in the approved remediation scheme as set out in condition 29, 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	
31	<p>Prior to commencement of 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>
32	<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 component of the drainage system shall be submitted to and approved in writing by the Local Planning Authority. Works shall be carried out in 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>

33	<p>In all new areas of development proposed as part of this permission, no refuelling shall take place in areas without Class 1 interceptors. These shall be of sufficient size to intercept and contain the maximum hydrocarbon/chemical loss that could occur as a result of a release from a fuel supply lorry or release from an aircraft plus 10- 20%. Details shall be submitted to and approved in writing with the Local Planning Authority. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To prevent pollution of the water environment in accordance with Policy CS3 of the North Somerset Council Core Strategy.</p>
34	<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	
35	<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>
36	<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>

37	<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>
Annual Operations Monitoring Report (AOMP)	
38	<p>An annual Operations Monitoring Report from 1 January to 31 December shall be submitted annually to the Local Planning Authority within 5 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, 15, 16 and 17 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>The AOMR needs to go to the Airport Consultative Committee for review by members. The ACC meets quarterly, firstly in January and then in April. Working to 3 months doesn't allow adequate time for data to be collected and presented to the January ACC meeting. Therefore, BAL propose that this is amended to 5 months which enables the opportunity for comments at the April ACC meeting to be taken into account.</p>
Airport Operational Boundary	
39	<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 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) without the permission, in writing, of the Local Planning Authority.</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.
Building Materials	
40	<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	

41	<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 102 and 108 of the National Planning Policy Framework.</p> <p>BAL supports this condition on the basis that the Inspectors accept that National Highways have demonstrated sufficient justification.</p>
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