

Conditions:

Condition No.	Original suggested wording in the DMC resolution of 1st December 2021	LPA's comments	LPA's comments proposed wording	AGREED POSITION BETWEEN THE APPLICANT AND LPA
				Definition of Phase 3 to be included at top/bottom of list of conditions. Suggested definition as follows:
				"Phase 3" means the phase 3 works comprising (i) Taxiway 26 (Golf) and (ii) north apron extension, as shown on Plan ref. XXX
1	Phase 1 of the development shall be carried out in accordance with the Phasing Scheme approved on 23 April 2015 (ref: 15/00159/DOC) and Phases 2 and 3 shall be carried out in accordance with the Phasing Scheme approved on 28 October 2016 (ref: 16/01484/DOC). Otherwise no development of any phases shall take place until a scheme for the Phasing of Development shall be submitted to the Local Planning Authority. The scheme as submitted	Phase 3 has not yet commenced (the phasing plan anticipated commencement in August 2019 following completion of Phase 2 – see report attached to application ref: 16/01484/DOC). The condition could be reworded as shown in the right hand column.	Phase 1 of the development shall be carried out in accordance with the Phasing Scheme approved on 23 April 2015 (ref: 15/00159/DOC) and Phases 2 and 3 shall be carried out in accordance with the Phasing Scheme approved on 28 October 2016 (ref: 16/01484/DOC). Otherwise no development of any phases shall take place until a scheme for the Phasing of Development shall be submitted to the Local Planning Authority. The scheme as submitted shall include the timescales for commencement of each of the phases. Details of the timescale	1. Details of the timescale for the commencement of Phase 3 of the development shall be submitted to the Local Planning Authority for approval prior to its commencement. The scheme as approved shall be implemented in full and in accordance with the agreed timescales.



	shall include the timescales for commencement of each of the phases. The scheme as approved shall be implemented in full and in accordance with the agreed timescales.		for the commencement of Phase 3, comprising the extension to the parallel taxiway at the eastern end of the runway (taxiway golf) and additional stands on the northern apron, shall be submitted to the Local Planning Authority for approval. The scheme as approved shall be implemented in full and in accordance with the agreed timescales.	
2	The landscaping scheme shall be carried out in accordance with details approved on 21 May 2015 (ref: 15/00449/DOC). Within one month of the completion of the landscaping scheme written confirmation of the completion date shall be submitted to the Local Planning Authority. If within a period of five years from the initial date of planting of any tree or shrub, any such plant is removed, uprooted or destroyed or dies, or becomes in the opinion of	This condition need not be re-imposed since no landscaping would be associated with Phase 3 and the 5 year maintenance provision for the previous phases has passed.	DELETE	DELETE



	T.,			1
	the Local Planning			
	Authority, damaged,			
	diseased or defective,			
	another tree or shrub of			
	the same species and size			
	as that originally planted			
	shall be replanted in the			
	same location or as			
	otherwise detailed in the			
	scheme. The scheme as			
	approved shall be			
	implemented in full within			
	the first planting season			
	following completion of			
	each of the agreed phases			
	within Condition 1.			
3	The buildings shall be	The buildings have been	DELETE	DELETE
	constructed in accordance	constructed under Phase 1		
	with the details and	and so this condition need		
	samples approved on 12	not be re-imposed.		
	November 2015 (ref:			
	15/00160/DOC).			
4	Phase 1 of the	Phase 1 and Phase 2 have	Phase 1 of the development shall	2. Phase 3 of the development shall be
	development shall be	been completed, however,	be carried out in accordance with	carried out in accordance with the
	carried out in accordance	Phase 3 has yet to be started	the details contained in the	details contained in the Protected
	with the details contained	and the Protected Species	Protected Species Management	Species Management Plan approved on
	in the Protected Species	Management Plan	Plan approved on 28 January	8 May 2017 (ref: 17/00459/DOC).
	Management Plan	referenced included works	2015 (ref: 14/01471/DOC) and	
	approved on 28 January	to grassland ahead of	Phases 2 and 3 Phase 3 of the	
	2015 (ref: 14/01471/DOC)	construction (breeding birds)	development shall be carried out	
	and Phases 2 and 3 shall be	and presence of ecologist	in accordance with the details	



	carried out in accordance	prior to soil strip (reptiles	contained in the Protected	
	with the details contained	and amphibians)	Species Management Plan	
	in the Protected Species	, ,	approved on 8 May 2017 (ref:	
	Management Plan		17/00459/DOC).	
	approved on 8 May 2017		, ,	
	(ref: 17/00459/DOC).			
5	Lighting associated with	Phase 1 and Phase 2 have	Lighting associated with Phase 1	3. Details of the lighting scheme for
	Phases 1 and 2 of the	been completed, however	of the development shall be	Phase 3 of the development shall be
	development shall be	Phase 3 has yet to be	carried out in accordance with	submitted to the Local Planning
	carried out in accordance	commenced, therefore a	the details approved on 4 June	Authority for approval. The lighting
	with the details approved	lighting condition is still	2015 (ref: 15/00451/DOC).	shall be implemented in accordance
	on 25 September 2019 (ref:	required.	No external lighting shall be	with the approved scheme and
	19/00954/DOC)	The Inspectors have	installed within any subsequent	subsequently maintained and
	No external lighting shall be	suggested wording to	phase of the development, other	reviewed in accordance with the
	installed within any	include a scheme to be	than in accordance with a scheme	approved scheme. Any external
	subsequent phase of the	submitted to and approved	to Details of the lighting scheme	lighting previously installed in
	development, other than in	by the LPA.	for Phase 3 of the development	accordance with details approved on 4
	accordance with a scheme		shall be submitted to and	June 2015 for Phase 1 (ref:
	to be submitted to and		approved by the Local Planning	15/00451/DOC) and 25 September
	approved by the Local		Authority for approval. The	2019 for Phase 2 (ref: 19/00954/DOC)
	Planning Authority. The		lighting shall be implemented in	shall be maintained and reviewed in
	scheme as approved shall		accordance with the approved	accordance with those schemes.
	be implemented in full and		scheme as approved shall be	
	shall be subject to review in		implemented in full and shall be	
	accordance with such		subject to review in accordance	
	agreed scheme.		with such agreed scheme and	
			subsequently maintained and	
			reviewed in accordance with the	
			approved scheme. Any external	
			lighting previously installed in	
			accordance with details	



e 3 of the development shall be
out in accordance with the
ction Environmental
ement Plan approved on 8 May
ef: 17/00460/DOC).
e 3 of the development shall be
out in accordance with the
ological Written Scheme of
ation approved on 24 December
ef: 14/01496/DOC).
time shall the commercial
ger throughput of the airport
19 million passengers in any



	exceed 19 million	The wording in the	passengers_in any twelve month	twelve-month period.
	passengers in any twelve	resolution by DMC has been	period. From the date of this	
	month period. From the	retained as the LPA's	permission the applicant shall	Following commencement of
	date of this permission the	recommended condition.	every quarter report in writing to	development the applicant shall every
	applicant shall every		the Local Planning Authority the	quarter report in writing to the Local
	quarter report in writing to		moving annual total numbers of	Planning Authority the moving annual
	the Local Planning		passengers through the airport	total numbers of passengers through
	Authority the moving		(arrivals plus departures). The	the airport (arrivals plus departures).
	annual total numbers of		report shall be made no later	The report shall be made no later than
	passengers through the		than 28 days after the end of	28 days after the end of each quarter
	airport (arrivals plus		each quarter to which the data	to which the data relates.
	departures). The report		relates.	
	shall be made no later than			
	28 days after the end of			
	each quarter to which the			
	data relates.			
9	Within three months of the	The revised wording	Within three months of the date	7. The development hereby approved
	date of this permission the	approved by DMC on 1st	of this permission the Noise	shall be operated in accordance Sections
	Noise Control Scheme	December 2021 anticipated	Control Scheme approved on 2	5, 6, 7 & 8 of the Noise Management Plan
	approved on 2 March 2015	the submission of a Noise	March 2015 (ref: 14/01519/DOC)	(ref. XXX) or any successor document
	(ref: 14/01519/DOC) shall	Control Scheme within three	shall be amended and submitted	which shall first have been approved in
	be amended and submitted	months	to the Local Planning Authority	writing by the Local Planning Authority.
	to the Local Planning	The Noise Control Scheme	for approval in writing. The	
	Authority for approval in	required has been	revised scheme The development	
	writing. The revised	incorporated into the Noise	shall be operated in accordance	
	scheme shall be	Management Plan (pages 11-	with the Noise Control Scheme	
	implemented and	20) in the S106 Agreement.	as set out in the Noise	
	maintained.	This is for the roundtable	Management Plan hereby	
		discussion, but if the	approved. shall be implemented	
		condition is to be retained	and maintained.	
		suggested wording is in the		



For the avoidance of doubt,	next column (some changes	For the avoidance of doubt the	
the controls within that	made).	controls within that scheme	
scheme include:		include:	
N. Adams and Mileston		i) Measures with the purpose of	
i) Measures with the		phasing out of night time (2300	
purpose of phasing		to 0700) operations by aircraft	
out of night time		with a QC value of greater than 1	
(2300 to 0700)		on either departure or arrival.	
operations by aircraft		ii) Monitoring and review of the	
with a QC value of		scheme not later than the 1st and	
greater than 1 on		4th year after its introduction and	
either departure or		every subsequent five years.	
arrival.		iii) Limits during the night time	
ii) ii) Monitoring and		period (2330 to 0600) of:	
review of the scheme		a) Total annual movements by	
not later than the 1st		aircraft (per 12 month period) of	
and 4th year after its		no more than 9,650 movements;	
introduction and		and	
every subsequent five		b) Total annual noise quota	
years.		movements of no more than	
iii) Limits during the night		3,500 which, using all reasonable	
time period (2330 to		endeavours, shall be reduced at	
0600) of:		each review until it reaches a	
a) Total annual		point where it does not exceed	
movements by		2,800 by 2028.	
aircraft (per 12		iv) Limits for the Early Morning	
month period) of		Shoulder Period (0600 to 0700) of	
no more than		not more than 7,000 movements	
9,650 movements;		in any 12 month period.	
and		v) Reporting of the actual and	
b) Total annual		forecast total number of aircraft	
noise quota		movements for the preceding	



	Ι.	40 11 1 11 1	
movements of no		12 months to the Local	
more than 3,500		Authority every three	
which, using all	months.		
reasonable	vi) Within	six months of the	
endeavours, shall	commend	ement of the	
be reduced at each	developm	nent, a progressive	
review until it	reduction	in the night time	
reaches a point	(2300-070	0 0) maximum Noise	
where it does not	Violation	Limits (NVL) by the	
exceed 2,800 by	noisiest a	ircraft shall be	
2028.	implemer	nted, as follows:	
iv) Limits for the Early	- 8	OdB(A) the date hereof	
Morning Shoulder	<u>←_7</u>	9dB(Λ) from 1st January	
Period (0600 to 0700)	2	020	
of not more than	<u>←_7</u>	7dB(A) from 1st January	
7,000 movements in	2	028	
any 12 month period.			
v) Reporting of the		n six months of the	
actual and forecast		ement of the	
total number of	·	ient, a progressive	
aircraft movements		in the daytime (0700 -	
for the preceding and	•	ximum NVL by the	
next 12 months to the		ircraft shall be	
Local Planning	implemer	nted, as follows:	
Authority every three	● 8	2 dB(A) the date hereof	
months.	• 8	O dB(A) from 1st January	
vi) Within six months of	2	020.	
the commencement			
of the development, a			
progressive reduction			
in the night time			
(2300-0700) maximum			
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	Noise Violation Limits			
	(NVL) by the noisiest			
	aircraft shall be			
	implemented, as			
	follows:			
	 80dB(A) the 			
	date hereof			
	 79dB(A) from 			
	1st January			
	2020			
	 77dB(A) from 			
	1st January			
	2028			
	vii) Within six months of			
	the commencement			
	of the development, a			
	progressive reduction			
	in the daytime (0700 -			
	2300) maximum NVL			
	by the noisiest aircraft			
	shall be implemented,			
	as follows:			
	 82 dB(A) the 			
	date hereof			
	 80 dB(A) from 			
	1st January			
	2020.			
10	The area enclosed by the	This is the issue that has	The area enclosed by the 57dB	8. The area enclosed by the 57dB
	57dB LAeq(16hr) (0700-	taken up much of the	LAeq(16hr) (0700-2300hrs)	LAeq(16hr) (0700-2300hrs) contour shall
	2300hrs) contour shall not	discussion at the Public	contour shall not exceed 21.1	not exceed 21.1 sq.km for daytime noise,
	exceed 21.1 sq.km for	Inquiry being the noise	sq.km for daytime noise, and the	and the area enclosed by the 48dB



daytime noise, and the area enclosed by the 48dB LAeq(8hr) (2300-0700hrs) contour shall not exceed 42.1 sq km for night-time noise, when calculated by the Federal Aviation **Authority Integrated Noise** Model version 7.0-d (or as may be updated and amended) for the period up to the end of 2027. Within 12 months of the date of this permission a strategy shall be submitted to the Local Planning Authority for their approval which defines the methods to be used by LLAOL or any successor or airport operator to reduce the area of the noise contours by 2028 for daytime noise to 15.5 sq km for the area exposed to 57dB LAeg(16hr) (0700-2300hrs) and above and for nighttime noise to 35.5 sq km for the area exposed to 48dB LAeg8hr (2300-0700) and above.

condition that the Applicant specifically sought to vary. The wording from the Development Management Committee Resolution of 1 December 2021 is repeated in the adjacent column.

area enclosed by the 48dB LAeg(8hr) (2300-0700hrs) contour shall not exceed 42.1 sq km for night-time noise, when calculated by the Federal Aviation **Authority Integrated Noise Model** version 7.0-d (or as may be updated and amended) for the period up to the end of 2027. Within 12 months of the date of this permission a strategy shall be submitted to the Local Planning Authority for their approval which defines the methods to be used by LLAOL or any successor or airport operator to reduce the area of the noise contours by 2028 for daytime noise to 15.5 sq. km for the area exposed to 57dB LAeg(16hr) (0700-2300hrs) and above and for night-time noise to 35.5 sg km for the area exposed to 48dB LAeg8hr (2300-0700) and above.

Post 31 December 2027 the area enclosed by the 57dB LAeq16hr (0700-2300hrs) contour shall not exceed 15.5 sq km for daytime noise, and the area enclosed by the 48dB LAeq(8hr) (2300-0700hrs) contour shall not exceed 35.5 sq km for night-time noise.

LAeq(8hr) (2300-0700hrs) contour shall not exceed 42.1 sq km for night-time noise, when calculated by the Federal Aviation Authority Integrated Noise Model version 7.0-d (or as may be updated and amended) for the period up to the end of 2027.

Prior to the commencement of the development, a strategy shall be submitted to the Local Planning Authority for their approval which defines the methods to be used by LLAOL or any successor or airport operator to reduce the area of the noise contours by 2028 for daytime noise to 15.5 sq km for the area exposed to 57dB LAeq(16hr) (0700-2300hrs) and above and for night-time noise to 35.5 sq km for the area exposed to 48dB LAeq8hr (2300-0700) and above.

Post 31 December 2027 the area enclosed by the 57dB LAeq16hr (0700-2300hrs) contour shall not exceed 15.5 sq km for daytime noise, and the area enclosed by the 48dB LAeq(8hr) (2300-0700hrs) contour shall not exceed 35.5 sq km for night-time noise.

Post 31 December 2030 the area enclosed by the 57dB LAeq16hr (0700-2300) contour shall not exceed 15.1 sq



Post 31 December 2027 the area enclosed by the 57dB LAeq16hr (0700-2300hrs) contour shall not exceed 15.5 sq km for daytime noise, and the area enclosed by the 48dB LAeq(8hr) (2300-0700hrs) contour shall not exceed 35.5 sq km for night-time noise.

Post 31 December 2030 the area enclosed by the 57dB LAeq16hr (0700-2300) contour shall not exceed 15.1 sq km for daytime noise, and the area enclosed by the 48dB LAeq(8hr) (2300-0700hrs) contour shall not exceed 31.6 sq km for night-time noise.

A report on the actual and forecast aircraft movements and consequential noise contours (Day, Night and Quota Periods) for the preceding and forthcoming calendar year shall be reported on the 1st December each year to the

Post 31 December 2030 the area enclosed by the 57dB LAeq16hr (0700-2300) contour shall not exceed 15.1 sq km for daytime noise, and the area enclosed by the 48dB LAeq(8hr) (2300-0700hrs) contour shall not exceed 31.6 sq km for night-time noise. A report on the actual and forecast aircraft movements and consequential noise contours (Day, Night and Quota Periods) for the preceding and forthcoming calendar year shall be reported on the 1st December each year to the Local Planning Authority, which shall utilise the standard 92 day summer contour. km for daytime noise, and the area enclosed by the 48dB LAeq(8hr) (2300-0700hrs) contour shall not exceed 31.6 sq km for night-time noise.

A report on the actual and forecast aircraft movements and consequential noise contours (Day, Night and Quota Periods) for the preceding and forthcoming calendar year shall be reported on the 1st December each year to the Local Planning Authority, which shall utilise the standard 92 day summer contour.



	Local Planning Authority,			
	which shall utilise the			
	standard 92 day summer			
	contour.			
11	The development shall be	The Noise Control	The development shall be	Delete
	operated in accordance	Monitoring Scheme is	operated in accordance with the	
	with the Noise Control	covered in the Noise	Noise Control Monitoring Scheme	
	Monitoring Scheme as	Management Plan (pages 22-	as set out in the Noise	
	approved on 2 March 2015	25) in the Section 106	Management Plan hereby	
	(ref: 14/01519/DOC).	Agreement.	approved. on 2 March 2015 (ref:	
	i) Fixed noise	The Review Dates for the	14/01519/DOC).	
	monitoring	NMP are set out in the	i) Fixed noise monitoring	
	terminals and track	definitions in the S106 and	terminals and track	
	keeping system	also referenced in Schedule	keeping system (vertical	
	(vertical and	1.	and horizontal)	
	horizontal)	This is for the roundtable	ii) Complaint handling	
	ii) Complaint handling	discussion, but the condition	system	
	system	could be reworded to reflect	iii) Sanctions to be imposed	
	iii) Sanctions to be	the NMP that will come in to	on infringement by	
	imposed on	force should the SoS grant	aircraft in respect of	
	infringement by	planning permission.	track keeping and noise	
	aircraft in respect		violation limits in	
	of track keeping		accordance with	
	and noise violation		condition 9 (parts vi and	
	limits in		vii) of this permission	
	accordance with		iv) Arrangements for the	
	condition 9 (parts		verification of the	
	vi and vii) of this		submitted information	
	permission		A review shall take place not	
	iv) Arrangements for		later than the 1st and 4th year	
	the verification of			



	the submitted		after introduction and every	
	information		subsequent 5 years.	
	A review shall take place		Subsequent's years.	
	not later than the 1st and			
	4th year after introduction			
	and every subsequent 5			
	vears.			
12	The development shall be	The Ground Noise Control	The development shall be	Delete
12	operated in accordance	Scheme is covered in the	operated in accordance with the	Delete
	with the scheme to control	Noise Management Plan	scheme to control ground noise	
	ground noise approved on	(pages 25-27).	as set out in the Noise	
	2 March 2015 (ref:	This condition could be	Management Plan hereby	
	14/01519/DOC).	reworded to reflect the NMP	approved on 2 March 2015 (ref:	
	14/01319/DOC).	that will come in to force	14/01519/DOC).	
		should the SoS grant	14/01313/DOC).	
		planning permission.		
13	The development shall be	No change.	The development shall be	9. The development shall be
15	implemented in accordance		•	implemented in accordance with the
	with the Comprehensive	The Strategy is the	implemented in accordance with the Comprehensive Surface	•
	Surface Water	overarching scheme with on-	•	Comprehensive Surface Water
		going obligations.	Water Management Strategy	Management Strategy approved on 18
	Management Strategy	Phase 3 needs to be in line	approved on 18 May 2015 (ref:	May 2015 (ref: 15/00187/DOC).
4.4	approved on 18 May 2015.	with this strategy.	15/00187/DOC).	40 The detailed of the decision
14	The detailed surface water	Phase 1 and 2 have been	The detailed surface water	10. The detailed surface water drainage
	drainage scheme for Phase	completed, however Phase 3	drainage scheme for Phase 1 shall	scheme for Phase 3 shall be submitted to
	1 shall be carried out in	has yet to commence,	be carried out in accordance with	the Local Planning Authority for
	accordance with the details	therefore the condition is	the details approved on 8	approval. The scheme shall be generally
	approved on 8 December	still required.	December 2015 (ref:	in accordance with the Flood Risk
	2015 (ref: 15/00291/DOC)		15/00291/DOC) and the detailed	Assessment (FRA) prepared by Jacobs,
	and the detailed surface		surface water drainage scheme	reference B1074100/22.2, issue 3, dated
	water drainage scheme for		for Phase 2 shall be carried out in	November 2012 (within Technical
	Phase 2 shall be carried out		accordance with the details	Appendix J of the Environmental



in accordance with the details approved on 21 January 2019 (ref: 18/01463/DOC). No subsequent phase of development shall begin until a detailed surface water drainage scheme for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be generally in accordance with the Flood Risk Assessment (FRA) prepared by Jacobs, reference B1074100/22.2, issue 3, dated November 2012, (within Technical Appendix J of the **Environmental Statement** submitted with application 12/01400) and the scheme shall include details of soakaways and a restriction in run-off and surface water storage on site. The scheme as approved shall be implemented in full before completion of the relevant phase.

approved on 21 January 2019 (ref: 18/01463/DOC). No subsequent phase of development shall begin until a The detailed surface water drainage scheme for that phase has been Phase 3 shall be submitted to and approved in writing by the Local Planning Authority for approval. The scheme shall be generally in accordance with the Flood Risk Assessment (FRA) prepared by Jacobs, reference B1074100/22.2, issue 3, dated November 2012, (within Technical Appendix J of the Environmental Statement submitted with application 12/01400) and the scheme shall include details of soakaways and a restriction in run-off and surface water storage on site. The scheme as approved shall be implemented in full before completion of the relevant phase.

Statement submitted with application 12/01400) and the scheme shall include details of soakaways and a restriction in run-off and surface water storage on site. The scheme as approved shall be implemented in full before completion of the phase



15	Phase 1 of the	The condition remains	Phase 1 of the development shall	11. Phase 3 of the development shall be
	development shall be	extant, though it could be	be carried out in accordance with	carried out in accordance with the
	carried out in accordance	reworded just to reflect the	the details approved on 24 March	Contamination Risk Assessment Report
	with the details approved	fact that only Phase 3 has	2016 in relation to measures to	approved on 7 April 2017 (ref:
	on 24 March 2016 in	yet to be undertaken.	deal with contamination (ref:	17/00173/DOC).
	relation to measures to		15/00756/DOC) and Phases 2 and	
	deal with contamination		Phase 3 of the development shall	
	(ref: 15/00756/DOC) and		be carried out in accordance with	
	Phases 2 and 3 shall be		the Contamination Risk	
	carried out in accordance		Assessment Report approved on	
	with the Contamination		7 April 2017 (ref: 17/00173/DOC).	
	Risk Assessment Report			
	approved on 7 April 2017			
	(ref: 17/00173/DOC).			
16	No phase of the	The condition remains	No phase Phase 3 of the	12. Phase 3 of the development shall
	development shall be	extant, though it could be	development shall be occupied	not be brought into use until a
	occupied until a verification	worded to only encompass	not be brought into use until a	verification report demonstrating
	report demonstrating	the last phase to be	verification report demonstrating	completion of works set out in the
	completion of works set	undertaken.	completion of works set out in	approved remediation strategy and
	out in the approved		the approved remediation	the effectiveness of the remediation
	remediation strategy and		strategy and the effectiveness of	for the phase has first been submitted
	the effectiveness of the		the remediation for that the	to the Local Planning Authority for its
	remediation for that phase		phase has first been submitted to	approval. The report shall include
	has first been submitted to		and approved, in writing, by the	results of sampling and monitoring
	and approved, in writing,		Local Planning Authority for its	carried out in accordance with the
	by the Local Planning		approval. The report shall include	approved verification plan to
	Authority. The report shall		results of sampling and	demonstrate that the site remediation
	include results of sampling		monitoring carried out in	criteria have been met. It shall also
	and monitoring carried out		accordance with the approved	include any plan (a "long-term
	in accordance with the		verification plan to demonstrate	monitoring and maintenance plan") for
	approved verification plan		that the site remediation criteria	longer-term monitoring of pollutant



	to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.		have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.	linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.
17	If, contamination not previously identified is found to be present at the site during the construction of a phase of development, no further development of the phase shall be carried out until the developer has first submitted a remediation strategy for approval to the Local Planning Authority and that such a strategy shall have been approved in writing. The remediation strategy	The condition remains extant, but could be reworded to reflect the fact that only Phase 3 remains to be completed.	If, contamination not previously identified is found to be present at the site during the construction of a phase Phase 3 of development, no further development of the phase shall be carried out until the developer has first submitted a remediation strategy for approval to the Local Planning Authority and that such a strategy shall have been approved in writing. The remediation strategy shall be implemented as approved.	13. If contamination not previously identified is found to be present at the site during the construction of Phase 3 of development, no further development of the phase shall be carried out until the developer has first submitted a remediation strategy for approval to the Local Planning Authority and that such a strategy shall have been approved in writing. The remediation strategy shall be implemented as approved.



	shall be implemented as				
18	approved. No infiltration of surface water drainage into the ground shall take place other than with the express written consent of the Local Planning Authority first having been obtained. The development shall be carried out in accordance with the approved details in accordance with an agreed timescale and phasing as applicable.	The condition remains extant and is required to protect the aquifer that underlies the site	No infiltration of surface water drainage into the ground shall take place other than with the express written consent of the Local Planning Authority first having been obtained. The development shall be carried out in accordance with the approved details in accordance with an agreed timescale and phasing as applicable.	14. No infiltration of surface water drainage into the ground shall take place other than with the express written consent of the Local Planning Authority first having been obtained. The development shall be carried out in accordance with the approved details in accordance with an agreed timescale and phasing as applicable.	
19	Phase 1 of the development shall be carried out in accordance with the details approved on 18 December 2015 in relation to piling (ref: 15/00756/DOC). No subsequent phase of the development which involves piling or other penetrative methods of forming foundations shall take place other than in accordance with a scheme which shall have first been submitted to and approved	It is unlikely that Phase 3, involving the laying of aprons and a taxiway will require piling, in which case this condition could be removed.	DELETE	DELETE	



	in writing by the Local			
	Planning Authority. The			
	scheme shall be			
	implemented as approved.			
20	Phase 1 of the development shall be implemented in accordance with the measures to protect existing monitoring boreholes approved on 11 May 2015 (ref: 15/00454/DOC) and phases 2 and 3 shall be carried out in accordance with the Borehole Protection Report approved on 28 March 2017 (17/00176/DOC).	The condition remains extant, with the need to protect boreholes in proximity to both the northern apron (long term bore hole present) and the taxiway extension (more recent boreholes post 2016).	Phase 1 of the development shall be implemented in accordance with the measures to protect existing monitoring boreholes approved on 11 May 2015 (ref: 15/00454/DOC) and phases 2 and Phase 3 of the development shall be carried out in accordance with the Borehole Protection Report approved on 28 March 2017 (17/00176/DOC).	15. Phase 3 of the development shall be carried out in accordance with the Borehole Protection Report approved on 28 March 2017 (17/00176/DOC).
21	Phase 1 of the development shall be carried out in accordance with the foul drainage details approved on 14 August 2015 (ref: 15/00188/DOC). Before the commencement of each subsequent phase, full details of the proposed means of foul drainage shall first be submitted to and approved in writing by the Local Planning	Buildings with foul drainage were all within Phase 1. The surface water system connects to the foul sewage network and the East Hyde sewage treatment works, with conditions 13 and 14 covering this aspect. Consequently the condition need not be re-imposed.	DELETE	DELETE



22	Authority. The development shall be carried out in accordance with the approved details prior to each phase coming into operation. The car parking areas shall be managed in accordance with details in the Car Parking Management Plan (Appendix B to the Transport Assessment dated December 2020, document reference 41431MP17V2). The scheme as approved shall be implemented in full. The areas within the application site which are shown to be in use for car parking in the application details shall not be used for any other purpose other than the parking of vehicles by passengers, staff and	The condition is required to control car parking at the airport. The Inspectors have questioned whether it might be more appropriately covered by planning obligation, including more explicit details on its coverage. This would be possible, though as with the Inspectors' suggestion for condition 5 a scheme could be conditioned – whilst condition 29 also includes review mechanisms. It should also be noted that the current car parking provision for the existing	The car parking areas shall be managed in accordance with details in the Car Parking Management Plan (Appendix B to the Transport Assessment dated December 2020, document reference 41431MP17V2). The scheme as approved shall be implemented in full. The areas within the application site which are shown to be in use for car parking in the application details shall not be used for any other purpose other than the parking of vehicles by passengers, staff and contractors servicing the airport.	16. The areas within the application site which are shown to be in use for car parking in the application details shall not be used for any other purpose other than the parking of vehicles by passengers, staff and contractors servicing the airport.
	shown to be in use for car parking in the application details shall not be used for any other purpose other than the parking of vehicles	condition 29 also includes review mechanisms. It should also be noted that the current car parking	other purpose other than the parking of vehicles by passengers, staff and contractors servicing	



		suggested in the adjacent column.		
23	The surfacing and drainage of car parking areas shall be carried out in accordance with the details approved	The condition is not required since the car parking (and associated drainage) has already been laid out.	DELETE	DELETE
	on 22 September 2015 (ref: 15/00455/DOC).			
24	The development hereby permitted shall be operated in full accordance with the Travel Plan dated December 2020 (document reference 41431MP18V2) for as long as the development remains in existence. (Since the DMC resolved to grant planning permission an updated Travel Plan has been submitted. The Travel Plan does not just relate to staff and the additional 1mppa but covers the whole increase to 19mppa, as such a condition limited to requiring information to be submitted prior to the airport increasing above 18mppa would not seem appropriate, and a time constrained submission The updated Travel Plan includes a section on Monitoring and Evaluation, but this will need to be captured in the condition. This is for the roundtable discussion.	The development hereby permitted shall be operated in full accordance with the Travel Plan dated December 2020 November 2022 (document reference 41431MP18V241431-WOOD-XX-XX-RP-OT-0001_S3_P05) for as long as the development remains in existence. Within three months of the grant of permission, a scheme for monitoring, evaluation, regular review and update (based on the particulars contained within the approved Travel Plan), shall be submitted to and approved in writing by the local planning authority and thereafter operated in accordance with the agreed details.	17. The development hereby permitted shall be operated in full accordance with the Travel Plan dated November 2022 (document reference XXXXX) or any successor document which shall first have been approved in writing by the Local Planning Authority.



25	The Highway Improvement	The highway improvement	DELETE	DELETE
	Schemes (comprising [i]	schemes have been		
	improvements to the	undertaken, therefore this		
	airport access road and [ii]	condition need not be re-		
	improvements to the	imposed.		
	Percival Way roundabout)			
	shall be carried out in			
	accordance with the details			
	approved on 8 May 2015			
	(ref: 15/00456/DOC) or			
	otherwise in accordance			
	with the provisions of the			
	agreement dated 11			
	November 2015 under			
	Section 278 of the			
	Highways Act 1980 (or any			
	variation to or replacement			
	of such agreement). (
26	The extensions to the	The requirements of this	DELETE	DELETE
	passenger terminal hereby	condition have been		
	permitted shall not be	complied with and therefore		
	brought into use for	this condition need not be		
	passengers unless and until	re imposed.		
	either the approved			
	highway improvement			
	schemes referred to in			
	Condition 25 have been			
	carried out and completed			
	by the applicant in			
	accordance with the			
	approved details or the			



	Lander of the state of the state of	Ī		
	applicant's obligations have			
	fallen due under the			
	agreement referred to in			
	Condition 25 have been			
	fully complied with.			
27	The development shall be	The strategy include	DELETE	DELETE
	carried out in accordance	measures incorporated into		
	with the Renewable Energy	the design of the buildings		
	Strategy approved on 23	and low energy efficiency		
	September 2015 (ref:	measures. There were no		
	15/00734/DOC).	ongoing		
		managing/monitoring		
		requirements.		
		The condition therefore does		
		not need to be re-imposed.		
28	The development hereby	The condition could be	The development is approved in	DELETE
	permitted shall not be	reworded as per the	accordance with the documents	
	carried out other than in	proposed wording in the	submitted with the application	
	complete accordance with	right hand column (reflecting	and set out below.	
	the approved plans and	the Inspectors condition for	Environmental Impact	
	specifications as set out in	the Bristol Airport decision).	Assessment. Volume 1: Non-	
	the schedule of documents	Alternatively, since the	Technical Summary of	
	and the Environmental	development involves no	Environmental Statement	
	Statement contained in the	operational development	Addendum (January 2021.	
	Terence O'Rourke letters	and commencement is	Document Reference:	
	dated 30th November and	assumed to be upon the	41431RR19V3).	
	14th December 2012	grant of planning permission,	• Environmental Impact	
	submitted with application	there are no plans to be	Assessment. Volume 2:	
	12/01400/FUL and with the	complied with and	Environmental Statement	
	following documents:	documents (such as those	A d d a m d (1 a m a m . 2024	
	Honowing documents:	aocuments (such as those	Addendum (January 2021.	



● Environmental	also the ESA) are wide	Document Reference:
Statement Addendum	ranging, consequently the	41431RR20V3).
Revised Chapter 8 of	condition could be deleted.	Environmental Impact
<u>Environmental</u>		Assessment Addendum
Statement Addendum		Volume 3: Figures and
Transport Assessment		Appendices (January 2021.
◆ Travel Plan		Document Reference:
• Car Parking		41431RR20V3).
Management Plan		Chapter 8 of Environmental
Site Waste		Statement Addendum (May
Management Plan		2021. Document reference:
 Drainage and Water 		41431RR20V3NA).
Supply Infrastructure		Environmental Impact
Appraisal		Assessment Volume 1: Non-
Carbon Reduction		Technical Summary of
Plan		Environmental Statement
		Addendum (July 2022
		Document reference:
		41431AB36V1)
		Environmental Impact
		Assessment Volume 2:
		Environmental Statement
		Addendum (July 2022
		Document reference:
		41431AB36V2)
		Environmental Impact
		Assessment Volume 1: Non-
		Technical Summary of
		Environmental Statement
		Addendum (July 2022



			Document reference:	
			41431AB36V1)	
			◆ Transport Assessment	
			(December 2020. Document	
			reference: 41431MP17V2)	
			Travel Plan dated November	
			2022 (document reference	
			41431-WOOD-XX-XX-RP-OT-	
			0001_S3_P05)	
			Car Parking Management	
			Plan (Appendix B of the	
			Transport Assessment,	
			December 2020. Document	
			reference: Doc Ref.	
			41431MP17V2)	
			 Site Waste Management 	
			Plan (September 2020.	
			Document reference: Doc	
			Ref. 41431BN6V3)	
			 Drainage and Water Supply 	
			Infrastructure Appraisal	
			(January 2021. Doc ref.	
			41431JG22V2)	
			 Outline Carbon Reduction 	
			Plan (May 2021. Document	
			reference 41431RS28V5)	
29	Within twelve months of	The condition was	Within twelve months of the date	18. Prior to the commercial passenger
	the date of this permission,	recommended twelve	of this permission, a Carbon	throughput at Luton Airport exceeding 18
	a Carbon Reduction	months ago and since that	Reduction Strategy shall be	million in a twelve-month period, a
	Strategy shall be submitted	time much work has been	submitted to the Local Planning	Carbon Reduction Strategy shall be
		done by the Applicant on the	Authority for approval.	



to the Local Planning Authority for approval. The Carbon Reduction Strategy and its outcomes will be subject to the following reviews:

- i. Annually:
 independent
 verification by the
 Airports Carbon
 Accreditation
 Scheme with the
 results being made
 available to the Local
 Planning Authority.
- ii. Annually: publication as part of the Airport's Annual Monitoring Report, available for review by all stakeholders, including the Local Planning Authority.
- Planning Authority.
 iii. Every three years:
 independent audit
 and inspection by
 the Airports Carbon
 Accreditation
 Scheme with the
 results being made
 available to the Local
 Planning Authority.

Carbon Reduction Strategy, thus a shorter time frame would be appropriate. Suggesting prior to the commencement of 19mppa might be difficult to condition precisely, since the airport has permission for 18mppa, and the increase of one passenger above the 18mppa would be implementation. A condition might therefore be necessary to indicate when the permission has been implemented, such as: "within one month of the *implementation of this* permission a notice shall be served on the local planning authority to such effect." The condition will need clear review periods and not only should the initial CRS be submitted to the LPA for approval, but the subsequent reviews should also be submitted, with the outcomes of the reviews

being adopted and

implemented (akin to and

consistent with all strategies

The Carbon Reduction Strategy and its outcomes will be informed by the carbon mitigation targets and measures in the Outline Carbon Reduction Plan dated M1y 2021, and will be subject to the following reviews:

- i. Annually: independent verification by the Airports Carbon Accreditation Scheme with the results being made available to the Local Planning Authority for their review and written approval.
- ii. Annually: publication as part of the Airport's Annual Monitoring Sustainability
 Report, available for review by all stakeholders, including the Local Planning Authority.
- iii. Every three years:
 independent audit and
 inspection by the Airports
 Carbon Accreditation
 Scheme with the results
 being made available to the
 Local Planning Authority
 for their review and
 written approval.

submitted to the Local Planning Authority for approval.

The Carbon Reduction Strategy and its outcomes shall be informed by the carbon mitigation targets and measures in the Outline Carbon Reduction Plan dated May 2021, and will be subject to the following reviews:

- i. Annually: independent verification by the Airports Carbon Accreditation Scheme with the results being made available to the Local Planning Authority for their review and written approval.
- ii. Annually: publication as part of the Airport's Sustainability Report, available for review by all stakeholders, including the Local Planning Authority
- iii. Every three years: independent audit and inspection by the Airports Carbon Accreditation Scheme with the results being made available to the Local Planning Authority for their review and written approval.
- iv. Every five years: the airport operator review and update, including consultation with stakeholders and submission to the local planning authority for their review and written approval.



iv.	Every five years: the	that are contained within the	iv.	Every five years: the airport	The Carbon Reduction Strategy shall be
	airport operator	Section 106).		operator review and	updated to reflect any new national
	review and update,			update, including	policies or targets. The methodology
	including			consultation with the Local	and/or interim targets may be amended
	consultation with			Planning Authority and	by agreement with the local planning
	the Local Planning			other stakeholders and	authority to include updates to best
	Authority and other			submission to the local	practice.
	stakeholders.			planning authority for	All approved measures in the Carbon
All ap	proved measures in			their review and written	Reduction Strategy (and subsequent
the C	arbon Reduction			approval.	updates) shall be implemented and
Strate	egy (and subsequent		The (Carbon Reduction Strategy	complied with.
updat	tes) shall be		shall	be updated to reflect any	
imple	mented and complied		new	national policies or targets.	
with.			The r	methodology and/or interim	
			_	ets may be amended by	
			_	ement with the local	
			planı	ning authority to include	
			-	tes to best practice	
				nodologies and new	
				tific or technical	
				lopments.	
				oproved measures in the	
				on Reduction Strategy (and	
				equent updates) shall be	
			imple	emented and complied with.	