

Conditions:

Condition No.	Original suggested wording in the DMC resolution of 1 st December 2021	LPA's comments	LPA's comments proposed wording
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 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.	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 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	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

	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 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 constructed in accordance with the details and samples approved on 12 November 2015 (ref: 15/00160/DOC).	The buildings have been constructed under Phase 1 and so this condition need not be re-imposed.	DELETE
4	Phase 1 of the development shall be carried out in accordance with the details contained in the Protected Species Management Plan approved on 28 January 2015 (ref: 14/01471/DOC) and Phases 2 and 3 shall be carried out in accordance with the details contained in the Protected Species Management Plan approved on 8 May 2017 (ref: 17/00459/DOC).	Phase 1 and Phase 2 have been completed, however, Phase 3 has yet to be started and the Protected Species Management Plan referenced included works to grassland ahead of construction (breeding birds) and presence of ecologist prior to soil strip (reptiles and amphibians)	Phase 1 of the development shall be carried out in accordance with the details contained in the Protected Species Management Plan approved on 28 January 2015 (ref: 14/01471/DOC) and Phases 2 and 3 Phase 3 of the development shall be carried out in accordance with the details contained in the Protected Species Management Plan approved on 8 May 2017 (ref: 17/00459/DOC).
5	Lighting associated with Phases 1 and 2 of the development shall be carried out in	Phase 1 and Phase 2 have been completed, however Phase 3 has yet to be commenced,	Lighting associated with Phase 1 of the development shall be carried out in

	<p>accordance with the details approved on 25 September 2019 (ref: 19/00954/DOC)</p> <p>No external lighting shall be installed within any subsequent phase of the development, other than in accordance with a scheme to be submitted to and approved by the Local Planning Authority. The scheme as approved shall be implemented in full and shall be subject to review in accordance with such agreed scheme.</p>	<p>therefore a lighting condition is still required.</p> <p>The Inspectors have suggested wording to include a scheme to be submitted to and approved by the LPA.</p>	<p>accordance with the details approved on 4 June 2015 (ref: 15/00451/DOC).</p> <p>No external lighting shall be installed within any subsequent phase of the development, other than in accordance with a scheme to</p> <p>Details of the lighting scheme for Phase 3 of the development shall be submitted to and approved by the Local Planning Authority for approval. The lighting shall be implemented in accordance with the approved scheme as approved shall be implemented in full and shall be subject to review in accordance with such agreed scheme and subsequently maintained and reviewed in accordance with the approved scheme. Any external lighting previously installed in accordance with details approved on 4 June 2015 for Phase 1 (ref: 15/00451/DOC) and 25 September 2019 for Phase 2 (ref: 19/00954/DOC) shall be maintained and reviewed in accordance with those schemes.</p>
6	<p>Phase 1 of the development shall be carried out in accordance with the Construction Environmental Management Plan approved on 14 August 2015 (ref: 15/00452/DOC) and Phases 2 and 3 shall be carried out in accordance with the Construction Environmental Management Plan approved on 8 May 2017 (ref: 17/00460/DOC).</p>	<p>Phase 1 and Phase 2 have been completed, however the CEMP is still required for Phase 3.</p>	<p>Phase 1 of the development shall be carried out in accordance with the Construction Environmental Management Plan approved on 14 August 2015 (ref: 15/00452/DOC) and Phases 2 and</p> <p>Phase 3 of the development shall be carried out in accordance with the Construction Environmental Management Plan approved on 8 May 2017 (ref: 17/00460/DOC).</p>

7	The development shall be carried out in accordance with the archaeological Written Scheme of Investigation approved on 24 December 2014 (ref: 14/01496/DOC).	Phase 1 and Phase 2 have been completed, however the WSI is still applicable to Phase 3, namely the taxiway extension and the aprons.	Phase 3 of the development shall be carried out in accordance with the archaeological Written Scheme of Investigation approved on 24 December 2014 (ref: 14/01496/DOC).
8	At no time shall the commercial passenger throughput of the airport exceed 19 million passengers in any twelve month period. From the date of this permission the applicant shall every quarter report in writing to the Local Planning Authority the moving annual total numbers of passengers through the airport (arrivals plus departures). The report shall be made no later than 28 days after the end of each quarter to which the data relates.	This condition has been sought to be changed by the Applicant. The wording in the resolution by DMC has been retained as the LPA's recommended condition.	At no time shall the commercial passenger throughput of the airport exceed 19 million passengers in any twelve month period. From the date of this permission the applicant shall every quarter report in writing to the Local Planning Authority the moving annual total numbers of passengers through the airport (arrivals plus departures). The report shall be made no later than 28 days after the end of each quarter to which the data relates.
9	<p>Within three months of the date of this permission the Noise Control Scheme approved on 2 March 2015 (ref: 14/01519/DOC) shall be amended and submitted to the Local Planning Authority for approval in writing. The revised scheme shall be implemented and maintained.</p> <p>For the avoidance of doubt, the controls within that scheme include:</p> <p>i) Measures with the purpose of phasing out of night time (2300 to 0700) operations by aircraft with a QC value of greater than 1 on either departure or arrival.</p>	<p>The revised wording approved by DMC on 1st December 2021 anticipated the submission of a Noise Control Scheme within three months</p> <p>The Noise Control Scheme required has been incorporated into the Noise Management Plan (pages 11-20) in the S106 Agreement.</p> <p>This is for the roundtable discussion, but if the condition is to be retained suggested wording is in the next column (some changes made).</p>	<p>Within three months of the date of this permission the Noise Control Scheme approved on 2 March 2015 (ref: 14/01519/DOC) shall be amended and submitted to the Local Planning Authority for approval in writing. The revised scheme</p> <p>The development shall be operated in accordance with the Noise Control Scheme as set out in the Noise Management Plan hereby approved. shall be implemented and maintained.</p> <p>For the avoidance of doubt the controls within that scheme include:</p> <p>i) Measures with the purpose of phasing out of night time (2300 to 0700) operations by</p>

	<p>ii) Monitoring and review of the scheme not later than the 1st and 4th year after its introduction and every subsequent five years.</p> <p>iii) Limits during the night time period (2330 to 0600) of:</p> <p>a) Total annual movements by aircraft (per 12 month period) of no more than 9,650 movements; and</p> <p>b) Total annual noise quota movements of no more than 3,500 which, using all reasonable endeavours, shall be reduced at each review until it reaches a point where it does not exceed 2,800 by 2028.</p> <p>iv) Limits for the Early Morning Shoulder Period (0600 to 0700) of not more than 7,000 movements in any 12 month period.</p> <p>v) Reporting of the actual and forecast total number of aircraft movements for the preceding and next 12 months to the Local Planning Authority every three months.</p> <p>vi) Within six months of the commencement of the development, a progressive reduction in the night time (2300-0700) maximum Noise Violation Limits (NVL) by the noisiest aircraft shall be implemented, as follows:</p>		<p>aircraft with a QC value of greater than 1 on either departure or arrival.</p> <p>ii) Monitoring and review of the scheme not later than the 1st and 4th year after its introduction and every subsequent five years.</p> <p>iii) Limits during the night time period (2330 to 0600) of:</p> <p>a) Total annual movements by aircraft (per 12 month period) of no more than 9,650 movements; and</p> <p>b) Total annual noise quota movements of no more than 3,500 which, using all reasonable endeavours, shall be reduced at each review until it reaches a point where it does not exceed 2,800 by 2028.</p> <p>iv) Limits for the Early Morning Shoulder Period (0600 to 0700) of not more than 7,000 movements in any 12 month period.</p> <p>v) Reporting of the actual and forecast total number of aircraft movements for the preceding and next 12 months to the Local Planning Authority every three months.</p> <p>vi) Within six months of the commencement of the development, a progressive reduction in the night time (2300-0700) maximum Noise Violation Limits (NVL) by the noisiest aircraft shall be implemented, as follows:</p> <ul style="list-style-type: none"> ● 80dB(A) the date hereof ● 79dB(A) from 1st January 2020 ● 77dB(A) from 1st January 2028
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	<ul style="list-style-type: none"> • 80dB(A) the date hereof • 79dB(A) from 1st January 2020 • 77dB(A) from 1st January 2028 <p>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:</p> <ul style="list-style-type: none"> • 82 dB(A) the date hereof • 80 dB(A) from 1st January 2020. 		<p>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:</p> <ul style="list-style-type: none"> • 82 dB(A) the date hereof • 80 dB(A) from 1st January 2020.
10	<p>The area enclosed by the 57dB LAeq(16hr) (0700-2300hrs) contour shall not exceed 21.1 sq.km for 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.</p> <p>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 LAeq(16hr) (0700- 2300hrs) and above and</p>	<p>This is the issue that has taken up much of the discussion at the Public Inquiry being the noise condition that the Applicant specifically sought to vary.</p> <p>The wording from the Development Management Committee Resolution of 1 December 2021 is repeated in the adjacent column.</p>	<p>The area enclosed by the 57dB LAeq(16hr) (0700-2300hrs) contour shall not exceed 21.1 sq.km for 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.</p> <p>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 LAeq(16hr) (0700- 2300hrs) and above and</p>

	<p>for night-time noise to 35.5 sq km for the area exposed to 48dB LAeq8hr (2300-0700) and above.</p> <p>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.</p> <p>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.</p> <p>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.</p>		<p>for night-time noise to 35.5 sq km for the area exposed to 48dB LAeq8hr (2300-0700) and above.</p> <p>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.</p> <p>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.</p> <p>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.</p>
11	<p>The development shall be operated in accordance with the Noise Control Monitoring Scheme as approved on 2 March 2015 (ref: 14/01519/DOC).</p> <p>i) Fixed noise monitoring terminals and track keeping system (vertical and horizontal)</p>	<p>The Noise Control Monitoring Scheme is covered in the Noise Management Plan (pages 22-25) in the Section 106 Agreement. The Review Dates for the NMP are set out in the definitions in the S106 and also referenced in Schedule 1.</p>	<p>The development shall be operated in accordance with the Noise Control Monitoring Scheme as set out in the Noise Management Plan hereby approved. on 2 March 2015 (ref: 14/01519/DOC).</p>

	<p>ii) Complaint handling system</p> <p>iii) Sanctions to be imposed on infringement by aircraft in respect of track keeping and noise violation limits in accordance with condition 9 (parts vi and vii) of this permission</p> <p>iv) Arrangements for the verification of the submitted information</p> <p>A review shall take place not later than the 1st and 4th year after introduction and every subsequent 5 years.</p>	<p>This is for the roundtable discussion, but the condition could be reworded to reflect the NMP that will come in to force should the SoS grant planning permission.</p>	<p>i) Fixed noise monitoring terminals and track keeping system (vertical and horizontal)</p> <p>ii) Complaint handling system</p> <p>iii) Sanctions to be imposed on infringement by aircraft in respect of track keeping and noise violation limits in accordance with condition 9 (parts vi and vii) of this permission</p> <p>iv) Arrangements for the verification of the submitted information</p> <p>A review shall take place not later than the 1st and 4th year after introduction and every subsequent 5 years.</p>
12	<p>The development shall be operated in accordance with the scheme to control ground noise approved on 2 March 2015 (ref: 14/01519/DOC).</p>	<p>The Ground Noise Control Scheme is covered in the Noise Management Plan (pages 25-27).</p> <p>This condition could be reworded to reflect the NMP that will come in to force should the SoS grant planning permission.</p>	<p>The development shall be operated in accordance with the scheme to control ground noise as set out in the Noise Management Plan hereby approved on 2 March 2015 (ref: 14/01519/DOC).</p>
13	<p>The development shall be implemented in accordance with the Comprehensive Surface Water Management Strategy approved on 18 May 2015.</p>	<p>No change.</p> <p>The Strategy is the overarching scheme with on-going obligations.</p> <p>Phase 3 needs to be in line with this strategy.</p>	<p>The development shall be implemented in accordance with the Comprehensive Surface Water Management Strategy approved on 18 May 2015 (ref: 15/00187/DOC).</p>
14	<p>The detailed surface water drainage scheme for Phase 1 shall be carried out in accordance with the details approved on 8 December 2015 (ref: 15/00291/DOC) and the detailed surface water drainage scheme</p>	<p>Phase 1 and 2 have been completed, however Phase 3 has yet to commence, therefore the condition is still required.</p>	<p>The detailed surface water drainage scheme for Phase 1 shall be carried out in accordance with the details approved on 8 December 2015 (ref: 15/00291/DOC) and the detailed surface water drainage scheme</p>

	for Phase 2 shall be carried out 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.		for Phase 2 shall be carried out in accordance with the details 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.
15	Phase 1 of the development shall be carried out in accordance with the details approved on 24 March 2016 in relation to measures to deal with contamination (ref: 15/00756/DOC) and Phases 2 and 3 shall be carried out in accordance with the Contamination Risk Assessment Report approved on 7 April 2017 (ref: 17/00173/DOC).	The condition remains extant, though it could be reworded just to reflect the fact that only Phase 3 has yet to be undertaken.	Phase 1 of the development shall be carried out in accordance with the details approved on 24 March 2016 in relation to measures to deal with contamination (ref: 15/00756/DOC) and Phases 2 and Phase 3 of the development shall be carried out in accordance with the Contamination Risk Assessment Report approved on 7 April 2017 (ref: 17/00173/DOC).

16	No phase of the development shall be occupied until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation for that phase has first been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan 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.	The condition remains extant, though it could be worded to only encompass the last phase to be undertaken.	No phase Phase 3 of the development shall be occupied not be brought into use until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation for that the the phase has first been submitted to and approved, in writing, by the Local Planning Authority for its approval . The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan 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.
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 shall be implemented as approved.	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.

18	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.
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 in writing by the Local Planning Authority. The scheme shall be implemented as 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
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 3 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	Buildings with foul drainage were all within Phase 1. The surface water system connects to the foul sewage network and the East	DELETE

	<p>details approved on 14 August 2015 (ref: 15/00188/DOC).</p> <p>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 Authority. The development shall be carried out in accordance with the approved details prior to each phase coming into operation.</p>	<p>Hyde sewage treatment works, with conditions 13 and 14 covering this aspect. Consequently the condition need not be re-imposed.</p>	
22	<p>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.</p>	<p>The condition is required to control car parking at the airport.</p> <p>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.</p> <p>It should also be noted that the current car parking provision for the existing 18mppa airport is not being increased by this application.</p> <p>This is for the roundtable discussion, though some additional wording is suggested in the adjacent column.</p>	<p>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.</p> <p>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.</p>
23	<p>The surfacing and drainage of car parking areas shall be carried out in accordance with the details approved on 22 September 2015 (ref: 15/00455/DOC).</p>	<p>The condition is not required since the car parking (and associated drainage) has already been laid out.</p>	DELETE

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. (<p>Since the DMC resolved to grant planning permission an updated Travel Plan has been submitted.</p> <p>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</p> <p>The updated Travel Plan includes a section on Monitoring and Evaluation, but this will need to be captured in the condition.</p> <p>This is for the roundtable discussion.</p>	<p>The development hereby permitted shall be operated in full accordance with the Travel Plan dated December 2020 November 2022 (document reference 41431MP18V2 41431-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.</p>
25	The Highway Improvement Schemes (comprising [i] improvements to the airport access road and [ii] improvements to the 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). (The highway improvement schemes have been undertaken, therefore this condition need not be re-imposed.	DELETE
26	The extensions to the passenger terminal hereby permitted shall not be brought into use for passengers unless and until either the approved highway improvement	The requirements of this condition have been complied with and therefore this condition need not be re-imposed.	DELETE

	schemes referred to in Condition 25 have been carried out and completed by the applicant in accordance with the approved details or the applicant's obligations have fallen due under the agreement referred to in Condition 25 have been fully complied with.		
27	The development shall be carried out in accordance with the Renewable Energy Strategy approved on 23 September 2015 (ref: 15/00734/DOC).	The strategy include measures incorporated into the design of the buildings and low energy efficiency measures. There were no ongoing managing/monitoring requirements. The condition therefore does not need to be re-imposed.	DELETE
28	<p>The development hereby permitted shall not be carried out other than in complete accordance with the approved plans and specifications as set out in the schedule of documents and the Environmental Statement contained in the Terence O'Rourke letters dated 30th November and 14th December 2012 submitted with application 12/01400/FUL and with the following documents:</p> <ul style="list-style-type: none"> • Environmental Statement Addendum • Revised Chapter 8 of Environmental Statement Addendum • Transport Assessment • Travel Plan • Car Parking Management Plan • Site Waste Management Plan 	<p>The condition could be reworded as per the proposed wording in the right hand column (reflecting the Inspectors condition for the Bristol Airport decision). Alternatively, since the development involves no operational development and commencement is assumed to be upon the grant of planning permission, there are no plans to be complied with and documents (such as those noted by the Inspectors and also the ESA) are wide ranging, consequently the condition could be deleted.</p>	<p>The development is approved in accordance with the documents submitted with the application and set out below.</p> <ul style="list-style-type: none"> • Environmental Impact Assessment. Volume 1: Non-Technical Summary of Environmental Statement Addendum (January 2021. Document Reference: 41431RR19V3). • Environmental Impact Assessment. Volume 2: Environmental Statement Addendum (January 2021. Document Reference: 41431RR20V3). • Environmental Impact Assessment Addendum Volume 3: Figures and Appendices (January 2021. Document Reference: 41431RR20V3).

	<ul style="list-style-type: none"> • Drainage and Water Supply Infrastructure Appraisal • Carbon Reduction Plan 		<ul style="list-style-type: none"> • Chapter 8 of Environmental Statement Addendum (May 2021. Document reference: 41431RR20V3NA). • Environmental Impact Assessment Volume 1: Non-Technical Summary of 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)
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			<ul style="list-style-type: none"> • Drainage and Water Supply Infrastructure Appraisal (January 2021. Doc ref. 41431JG22V2) • Outline Carbon Reduction Plan (May 2021. Document reference 41431RS28V5)
29	<p>Within twelve months of the date of this permission, a Carbon Reduction Strategy shall be submitted to the Local Planning Authority for approval.</p> <p>The Carbon Reduction Strategy and its outcomes will be subject to the following reviews:</p> <ol style="list-style-type: none"> Annually: independent verification by the Airports Carbon Accreditation Scheme with the results being made available to the Local Planning Authority. Annually: publication as part of the Airport's Annual Monitoring Report, available for review by all stakeholders, including the Local Planning Authority. Every three years: independent audit and inspection by the Airports Carbon Accreditation Scheme with the results being made available to the Local Planning Authority. Every five years: the airport operator review and update, including 	<p>The condition was recommended twelve months ago and since that time much work has been done by the Applicant on the 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 implemented.</p> <p>A condition might therefore be necessary to indicate when the permission has been implemented, such as:</p> <p><i>"within one month of the implementation of this permission a notice shall be served on the local planning authority to such effect."</i></p> <p>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 that are contained within the Section 106).</p>	<p>Within twelve months of the date of this permission, a Carbon Reduction Strategy shall be submitted to the Local Planning Authority for approval.</p> <p>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:</p> <ol style="list-style-type: none"> 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. Annually: publication as part of the Airport's Annual Monitoring Sustainability Report, available for review by all stakeholders, including the Local Planning Authority. Every three years: independent audit and inspection by the Airports Carbon Accreditation Scheme with the results being made available to the Local

	<p>consultation with the Local Planning Authority and other stakeholders.</p> <p>All approved measures in the Carbon Reduction Strategy (and subsequent updates) shall be implemented and complied with.</p>		<p>Planning Authority for their review and written approval.</p> <p>iv. Every five years: the airport operator review and update, including consultation with the Local Planning Authority and other stakeholders and submission to the local planning authority for their review and written approval.</p> <p>The Carbon Reduction Strategy shall be updated to reflect any new national policies or targets. The methodology and/or interim targets may be amended by agreement with the local planning authority to include updates to best practice methodologies and new scientific or technical developments.</p> <p>All approved measures in the Carbon Reduction Strategy (and subsequent updates) shall be implemented and complied with.</p>
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