

JOINT DEVELOPMENT CONTROL COMMITTEE (CAMBRIDGE FRINGE SITES)
Report by: Joint Director of Planning and Economic Development
Date: 15th November 2017

Application Number	16/2212/FUL	Agenda Item	
Date Received	5 January 2017	Officer	Philippa Kelly
Target Date	30 November 2017 (Extension of Time)		
Parishes/Wards	Abbey		
Site	Cambridge Airport, Newmarket Road, Cambridge		
Proposal	Aircraft Engine Ground Running Enclosure and supporting infrastructure works, including a new taxiway link and other associated works.		
Applicant	Mr Richard Oakley, Marshall Group Properties, Ltd.		
Recommendation	Approve with conditions.		
Application Type	Full	Departure:	No

Application Number	S/3591/16/FL	Agenda Item	
Date Received	5 January 2017	Officer	Ed Durrant
Target Date	30 November 2017 (Extension of Time)		
Parishes/Wards	Teversham		
Site	Cambridge Airport, Newmarket Road, Cambridge.		
Proposal	Aircraft engine ground running enclosure and supporting infrastructure.		
Applicant	Marshall Group Properties Ltd.		
Recommendation	Approve with conditions.		
Application Type	Full	Departure:	No

The above applications have been reported to the Planning Committee for determination by Members in accordance with the Scheme of Delegation for the Joint Development Control Committee for the Cambridge Fringes.

<p>SUMMARY</p>	<p>The development proposals have been evaluated against the objectives of the NPPF and the presumption in favour of sustainable development.</p> <p>The proposals are considered to represent sustainable development and are in accordance with Development Plan policies for the following reasons:</p> <ul style="list-style-type: none"> □ The development will bring direct economic benefits, in terms of supporting employment and economic activity at Cambridge Airport. □ The proposals will enable the Wing Development to proceed, providing a range of indirect social, economic and environmental benefits - including enabling a level of market and affordable housing. □ The environmental impacts of the proposals have been considered fully. Issues of amenity, including odour, noise and air quality impacts are considered to be acceptable.
<p>RECOMMENDATION</p>	<p>APPROVAL</p>

1.0 BACKGROUND

1.1 The maintenance, repair and overhaul of aircraft form a core part of the operations currently carried out at Cambridge Airport. Aircraft engine testing is an integral part of this process. Engine ground running (EGR) is the running of aircraft engines on the ground to test engine performance and aircraft systems.

1.2 At present, the majority of EGR at Cambridge Airport is undertaken at an existing Engine Run Up Bay (ERUB) which is located on the northern edge of the Airport, immediately to the south of Newmarket Road, within the South Cambridgeshire authority area. The ERUB is the location where the majority of the high power engine ground runs take place, which produce the highest levels of noise from engine testing.

- 1.3 Cambridge Airport has a long standing established use which dates back many years. Current EGR activities are not therefore the subject of a specific planning consent. There are currently no formal limits or restrictions on the number or hours when engine testing can be carried out. Whilst the Airport does operate a number of voluntary procedures, there is no mechanism to enforce these procedures under the planning regime.
- 1.4 In April 2016, the Joint Development Control Committee (Cambridge Fringe Sites) resolved to approve planning permission for a new mixed use development (including 1,300 dwellings, a new primary school, community space, open spaces and shops), on land to the north of Newmarket Road (reference S/682/13/OL). This development is known as 'Wing'. Outline permissions were subsequently issued and the Section 106 agreement completed in November 2016.
- 1.5 The existing ERUB on Newmarket Road is situated approximately 125m from the proposed local centre of Wing. In order to avoid unacceptable noise levels, the Wing planning permission included a requirement in the Section 106 agreement, that all aircraft engine testing at the existing ERUB should stop, prior to the occupation of any residential development.
- 1.6 In order to maintain the existing level of aircraft testing activities at Cambridge Airport, a new Ground Run Enclosure for the testing of aircraft is necessary.

Consideration of Alternative Sites

- 1.7 The selection of the application site has followed an option evaluation process undertaken by the Applicant. During this process, the feasibility of alternative sites for the GRE were identified and evaluated against a number of key criteria.
- 1.8 The main constraints and criteria considered by the Applicant in the site selection and feasibility process were:

□ Operational Requirements

The site needs to be capable of accommodating a Ground Run Enclosure of a size that can enclose a 'Code E' aircraft. This is the largest type of aircraft currently maintained at the airport, and includes the Boeing 777 and 747, and the Hercules C-130 military transporter aircraft.

The GRE needs also to be located where it will not materially impact on or cause disruption to the efficiency of other airport operations.

□ Aerodrome safety and safeguarding requirements

The site needs to comply with existing aerodrome safeguarding criteria, which limit where development can safely be located within the Airport, and the height of development.

□ Noise Impacts

Noise generated during engine testing at the site needs to be compatible (in terms of impact on amenity) with existing development in the vicinity of the site.

□ Environmental Constraints

Consideration needs to be given to other environmental impacts, including potential impacts on the designated green belt, and landscape and visual impacts.

□ Costs and Programme

The potential costs of constructing the development are a further consideration. In those cases where the choice of site would require enabling works (such as the relocation of existing facilities), the implications and timeframes of this on the development need also be factored into the assessment.

- 1.9 The local planning authorities are satisfied that the assessment of alternative sites is compatible with the requirements of the Environmental Impact Assessment process, which requires alternatives to be explored.

2.0 GLOSSARY OF TERMS USED IN REPORT

AQM – Air Quality Management

AQMA – Air Quality Management Area

CEAAP – Cambridge East Area Action Plan

CEMP – Construction Environmental Management Plan

‘Development Plan’ - the statutory development plans for both Cambridge City Council and South Cambridgeshire District Council.

EIA - Environmental Impact Assessment

EGR – Engine Ground Runs

EHO – Environmental Health Officer

ERUB - Engine Run Up Bay

ES - Environmental Statement

GRE - Ground Run Enclosure

LOAEL - Lowest Observed Adverse Effect Level

MADG - Marshall Aerospace and Defence Group

NOEL - No Observed Effect Level

NPPF - National Planning Policy Framework

NPSE - Noise Policy Statement for England

OMP – Odour Management Plan

PPPG - Planning Policy Practice Guidance

PPG - Planning Policy Guidance

PPS - Planning Policy Statement

SOAEL - Significant Observed Adverse Effect Level

3.0 SITE DESCRIPTION/AREA CONTEXT

- 3.1 Cambridge Airport was first established as an aerodrome in the 1930s. The Airport operates a mixture of traffic, including general aviation, business aviation and the East Anglian Air Ambulance, as well as occasional commercial, and charter passenger flights. It is also home to a number of flying clubs and flying schools.
- 3.2 The airport also undertakes aircraft maintenance, repair and overhaul operations, as part of MADG. The supporting documentation which accompanies the planning application estimates that this operation currently sustains around 1600 jobs directly at the airport, and a further 7000 jobs indirectly. The Applicant has confirmed that there has been no material change in air traffic at the Airport since the application was submitted. On the northern side of the airport are buildings that are associated with the aerospace operations. These include hangar buildings and administrative offices, including the control and office building which fronts Newmarket Road, and is Grade II listed.
- 3.3 The application site is situated on the northern side of the Airport, to the south of Barnwell Drive. It is approximately square in shape and measures just over 4.5 hectares in size. The majority falls within the administrative boundaries of Cambridge City Council. A small amount (approximately 0.5 hectares) of the eastern part of the site falls within South Cambridgeshire District Council.
- 3.4 To the north and north-west are large hangar buildings known as Hangar 17 and Hangar 21. To the immediate east is Taxiway Delta which connects the Hangar 17 apron with the main airport runway to the south.
- 3.5 The site is undeveloped open grassland, part of which is covered by a grassed soil mound up to 7m high. It is understood that this was created from the deposit of materials excavated as part of the construction of Hangar 17, and runway resurfacing works.
- 3.6 A shallow drainage ditch surrounds three sides of the application site, and a drainage attenuation pond lies to the south. Part of the southern side of the site falls within the Cambridge Green Belt.
- 3.7 Public access to the application site is limited in the vicinity of the site due to the Airport restrictions. The nearest Public Right of Way lies adjacent the north-west of the Airport, associated with Barnwell Drive at the Airport's access gate to the north.
- 3.8 The application site lies within the City Council's Abbey Ward. Immediately adjacent the Airport boundary to the north are industrial and commercial trading estates. Beyond are residential communities, including Abbey Meadows to the north and north-west. Residential communities within the Romsey and Cherry Hinton wards are located further to the south-west and south. The South Cambridgeshire District

Council application site falls within the parish of Teversham, with the village of Teversham situated approximately 3 km to the east.

4.0 THE PROPOSAL

- 4.1 The application proposals seek full planning permission for the erection of an aircraft engine Ground Running Enclosure (GRE) and associated development, including a new section of taxiway linking the GRE to the existing Taxiway Delta.
- 4.2 Planning applications were submitted to both Cambridge City Council and South Cambridgeshire District Council on 05 January 2017. Amendments were received in March 2017, May 2017 and July 2017. As the greater part of the application site falls within the City Council, the City Council has led this project, working closely with District Council officers throughout the process.
- 4.3 An EIA has been submitted in support of the planning applications, to satisfy the requirements of the Town and Country Planning (EIA) Regulations 2017. This is because of the characteristics, location and potential impacts of the proposed development. The EIA process ensures that any potentially significant effects of the development are considered and, where appropriate, mitigated.
- 4.4 Although two separate planning applications have been submitted, this is to reflect the cross-authority boundary nature of the proposed development, and is for administrative purposes only. This report relates to both planning applications, although two separate planning decisions will need to be issued.

Physical Structure

- 4.5 The GRE is a four sided open topped steel enclosure, which will be constructed on a new area of concrete pavement (apron). The building will have internal measurements of approximately 74m wide and 92 metres long. It will be 20m high above finished floor level.
- 4.6 The doors and walls of the GRE will be lined with acoustic panels, and incorporate acoustically treated 'louvre' vents. The rear wall also incorporates a single horizontal acoustic vent to allow airflow into the GRE from the rear.
- 4.7 One of the sides of the GRE comprises hinged doors for aircraft access and egress. It is proposed that an operations control room/viewing gallery and aircraft rescue/firefighting access doors will be built into the sides.
- 4.8 The rear wall of the GRE includes a jet blast deflector to redirect jet blast upwards and out of the top of the facility. Air vents are built into the walls and doors to draw air into the structure.

- 4.9 The GRE has been designed to take account of the prevailing wind direction at the Airport (which is from the south west). The GRE will be orientated broadly on a south-west to north-east centre line alignment. Aircraft will be towed towards the GRE by tug, and reversed into the enclosure so that they face into the wind during engine testing.
- 4.10 It is proposed that the GRE will be lit by interior floodlights and exterior safety lighting. The taxi-way would not be lit, but would contain reflective markers at the aircraft pavement edges.
- 4.11 As part of the development, other works are planned, including the construction of the pavement base and installation of foundations to support the GRE; access route for fire tender; and drainage work. A new surface water drainage system will connect into the Airport's existing surface water drainage network. This includes recently constructed attenuation and treatment ponds which control the rate and quality of run off to the receiving water courses.
- 4.12 In terms of access arrangements, no alterations to public roads outside the perimeter of the airport are proposed, as the GRE is airside. Only aircraft and other authorised vehicles operating at the airport will be allowed to enter the facility.

Proposed Operation of Testing Facility

- 4.13 The proposed GRE will enable aircraft to be run whilst engineers assess the performance of the engines. A range of settings may be applied, ranging from pressurisation tests, through to low power, ground idle and full power runs. Noise generated under full power runs is the loudest.
- 4.14 The supporting documentation which accompanies the application advises that a typical ground run has a total duration of four hours per individual aircraft test (of which approximately ½ an hour would consist of high powered running, and 3 ½ hours would be lower power running).
- 4.15 The GRE has been designed to enable engine testing on the largest aircraft currently maintained at the airport ('Code E' aircraft). These include the Boeing 747-800, Boeing 777-300ER and the C-130J Hercules military transporter aircraft.
- 4.16 The length and width of the existing runway prevents any larger aircraft (such as the Airbus A380 double decker) from coming into Cambridge Airport. The size of existing hangars also restricts their use for the maintenance of larger aircraft types.
- 4.17 The application documentation states that there will be no variation in the amount or type of aircraft engine testing currently undertaken at the Airport. It is understood that the level of aircraft maintenance that can be carried out is a function of (and constrained by), the hangar space available to accommodate aircraft undergoing maintenance. The

Applicant has confirmed that there are no plans to increase hangar capacity.

- 4.18 The primary purpose of the engine testing facility is to attenuate noise from the aircraft being tested. The facility provides no competitive advance for the Airport over other facilities where engine testing takes place. Essentially, the new GRE will allow the Airport to maintain the existing level of service that it presently delivers.

Operational Restrictions and Controls

- 4.19 The supporting documentation which accompanies the planning application provides a summary of the Applicant's proposed operational restrictions and controls in respect of aircraft engine testing.

Table 1: Summary of the Applicant's proposed operational restrictions and controls:

1	Cessation of all Engine Testing at the existing ERUB.
2	All engine testing to take place within the GRE, except in defined exceptional circumstances, or when wind conditions prevent use of the GRE.
3	No engine testing to take place at night (outside the hours of 08 00 to 22 00), except in defined exceptional circumstances.
4	No engine testing to take place on Sundays and Bank Holidays, except in defined exceptional circumstances.
5	Annual limit of 500 hours total engine testing time.
6	Maintenance of an Engine Testing Log.

- 4.20 Council officers have considered the Applicant's proposed operational restrictions and controls, in addition to the conditions recommended by technical consultees during the course of the consultation process. Extensive discussions have taken place with the Applicant regarding these matters. The discussions have resulted in a comprehensive draft set of planning conditions being compiled. These have been agreed in principle by the Applicant.

- 4.21 A detailed review of the operational conditions and controls proposed by the Applicant can be found in the noise section of this committee report. A full list of agreed draft planning conditions can be found in Section 10.

Application Documentation

4.22 This Full Planning Application is accompanied by the following documents:

- o Planning Statement.
- o Design and Access and Sustainability Statement.
- o Statement of Community Involvement.
- o Environmental Statement.
- o Transport Statement.
- o Site Environmental Risk Assessment.
- o Flood Risk Assessment.
- o Draft Construction Methodology and Construction Environmental Management Plan.

4.23 The proposals have been discussed with Council officers as part of detailed pre-application work. A developer presentation was made to the JDCC at pre-application stage, on 20 July 2016. In September 2017, a post submission JDCC Member Briefing was held in respect of noise, in the specific context of this planning application. Updates have also been provided at Cambridge East Community Forum meetings over the past 12 months.

Amendments and Additional Information

4.24 Following the statutory consultation period and initial officer assessment of the application, additional information was received, along with clarification on a number of other issues and some revised information.

4.25 These revisions consist of the following:

- Flood Risk - updated Flood Risk Assessment Report received 10 March 2017.
- Response to Drainage Queries dated 03 May 2017.
- Ground contamination – Ground investigation reports received 19 May 2017.
- Updated ES (containing updated chapters and appendices relating to air quality, land quality, noise and summary of predicted effects) and updated ES Appendices, ES Non-Technical Summary, Planning Statement, Design and Access Statement and Sustainability Statement and additional planning proposals drawing – all submitted July 2017

4.26 Further limited re-consultation was undertaken with regard to the amendments received in March 2017 and May 2017. A full re-

consultation exercise was undertaken in respect of the revised ES and associated documentation, which was received in July 2017.

5.0 SITE HISTORY

Reference	Reference	Outcome
16/5266/PREEIA and S/2212/16/E2	Request for a Scoping Opinion, Proposed Ground Run Enclosure, Cambridge Airport	Joint Scoping Opinion Issued 05 October 2016

5.1 The scoping Opinion was submitted in accordance with the Town and Country Planning (EIA) (England) Regulations 2011 (as amended). It was informed through consultation with statutory and other consultees. The Joint Scoping Opinion described the matters that needed to be addressed in the EIA.

6.0 PUBLICITY

6.1 Advertisement: Yes
Adjoining Owners: Yes
Site Notice Displayed: Yes

6.2 Over 1500 neighbour notification letters were sent out by the local authorities. This included widespread notification of properties within the City Council's Abbey ward, within which the majority of the application site falls, and the village of Teversham.. Properties in the City Council's Romsey Ward, including Uphall Road and Nuttings Road which are situated close to the application site, were also notified.

6.3 In addition to standard consultation letters, statutory press notices and the display of site notices, a series of public exhibitions were convened by the Applicant, prior to the submission of the applications.

6.4 Four public exhibitions were held locally over a four week consultation period during September 2016. At one of these events, an auralisation exhibition provided an opportunity for members of the public to use headphones to listen to audio representations of different noise levels, to better understand how noise levels would change in a number of selected locations as a result of the development. The exhibitions were supported by on-line consultation and telephone enquiry line.

7.0 POLICY

EIA Directives and Regulations

7.1 An EIA is required by the 2011 EIA Regulations (as amended). The ES must identify and report the likely significant effects of the project on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short-term, medium-term and long term, permanent and temporary, positive and negative effects of the project. It

must also report the mitigation measures that are proposed to avoid, reduce or remedy the likely significant effects. In cases where mitigation measures are not proposed or entirely ineffective, the EIA will identify any residual impacts and determine their significance.

Relevant Central Government Guidance

NPPF (2012)

- 7.2 The NPPF sets out the Government's economic, environmental and social planning policies for England. These policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The document was published on 27 March 2012 and is a material consideration for planning applications. It replaces PPGs and PPSs, and other guidance. The document encourages positive, balanced decisions, emphasizes the primacy of the development plan and local decision making.

Development Plan Policies:

- 7.3 Section 38(6) of the Planning Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the statutory Development Plan, unless material considerations indicate otherwise.
- 7.4 For the purposes of these planning applications, the 'Development Plan' comprises the statutory development plans for both Cambridge City Council and South Cambridgeshire District Council, comprises the following policy documents:
- Cambridge Local Plan (2006)
 - South Cambridgeshire Core Strategy (2007)
 - South Cambridge Development Control Policies Development Plan Document (2007)
 - South Cambridgeshire Site Specific Policies Development Plan Document (2010)
 - Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011)
 - Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan (2012)

7.5 Relevant Development Plan Policies:

PLAN	POLICY NUMBER
Cambridge Local Plan	3/1 Sustainable Development
2006	3/2 Setting of the City

	<p>3/3 Safeguarding Environmental Character</p> <p>4/1 Green Belt</p> <p>4/6 Protection of sites of National Nature Conservation Importance</p> <p>4/7 Species Protection</p> <p>4/9 Scheduled Ancient Monuments/Archaeological Areas</p> <p>4/13 Pollution and Amenity</p> <p>4/14 Air Quality Management Areas</p> <p>4/15 Lighting</p> <p>8/2 Transport Impact</p> <p>8/12 Cambridge Airport</p> <p>8/18 Water, Sewerage and Drainage Infrastructure</p>
--	---

PLAN	POLICY NUMBER
South Cambridgeshire District Council Development Plan Document	<p>ST/1 Green Belt</p> <p>D/1 Sustainable Development</p> <p>DP/2 Design of New Development</p> <p>DP/3 Development Criteria</p> <p>DP/6 Construction Methods</p> <p>GB/ Development in the Green Belt</p> <p>GB/3 Mitigating the Impact of Development Adjoining the Green Belt</p> <p>NE/1 Energy Efficiency</p> <p>NE/3 Renewable Energy Technologies in New Development</p>

	NE/4 Landscape Character Areas NE/6 Biodiversity NE/7 Sites of Biodiversity or Geological Importance NE/9 Water and Drainage Infrastructure NE/11 Flood Risk NE/14 Lighting NE/15 Noise Pollution NE/16 Emissions CH/2 Archaeological Sites TR6 Aviation Related Development Proposals
--	---

7.6 Relevant Supplementary Planning Documents

Supplementary Planning Guidance	Cambridge East Area Action Plan (CEAAP) Cambridge City Council and South Cambridgeshire District (2008) Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012)
---------------------------------	---

7.7 The Cambridge East Area Action Plan (CEAAP) is of particular relevance to this application. This document, which was prepared jointly by the City and District Councils, provides for the phased development of a new urban quarter which encompasses Cambridge Airport. Whilst the CEAAP assumes the relocation of the airport, it also proposes that parts of the new quarter could be brought forward in advance of any airport relocation. The CEAAP establishes a vision and development principles for the new urban quarter. The acceptability of any such development is subject to the noise and other impacts from airport operations not being incompatible with new development.

7.8 The CEAAP includes a number of planning policies which are of relevance to the determination of this planning application. These include the following:

- Policy CE/2 – Development Principles
- Policy CE/4 – Green Belt
- Policy CE/18 – Archaeology
- Policy CE/25 – Sustainable Building Methods and Materials
- Policy CE/26 – Noise
- Policy CE/27 – Air Quality
- Policy CE/25 – Phasing North of Cherry Hinton

7.9 **Other Material Considerations**

Material Considerations	<p><u>Cambridge City Council</u></p> <p>Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (2001).</p> <p>Cambridge Landscape and Character Assessment (2003)</p> <p>Cambridge City Nature Conservation Strategy (2006)</p> <p>Criteria for the Designation of Wildlife Sites (2005)</p> <p>Cambridge City Wildlife Sites Register (2005)</p> <p>Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010)</p> <p>Strategic Flood Risk Assessment (2005)</p> <p>Cambridge and Milton Surface Water Management Plan (2011)</p> <p>Cambridgeshire Quality Charter for Growth (2008)</p> <p>Cambridge City Council - Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006) (2012)</p> <p>Air Quality in Cambridge – Developers Guide (2008)</p>
-------------------------	--

	<p><u>South Cambridge District Council</u></p> <p>Biodiversity SPD (2009)</p> <p>Landscape in New Developments (2010)</p>
--	---

Status of Proposed Submission – Cambridge Local Plan and South Cambridgeshire Local Plan

- 7.10 After consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. The emerging revised Cambridge Local Plan, as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. In the vast majority of instances, it is likely that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.
- 7.11 Policy 12 of the emerging Cambridge Local Plan (Allocation of Residential Land at Cambridge East) is also of relevance to the assessment of the development proposals.

Noise Policy Context

- 7.12 Engine ground running activities at Cambridge Airport have the potential to give rise to significant environmental impacts. An understanding of the relevant noise policy context is therefore considered appropriate:

Noise Policy Statement for England (NPSE) (2012)

- 7.13 The NPSE sets out the long term vision for the government’s noise policy, that is:

‘To promote good health, and a good quality of life, through the effective management of noise – within the context of government policy on sustainable development’

- 7.14 The NPSE is underpinned by three aims:
- i. To avoid significant adverse impacts on health and quality of life;
 - ii. To mitigate and minimize adverse impacts on health and quality of life; and
 - iii. To where possible, contribute to the improvement of health and quality of life.

- 7.15 The Explanatory Note to the NPSE acknowledges that noise contributing to annoyance and/or sleep disturbance in human populations can have long term consequences for health and well-being. It introduces three concepts that can be used to interpret the policy aims, these being:

No Observed Effect Level (NOEL) – This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.

Lowest Observed Adverse Effect Level (LOAEL) – This is the level above which adverse effects on health and quality of life can be detected.

Significant Observed Adverse Effect Level (SOAEL) – This is the level above which significant adverse effects on health and quality of life occur.

- 7.16 The NPSE seeks to avoid all noise occurring at or above the SOAEL level, and to minimize, as far as possible, all noise occurring between LOAEL and SOAEL.

- 7.17 The NPSE recognises that it is not possible to have a single, numerical definition of SOAEL that is applicable to all noise sources in all situations, since the SOAEL is likely to be different for different noise sources, different receptors and at different times.

NPPF (2012)

- 7.18 The NPPF deals specifically with the issue of noise in Paragraphs 109 to 123. This document requires the planning system to contribute to and enhance the natural and local environment by (amongst other things) preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution’.

- 7.19 The planning objectives set out in the NPPF reflect, and are linked to, the policies and objectives set out in the Noise Policy Statement for England.

Planning Policy Practice Guidance (PPPG) on Noise (2014)

- 7.20 The Noise PPPG provides guidance on the interpretation and application of the NPPF and the NPSE. It gives particular advice on the interpretation of LOAELs and SOAELs, and introduces a new category of Unacceptable Adverse Effects, which should be avoided. The document advises on how planning can manage potential noise impacts in new development.

Development Plan Policies

- 7.21 Policy 4/13 of the Cambridge Local Plan, which relates to Pollution and Amenity, and Policy NE/15 of the South Cambridgeshire Local Plan (Noise Pollution) are of relevance. The thrust of these policies is that development will only be permitted which does not lead to significant

adverse effects on health, the environment and amenity from pollution – or which minimizes adverse effects through the use of appropriate mitigation measures.

8.0 CONSULTATIONS

Cambridgeshire County Council (Highways Development Management)

Application as Amended

- 8.1 No comment to make upon the amended plans.

Application as Submitted

- 8.2 The application will not have any significant adverse impact upon the operation of the highway network.

Cambridgeshire County Council (Flood and Water Management)

Application as Amended

- 8.3 Following further correspondence with the Applicant and submission of further details to clarify drainage proposals; the Applicant has demonstrated that surface water can be dealt with on site by using underground attenuation, ultimately draining into the wider airport drainage network. As Lead Local Flood Authority (LLFA) we have no objection in principle to the proposed development. Recommends conditions relating to the details of the surface water drainage scheme and long term maintenance arrangements.

Application as Submitted:

- 8.4 Objection on grounds that:

1. Applicant has not fully demonstrated that the existing system has capacity to receive the additional surface water flows and volumes. Hydraulic calculations to demonstrate the functionality of the proposed new system and its impact on the existing system are required.

2. The applicant has not used the latest climate change allowances (Published 19 February 2016) to inform the surface water drainage strategy.

Cambridgeshire County Council (Archaeology)

Application as Amended

- 8.5 No objection to proposed development. Recommends that the site should be subject to a programme of archaeological investigation and recommend that this work should be commissioned and undertaken at

the expense of the developer. This programme of work can be secured through the inclusion of a negative condition such as the model condition 'number 55' contained in DoE Planning Circular 11/95:

Cambridge City Council Environmental Health Officer/Acoustic Consultant

Application as Amended

8.6 The development proposed is acceptable subject to the imposition of the following condition(s): GRE commissioning scheme; Restricting engine testing to the GRE; Annual limit on total aircraft engine testing hours; Hours for aircraft engine testing; Aircraft engine testing in the evening; Aircraft engine testing at night; Aircraft engine testing on Sundays and bank holidays; Concurrent aircraft engine testing; Maintenance of aircraft engine test log; Out of ground run enclosure aircraft testing; Environmental Management Plan; Piling; Odour Management Plan; Artificial Lighting Scheme; Contaminated Land (preliminary contamination assessment, site investigation report and remediation strategy, implementation of remediation); Completion Report; Material Management Plan; Unexpected Contamination; Noise Insulation; Noise Limit.

8.7 Detailed comments provided covering the following environmental issues:

Noise – Construction and Operational Impacts/Effects

8.8 The proposed development meets the three aims of Government noise policy set out in the NPPF.

Construction Noise and Vibration:

8.9 Recommends that a bespoke condition is imposed requiring the submission and approval of a Construction Environmental Management Plan (CEMP) to agree general principles, assessment methodologies and approach to secure mitigation.

Operating Hours:

8.10 Recommends the imposition of conditions restricting the operating hours of the GRE to Monday to Saturday - 0800 hours to 1900 hours with no operation on Sundays and Bank Holidays –unless defined and approved as exceptional circumstances, such as in the interest of national security or the avoidance of severe hardship to the general public.

Engine Testing Process:

8.11 Important to ensure that when certain meteorological conditions are experienced, and engine testing takes place on the airfield, potential noise, odour and air quality impacts on sensitive receptors is minimised. Recommends control by condition.

Residential Receptors Impacts / Effects:

- 8.12 The proposals will provide a substantial improvement in health and quality of life when considering noise impacts to residential receptors and other noise sensitive receptors such as Teversham Primary School.
- 8.13 There will be some communities that will be significantly adversely affected by noise, especially at Uphall Road and Nuttings Road. It is important that the Councils are satisfied that all reasonable and sustainable steps will be taken to control, mitigate and reduce to a minimum any adverse noise impacts.

Commercial Receptors Impacts / Effects:

- 8.14 The assessment shows that the proposed engine testing may impact on some of the commercial receptors close to the proposed GRE. However, when all the relevant factors are considered there is no reason to suggest that the conclusion reported in the ES- that the impact on commercial receptors is not considered to be significant (page 241) is invalid or inappropriate.

Commissioning Process:

- 8.15 An agreed commissioning process of the GRE for both propeller aircraft and jet aircraft will be required to ensure that the predicted noise levels are achieved by the GRE upon completion of construction and prior to operation.
- 8.16 Recommended that officers of the LPA are notified in advance of any commissioning tests to enable them to attend. The commissioning report will need to demonstrate compliance and should be submitted to the LPA for approval and agreement. Recommends a separate condition with specified noise limits (those set as the commissioning targets) is imposed to secure the proposed sound / noise commissioning levels.

Noise Conclusions:

- 8.17 Recommends that bespoke conditions are attached to control the number of hours of operation, the times of operation, restrict the undertaking of engine ground running testing to within the GRE only unless within defined circumstances, define the location for out of GRE testing and the commissioning process as well as ending the use of the existing ERUB once the GRE has been satisfactorily commissioned to the approval of the LPA.
- 8.18 With these recommended conditions the proposals are acceptable. It is unlikely that significant adverse noise impact will arise and any other residual adverse noise impact should be mitigated and reduced to a minimum in accordance with national planning policy. In terms of existing engine testing noise when compared with what will occur with the proposed GRE there is also likely to be an overall net improvement and

enhancement in the acoustic character of the area for the majority of the time.

Plant Noise Impacts / Effects

- 8.19 There will be an observation room as part of the GRE structure in which staff will be present during the testing of the aircraft. Recommends plant noise insulation condition to ensure that noise levels for this plant do not adversely affect local amenity.

Contaminated Land

- 8.20 Recommends that bespoke contaminated land conditions as listed are attached to any planning permission. Due to the potential presence of asbestos containing material recommends that the Phase 2 investigation shall be carried out prior to the commencement of any on-site works, including archaeological investigations.

Air Quality

- 8.21 Recommends that planning conditions are developed to ensure that the stated operational conditions are maintained. The conditions should consider the number of days of testing, the number of days of Large Jet testing, the number of days of testing outside the GRE and the location of tests outside the GRE. Records of hours of operation, location of testing and relevant meteorological conditions should be maintained should be made available for inspection on request.

Odour Impacts / Effects

- 8.22 The current information submitted in the ES with regards to odour is now considered adequate. Remain concerned by the level of uncertainty and, in view of this considers that, as the applicant is unable to provide more certainty in this area; a robust Odour Management Plan (OMP) that details mitigation and control measures in the event of adverse odour being experienced by residents, is an essential control / mitigation measure that can be secured by condition.

Dust Impacts / Effects

- 8.23 Recommends condition relating to Dust Management Plan as part of the Construction Environment Management Plan.

Artificial Lighting – Operational

- 8.24 Recommends condition requiring details of artificial lighting, to protect the amenity of nearby premises.

Application as Submitted

- 8.25 It is not possible to fully comment and reach an informed decision about the acceptability of the proposed development. Additional information is required.
- 8.26 The application documents and Environmental Statement and Appendices are technically complex and detailed in many respects. It is our view the submissions are lacking sufficient detail and assessment in relation to a number of environmental health related topics/issues, and in particular the following:
- Noise – Operational.
 - Air Quality and Odour – Operational.
 - Cumulative Effects and Inter-relationship Impact Assessments.
- 8.27 As these issues are fundamental we are currently unable to reach an informed decision on the acceptability of the proposals. In addition we are currently unable to consider the formulation of possible conditions in relation to the above topics that may need to be imposed to avoid unacceptable significant adverse impacts and or to mitigate and reduce to a minimum any potential adverse impacts/effects.

Cambridge City Council Planning Policy

Application Amended

- 8.28 No further comments.

Application as Submitted

- 8.29 Detailed comments provided. The Applicant has demonstrated the very special circumstances that clearly demonstrate that the harm to the Green Belt is outweighed by other considerations (addressed in Section 9.2 of this committee report – principle of development),

Cambridge City Council Sustainability Officer

Application as Amended

- 8.30 No further comments.

Application as Submitted

- 8.31 No objection. Comments. The bespoke nature of the GRE does not lend itself to the normal sustainable design considerations of energy efficiency, water and carbon reduction. Nevertheless, some measures are proposed, including: all lighting to be LES; Soil excavated from the site to be re-used on the airport site; construction waste generated on site will be separated from re-use and recycling; control room toilets to be fitted with water efficiency fittings; control room toilets to be fitted with

water efficiency fittings. These measures are therefore supported and the application is considered acceptable from a sustainable design and construction perspective.

Cambridge City Council Landscape Architect

Application as Amended

- 8.32 The development proposed is acceptable subject to conditions relating to the gapping up of Coldham's Lane Hedgerow, soft landscape works/implementation and materials.

Application as Submitted

- 8.33 No objection. Comments. The proposals will not result in an excess of visual harm on the surrounding area. It will be visible but in keeping with the prominent visibility of the existing airport buildings. Recommends a condition which includes the gapping up of hedges surrounding the airport, with specific attention paid to gaps along Coldham's Lane. Recommends materials condition.

Cambridge City Council Nature Conservation Officer

Application as Amended

- 8.34 No further comments.

Application as Submitted

- 8.35 Development is acceptable subject to conditions relating to delivery of biodiversity mitigation measures and lighting.
- 8.36 Additional comments received. Laboratory studies have shown that gleaning bats, which locate prey by the sounds they make, avoid hunting in noisy areas. The Foraging brown long eared bats identified using the adjacent reserve therefore could be at risk from the facility if operating after dusk in the peak activity season (April September).

Cambridge City Council Urban Design and Conservation

Application as Amended

- 8.37 The amendments received for this application raise no additional material urban design issues.

Application as Submitted

- 8.38 The proposed aircraft GRE is a clearly large structure that will be visible from both long and medium distance views. These views have been assessed within the ES. At a proposed height of 20m the application also triggers the Cambridge Skyline Guidance, which provides clarity on

saved Policy 3/31 (Tall Buildings and the Skyline) of the Cambridge Local Plan 2016. The ES satisfies the relevant assessment criteria set out in this guidance.

- 8.39 The position proposed for the GRE is such that it is remote from significant standing Historic Assets (including the Leper Chapel) within the west of the City, and that local screening restricts potential indivisibility.
- 8.40 The advice of the County Archaeologist should be taken in respect of impact on archaeological potential
- 8.41 The application demonstrates that a detailed option process was undertaken to determine the preferred site location to minimise the visual impact of the proposal. Landscape colleagues will provide an assessment of the visual impact of the proposal in the Green Belt.
- 8.42 The landscape and visual impact assessment provides CGI's of the proposed GRE from a number of vantage points from around the site. Whilst the proposal will be visible, given that the GRE would be viewed in context of the existing adjacent hangers, the proposal is considered acceptable in urban design terms.
- 8.43 The development proposed is acceptable subject to the imposition of conditions relating to materials samples.

Cambridge City Council Sustainable Drainage Officer

Application as Amended

- 8.44 The development is acceptable subject to the imposition of conditions relating to surface water drainage works, including surface water management and maintenance plan for the lifetime of the development.

Application as Submitted:

- 8.45 It is not possible to comment on the proposed development. Request additional information relating to the following:
- Attenuation storage sizing.
 - Performance of the system for a range of summer and winter storm durations.
 - Rational for the 30 year lifespan of the development.
 - QBar discharge rate.
 - Frequency of pipe inspection and maintenance.
 - Location of existing downstream oil/petrol interceptor.

Cambridge City Council Growth Projects Officer (Julian Adams)

Application as Amended

8.46 No further comments.

Application as Submitted

8.47 Development proposed is acceptable.

Cambridge City Council Developer Contributions Monitoring Unit

Application as Amended

8.48 No further comments.

Application as Submitted

8.49 Does not propose to seek specific S106 financial contributions under the Planning Obligation Strategy SPD 2010.

Natural England

Application as Amended

8.50 The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Application as Submitted

8.51 No objection. Unlikely to affect any statutorily protected sites or landscapes. Has not assessed the application for impacts on protected species. If proposal is on or adjacent to a local site, the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

Environment Agency

Application as Amended

8.52 No objection. The latest submission satisfied the recommended conditions relating to contamination, verification and SUDs. These conditions will no longer be required.

8.53 The site does not present a risk of contamination to controlled waters. As a result no further investigation or remediation with regards to the contaminative risk to controlled waters will be required.

- 8.54 The updated FRA (March 2017) and the response to CCC Drainage Queries (May 2017) has satisfied any gaps of information we had regarding the surface water drainage scheme.

Application as Submitted

- 8.55 No objection in principle to the proposed development. Recommends conditions relating to groundwater, contaminated land, SUDS and environmental management issues.

Anglian Water

Application as Amended

- 8.56 No further comments.

Application as Submitted

- 8.57 As the applicant is not proposing a connection to any Anglian Water assets, it is outside of the jurisdiction of Anglian Water to make comment.

Cambridgeshire Constabulary (Architectural Liaison Officer)

Application as Amended

- 8.58 No further comments.

Application as Submitted

- 8.59 No comments in relation to community safety crime, crime and disorder.

Ministry of Defence

Application as Amended

- 8.60 No further comments.

Application as Submitted

- 8.61 No safeguarding objections.

Cambridge Airport

Application as Amended

- 8.62 No further comments.

Application as Submitted

- 8.63 No objection.

National Grid

Application as Amended

8.64 No further comments.

Application as Submitted

8.65 No objection.

Historic England

Application as Amended

8.66 No further comments.

Application as Submitted

8.67 Comments. Concerns regarding application on heritage grounds. Issues and safeguards need to be addressed in relation to impact on designated heritage assets and archaeology.

The above responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

9.0 REPRESENTATIONS

9.1 The owners/occupiers of the following addresses have made representations:

Teversham Church of England Primary School (support)
Fen Ditton Parish Council (support)
142 Teversham Drift, Cherry Hinton (object)
101 Teversham Drift (object)
52 The Westering (object)
92 Jack Warren Green (object)
2A Meadowlands Road (object)
716 Newmarket Road (object)
10 Stourbridge Grove (object)
Barnwell House, Barnwell Business Park (object)
49 Lower End, Swaffham Prior
71 Stourbridge Grove
75 High Street, Teversham
135 Peverel Road

9.2 The representations can be summarised as follows:

Support:

- Teversham Primary School has for many years experienced very high levels of noise during testing which has meant real disruption of lessons in some classrooms.
- Requests that all testing is carried out in the enclosure to prevent noise pollution.

Object:

Amenity Issues:

- Impact on residential amenity in terms of noise, odour, air pollution.
 - Concern about how much louder aircraft engine testing will be. Would not want to see it get worse than already is.
 - Impact on amenity of employees at Barnwell Business Park.
 - Increased noise levels will lead to excessive noise at night.
 - Led to believe that Applicant would seek permission for testing to be carried out between the hours of 8 and 8.
 - Engine testing should be restricted in the evening (to 6pm or 8pm).
 - Unclear what the defined exceptional circumstances are.
 - Annual limit of 500 hours of testing seems excessive and should be capped at 300.
 - Proposed 500 hours of testing would allow Applicant to significantly increase business over existing levels.
 - Proposed engine testing log should be made available for inspection on a more regular basis.
- 9.3 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

10. ASSESSMENT

- 10.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues in are:
- Principle of Development.
 - Context of Site, Design and Layout.

- Impact on Site and Surroundings (including impact on Heritage Assets).
- Biodiversity.
- Flood Risk and Surface Water Drainage.
- Traffic and Transport.
- Renewable Energy and Sustainability.
- Contaminated Land.
- Air Quality, Odour and Dust.
- Noise.
- Third party representations.

Principle of Development

Planning Background

- 10.2 Cambridge Airport was established as an aerodrome in 1938 and operates under licence from the Civil Aviation Authority. The airport supports various types of aircraft operations, including general aviation, business aviation and the East Anglian Air Ambulance, as well as occasional commercial and charter passenger flights. It is also home to a number of flying clubs and flying schools.
- 10.3 Aircraft maintenance, repair and overhaul (MRO) operations are a core part of the Airport's operations. This is carried out by Marshall Aerospace and Defence Group (MADG), which specialises in the conversion, modification, maintenance and support of aircraft and defence solutions. The company has an international customer base which includes aircraft manufacturers, airlines and government military air forces.
- 10.4 Aircraft engine testing is an important part of the operations undertaken at Cambridge Airport. Aircraft engine ground running (EGR) is the process of running aircraft engines on the ground to test engine performance and aircraft systems.
- 10.5 Aircraft EGR is an important component of aircraft maintenance work, and therefore essential to the aerospace business operating at Cambridge Airport. It allows the Airport to deliver maintenance and overhaul contracts on a range of civil and military aircraft.
- 10.6 At present, the majority of EGR at Cambridge Airport is undertaken at an existing Engine Run Up Bay (ERUB) which is located on the northern edge of the airport, immediately to the south of Newmarket Road. The main alternative to the ERUB for aircraft engine testing is the Hangar 17 apron.
- 10.7 The supporting documentation which accompanies the application states that in the last three calendar years, 74% of aircraft EGR has taken place at the ERUB, and 26% at the Hangar 17 apron. The ERUB is the location where the majority of the high power engine ground runs take place, which produce the highest levels of noise from engine testing.

- 10.8 The ERUB facility consists of an area of apron and taxiway for the parking of the aircraft, with an approximately 7m high earth bund between the apron and the road. This earth bund protects the road and passing traffic from engine jet blasts. This is not a formally designed acoustic attenuated facility, and provides limited benefit by way of noise attenuation.
- 10.9 Engine testing activities at Cambridge Airport are not the subject of a specific planning consent. There are currently no formal limits or restrictions on the number or hours when engine testing can be carried out. Whilst it is understood that there are voluntary restrictions in place (such as seeking to avoid testing being carried out on Sundays and at night, except in exceptional circumstances), there is no mechanism to enforce these procedures under the planning regime.

Planning Policy Context

- 10.10 The 2006 Cambridge Local Plan removed Cambridge Airport from the Cambridge Green Belt, although retained a green corridor through the Airport maintained as part of the Green Belt.
- 10.11 The Joint Cambridge East Area Action Plan (AAP) adopted by Cambridge City Council and South Cambridgeshire District Council in 2008 allocates land in both administrative areas for the development of a major new urban quarter for Cambridge. The allocation was dependent on the relocation of Marshalls Aerospace.
- 10.12 In 2010, Marshall announced an intention to remain at Cambridge Airport until at least 2031. The emerging Cambridge Local Plan (which has been submitted for examination), responds to this change in circumstances - by including residential allocations for the parts of the AAP allocation that were considered able to come forward for housing in the plan period with the airport remaining operational.
- 10.13 The Councils' approach is for the remaining part of the AAP allocation that cannot be developed with the airport operational to be safeguarded for development in both Local Plans until after 2031. This is given effect through Policy 12 of the emerging Cambridge Local Plan and Policy SS/3 of the emerging South Cambridgeshire Local Plan. These policies also allocate land for residential development in the plan period north of Newmarket Road and north of Cherry Hinton.
- 10.14 In November 2016, Marshall Group Properties Limited received planning permission from South Cambridgeshire District Council, for a new mixed use development (including 1,300 dwellings, a new primary school, community space, open spaces and shops), on land to the north of Newmarket Road (reference S/682/13/OL). This development is known as 'Wing'.
- 10.15 The existing ERUB on Newmarket Road is situated approximately 125m from the proposed local centre of Wing, less than 200m from the primary

frontage to Newmarket Road, and approximately 300-350m from the proposed primary school.

- 10.16 As part of the planning application for the Wing development, an Environmental Statement (ES) was submitted which included a detailed noise assessment. The noise chapter of that ES included an assessment of the impact of EGR activities undertaken and the existing ERUB site on the proposed Wing development. This assessment concluded that Wing could not be delivered without detriment to future residential occupiers, given the proximity to the existing ERUB.
- 10.17 The Wing planning permission included a requirement that all aircraft engine testing at the existing ERUB should stop, prior to the occupation of any residential development at Wing. In order to continue with the aircraft testing activity, the Applicant identified that a new Ground Run Enclosure for the testing of aircraft was necessary. Whilst alternative locations for this facility were considered by the Applicant, it is not the purposes of this committee report to assess the merits of the alternatives locations. The development proposals have been assessed on the basis of the application site as identified in the submitted scheme.

Development on Green Belt

- 10.18 A small area of the application site falls within the Cambridge Green Belt. The Planning Statement which accompanies this application considers the present boundary of the Green Belt to be 'nominal', and recognises that under the provisions of the Cambridge East Area Action Plan, the exact boundary will be reviewed when wider development of the airport occurs. Officers are of the opinion that in planning policy terms, the development is within the Green Belt boundary, and must be treated as such.
- 10.19 The GRE proposal does not fall within the recognised definition of 'appropriate development' in the Green Belt (National Planning Policy Framework, Paragraphs 87-88). It is therefore, by definition, 'inappropriate' development. In accordance with the NPPF, very special circumstances must be identified, to warrant support for such development.
- 10.20 Officers have considered the key factors put forward by the Applicant to justify development on the Green Belt. Officers are of the view that delivery of key elements of the development strategy for Greater Cambridge is an important material consideration which warrants very special circumstance for allowing Green Belt development.
- 10.21 The development north of Newmarket Road is a key part of the development strategy for the Greater Cambridge area. Its delivery will provide a significant number of much needed homes in a sustainable location on the edge of the City. The application proposals will enable development north of Newmarket Road to proceed. These are all

considered to be significant factors which justify the very special circumstances for development in the Green Belt.

Conclusion

- 10.22 The proposed GRE development will enable strategic housing development to take place in locations close to the airport, as set out in the Cambridge East Area Action Plan. These developments are key elements of the emerging Cambridge Local Plan and South Cambridgeshire Local Development Framework. The delivery of this development will provide a significant number of much needed homes in a sustainable location on the edge of the City. It is considered that this justifies the 'exceptional circumstances' for development on the Green Belt.
- 10.23 On the basis of the above, the principle of the proposed development is considered acceptable and in accordance with Development Plan policies, subject to the following evaluation.

Context of Site, Design and Layout

- 10.24 In assessing this development proposal, a key issue is the design and layout of the new building, and its relationship with the surrounding context.
- 10.25 This is a functional building and its principle purpose is to mitigate sound from aircraft engine testing. In this respect it has been designed to achieve optimum noise mitigation – at 20m, the height of the building is the maximum which can be accommodated within the airport, given the safeguarding requirements of the runway.
- 10.26 The visual appearance of the GRE building is utilitarian, and constitutes an exterior of steel construction. Whilst consideration was given at pre-application stage to the use of cladding, the engineered and functional nature of the building would result in limited visual benefit in cladding the exterior. A condition has been recommended relating to the details of the materials to be used in construction, including the requirement for a sample panel (**Condition 14 – Materials Samples**).

Conclusion

- 10.27 The development proposal is a functional utilitarian building. The application is fully supported by the City Council's Urban Design, Conservation and Landscape team, who have been involved in pre-application discussions. The development is considered acceptable with regard to design and layout, and in accordance with Development Plan policies.

Impact on Site and Surroundings

- 10.28 The application site is located on the western side of the airport, within an area of grassland and grassed spoil mound. Large scale airport buildings lie to the north, within an open expanse of grassland which surrounds the runways and taxiways to the south and east. The urban fringe of Cambridge wraps around the north, west and south sides of the Airport. Rural farmland extends to the east over a gently undulating landscape. Land defined as Green Belt lies within the south west part of the site area.

Landscape and Visual Impact

- 10.29 A Landscape and Visual Impact Assessment (LVIA) was submitted as part of the application. This includes visualisations in the form of photomontages of the proposed GRE, for selected viewpoints. The LVIA focusses on receptors which are most sensitive to the building – for example occupiers of residential properties and users of Public Rights of Way and footpaths.
- 10.30 The LVIA assessment identifies that the proposed GRE would not have significant visual impacts or effects on the existing character of the landscape/townscape. In reaching this conclusion it is noted that this is an urban fringe location, where a number of large airport buildings are already prominent in the local landscape. The proposed development would be located close to other large airport buildings (for example Hangar 17), and be read against a back drop of existing hangar buildings.
- 10.31 Whilst it is acknowledged that the GRE building would change the character of the immediate site, the building would be of a similar form, scale, massing, height, material and colour as existing development at the Airport. This would help to reduce the impact on the character of the immediate area.
- 10.32 The location of the GRE precludes the option of including conventional landscape mitigation proposals (such as large scale planting and earth shaping to further conceal the development). However, during the course of the application, the Applicant addressed initial consultation comments offered by the Landscape Architect, and agreed to provide additional enhancement planting along hedgerows which border Cambridge Airport. This approach is welcomed, as it would assist in screening the development in long views across to the site. Relevant conditions have been recommended to secure the planting (**Condition 29 – Soft Landscape Works; Condition 29 - Hedge Management Plan**).

Impact on Heritage Assets

- 10.33 The application is accompanied by a historic environment desk-based assessment. This indicates that there are no Scheduled Monuments within one kilometre of the application site (although a moated site at Manor Farm is situated just under 2 km from the site).

- 10.34 There are no conservation areas within a 1km boundary around the GRE site. The Teversham Conservation Area is located approximately 1.2km to the east of the proposed development.
- 10.35 Three Grade II listed buildings fall within 1 km of the application site, including Marshalls Cambridge Airport Control and Office Building. The development has the potential to have indirect effects on the views and settings of this listed building. An assessment of possible impacts is included within the Environmental Statement.
- 10.36 Officers have visited the application site and surrounding area, and can confirm that whilst there will be limited views of the GRE from the Control and Office building, these will be long distance, and the building will be read against the backdrop of existing airport hangers. In addition, the intervening airport control tower will provide screening. The indirect effects of the GRE on the settings of this heritage asset are not considered to be significant.
- 10.37 In terms of field archaeology, Cambridge Airport is located within a landscape of high archaeological potential. The County Archaeological Officer has advised that significant archaeology could extend into the application site area, and that development may have a significant adverse impact on such heritage assets.
- 10.38 In accordance with the consultation advice offered, a programme of archaeological investigation and recording can be secured through planning condition (**Condition 17 - Archaeology**). On this basis, the application proposal is considered acceptable with regard to impacts on heritage assets.

Conclusion

- 10.39 The GRE building would be visible in terms of long views from areas on the residential edge of the City, and rural landscapes to the east and south. Officers consider that the building would add to the existing urban fringe character, and would have limited additional adverse influence over the character of these areas.
- 10.40 Whilst the development would change the landscape character of this part of the Airport, officers are satisfied that it would not have a significant visual impact in the wider landscape. In reaching this decision, officers are mindful of the consultation advice offered by the Landscape Architect who raises no objection to the proposed development.
- 10.41 In terms of heritage assets, the development is considered acceptable subject to the recommendation of relevant conditions as identified above.
- 10.42 On the basis of the above evaluation, officers conclude that the impact of the proposed development on site and surroundings is acceptable, and in accordance with the Development Plan.

Biodiversity

- 10.43 The application site is an area of medium sward species poor and improved grassland. It is not actively managed, and has, in recent years, been used as a receiver site for earthworks generated by the excavations from previous development at the Airport.
- 10.44 Whilst the application site is not designated as a statutory or non-statutory site of nature conservation importance, there are four statutory sites designated sites within two kilometres. The closest statutory site is Barnwell Local Nature Reserve which is approximately 0.6km from the proposed development area. There are also 19 non-statutory designated sites within 2km of the application site. The closest of these is Airport Way Road Site Verge, which is a County Wildlife Site. This is approximately 1km from the application site.
- 10.45 As part of the revised ES which accompanies this planning application, a number of ecological surveys were carried out. This included Phase 1 Habitat Surveys, and detailed species survey (including for birds, reptiles, amphibians and bats).
- 10.46 The revised ES demonstrates that the application site is unlikely to support a significant assemblage of species, given the small habitat area. It does, however, identify that given it has not been actively managed, there will be some loss of grassland habitat. The application does not propose to recreate this habitat loss elsewhere on the site, due to the increased risk to aircraft operations from attracting birds and mammals.
- 10.47 The revised ES identifies opportunities for the incorporation of biodiversity environmental measures with the development proposals. Whilst no habitat replacement is being offered, officers accept this approach given the Airport restrictions, the size of the grassland habitat which will be lost, and that other biodiversity measures are identified.
- 10.48 In accordance with the advice offered by the Council's Ecologist, relevant conditions have been recommended relating to the carrying out of ecological works, and an ecologically sensitive lighting scheme (**Condition 21 – Artificial Lighting Scheme; Condition 31 Protected Species**).
- 10.49 The comments from the Council's Ecologist relating to potential restrictions on the operational hours of the proposed GRE after dusk are noted. Whilst it is accepted that certain species of bats avoid hunting in noisy areas, the potential impact of this in ecological terms is not considered to be significant in the submitted ES. Officers do not consider that there would be a reasonable basis for restricting the operation of the GRE on these grounds.

Conclusion

- 10.50 The Ecological Assessment of the proposed development included a desk study and field surveys to describe the ecological baseline within the development area, and an assessment of the impacts on nature conservation. No significant ecological impacts from the proposed development are predicted on designated statutory and non-statutory sites of nature conservation value, nor on the conservation status of any habitats or species.
- 10.51 The proposals have been evaluated by the Council's Ecologist, who is satisfied with the application, subject to the recommendation of conditions as outlined above. On this basis, the development is considered acceptable with regard to biodiversity, and in accordance with the Development Plan.

Flood Risk and Surface Water Drainage

- 10.52 A Flood Risk Assessment and Surface Water Drainage Strategy were submitted as part of the application, and an assessment of the impacts on the development is reported in the Environmental Statement. The application site is located within Flood Zone 1, which is defined as land having a less than 1 in 1000 annual probability of river or sea flooding. The site is therefore not at risk from fluvial flooding from any watercourse.
- 10.53 The Cambridgeshire Flood Risk Management Partnership produced the South Cambridgeshire and Cambridge City Level 1 Strategic Flood Risk Assessment in September 2010. This assessed the surface water flood risk for areas to the south and west of the proposed development including within the Barnwell East Local Nature Reserve (LNR) as 'intermediate' or 'less'. The surface water flood risk for a small area in the centre of the Barnwell East LNR has been assessed as 'more'.
- 10.54 There have been previous pluvial (rain related) flooding incidences at Cambridge Airport. Within the submitted FRA, a pluvial flood model has been used to assess what impacts the proposed development would have on the nature of such flooding.
- 10.55 It is understood that the existing drainage local network already includes recently constructed attenuation and treatment ponds. These control the rate and quality of run off to the receiving water courses (Coldham's Brook and Teversham Stream).
- 10.56 The technical information which accompanies the planning application demonstrates that the proposed drainage works will ensure that the development will not increase flood risk, discharge greater than permitted flows, and will be compliant with the existing discharge permit.
- 10.57 The application proposals have been considered by the Environment Agency, the City Council's Sustainable Drainage Engineer, and the County Council as Flood Authority. During the course of the application,

additional information was sought from the Applicant with regard to surface water drainage, in response to initial consultation comments from the City and County Council Drainage Officer.

- 10.58 Following consideration of the additional drainage information, the acceptability of the scheme in respect of drainage issues has been confirmed by the Lead Local Flood Authority and the Council's Sustainable Drainage Engineer. Officers are satisfied that the surface water drainage information provided is acceptable in principle. Planning conditions have been recommended (**Condition 19 – Pollution Control Scheme; Condition 20 - Drainage**) to ensure that the details of the surface water drainage strategy for the development are acceptable.

Conclusion

- 10.59 On the basis of the above assessment, the proposal is considered acceptable with regard to Flood Risk and Surface Water Drainage, and in accordance with the Development Plan.

Traffic and Transport

- 10.60 It is not anticipated that the proposed development will generate significant amounts of movement. There are no anticipated changes to the amount of engine testing or to matters such as staff travel, car parking or public transport access. The development will not therefore have any effect on the nature or volume of operational traffic generated by the airport.
- 10.61 In accordance with relevant guidance, a Transport Statement accompanies the application. This has been subject to pre-application discussion with officers from Cambridgeshire County Council, and gives detailed information on the likely transport impact of the development.
- 10.62 The Transport Statement primarily focuses on the temporary impacts on the local transport network during the construction period. Information is provided on the estimated number of additional vehicle movements. This demonstrates that the additional movements would be negligible relative to existing traffic on the network.
- 10.63 The temporary traffic impacts during the construction period will need to be carefully managed. A condition has been recommended which requires the detailed Construction and Environmental Management Plan (CEMP) to provide for lorry routing restrictions, delivery time restrictions and a construction worker travel plan (**Condition 15**).

Conclusion

- 10.64 The proposals have been evaluated by the County Highways Engineer, who raises no objection to the development on highway safety grounds. The proposed development is considered to comply with the Development Plan on this basis.

Renewable Energy and Sustainability

- 10.65 The proposed GRE is a purpose built structure which has been designed to maximise noise attenuation and which requires highly efficient aerodynamic and thermodynamic properties. As such, the design does not lend itself to being particularly innovative in terms of sustainable design features such as sustainable drainage systems, energy efficiency, water resources or carbon reduction.
- 10.66 The Design and Access and Sustainability Statements which support the application summarise the design considerations that have influenced the development. The documents explain how the development will be designed and constructed to minimise transport, energy use and waste, so that where practicable the building contributes to the objectives of sustainable development. This includes matters such as the proposed lighting, and energy and water efficient fittings in the GRE control room.
- 10.67 The documentation advises that the building has a 30 year design life parameter. This is the period which the applicant expects the GRE structure to perform without major failure of components. It is based on key considerations, including cost of construction and warranties provided by the supplier. This is considered acceptable, given the bespoke nature of the building and its specific purposes.
- 10.68 On the basis of the above, the development is considered acceptable and in accordance with the Development Plan.

Contaminated Land and Pollution Control

Land Quality

- 10.69 The revised ES includes the results of intrusive ground investigation work which had been carried out prior to the application being submitted, although did not form part of the original documentation.
- 10.70 The intrusive investigative work identifies that the on-site earth bund is a potential source of contamination, and sets out the results of a suite of chemical testing undertaken on soil samples. It concludes that the potential risks to human health are low, and that the proposed development would have no significant effects on land quality.
- 10.71 The EHO has considered this information and is of the view that the scope of the previous site investigation work is insufficient with regard to contaminated land. In consultation advice it is noted that, due to the potential presence of asbestos containing material (which has been found elsewhere on the airport site where waste has been investigated), more detailed investigation will need to be carried out prior to the commencement of any on site works. In accordance with this advice, planning conditions are recommended (**Condition 22 – Preliminary Contamination Assessment; Condition 23 –Site Investigation Report and Remediation Strategy; Condition 24 – Implementation of**

Remediation; Condition 25 – Completion Report; Condition 26 – Material Management Plan; Condition 27 – Unexpected Contamination).

Contamination of Controlled Waters

- 10.72 The previous airfield use and the proposed development of the site represents a risk of contamination that could be mobilized by surface water infiltration, leading to the pollution of controlled waters. Controlled waters are particularly sensitive in this location, because the proposed development site is located on a principal aquifer.
- 10.73 Information submitted with the application demonstrates that the risk to controlled waters can be suitably managed. It is understood that a surface water drainage system will be constructed as part of the development, which will connect into the Airport's existing surface water drainage network. This will include silt traps and fuel traps to ensure any spills during engine tests are captured and do not cause harm to water resources.
- 10.74 The Environment Agency has considered the application proposals and provided detailed advice in respect of the revised ES. Confirmation has been received that the proposed development proposed does not pose a risk of contamination to controlled waters.

Conclusion

- 10.75 On the basis of the above assessment, and subject to securing the conditions as referred to above, the proposal is considered acceptable with regard to contaminated land and pollution control.

Air Quality, Odour and Dust

Air Quality

- 10.76 The key pollutant in relation to local air quality management is nitrogen dioxide. Annual average concentrations are currently close to the relevant air quality standard within the City Council administrative area. This is largely as a result of exhaust emissions from road vehicles. Other key pollutants are below statutory limits in the vicinity of the Airport, and are forecast to remain within such limits in the future. The background levels of air pollution (2014) in the area are below the National Air Quality Objectives.
- 10.77 An Air Quality Management Area (AQMA) was declared in the centre of Cambridge in 2004 in relation to exceedances of the annual average nitrogen dioxide Air Quality Standard. The proposed GRE is located outside of the AQMA, the boundary of which is located 1.2km west of the application site.

- 10.78 Following receipt of initial consultation advice from the EHO, further information was sought from the Applicant with regard to air quality. Updated technical reports were submitted during the course of the application.
- 10.79 The updated information revisits the scenarios for engine testing within the GRE, and provides predictions based on realistic operational practices. The modelling demonstrates that the annual mean for nitrogen dioxide (Air Quality Objective of 40 microgrammes per cubic metre) will not be exceeded at any relevant receptors. With regard hourly mean nitrogen dioxide levels (Air Quality Objective of 200 microgrammes, not to be exceeded more than 18 times per annum), no exceedances are predicted when an average of all aircraft types to be tested at the GRE is modelled. The modelling demonstrates that there is a very small possibility of exceedances of the hourly mean nitrogen level, for large jets tested at the GRE.
- 10.80 The air quality modelling results in the revised ES demonstrate the changes of nitrogen dioxide concentrations at existing residential, proposed development and ecological receptors as a result of the proposed development. They indicate that, adopting the worst case scenario, the proposed development would have a negligible impact on annual average nitrogen dioxide levels. The Councils' EHO does not dispute this.
- 10.81 In accordance with initial consultation advice offered by the EHO, the revised ES also gives consideration to the impacts on air quality as a result of ground running taking place outside the GRE, on the runway. This would take place when meteorological conditions prevent the GRE from being used (due to wind speeds from the north-east being greater than 2.5m/s). The ES states that EGR testing outside the GRE would be required on up to 10 days per year. On the basis of meteorological data provided for the last 5 years, officers consider that the request for up to 10 days testing outside the GRE is reasonable.
- 10.82 The EHO has reviewed the results of the outside GRE air quality modelling, and is satisfied that this would not present a significant impact on air quality. This is subject to a planning condition to ensure that the operational conditions suggested in the revised ES are secured. In accordance with the advice offered, a relevant condition has been recommended (**Condition 13 – Out of Ground Run Enclosure Aircraft Testing**).

Odour

- 10.83 The GRE will be located on the Cambridge Airport site, where typical kerosene type odours are already likely, either from existing running tests or other airport activities. The revised ES states that historical odour complaints held by Marshall and the local authorities are scarce. In the last three years, Cambridge City Council has received two complaints from nearby residents relating to engine testing and the typical kerosene

type odours associated with combustion of aviation fuel by aircraft engines.

- 10.84 Officers are of the opinion that the location of the current ERUB (a significant distance from any sensitive receptors), is a factor in explaining why there have been few historic odour complaints. South Cambridgeshire District Council officers are not aware of residential receptors based downwind of the existing engine testing facility. By comparison, the City Council has records of complaints about odour, when engine testing was undertaken in the vicinity of Hangar 17 (which is in close proximity to sensitive receptors).
- 10.85 The revised ES provides information on the composition of odours from aircraft engine exhaust emissions. It advises that a characteristic and distinctive odour arises from a combination of the volatilisation of aviation fuel, and the emission of partially combusted volatile organic compounds from the burning of aviation fuel.
- 10.86 The revised ES identifies that the greatest emission of odours is at low thrust settings, and confirms that at least one aircraft engine will operate at low power for the duration of the engine test. The proposed development therefore has the potential to generate odour emissions under low power aircraft testing due to incomplete combustion.
- 10.87 The EHO has considered the ES with regard to air quality, and has confirmed that the odour assessment follows the relevant current best practice guidance (2014 Institute of Air Quality Management (AQM) Guidance). A source pathway receptor analysis has been undertaken, which is a recognised alternative to dispersion modelling (which the ES considers inappropriate in this instance, due to the high level of uncertainty around the available data).
- 10.88 In accordance with the 2014 AQM good practice guidance, the air quality analysis takes into consideration the frequency, intensity, duration, odour unpleasantness and location of odour impact and annoyance. It concludes that the likely magnitude of odour effect at the receptors is negligible.
- 10.89 The ES also models a worst case scenario for the risk assessment effect, based largely on meteorological conditions and the likelihood of wind blowing odours towards residents. The worst case scenario also assumes no GRE enclosure. The results indicate that if the GRE runs for 500 hours per year, then on 5 separate occasions, odour may be detected at Sunnyside/Nuttings Road. The assessment does not evaluate the magnitude of the offensiveness/unpleasantness, or identify what odour concentrations will be experienced at those receptor locations.
- 10.90 The odour assessment concludes that all receptors have a risk of odour exposure smaller than 1%, which represents a 'negligible' odour effect. It goes on to recommend, as an additional environmental mitigation

measure, the use of an Odour Management Plan (OMP) if odour problems arise. This could be secured by planning condition.

- 10.91 The Environmental Health Officer has considered the revised odour information, and has confirmed that the information goes some way to addressing previously raised concerns. There is, however, uncertainty in the prediction of odour: the ES does not elaborate upon what the OMP would entail, and what may be technically feasible.
- 10.92 Subsequent discussions have taken place regarding this issue, and a draft OMP was submitted by the Applicant in August 2017. The EHO has considered this document, and remains of the opinion that insufficient information has been provided to demonstrate that odour mitigation and control could be delivered through this mechanism. In addition, there remains uncertainty as to what the controls and mitigation will target in terms of odour concentrations.
- 10.93 Whilst the principle of securing an OMP is accepted by the EHO, the detailed content will require further consideration. In accordance with the specialist advice offered, a bespoke planning condition has been recommended which requires the OMP to be submitted for approval prior to the commencement of operation of the GRE (**Condition 18**). On this basis, officers are satisfied that the proposed development is acceptable with regard to odour.

Dust

- 10.94 Pollution from the site clearance and construction phases has the potential to affect the amenity of surrounding properties if not controlled. The supporting documentation includes a draft construction methodology & Construction Environmental Management Plan (CEMP). This includes reference to the potential generation of dust from earthworks arising from excavation, stockpiling of material and soil particle tracking amongst other things. The draft CEMP includes the provision of a Dust Management Plan.
- 10.95 In accordance with the advice offered by the EHO, a relevant condition has been recommended to secure the provision of a CEMP (**Condition 15**).

Conclusions

- 10.96 On the basis of the above evaluation, and subject to the recommendation of conditions as outline above, the proposed development is considered acceptable with regarding air quality and odour.

Noise

- 10.97 Aircraft engine testing has the potential to give rise to noise impacts on local amenity. Noise resulting from engine ground runs is very specialist in nature, and there is no specific guidance relating to this type of noise.

In view of this, the Councils recognised the need to seek independent specialist advice in respect of noise. This has enabled the noise impact on local amenity to be fully understood.

- 10.98 A consultant acoustician, Colin Cobbing, Director of Acoustics at the independent firm Arup, was appointed by the Councils at pre-application stage to provide specialist noise advice, including the assessment of the Noise Impact Assessment. Mr Cobbing is the leader of the acoustics team and is an acoustic consultant with 30 years of experience - including extensive experience of dealing with aviation noise matters, and specifically, airport ground noise and engine testing.
- 10.99 The approach to the Applicant's noise assessment was discussed in detail as part of the pre-application dialogue between Council officers, consultant acoustician and the Applicant. During the course of the application, and following initial consultation advice received from the EHO and consultant acoustician, the Noise Assessment was reviewed. The approach to the re-assessment was also the subject of further dialogue between all parties.
- 10.100 The methodology for the Noise Impact Assessment has been carried out in accordance with the advice offered by officers and consultant acoustician. The results of the noise re-assessment are reported in the revised ES which was submitted in July 2017.

Existing Noise Baseline

- 10.101 Engine ground running noise is a long established operational feature of the Airport. The proposed development does not newly introduce EGR noise at Cambridge Airport, but seeks to relocate and further mitigate this type of noise.
- 10.102 The existing noise baseline was assessed at a number of receptors, during a two week period in 2014. Potential receptor locations were selected as being representative of receptors in their general area, and include existing residential and non-residential receptors (including primary school and churches). In total, 16 locations were assessed. The format, duration and configuration of the monitoring was agreed in advance with Council officers.
- 10.103 The noise baseline was assessed both with and without the existing ERUB in operation. The baseline noise report identifies the range of noise exposure from aircraft engine ground runs at the existing run up bay, and from aircraft engine ground runs on the Hangar 17 apron. Noise is expressed in terms of the measured noise levels during engine ground runs, and the effects of this noise on overall noise exposure levels. Using this information, the daytime average level of aircraft engine ground run noise was derived.
- 10.104 It is understood that the monitoring period for assessing baseline noise levels was longer than the normal recommended period for

environmental noise monitoring. The EHO and consultant acoustician are satisfied that the assessed noise baseline is representative of the existing situation. The noise climate in this area is dominated by road traffic noise. There would need to be a new significant continuous noise source or a doubling of road traffic for this figure to change.

10.105 The baseline noise information is presented in Appendix P of the ES. This identifies the existing noise environment at nine selected locations around the Airport. Baseline noise levels are presented in a number of different formats. Of key relevance are the background ($L_{A90, 11 \text{ hour}}$) and ambient ($L_{Aeq, 11 \text{ hr}}$) noise levels determined over the core EGR operational hours from 08:00 to 19:00 in the absence of any EGR.

10.106 Table 2 below sets out the maximum recorded noise levels during EGR at sensitive receptors

Table 2 – Noise Baseline - maximum recorded noise levels during EGR at sensitive receptors (taken from Table 11.16, page 186 of revised ES, July 2017).

Receptor	All measured noise levels are in dB and relate specifically to those periods during which EGR testing is actually taking place.
	Range of maximum recorded noise levels.
Braybrooke Place	68 – 71
Abbey Meadows School	72 - 78
Peveler Road	65 – 82
Teversham Drift	67 – 78
Teversham Primary School	81 – 89
High Street, Teversham	66 – 83
Wing Development Site	92 – 102
Nuttings Road	74 – 81
Orchard House	72 – 76

10.107 The baseline noise report highlights that for communities surrounding Cambridge Airport, noise from EGR is at its highest when:

1. Aircraft are undergoing high power EGR; and

2. Communities and receptors are downwind of the activity.

- 10.108 The baseline report identifies that EGR noise from ERUB based testing is likely to be audible and dominant at all of the assessment locations. At the receptors considered in the baseline noise survey, the highest levels of noise from EGR were measured at the frontage of the Wing development site. At this receptor, levels of 92 – 102 dBA were recorded. By way of reference, on the scale of noise, a noise level of 100 dBA equates to the sound levels at a textile mill/press room with press running.
- 10.109 For the majority of EGRs measured, average noise levels for the duration of the EGR were between 70 to 75 dB (A). A noise level of 60 dBA on the scale of noise equates to a department store/restaurant/speech levels whilst 80 dBA equates to being next to busy highway and shouting.

Noise Modelling – Assessment Methodology

- 10.110 A noise model was developed to enable a comparison of the existing noise baseline against future noise impacts predicted to occur with and without the proposed GRE in operation. The scope of the noise assessment and assessment methodology/criteria was agreed by the Councils in advance.
- 10.111 The noise model has been based on the aircraft exhibiting the highest sound powers and/or most commonly tested at the Airport – the twin engine Boeing 777-300ER, (the loudest jet that could be maintained at the Airport), and the four engine Lockheed C-130J Hercules turboprop (the loudest propeller regularly maintained at the Airport).
- 10.112 In accordance with best practice guidance, best available information was used to develop the assessment criteria. This took the form of noise investigations in respect of C130J engine ground running at RAF Brize Norton. It was supplemented by complaint information for Cambridge Airport.
- 10.113 Officers are satisfied that, in developing the noise model, the Brize Norton studies represent the best available information. This information is of relevance, as it provides a source of information about specific noise from the C130-J aircraft, which is a dominant type of aircraft subject to engine ground runs at Cambridge Airport.
- 10.114 The submitted noise assessment includes noise levels for the Lowest Observed Adverse Effect Level (LOAEL) and the Significant Observed Adverse Effect Level (SOAEL) for Engine Ground Runs. This is the level above which adverse effects on health and quality of life can be detected.
- 10.115 For the purposes of this noise assessment, it has been agreed that:
- The **LOAEL** occurs from **40** dBA Leq

- The **SOAEL** occurs at levels from **56** dBA Leq
- 10.116 By way of comparison, on the scale of noise, 40 dBA represents a typical noise level for a quiet residential neighbourhood, whilst 60 dBA on the scale of noise constitutes a department store, restaurant and speech levels.
- 10.117 For short term maximum noise levels from engine ground runs, it should be noted that:
- Noise levels greater than 60 dBA and less than 70 dBA potentially lead to outdoor speech interference.
 - Noise levels greater than 70 dBA and less than 80 dBA lead to both outdoor and indoor speech interference.
 - Noise levels greater than 80 dBA give rise to potential impact on social behaviour.
- 10.118 For the purposes of assessing significance, it has been agreed that:
1. Between LOAEL and SOAEL, a change of 3 dB or more should be considered significant.
 2. For levels above SOAEL, a change of 1 dB or more should be considered to be significant.
- 10.119 As part of the modelling work, consideration has also been given to noise effects of engine testing, when the GRE would not be available to be used due to adverse weather conditions.
- 10.120 The ES includes an assessment of the significance of the noise effects on noise sensitive receptors. This includes residential, commercial, schools and churches. Temporary noise impacts during the construction period have also been assessed.

Assessment of Operational Noise Impacts

- 10.121 The revised ES includes an assessment of operational noise associated with the proposed GRE. The EHO is satisfied that this assessment is robust and that the modelling methodology (which is based on best practice) and assumptions which have been used regarding the types of aircraft being tested is appropriate.
- 10.122 The assessment considers the following principal effects at key sensitive receptors:
- Annoyance and other effects such as speech interference as a result of changes in and exposure to aircraft Engine Ground Running (EGR) noise arising from the operation of the proposed development; and

- Potential changes in the character of the area within the context of other forms of environmental noise.

1. Impacts on Total Population Exposure

10.123 The ES assesses the likely significant effects arising from engine testing noise, where exposure is above the LOAEL. This is the level above which adverse effects on health and quality of life can be detected. For daily average noise levels, the noise modelling predicts that with the existing engine ground runs at the existing ERUB:

- 42,630 people are currently exposed to daily average noise levels within the LOAEL to SOAEL range of 40 dBA Leq to 56 dBA Leq; and
- 1,350 people are exposed to daily average noise levels at or above the SOAEL threshold of 56 dBA Leq.

10.124 In comparison, with the proposed GRE, these numbers would fall to 7,520 and 10. A large number of people currently exposed to noise levels above the LOAEL but less than the SOAEL would therefore transfer to levels below the threshold of the LOAEL (ie, the level below which no effect on health and quality of life is detected). A large number of people currently exposed to noise above the SOAEL would transfer to levels below this figure.

Table 3: Noise Exposure Population Count Assessment

	Engine Testing at ERUB	With Proposed GRE
Between a LOAEL and a SOAEL (40dBA to 56 dBA)	42,630	7,520
Above the SOAEL (above 56 dBA)	1,350	10

10.125 For short term maximum noise levels, Table 4 below shows the noise modelling predictions for maximum noise levels when undertaking engine ground runs at the existing location, compared to the proposed GRE.

Table 4: Population Exposure Statistics for Maximum LAeq (1 minute) Noise Levels for ERUB and GRE based EGR

Noise level	Existing ERUB		Proposed GRE	
	B777-300	C-130J	B777-300	C-130J
<60dBA	57,650	43,900	74,630	76,830

60 to 60 dBA	17,840	31,710	3,710	1,640
70 to 80 dBA	2,890	2,880	160	40
>80 dBa	120	30	10	0

10.126 The table identifies a significant change in the population experiencing high noise levels, when the engine ground run testing takes place in the proposed GRE.

10.127 In terms of the proposed noise levels at the sensitive noise receptor locations, Table 5 below summarises the predicted worst case noise levels from engine ground running in the proposed GRE.

Table 5: Predicted worst case noise levels from engine ground running in the proposed GRE:

Receptor	Boeing 777 at High Power in GRE	C130J at High Power in GRE	Overall long term daily noise exposure (based on 11 hour core EGR operational period)
	LAeq1min	LAeq1min	LAeq11 hour
Braybrooke Place	61	64	48
Abbey Meadows School	70	70	55.3
Peverel Road	70	62	52
Teversham Drift	60	61	46
Teversham Primary School	71	59	53
Wing Development Site	52	48	36
Nuttings Road	71	73	55
Uphall Road	71	73	55

Note: Figures in bold are noise levels in excess of the agreed SOAEL. This indicates possible speech interference outdoors and indoors with windows closed.

- 10.128 The ES identifies that for all of the residential receptor locations, it is Nuttings Road and Uphall Road where an increase in the received noise level is calculated to occur. At these locations, increases in the calculated noise level of up to 5 dB (A) are indicated for both the short term and the longer term averaged noise levels. The highest noise levels under high power engine ground runs would be approximately 73 dBA. This scale of change is significant. Under the NPSE, this would interfere with outdoor and indoor speech.
- 10.129 The ES provides a commentary on noise impacts on properties in Nuttings Road and Uphill Road. It notes that these properties are already subject to higher levels of engine ground running noise when existing testing takes place away from the ERUB (specifically in the vicinity of Hangar 17). Out of GRE testing in this location is less likely to occur when the GRE is operational - with the consequence that the higher noise levels presently experienced are less likely to occur. It is also relevant that the existing daytime ambient noise level measured in the vicinity of Nuttings Road and Uphall Road (even in the absence of any current EGR activity) was 55 dB LAeq, 11hr.

2. Impacts on Commercial Receptors

- 10.130 A number of commercial operations are located immediately to the north and west of the application site. These include retail offices and light manufacturing/car maintenance enterprises in the Barnwell Road Retail Park, the Quorum office building and the Barnwell Drive industrial estate.
- 10.131 The ES reports the findings of the noise assessment on commercial receptors. This assessment is based on a consideration of LOAELs and SOALs, the expected noise change, and the context in which the noise change will occur.
- 10.132 The ES noise assessment concludes that engine testing in the GRE would cause an increase in the noise to a number of these properties, but that the overall longer term noise exposure, at all these premises, will remain below the threshold level for SOAEL. Overall, the ES concludes that the impacts on commercial receptor locations are not significant.
- 10.133 The EHO and noise consultant have considered the noise assessment with regard to potential noise impacts of the proposed GRE on commercial receptors. Whilst the noise assessment indicates that the proposed engine testing may impact on some of the commercial receptors close to the proposed GRE, officers agree with the conclusions reported in the ES – that the impact on commercial receptors is not considered to be significant.
- 10.134 In reaching this decision, officers are of the opinion that these commercial receptors already function with exposure to existing levels of noise – and similar high level noise events already do occur in these locations. The noise assessment shows that at some of the receptors, such as Quorum

Offices, noise levels from high power testing carried out at Hangar 17 are substantially higher than those predicted with the GRE.

- 10.135 Officers are also of the opinion that the significance of the noise impacts on commercial receptors will be mitigated by the duration, timing and frequency of the aircraft engine testing. High power testing, which is the testing with the potential to cause interference, will only occur for half an hour on each of 2 or 3 days per working week. As such, the noise generated by the proposed GRE is not considered to have a significant effect on these properties.

Assessment of Construction Noise/Vibration Impacts/Effects

- 10.136 Noise and vibration during construction phases (including any pre-construction phases such as ground preparation) will need to be controlled to protect the amenity of neighbouring premises. The application documentation advises that the construction programme is expected to take at least 48 weeks. It is noted that the foundations for the GRE will need to be piled. A piling method statement has been recommended (**Condition 16**).
- 10.137 The revised ES presents a calculation of noise levels that are predicted to be generated during the construction of the GRE, from construction noise and construction traffic. A CEMP will be developed and put into place, based on a draft which has been submitted in support of the scheme. One of the aims of this document will be to control potential noise and vibration impacts during construction.
- 10.138 The EHO has considered the draft CEMP and advises that it is too generic and lacking in detail. It will require revision to reflect the Council's policies with regard to construction. This includes restrictions on construction work and deliveries. The Environmental Health Officer has advised that, given the duration of the works and the proximity of the application site to residential dwellings, a bespoke planning condition is imposed, which requires the submission and approval of a CEMP to agree general principles, assessment methodologies and approach to secure mitigation (**Condition 15**).
- 10.139 Subject to securing the conditions as recommended above, the application is considered acceptable with regard construction impacts.

GRE Commissioning Process

- 10.140 An agreed commissioning scheme for the GRE for both propeller aircraft and jet aircraft will be required, to ensure that the predicted noise levels are achieved upon completion of construction and prior to operation. The EHO has provided detailed advice in respect of the content of the commissioning scheme, which should include details of the noise commissioning tests, benchmark noise levels, noise measurement locations, equipment, performance requirements for approval, and the steps to be taken in the event of non-compliance with predicted levels.

10.141 The Applicant is keen to agree the details of the commissioning scheme process in advance of committee, and a draft commissioning process document was submitted in August 2017. The EHO has considered this document, and has sought further clarification in respect of the technical details. Dialogue between all parties has continued in respect of this matter, and a revised commissioning statement was received in September 2017. This document has been reviewed by the Council's EHO and consultant acoustician, and confirmed as acceptability.

10.142 A planning condition has been recommended which requires commissioning of the GRE in accordance with the agreed details (**Condition 3 – Commissioning Scheme**).

10.143 In accordance with the advice offered by the EHO, a further planning condition is recommended which requires the imposition of a noise limit (**Condition 12 – GRE Operational Noise Limit**). The Applicant has confirmed acceptability in principle to this.

Noise Conditions and Controls

10.144 Whilst Engine Ground Running activities at Cambridge Airport currently operate under voluntary restrictions, it is an expectation by all parties that relevant planning conditions will restrict the operations of the proposed GRE.

10.145 The Applicant has confirmed agreement to the following conditions as recommended by the EHO:

- Cessation of Aircraft Engine Testing at ERUB (**Condition 4**)
- All Engine Testing to take place in the GRE (**Condition 5**)
- Prevention of aircraft engine testing at night and on Sundays and Bank Holidays (**Condition 9**)
- Restriction of aircraft engine testing on only one aircraft any one time (**Condition 10**)
- Exceptional Circumstances

10.146 As part of the dialogue in respect of operational restrictions and controls, common agreement has been reached in respect of the '*exceptional circumstances*' which would warrant an exception to the operational restrictions proposed above.

10.147 It has been agreed that 'exceptional circumstances' be defined as:

'Urgent operational requirements in the interest of national security or safety, or where failure to undertake the aircraft Engine Test at the

time/location required would cause severe hardship to the general public, by reason of, for example, delayed or cancelled flights'.

10.148 Where an aircraft engine test is to be carried out under these exceptional circumstances, the Applicant has agreed that the test will not commence until the express prior written approval of the Airport Director has been given. Upon approval of an aircraft engine test in exceptional circumstances, the Applicant would also be required to provide written notification within 24 hours to the Councils, together with the specific reason for undertaking the test.

Maximum Limit on Annual Hours of Aircraft Engine Testing

10.149 The duration of any of the tests carried out in the exceptional circumstances defined above would count towards the maximum 500 hours of aircraft engine testing allowed per calendar year proposed by the Applicant (**Condition 6 - Annual Limit on Total Aircraft Engine Testing Hours**).

10.150 Third party representations have queried the maximum 500 hours of aircraft engine testing in any one year proposed by the Applicant. Officers have accepted this figure, which has been based on monitoring aircraft engine testing carried out by the Applicant over a 9 month period.

Hours for Aircraft Engine Testing

10.151 In terms of the hours that aircraft engine testing can take place, officers note that the Applicant originally sought testing primarily during the hours of 8am to 10pm. This was subsequently reduced to 7pm following dialogue during the course of the application. However, the Applicant seeks the operational flexibility to permit the GRE to operate in the evening period (Monday to Saturday 19 00 to 22 00 hours) up to a 25 hour maximum of the allowable 500 hours annually. This represents engine testing over 8 full evening periods (or for one hour over twenty five evenings).

10.152 The EHO, in consultation advice received in August 2017, recommended a condition be imposed restricting the operating hours of the GRE to no later than 19 00 in the evening, unless in the 'exceptional circumstances' defined above. This is because the evening period is a more sensitive time of the day, when residents are more likely to be resting, preparing for sleep or already asleep in their bedrooms. As such, there would be a greater likelihood of adverse noise impacts arising from engine testing during this time.

10.153 A greater understanding of the Applicant's proposed cap of 25 hours per year testing during the evening period has been provided by the Applicant (email dated 25 August 2017). This advises that the annual limit has been derived subjectively by applying 5% to the proposed limit on the total number of hours testing (500 hours), and that it would only be used at the discretion of a Senior Director within the business, to enable agreed programmes of work to be met. This advice has been considered

by the EHO, who has confirmed acceptability. A relevant condition has been recommended (**Condition 8**).

□ Engine Testing Outside GRE

10.154 Officers note that in certain wind conditions (generally when the wind is blowing from a noise/north-easterly direction and in excess of 5 knots or 2.5 m/s) aircraft engine testing cannot be safely undertaken within the proposed GRE due to insufficient airflow to the aircrafts engines under test. The ES identifies this as being an infrequent occurrence, occurring approximately 10 days per year (based on existing and historical meteorological data).

10.155 It will be important to ensure that on those occasions when the GRE is unsafe to use due to meteorological conditions, engine testing takes place in a location on the airfield which minimizes the potential noise, odour and air quality impacts on sensitive receptors. In accordance with the advice offered by the EHO, a condition has been recommended which requires the Applicant to provide full details of the arrangements for engine testing outside the GRE. This shall include the alternative locations for the testing (**Condition 13**).

Noise Conclusion

10.156 The noise implications of the proposed GRE have been carefully considered by the Councils EHO and Noise Consultant, who have provided detailed advice to the Applicant at all stages of the planning process.

10.157 The revised ES submitted in support of the application presents an overall summary of the proposed significant effects in relation to each representative receptor. The ES demonstrates that the scheme will bring significant benefits in terms of the number of people living around the Airport who will be exposed to levels of noise that are considered to have either an adverse or significant adverse effect on health and quality of life. The GRE would reduce the population exposed to noise between the LOAEL and the SOAEL for some 42,630 people to 7,520 and reduce the population exposed to noise levels at or above the SOAEL from 135 to 10.

10.158 Whilst there will be significant noise benefits for the majority of the community, the relocation of the testing facility to a different part of the Airport will mean that some receptors located in closest proximity to the proposed GRE will experience increases in noise. The Nuttings Road/Uphall Road location will experience increases in both daily average noise levels of 4 to 5 dBA between the LOAEL and SOAEL thresholds of 40dBA Leq to 56 dBA Leq on the expected 2 to 3 days a week when an engine test takes place. The ES considers that the noise impact at these locations will be significant adverse.

- 10.159 Officers accept that the Applicant has made, as far as practicable, every effort to minimise the noise impact of the development. The acoustic panels will have absorptive and insulating properties, to reduce aircraft engine noise emitted during engine testing. Noise mitigation has also led to the proposals for a 20m high building with doors to enclose the area where engine testing takes place. This is the maximum height of a structure which can be accommodated within the constraints of the site.
- 10.160 The potential impacts on the residential amenity of these properties, in terms of noise, represents a dis-benefit of the scheme which should be considered in the context of the wider noise benefits that the scheme will provide. On this basis, and with the package of operational conditions as recommended above, officers are of the opinion that the application proposals are acceptable with regard to noise.

Other Issues

Lighting

- 10.161 The application proposals will not require extensive external site flood lighting. Only general low intensity task lighting will be provided in specific areas. In accordance with the advice offered by the EHO, a condition has been recommended (**Condition 21**)

Cumulative impacts

- 10.162 The cumulative effects of the application proposals in combination with other planned major development in proximity to the application site has been considered, using a methodology which was agreed in advance with officers. The results are reported in Chapter 13 of the revised ES.
- 10.163 The ES concludes that the construction and operational phases of the majority of the committed developments within the study area are unlikely to result in significant cumulative effects when assessed in combination with the GRE.
- 10.164 The ES identifies two developments which may result in cumulative effects as a consequence of their scale, proximity to proposed works and timing in relation to the construction of the GRE – the Wing development and land north of Cherry Hinton development.
- 10.165 The scale of the potential impacts arising from these developments in combination with the GRE has been evaluated. The ES concludes that the additional cumulative landscape and visual impacts will be no more than minor adverse due to the scale of the GRE in the wider context of the landscape character area.
- 10.166 Officers have considered the cumulative impact assessment and are in general agreement with the conclusions reported in the ES. The minor adverse and long term landscape effects are noted. Officers accept that the location of the GRE minimizes visual impacts. In addition, the

potential for mitigation (through for example landscape planning) is limited due to the operational requirements of the Airport.

10.167 The minor adverse long term cumulative landscape effects are a dis-benefit of the scheme. However, they are not considered to justify the refusal of the scheme on these grounds alone.

Third Party Representations

Table 6: Representations received

Issue	Officer response/report section
Impact on amenity - noise concerns.	Section 10.97 – 10.160 deals with noise.
Impact on amenity – odour.	Section 10.83 – 10.93 deals with odour.
Impact on amenity – pollution.	Addressed under the assessments of flood risk and surface water drainage; contaminated land; air quality, odour and dust and noise sections.
Impact on amenity of employees at Barnwell Business Park.	Section 10.130 – 10.135 deals with noise impacts on commercial receptors.
Concern about how much louder aircraft engine testing will be. Would not want to see it get worse than already is.	Section 10.97 – 10.160 deals with noise.
Increased noise levels will lead to excessive noise at night.	Section 10.144 – 10.155 deals with noise conditions and controls.
Led to believe that Marshalls would seek permission for testing to be carried out between the hours of 8 and 8.	Section 10.151 – 10.153 refers to hours for aircraft engine testing.
Engine testing should be restricted in the evening (to 6pm or 8pm).	Section 10.151 – 10.153 refers to hours for aircraft engine testing.
Unclear what the defined exceptional circumstances are.	Section 10.146 – 10.148 addresses the definition of 'exceptional circumstances'.
Annual limit of 500 hours of testing seems excessive and should be capped at 300.	Section 10.149 – 10.150 refers to the maximum limit on annual hours

	of aircraft engine testing.
Proposed 500 hours of testing would allow Marshalls to significantly increase business over existing levels.	Section 10.149 – 10.150 refers to the maximum limit on annual hours of aircraft engine testing.
Proposed engine testing log should be made available for inspection on a more regular basis.	Proposed Condition 11 deals with the maintenance of the aircraft engine test log.
Requests that all testing is carried out in the enclosure to prevent noise pollution.	Section 10.154 – 10.155 deals with engine testing outside the GRE.

Summary

Economic Role

- 10.168 In relation to the economic role of sustainable development, the proposal would enable the Wing Development to be brought forward. This is the first major phase of residential development (north of Newmarket Road) in accordance with the CEEAP. This would support provision of Cambridge City and South Cambridge District Councils' assessed housing need and contribute to meeting housing provision in the Cambridge Area.
- 10.169 There are Section 106 planning obligations attached to the Wing consent that require the cessation of engine testing at the existing engine run-up bay, before any properties are occupied, and the delivery of a number of homes to slab level within four years of the date of the consent. The delivery of an appropriate GRE is therefore intrinsically linked with the delivery of new homes on the Wing Site. Discussions are already taking place with Hill Residential about the first phase reserved matters and design code, with a view to submissions in early 2018.
- 10.170 By enabling the Wing Development to proceed, the application proposals would generate a range of indirect economic benefits. These would have a significant and positive effect on economic output – for example in terms of capital investment, construction work and occupational expenditure.
- 10.171 The proposed development would also bring direct economic benefits in terms of supporting employment and the economic activity of Cambridge Airport. Aircraft maintenance activities are a fundamental part of the Airport's activities, supporting around 1,600 jobs directly, and an estimated 7,000 jobs indirectly.

Social Role

10.172 In terms of the social role of sustainability, by enabling the delivery of new homes on the Wing development, this development would provide a range of indirect social benefits. This includes enabling a level of market and affordable housing to meet the needs of present and future generations, as well as enabling the delivery of new community space, sporting facilities and highway benefits that will benefit new and existing communities.

Environmental Role

10.173 The development proposals would bring environmental benefits in terms of significantly reducing the number of people living around the Airport who are exposed to adverse levels of noise which has the potential to affect health and quality of life.

10.174 The location of the GRE will result in some properties experiencing an increase in noise levels. The revised ES considers that the noise impact at the Nuttings Road/Uphall Road location will be significant adverse. This represents an increase in the daily average noise levels of 4 to 5 decibels when engine testing occurs in the GRE. Whilst this represents a dis-benefit of the scheme, officers consider it will be outweighed by the wider noise benefits which the scheme will bring.

10.175 The development proposals will result in the loss of a small area of grassland habitat. Whilst it is not proposed to recreate this loss of habitat elsewhere, other biodiversity improvements have been secured (for example enhancement planting along hedgerows which border the Airport).

10.176 The development has the potential for adverse and long term cumulative landscape and visual impacts. Officers consider these impacts will be minor and will be outweighed by the other environmental, social and economic benefits which the scheme will deliver.

The Planning Balance

10.177 The NPPF creates a presumption in favour of sustainable development, and, in Paragraph 14, expects development proposals that accord with the Development Plan to be approved without delay. In the context of these planning applications, the 'Development Plan' comprises the statutory development plans for both Cambridge City Council and South Cambridgeshire District Council

10.178 A balancing exercise has been undertaken in accordance with Paragraph 14 of the NPPF. This has concluded that the dis-benefits of the development proposals (noise impact, loss of grassland habitat and cumulative/long term landscape and visual impacts) would not significantly and demonstrably outweigh the benefits (capital investment,

construction work, occupational expenditure, market and affordable housing) by unlocking the consented Wing development.

11.0 CONCLUSION

The development proposals have been evaluated against the objectives of the NPPF and Development Plan policies. On the basis of this evaluation, the proposals are considered to represent sustainable development.

12.0 RECOMMENDATION

APPROVE planning permission, subject to the following conditions:

1. Time

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. Development in Accordance With Approved Plans

The development shall be carried out in accordance with the approved plans.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. Prior to Commencement of Use –Commissioning Scheme Report.

Commissioning of the Ground Run Enclosure hereby approved shall be carried out in accordance with the Ground Run Enclosure Noise Commissioning Scheme dated 02 October 2017 and submitted with the application. The approved commissioning scheme shall be complied with, and a written report submitted to the Local Planning Authority for approval before the full operational use of the Ground Run Enclosure is commenced. Written notification shall be provided to the Joint Director of Planning and Economic Development at Cambridge City Council and South Cambridge District Council at least (5) working days before the Ground Run Enclosure becomes fully operational.

Reason: To ensure that the predicted noise levels are achieved upon completion of construction and prior to operation, in the interests of amenity in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

4. On Operation of Ground Run Enclosure: Cessation of Aircraft Engine Testing at Existing Engine Run Up Bay.

On full operation of the Ground Run Enclosure hereby approved, all Aircraft Engine Testing at the existing Engine Run Up Bay (as shown on Drawing No. NK017468 RPS-CBG-XX-DR-C-0001 P02) shall cease.

For the purposes of this planning permission, an Aircraft Engine Test means the testing of aircraft engines at a range of power settings as part of maintenance, repair and overhaul operations but excludes any routine safety checks undertaken as part of the routine pre-flight checks carried out immediately prior to take off and the expressions "Aircraft Engine Test", "Aircraft Engine Tests" and "Aircraft Engine Testing" shall be construed accordingly.

Reason: To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007..

5. All Aircraft Engine Testing to Take Place in Ground Run Enclosure.

All Aircraft Engine Testing shall take place in the Ground Run Enclosure hereby approved, as shown on Drawing No. RPS-CBG-XX-DR-C-00100 P05 save as provided for by Condition 13 below (Out of Ground Run Enclosure Aircraft Engine Testing), following the construction of the Ground Run Enclosure hereby approved and its commissioning in accordance with Condition 3 above (Commissioning Scheme Report).

Reason: To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

6. Annual Limit on Total Aircraft Engine Testing Hours

A total annual limit of five hundred (500) hours of Aircraft Engine Testing in any one calendar year shall apply to the whole of the Cambridge Airport site (as shown on Drawing No. RPS-CBG-XX-DR-C-SK133 P02 - Cambridge Airport Boundary), including the Ground Run Enclosure hereby approved.

For the purposes of this permission, the duration of Aircraft Engine Testing shall be defined by the start and end times of the Aircraft Engine Test on a single aircraft, measured from the start-up of one of the aircraft's engines during Aircraft Engine Testing to the shutdown of all the engines of an aircraft

Reason: To ensure the number of hours of aircraft engine testing does not exceed that which has been assessed in the revised Environmental Statement (July 2017) submitted with the application and to protect the

amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

7. Hours for Aircraft Engine Testing

Aircraft engine testing shall only take place during the hours of 08.00 to 19.00 Monday to Saturday inclusive, and at no time on Sundays, Public and Bank Holidays, save as provided for by Condition 8 (Aircraft Engine Testing in the Evening Period), Condition 9 (Aircraft Engine Testing on Sundays, Public and Bank Holidays and at Night) and Condition 10 (Multiple and Concurrent Aircraft Testing).

Reason: To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

8. Aircraft Engine Testing in the Evening Period

A total annual limit of twenty five (25) hours of aircraft engine testing shall be permitted between the hours of 19.00 to 22.00 ('the Evening Period') in any one calendar year. The duration of all aircraft engine tests carried out in the Evening Period shall count towards and be included in the maximum five hundred (500) hours of aircraft engine testing permitted in any one calendar year (Condition 6 refers). In the event that an engine test is required to be carried out in the Evening Period (or should a daytime test over-run into the Evening Period), the test shall not commence (or continue if already underway) until the prior written approval of the Airport Director/CEO has been given.

Reason: To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

9. Aircraft Engine Testing on Sundays, Public and Bank Holidays, and at Night Time

No aircraft engine testing shall take place on Sundays, Public and Bank Holidays, and at Night Time (which for the purposes of this condition means between the hours of 22.00 to 08.00), except in exceptional circumstances. For the purposes of this planning permission, the following definition of 'exceptional circumstances' shall apply:

'Urgent operational requirements in the interests of national security or safety, or where failure to undertake the aircraft Engine Test at the time/location required would cause severe hardship to the general public, by reason of, for example, delayed or cancelled flights'.

Where an aircraft engine test is required to be carried out under the above exceptional circumstances, the test shall not commence until the prior written approval of the Airport Director/CEO has been given, specific to the engine test deemed necessary.

Upon approval of an aircraft engine test in exceptional circumstances, the Applicant shall provide written notification within twenty four (24) hours to the Joint Director of Planning and Economic Development at Cambridge City Council and South Cambridgeshire District Council, together with the specific reason for undertaking the test and a copy of the Airport Director/CE written approval authorising the test.

The duration of any tests carried out in exceptional circumstances pursuant to this condition shall count towards and be included in the maximum five hundred (500) hours of aircraft engine testing permitted per calendar year (Condition 6 refers).

Reason: To project the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

10. Multiple and Concurrent Aircraft Engine Testing

Aircraft engine testing shall only take place on one aircraft at any one time, unless the exceptional circumstances as defined in Condition 9 apply (Aircraft Engine Testing on Sundays, Public and Bank Holidays and at Night Time).

Reason: To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

11. Maintenance of Aircraft Engine Test Log

Details of all aircraft engine tests carried out shall be maintained in an Engine Test Log which shall be kept at Cambridge Airport. For the purposes of this planning permission, the following definition of Engine Test Log shall apply:

'A record, maintained by the Applicant, of all aircraft engine testing carried out at Cambridge Airport'

The record shall, for each Engine Test, include the following:

- a. The type of aircraft undergoing testing.
- b. The date, start time, end time and duration of the test

- c. The meteorological conditions during the test, including but not limited to wind speed, wind direction, temperature and rainfall.
- d. Whether the engine test includes any high power engine testing (as defined by the period during Engine Testing when the power setting on some or all of the engines of an aircraft are above flight idle power and up to maximum power), and if so, the start and end time of these parts of the test.
- e. The location of the test – either within the Ground Run Enclosure hereby approved, or f outside the Ground Run Enclosure in accordance with Condition 13 (Out of Ground Run Enclosure Aircraft Engine Testing), the location where the test has taken place.
- f. A summary of the exceptional circumstances (as defined in Condition 9), should aircraft engine testing occur on Sundays, Public and Bank Holidays or at Night Time.

The Engine Test Log shall be reported annually to the Airport Consultative Committee and to Cambridge City Council and South Cambridge District Council. The Engine Test Log shall be provided within 48 hours of any request made in writing, email or telephone, by the appointed Environmental Health Officer of either of those Councils.

Reason: To maintain a record of engine testing to monitor compliance with Conditions 6 (Annual Limit on Total Aircraft Engine Testing Hours), 11 (Multiple and Concurrent Aircraft Engine Testing) and 13 (Out of Ground Run Enclosure Aircraft Engine Testing)

12. Ground Run Enclosure Operational Noise Limit:

Following written notification from the Local Planning Authority the Applicant shall undertake an assessment of noise levels arising from aircraft engine testing within the Ground Run Enclosure to determine compliance with the noise levels set out in the Ground Run Enclosure Noise Commissioning Scheme submitted with the application and dated 02 October 2017. The assessment shall be commenced within twenty one (21) days of the written notification. The applicant shall provide to the Local Planning Authority a copy of a compliance assessment report within two (2) months of a request under this condition.

If the said assessment confirms non-compliance with the said noise levels set out in the Noise Commissioning Scheme, the Applicant shall submit in writing to the Local Planning Authority within two (2) months a noise mitigation scheme employing the best practical means to ensure compliance with the said operational noise levels. Following the written approval by the Local Planning Authority of the scheme and a timescale for its implementation the scheme, shall be activated forthwith and thereafter retained.

(This condition must be read in conjunction with Informative No. X at the end of this Decision Notice.

Reason: To ensure that the predicted noise levels are achieved upon completion of construction and prior to operation, in the interests of amenity in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

13. Out of Ground Run Enclosure Aircraft Engine Testing.

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, the arrangements for engine testing outside the Ground Run Enclosure shall be submitted to and agreed in writing by the Local Planning Authority. The agreed details shall include:

- a. The circumstances during which aircraft engine testing is permitted to take place outside the Ground Run Enclosure, which shall be limited to when wind conditions at Cambridge Airport prevent aircraft engine testing being carried out safely due to insufficient airflow being able to reach the engines under test (such conditions being expected to normally be limited to when there are winds in excess of 9km/h, equivalent to 2.5m/s from a northerly or easterly direction, or when there are quartering cross winds in excess of 37 km/hr equivalent to 10m/s).
- b. The alternative location or locations for out of Ground Run Enclosure aircraft engine testing, including provision for aircraft engine testing at different locations in different meteorological conditions and circumstance.

Engine testing outside the Ground Run Enclosure shall take place in accordance with the agreed arrangements.

The duration of all aircraft engine tests carried out outside the Ground Run Enclosure shall count towards and be included in the maximum five hundred (500) hours of aircraft engine testing permitted per calendar year (Condition 6 refers).

Reason: To protect the amenity of nearby properties in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2007.

14. Pre-Commencement: Materials Samples

Prior to the commencement of any construction works above ground level, full details including samples of the materials to be used in the construction of the external surfaces of the building shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure that the appearance of the external surfaces is appropriate in accordance with policy 3/14 of the Cambridge Local Plan 2006 and policy DP/2 of the South Cambridgeshire Development Control Policies DPD 2007.

15. Pre-Commencement: Construction Environmental Management Plan

Prior to the commencement of development, a site Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall accord with and give effect to the principles for such a Statement proposed in the revised Environmental Statement dated July 2017 submitted with the application, and shall include, but not be limited to the consideration of the following aspects of construction:

- a) Construction and phasing programme.
- b) Contractors' access arrangements for vehicles, plant and personnel including the location of construction traffic routes to, from and within the site, details of their signing, monitoring and enforcement measures.
- c) Construction working hours which shall only be carried out between 0800 hours to 1800 hours Monday to Friday inclusive, 0800 hours to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays.
- d) Prior notice and agreement procedures for works outside agreed limits.
- e) Delivery and collection times for construction purposes shall only be carried out between 0800 to 1800 hours Monday to Friday inclusive, 0800 to 1300 hours on Saturdays and at no time on Sundays, Bank or Public Holidays.
- f) Construction noise and vibration report, including the following:
 - i. Noise impact assessment methodology, mitigation measures, monitoring and recording statements, in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites.
 - ii. Maximum noise mitigation levels for construction equipment, plant and vehicles.
 - iii. Vibration impact assessment methodology, mitigation measures, vibration monitoring and recording statements in accordance with the provisions of BS 5228-2: 2009+A1:2014 Code of practice for noise and vibration control on construction and open sites.
- g) Dust management / monitoring plan and wheel washing measures. Non-Road Mobile Machinery (NRMM) demolition or construction works or similar, emissions standards, including a programme of measures to

minimise the spread of airborne dust from the site during the construction period.

- h) Prohibition of the burning of waste on site during demolition/construction.
- i) Temporary construction lighting
- j) Screening and hoarding details.
- k) Access and protection arrangements around the site for pedestrians, cyclists and other road users.
- l) Procedures for interference with public highways, including permanent and temporary realignment, diversions and road closures.
- m) External safety and information signing and notices.
- n) Consideration of sensitive receptors.
- o) Complaints procedures, including complaints response procedures.
- p) Membership of the Considerate Contractors Scheme.

The detail requested above shall include and expand upon, where necessary, the draft Construction Management Plan contained in Appendix F of the revised Environmental Statement (July 2017). Development shall be carried out in accordance with the approved details.

Reason: To ensure the environmental impact of the construction is adequately mitigated and in the interests of amenity of nearby residents/occupiers in accordance with policy CE/12 of the Cambridge East Action Plan 2008 and policy DP/6 of the South Cambridgeshire Development Control Policies DPD 2007..

16. Pre-Commencement: Piling

Prior to the commencement of development, a foundation piling report/method statement shall be submitted to and approved in writing by the Local Planning Authority. The report shall detail the type of piling and mitigation measures to be taken to (i) protect local residents from noise and/or vibration and (ii) protect local groundwater from contamination.

Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjacent properties and to ensure that the proposed method does not harm groundwater resources, in accordance with Cambridge Local Plan 2006 policy 4/13, paragraph 109 of the National Planning Policy Framework and the Environment Agency's Groundwater Protection: Principles and Practice.

17. Pre-Commencement - Archaeology

Prior to the commencement of development, a written scheme of archaeological investigation shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication, in accordance with policy 4/9 of the Cambridge Local Plan 2006, policy CE/18 of the Cambridge East Action Plan 2008 and policy CH/2 of the South Cambridgeshire Development Control Policies DPD 2007.

18. Pre-Operation: Odour Management Plan

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, an Odour Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The measures set out in the Odour Management Plan shall be implemented accordingly.

Reason: To protect the amenity of the adjacent properties, in accordance with Cambridge Local Plan 2006 policies 4/13 and 8/12, policies DP/3 and NE/16 of the South Cambridgeshire Development Control Policies DPD 2007 and policy CE/27 of the Cambridge East Action Plan 2008

19. Pre-Commencement: Pollution Control Scheme

Prior to the commencement of development, a scheme for pollution control, including the disposal of surface and foul water drainage shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme should demonstrate how clean water is separated from potential dirty water and how contaminated run off from inside the working area of the Ground Run Enclosure will be controlled and disposed of. The scheme shall be implemented as approved.

No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority.

Reason – In the interests of ensuring pollution control, in line with Paragraph 109 of the National Planning Policy Framework.

20. Pre-Commencement – Drainage

Prior to the commencement of development a detailed surface water

drainage scheme for the site, based on the Flood Risk Assessment (FRA) prepared by Black and Veatch (ref. 122287, version C) dated March 2017 and submitted with the application, shall be submitted to, and approved in writing by the Local Planning Authority. The detailed surface water drainage scheme shall include:

- i. Calculations to show the performance of the proposed storage feature for a range of summer and winter storm durations.
- ii. A management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and/or any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be fully implemented in accordance with the approved details before the development is completed

Reason – In the interests of ensuring pollution control, in line with Paragraph 109 of the National Planning Policy Framework.

21. Pre-Installation – Artificial Lighting Scheme

Prior to the installation of any artificial lighting, an Artificial Lighting Scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of any artificial lighting of the application site, including an artificial lighting impact assessment with predicted lighting levels at the nearest light sensitive receptor. Specific consideration shall be given to the identification of those areas/features on the application site that are particularly sensitive for bat species and that are likely to cause disturbance along important routes used to access key areas of their territory (for example, for foraging). The submitted details shall clearly identify how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bat species using their territory or having access to their breeding sites and resting places.

The proposals for artificial lighting must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded).

The approved lighting scheme shall be installed, retained and operated in accordance with the approved details, and shall be maintained thereafter in accordance with the scheme.

Reason: In the interests of ecology and amenity in accordance with policies 4/6, 4/7 and 4/15 of the Cambridge Local Plan 2006 and policies NE/6 and NE/14 of the South Cambridgeshire Development Control Policies DPD 2007.

22. Pre-Commencement - Contaminated Land: Preliminary Contamination Assessment

Prior to the commencement of development, the following information shall be submitted to and approved in writing by the Local Planning Authority:

- Desk study (carried out in accordance with current guidance) to include:
- Detailed history of the application site uses and surrounding area (including any use of radioactive materials)
- General environmental setting.
- Application site investigation strategy based on the information identified in the desk study, having regard to any intrusive works carried out to date.

Reason: To adequately categorise the application site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

23. Pre-Commencement - Contaminated land: Site Investigation Report and Remediation Strategy

Prior to the commencement of development, (with the exception of works agreed under Condition 22 above (Contaminated Land: Preliminary Contamination Assessment), the following shall be submitted to and approved in writing by the Local Planning Authority:

- (a) An investigative report for the application site detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors that may be affected, including those off site.
- (b) A proposed remediation strategy detailing the works required and how they will be undertaken in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment, including any controlled waters. The remediation strategy shall contain a schedule of the proposed remedial works, setting out a timetable for all remedial measures that will be implemented.

The scheme shall be implemented as approved and in any event prior to the commissioning of the Ground Run Enclosure hereby approved (Condition 3 refers).

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13 and Paragraph 109 of the NPPF.

24. Pre-Operation - Implementation of Remediation

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, the remediation strategy approved under clause (b) of Condition 23 (Contaminated Land: Site Investigation Report and Remediation Strategy) shall be fully implemented on site, in accordance with the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

25. Pre-Operation – Remediation Strategy Completion Report

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, the following shall be submitted to, and approved in writing by the Local Planning Authority:

A completion report demonstrating that the approved remediation scheme as required by Condition 23 (Contaminated Land: Site Investigation Report and Remediation Strategy) and implemented under Condition 24 (Implementation of Remediation) has been undertaken and that the application site has been remediated to a standard appropriate for the end use as identified in the site investigation report and remediation strategy.

Details of any post-remedial sampling and analysis, as defined in the approved material management plan required under Condition 26 (Material Management Plan), shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria. Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

26. Prior to Importation or Reuse of Material: Material Management Plan

Prior to importation or reuse of material for the development or arising from the development (or any phase thereof) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

- Details of the volumes, types and locations of material proposed to be imported or reused on the application site.
- Details of the volumes, types and locations of material arising from the application site and proposed to be imported or reused on the Cambridge Airport site.
- Details of the proposed source(s) of any imported or reused material.
- Details of the chemical testing for all material to be undertaken before placement onto the application site and the Cambridge Airport site.
- The results of the chemical testing which must show the material is suitable for use on the application site and the Cambridge Airport site.
- Confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the application site.

All works hereby approved shall be undertaken in accordance with the approved MMP and be implemented prior to the commissioning of the Ground Run Enclosure hereby approved (Condition 3 refers).

Reason: To ensure that no unsuitable material is brought onto the site and no unsuitable material is re-used in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13.

27. Unexpected Contamination

If, during development, unexpected contamination is encountered which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved under Condition 23 above (Site Investigation Report and Remediation Strategy). The approved remediation strategy shall be fully implemented under Condition 24 (Implementation of Remediation) prior to the commissioning of the Ground Run Enclosure hereby approved (Condition 3 refers).

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13 and paragraph 109 of the National Planning Policy Framework.

28. Pre-Operation of GRE - Noise Insulation

Prior to the commissioning of the Ground Run Enclosure hereby approved, a scheme for the insulation of the plant in order to minimise the level of noise emanating from the said plant shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be fully implemented before full operation (after commissioning) of the Ground Run Enclosure hereby approved.

Reason: To protect the amenity of workers in accordance with policies 4/13 and 8/12 of the Cambridge Local Plan 2006, policy CE/26 of the Cambridge East Action Plan 2008 and policy NE/15 of the South Cambridgeshire Development Control Policies DPD 2006.

29. Pre-Operation of Ground Run Enclosure – Soft Landscape Works

Prior to the commissioning of the Ground Run Enclosure hereby approved, details of soft landscape works shall have been submitted to and approved in writing by the Local Planning Authority. Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme. All soft landscape works shall be fully implemented before operation (after commissioning) of the Ground Run Enclosure hereby approved. The works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendation of the appropriate British Standard or other recognised code of good practice. . Any trees or plants that, within a period of five (5) years after planting, are removed, die or become in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved.

Reason: In the interests of visual amenity and to ensure that suitable soft landscape is provided as part of the development in accordance with policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan 2006 and policies DP/1, DP/2 and DP/3 of the South Cambridgeshire Development Control Policies DPD 2007.

30. Pre-Operation of Ground Run Enclosure - Hedge Management Plan:

Prior to the full operation (after commissioning) of the Ground Run Enclosure hereby approved, a hedgerow management plan shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall include details of management responsibilities, hedge cutting method and profiles and management schedules. The approved plan shall be fully implemented before operation (after commissioning) of the Ground Run Enclosure hereby approved.

Reason: In the interests of visual amenity and to ensure that suitable soft landscape is provided as part of the development in accordance with policies 3/4, 3/11 and 3/12 of the Cambridge Local Plan 2006 and policies DP/1, DP/2 and DP/3 of the South Cambridgeshire Development Control Policies DPD 2007.

31. Prior to Commencement of Development: Biodiversity Mitigation

Prior to the commencement of development, details of an appropriately competent ecological clerk of works shall be submitted to and approved in writing by the Local Planning Authority. The appointed ecological clerk of works shall oversee the delivery of the biodiversity mitigation measures, which shall be implemented in accordance with the revised Environmental Statement (July 2017) submitted with the application.

Reason: In the interests of ecology in accordance with policies 4/6 and 4/7 of the Cambridge Local Plan 2006 and policies NE/6 of the South Cambridgeshire Development Control Policies DPD 2007.