

# 21.03224.FUL: Appendix C – Proposed Planning Conditions and Informatives

## 1. Time Limits

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 91 of the Town and Country Planning Act 1990 (as amended by Section 1 of the Planning and Compulsory Purchase Act 2004).

## 2. 10-year permission

No later than 10 years from the date of this permission the H17 Radar and all associated structures and equipment as identified on the plans hereby approved shall be decommissioned and removed from the site, and the site restored in accordance with a restoration scheme and programme of works (including a timetable for the decommissioning work) which shall have been submitted to the Local Planning Authority for its written approval no later than three months before the commencement of the decommissioning process.

**Reason:** To ensure the removal of the H17 Radar when it is no longer required for the safe operation of the airport.

## 3. Removal of AR15 Radars

Within three months of the first operation of the H17 Radar, the AR15 Radar (shown on the plans hereby approved) shall be removed from the site and the site shall be restored in accordance with the programme of work set out in Appendix A3.2 (Construction Environmental Management Plan) of the Environmental Statement: Cambridge City Airport, Radar Replacement Project, July 2021 and in accordance with drawing 20591-RPS-CBG-XX-DR-C-2003-P01 (AR15 Radar Site - Proposed Plan (Restored Site)).

**Reason:** In the interests of good planning and to ensure that the decommissioned AR15 Radar is removed from the site when the H17 Radar comes into first use.

## 4. Approved Drawings

The development hereby permitted shall be carried out in accordance with the following approved plans:

AR15 Radar:

- 20591-RPS-CBG-XX-DR-C-2002-P01 (AR15 Radar Site – Temporary Construction Plan)

- 20591-RPS-CBG-XX-DR-C-2003-P01 (AR15 Radar Site - Proposed Plan (Restored Site) )

H16 Radar:

- 20591-RPS-CBG-XX-DR-C-3002-P01 (H16 Radar Site - Temporary Construction Plan)
- 20591-RPS-CBG-XX-DR-C-3003-P01 (H16 Radar Site - Proposed Plan (Restored Site) )

H17 Radar:

- 20591-RPS-CBG-XX-DR-C-4002-P02 (H17 Radar Site Temporary Construction Plan Immediate Site)
- 20591-RPS-CBG-XX-DR-C-4003-P02 (H17 Radar Site Temporary Construction Plan Wider Context)
- 20591-RPS-CBG-XX-DR-C-4004-P02 (H17 Radar Site Proposed Site Plan)
- 20591-RPS-CBG-XX-DR-C-4005-P02 (H17 Radar Site Proposed Radar Mast Elevations and Plans)
- 20591-RPS-CBG-XX-DR-C-4006-P02 (H17 Radar Site Proposed Ground Level Facilities Elevations / Plans)
- 20591-RPS-CBG-XX-DR-C-4007-P03 (H17 Radar Site Proposed Drainage and Services)
- 20591-RPS-CBG-XX-DR-C-4010-P01 (H17 Radar Site - Elevated Cabin Proposed Noise Insulation Measures)

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

## 5. Pre-Demolition Check for Bats

Prior to the demolition / removal of the building immediately to the north of and associated with the AR15 Radar, as shown on application drawing 20591-RPS-CBG-XX-DR-C-2002 P01,

- a) A further precautionary inspection shall be undertaken by an appropriately qualified ecologist in accordance with para 8.57 of Environmental Statement dated XXX submitted as part of the application for the development to check the building for the presence of roosting or hibernating bats. The full inspection report shall be submitted to and approved in writing by the Local Planning Authority; and.
- b) If the results of the inspection identify any evidence of bats roosting or hibernating in the building, no demolition / removal of the building or any associated works shall take place until a mitigation scheme, licenced by Natural England if appropriate, identifying appropriate mitigation measures to ensure no harm to bats in accordance with National and European legislation for the protection to bats has been submitted to and approved in writing by the Local Planning Authority. Thereafter any demolition or removal of the building shall be carried out only in accordance with the approved mitigation scheme.

**Reason:** In accordance with Para 8.57 of the Environmental Statement, Policy 70 of the Cambridge Local Plan (2018) and to otherwise ensure compliance with legislation for protection of bats.

## **6. Unexpected Contamination**

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority, for a remediation strategy detailing how this unexpected contamination shall be dealt with. The remediation strategy shall be implemented as approved, verified and reported to the satisfaction of the Local Planning Authority.

**Reason:** To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety (Cambridge Local Plan 2018 policy 33).

## **7. Construction Environmental Management Plan & Working Hours**

Save for construction activities of electrical contractors undertaking electrical cabling works on the H16 and H17 Radar, and the cabin-fit on the H17 Radar (as identified by the plans hereby approved), all demolition and construction work shall only be carried out between 0800 hours to 1800 hours Monday to Friday inclusive, and/or between 0800 hours to 1300 hours on Saturdays and at no time on Sundays or Bank or Public Holidays.

In all other respects the demolition, dismantling and construction works associated with the development shall be carried out in accordance with the submitted CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN, date 17/05/2021 (Document Ref. No: RADAR/BD001CEMP, Version 01).

**Reason:** In the interests of safeguarding amenity in accordance with Policies 35 and 83 of the Cambridge Local Plan 2018.

## **8. Standby Emergency and Back Up Generator Operation**

Any emergency backup generator shall only operate as follows:

### **(i) Emergency Use Only**

Any emergency backup generator shall only be used in the event of standard mains electricity supply interruption / failure or in accordance with (ii) below. It shall not be used to supplement general energy demand, to feed electricity into the utility grid or as an alternative supply in the event of disconnection (whatever the reason) from the mains supply.

### **(ii) Hours of Running for Testing, Maintenance & Repair**

Running of any emergency (or other) backup generator as part of routine periodic testing, maintenance and repair shall only take place for the length of time specified by the manufacturer between the hours of 8am – 6pm Monday to Friday, 9am –1pm Saturday and at no time on Sunday or Public/Bank Holidays. Periodic testing, maintenance and repair shall only occur for a maximum duration of 20 hours in any calendar year. Accurate, detailed records of all testing shall be maintained kept on site and shall be available for inspection at the request of the local planning authority.

**Reason:** In the interests of safeguarding amenity in accordance with Policies 35 and 83 of the Cambridge Local Plan 2018.

## **9. H17 Radar Noise Insulation Condition**

- (a) The embedded noise / sound insulation and mitigation attenuation measures to the elevated upper H17 Radar motor cabin enclosure as detailed in the submitted 'Environmental Statement: Cambridge City Airport – Radar Replacement Project, July 2021' and 'Noise Consultants Ltd - Response: Planning Consultation Response. Planning Ref. 21/03224/FUL, November 2021' and all application drawings including 'rps drawing / document number. 20591-RPS-CBG-XX-DR-C-4010 P01 dated 01.07.2021 - titled H17 Radar Site - Elevated Cabin Proposed Noise Insulation Measures', shall be fully implemented and retained until such time as the development is decommissioned pursuant to condition 2 of this permission.
- (b) The H17 Radar motor cabin enclosure shall be positioned so that the cabin elevation facades B-C (as identified and detailed on submitted 'rps drawing / document number. 20591-RPS-CBG-XX-DR-C-4010 P01 dated 01.07.2021 - titled H17 Radar Site - Elevated Cabin Proposed Noise Insulation Measures') are orientated and facing in a southerly / south easterly direction, away from Noise Sensitive Receptors / Residential Premises at Barnes Close.

**Reason:** In the interests of safeguarding amenity in accordance with Policies 35 and 83 of the Cambridge Local Plan 2018.

## **10. H17 Radar – Permitted Operational Sound Levels**

The level of sound energy emitted from the H17 Radar tower and associated equipment and plant hereby approved, excluding that which is associated with the back-up generator, during any individual 15 minute period, whether measured, calculated or by a combination of both, shall not exceed 33dB LAeq(15 minutes) at any point 1m from any residential facade within 350m of the H17 Radar hereby approved, that existed at the time of approval of the development, at any height greater than 1.2 metres above the adjacent ground level. If the sound energy level is measured at 1m from a residential façade it shall be adjusted to remove the additional sound energy contribution from reflected surfaces other than from the ground adopting equivalent free-field adjustment methodologies advocated in BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound.

Where measurement at 1m from a residential façade is not possible, the sound energy level at the compliance assessment location or locations shall be determined through a combination of measurement and calculation. Acceptable methods of determining the level of sound energy in accordance with this condition include but are not restricted to those contained in BS7445: 2003: Description and measurement of environmental noise; ISO1996: Description, measurement and assessment of environmental noise; and ISO9613 - Attenuation of sound during propagation outdoors, save where they apply an arithmetic or logarithmic average of more than any one period of 15 minutes or where they use any decibel adjustment to rate character within the noise.

**Reason:** In the interests of safeguarding amenity in accordance with Policies 35 and 83 of the Cambridge Local Plan 2018.

### **11. H17 Radar Operational Sound Verification Assessment Report**

No later than two months prior to the commencement of operation of the H17 Radar (following commissioning) the methodology for a Radar Operational Sound Verification Assessment to demonstrate compliance with the H17 Radar Permitted Operational Sound Levels detailed in Condition 10 shall be submitted to and approved in writing by the Local Planning Authority

Written notification shall be provided to the Joint Director of Planning and Economic development of Cambridge City Council and South Cambridgeshire District Council at least 5 (five) working days before the H17 Radar becomes fully operational (following commissioning).

Within six months of the commencement of operation of the H17 Radar (following commissioning), the Radar Operational Sound Verification Assessment shall be undertaken in accordance with the approved methodology, and the results submitted in writing for approval by the Local Planning Authority as a Radar Operational Sound Verification Assessment Report.

**Reason:** In the interests of good environmental impact assessment practice, to verify the H17 Radar noise emissions stated in the environmental statement and to safeguard amenity in accordance with Policies 35 and 83 of the Cambridge Local Plan 2018.

### **12. Non-Compliance With Radar Sound Verification Assessment Noise Limits**

In the event that the Radar Operational Sound Verification Assessment Report prepared pursuant to Condition 11 identifies that the H17 Radar Permitted Operational Sound Levels detailed in Condition 10 are being exceeded, further investigations shall be undertaken, and a Verification Assessment Exceedance Report submitted in writing to the Local Planning Authority for approval within two (2) months of the submission and approval of the Radar Sound Verification Assessment Report.

The Verification Assessment Exceedance Report shall identify whether the H17 Permitted Radar Operational Sound Levels detailed in Condition 10 above are being exceeded, and the measures that shall be taken to ensure compliance, together with a timescale for their implementation.

Following the written approval by the Local Planning Authority of the Verification Assessment Exceedance Report, the compliance measures shall be implemented as proposed in accordance with the agreed timescale, and thereafter retained.

**Reason:** In the interests of safeguarding amenity in accordance with Policies 35 and 83 of the Cambridge Local Plan 2018.

## **INFORMATIVES:**

### **Informative 1:**

For the avoidance of doubt, the compliance assessment locations referred to in Condition 10 above includes any point at 1m from any residential façade within 350m of the H17 Radar hereby approved, as identified by the circle on the plan below.

