

Central
Bedfordshire
Council
Priory House
Monks Walk
Chicksands,
Shefford SG17 5TQ



**TO ALL MEMBERS OF THE
DEVELOPMENT MANAGEMENT COMMITTEE**

15 March 2018

Dear Councillor

DEVELOPMENT MANAGEMENT COMMITTEE – WEDNESDAY, 28 MARCH 2018

Further to the agenda and papers for the above meeting, previously circulated, please find attached the following report:

6. Planning Application No. CB/17/05862/OUT (Cranfield and Marston Moretaine)

Address: Land north of Cranfield Airport, College Road
(nearest postcode MK43 0AH)

Hybrid planning application relating to: Full planning application relating to proposed Air Park facility (Phase 1) to include 2 no. of aircraft hangars with ancillary atrium and offices; 1 no. of Fixed Base Operator (FBO) Airport Terminal building; 1 no. of ground support building; 1 no. of Class B1 office building; 1 no. of biomass energy centre; 1 no. of security gatehouse; 1 no. of fuel storage area; and associated development to include new roundabout junction, public art installations, runway resurfacing, airport apron, new taxi way link, perimeter fencing, landscaping, car parking and accesses. Outline planning application relating to proposed Air Park facility (Phase 2) to include 3 no. of aircraft hangars; 1 no. of hotel; and associated development to include airport apron, new taxi way link, perimeter fencing, landscaping, car parking (with all matters reserved except for layout and access).

Applicant: Cranfield University and London Cranfield Jet Centre Ltd

Should you have any queries regarding the above please contact me.

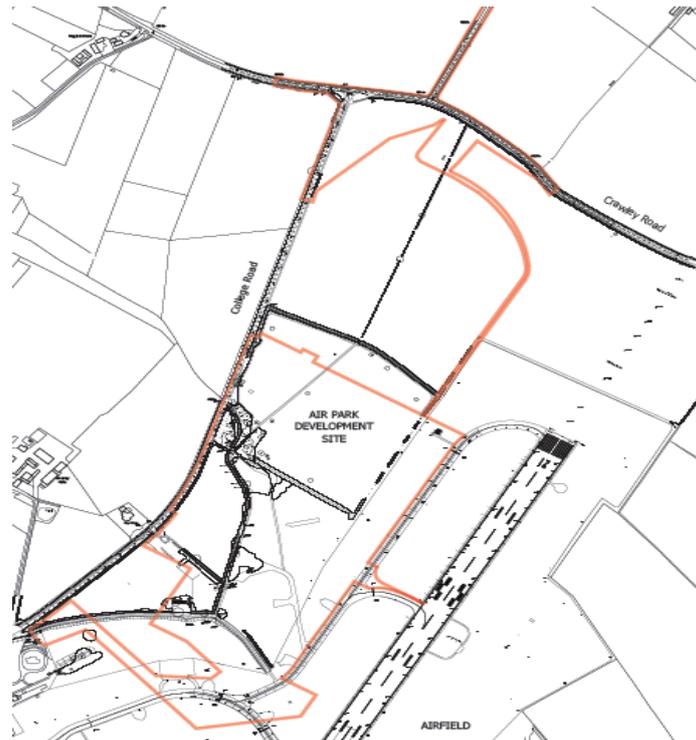
Yours sincerely

Leslie Manning
Committee Services Officer

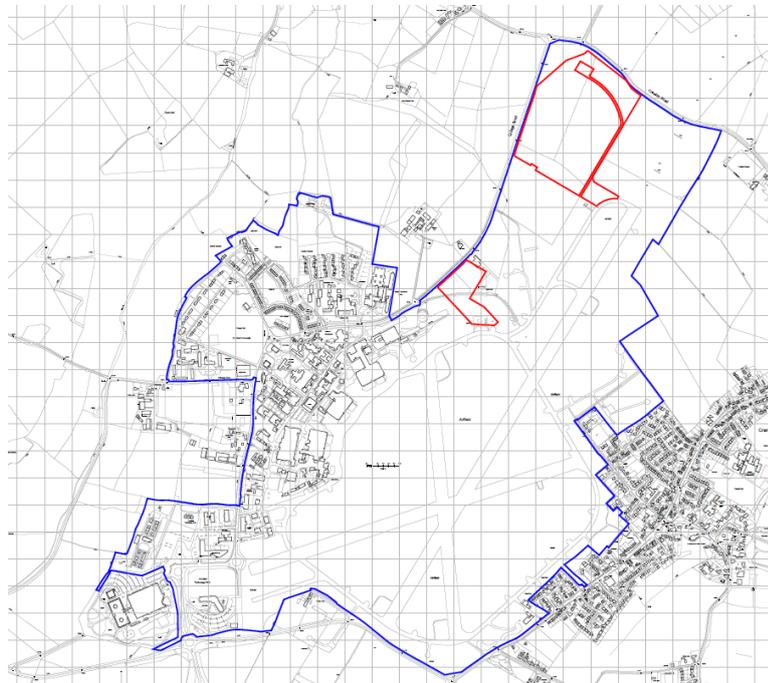
email: leslie.manning@centralbedfordshire.gov.uk

tel: 0300 300 5132

Phase 1



Phase 2



Application No. - CB/17/05862/OUT

Land north of Cranfield Airport, College Road, Cranfield

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Item No. 6

APPLICATION NUMBER CB/17/5862/OUT
LOCATION Land North of Cranfield Air Park, College Road
PROPOSAL Hybrid planning application relating to: Full planning application relating to proposed Air Park facility (Phase 1) to include 2 no. of aircraft hangars with ancillary atrium and offices; 1 no. of Fixed Base Operator (FBO) Airport Terminal building; 1 no. of ground support building; 1 no. of Class B1 office building; 1 no. of biomass energy centre; 1 no. of security gatehouse; 1 no. of fuel storage area; and associated development to include new roundabout junction, public art installations, runway resurfacing, airport apron, new taxi-way link, perimeter fencing, landscaping, car parking and accesses. Outline planning application relating to proposed Air Park facility (Phase 2) to include 3 no. of aircraft hangars; 1 no. of hotel; and associated development to include airport apron, new taxi-way link, perimeter fencing, landscaping, car parking (with all matters reserved except for layout and access).

PARISH Cranfield
WARD Cranfield and Marston Moretaine
WARD COUNCILLORS Cllrs Morris, Matthews & Clark
CASE OFFICER Matthew Heron
DATE REGISTERED 13 December 2017
EXPIRY DATE 10 April 2018
APPLICANT Cranfield University and London Cranfield Jet Centre
REASON FOR COMMITTEE TO DETERMINE Called-in by Cllr Clark as the development may have a significant impact upon the landscape and as it is a major application in open countryside, with traffic and noise implications.

RECOMMENDED DECISION Full Application – Recommend Approval (subject to appropriate legal agreement)
 Outline Application – Recommend Approval (subject to appropriate legal agreement)

Summary of Recommendation

Though the development would be located outside of the settlement ‘envelope’ of Cranfield, conflicting with the thrust of Policy DM4, Policy DM11 seeks to specifically support development at the University – subject to a number of criteria being met.

The development has been assessed in terms of its impacts upon; the living conditions of the occupants of surrounding residential properties (including noise and disturbance), highway safety, flooding and drainage, ecology, rights of way networks, contaminated land and on other relevant technical material considerations. The development is considered acceptable in terms of the above.

The design approach adopted by the applicant is also considered compatible with

the nature of the existing site and the scale, bulk and mass of proposed buildings for Phase 1 is considered acceptable. Further, the development would not result in harm to the historic environment and high quality, landmark built form, could be achieved under reserved matters applications for Phase 2.

Notwithstanding this, the development, by virtue of its scale and through the loss of vegetation, would inevitably result in a loss of the open character of the site and would further urbanise the Airpark. Overall, for reasons identified in this report, it is acknowledged that the proposal would fundamentally alter the character of the site.

However, the proposal would increase the competitiveness of the aviation sector, would increase capacity for air travel and would clearly afford significant social and economic benefits. Considering social, economic and environmental impacts in the round, it is considered that, overall, the development represents sustainable development.

Further, as this proposal would not result in the loss of open countryside and has been appropriately justified, it is considered that the development complies with the criteria of Policy DM11 and the Development Plan (including the Framework) when read as a whole.

Site Location:

The application site is located to the north of Cranfield Airport and is bound by Crawley Road to the north and College Road to the west. To the east of the site is the existing Airport runway and beyond that there is open agricultural field systems and Cranfield Utd Football Club. Cranfield Village is located approximately 630m to the south east and to the south west is the Cranfield University main campus. The total site area is approximately 39Ha and

Cranfield Airport is a 7-day per week, 24-hour licensed, airport and is currently permitted a maximum of 150,000 movements per year (a movement being either a landing or takeoff). Over the years, however, use at the airport has dropped significantly, with 103,000 flights recorded in 2003 falling to 22,000 last year.

The Application:

This application is a hybrid planning application, separated into two 'phases'.

Phase 1 seeks full planning permission for the following:

- 2 no. aircraft hangars with atrium and ancillary offices (19,367sqm). The hangars with mezzanine first floors will provide leasable space to chartered operators for the storage and maintenance of their aircraft as well as ancillary office functions. The atrium is intended for internal circulation/hallway function.
- 1 no. Fixed Base Operator (FBO) Airport Terminal with canopy (2,767sqm). This three-storey building would have an integrated approach to providing visitor and guest services, as well as arrival and departure services at the Air Park. The canopy would be located to the south of the building and would provide cover for the private jet passengers when arriving or departing the Air Park.
- 1 no. Ground Support Building (1,432sqm). This two-storey building will provide the required area for the centralisation of the all ground support operations associated with the Air Park. Ground support services typically

include aircraft maintenance support, aircraft re-fuelling, ramp services, aircraft loading and unloading, cleaning services, catering facilities and waste management.

- 1 no. Class B1 Office Building (2,196sqm). This standalone three storey office development will provide leasable office space for both airport and non-airport related businesses.
- 1 no. Biomass Energy Centre (335sqm). This 500kW biomass boiler would use wood chips and would also accommodate 4 no. of 1MW high efficiency gas condensing boilers to provide energy to the Air Park.
- 1 no. Security Gatehouse (50sqm). This single-storey security gatehouse will be located close to the main vehicular access point and will accommodate Air Park security staff.
- 1 no. Fuel Storage Area. This is a new above-ground aircraft fuel storage area and will replace the existing fuel store located close to the southern edge of the site. A temporary roadway linking the proposed fuel storage area with Phase 1 of the Air Park is proposed to enable appropriate access at times of re-fuelling.
- A new vehicular access along College Road with associated car parking and landscaping. There would be a total of 380 no. of on-site external car parking spaces.
- Airport apron and taxi-way extension hardstanding (66,700sqm). The proposed airport apron is the area of the Air Park where aircraft are parked, unloaded or loaded, refuelled, or boarded. The proposed taxi-way extension strips would provide the necessary link to the existing taxi-way and runway.
- A new 4-arm roundabout at the junction of College Road, Crawley Road, and Astwood Road. This roundabout is necessary to accommodate the future generated traffic of the Air Park as well as the University Campus. The roundabout is located within the application site and provides an off-site solution during its construction in order to prevent road closures. Once the roundabout is complete it would simply connect College Road / Astwood Road and Crawley Road. The existing 'T-junction' at the College Road/Crawley Road junction would subsequently be extinguished.
- Public art installations. This is proposed at the 'gateway' site by the proposed new roundabout and will utilise a void space once the junction improvement works are complete. The proposed public art at the gateway site comprises of a model private jet. There would also be a public art installation to the western car parking area of the hangars.
- Perimeter fencing. The Air Park as well as the wider Airport will need to be fully secured by 3m high perimeter fencing (comprising of a 2.4m high solid fence and 0.6m high barbed wire at the upper part of the fence) as there would be a need for UK Visas and Immigration staff to be based on site to check passports/visas at arrivals and departures at the Air Park and they will, as standard, require the Airport to be fully secured.
- Resurfaced runway. The existing runway will be resurfaced to improve its performance.

Phase 2 seeks outline planning permission, with matters except for access and layout reserved for future consideration, for the following:

- 3 no. aircraft hangars with a total floor space of 30,000sqm. This is intended for the further storage and maintenance of private jets.
- 1 no. hotel (circa 300-bed; approx. 20,000sqm) with a dedicated vehicular access point. This is intended as a four or five-star hotel with conferencing facilities and could be up to five-storeys in height. The hotel (a similar concept to that operating at TAG Farnborough) would serve both crew and passengers using the Air Park as well as serving potential visitors to the proposed B1 office development and the wider University Campus.
- Airport apron and taxi-way extension hardstanding (74,595sqm). The proposed airport apron is the area of the Air Park where aircraft are parked, unloaded or loaded, refuelled, or boarded. The proposed taxi-way extension strips would provide the necessary link to the existing taxi-way and runway.
- A new vehicular access along College Road with associated car parking and landscaping. There would be a total of 621 no. of on-site external car parking spaces (of which 375 no. of spaces is allocated for the proposed hotel).
- Perimeter fencing. Whilst the majority of the fencing is to be implemented under Phase 1, it is noted that Phase 2 fencing is to primarily amend the extent of the fencing in the development site to accommodate the new hangars.

Phase 2 of the Air Park is proposed to begin construction in 2023 and to become fully operational in 2025

Once the Air Park is fully operational, Cranfield Airport will reach approximately 45,000 movements per year: 22,000 existing movements, plus 23,000 associated with the Air Park. This means that upon completion of Phase 2 of the Air Park, the Airport will be operating at 33% capacity and at half the frequency of 103,000 annual movements that were recorded in 2003.

Cranfield Air Park will operate between a 6am-10pm daily operating schedule, with the majority of activity during weekdays and approximately 50% less on weekends. Whilst the airport will retain its current 24-hour license, the Air Park will operate between 6am–10pm. Occasionally, because of delays and other factors beyond the control of the air park, there will be requests for a landing or a take-off outside the normal operating hours.

It should also be noted that this development forms EIA development in line with the Town and Country Planning (Environmental Impact Assessment) Regulations (2017). Accordingly, following a formal request for a Scoping opinion, this application is supported by an Environmental Statement (ES).

RELEVANT POLICIES:

National Planning Policy Framework (March 2012)

Core Strategy and Development Management Policies - North 2009

Policy CS1 – Development Strategy

Policy CS2 – Developer Contributions
Policy CS3 – Healthy and Sustainable Communities
Policy CS4 – Linking Communities
Policy CS7 – Affordable Housing
Policy CS9 – Providing Jobs
Policy CS11 – Rural Economy and Tourism
Policy CS13 – Climate Change
Policy CS14 – High Quality Development
Policy CS16 – Landscape and Woodland
Policy CS17 – Green Infrastructure
Policy CS18 – Biodiversity and Geological Conservation
Policy DM2 – Sustainable Construction of New Buildings
Policy DM3 – High Quality development
Policy DM4 – Development Within and Beyond Settlement Envelopes
Policy DM11 – Significant Facilities in the Countryside
Policy DM14 – Landscape and Woodland
Policy DM15 – Biodiversity

Central Bedfordshire Local Plan - Emerging

The Central Bedfordshire Local Plan has reached pre-submission stage. The consultation ran between 11 January and 22 February 2018. The comments will now be forwarded to the independent planning inspector alongside the Local Plan when the Plan is submitted to the Secretary of State.

The National Planning Policy Framework (paragraph 216) stipulates that from the day of publication, decision-takers may also give weight to relevant policies in emerging plans unless material considerations indicate otherwise.

The apportionment of this weight is subject to:

- the stage of preparation of the emerging plan;
- the extent to which there are unresolved objections to relevant policies;
- the degree of consistency of the relevant policies in the emerging plan to the policies in the Framework.

In summary it is therefore considered that reference should be made to the emerging plan but limited weight should be applied to the Central Bedfordshire Pre-Submission Local Plan taking into account its stage of preparation, the level of consistency with the Framework and acknowledging that the draft site allocations have now been subject to statutory public consultation. The following policies are relevant to the consideration of this application:

Relevant Emerging Plan Policies

Policy SP1: Growth Strategy

Policy SP2: National Planning Policy Framework - Presumption in Favour of Sustainable Development

Policy HQ1: High Quality Development

Policy HQ2: Planning Obligations and the Community Infrastructure Levy

Policy HQ7: Public Art

Policy HE3: Built Heritage

Policy T1: Mitigation of Transport Impacts on the Network

Policy T2: Highway Safety & Design

Policy T3: Parking

Policy EMP1: Employment Sites and Uses

Policy EMP3: Employment Proposals within or adjacent to Settlement Envelopes

Policy EMP4: Rural and Visitor Economy

Policy EMP5: Significant Facilities in the Countryside and Green Belt

Policy R1: Ensuring Town Centre Vitality

Policy EE1: Green Infrastructure

Policy EE2: Enhancing Biodiversity

Policy EE4: Trees, Woodlands and Hedgerows

Policy EE5: Landscape Character and Value

Policy EE6: Tranquillity

Policy EE9: Forest of Marston Vale

Policy EE12: Public Rights of Way

Policy CC1: Climate Change and Sustainability

Policy CC3: Flood Risk Management

Policy CC6: Water Supply and Sewerage Infrastructure

Policy CC7: Water Quality

Supplementary Planning Guidance/Other Documents

Central Bedfordshire Design Guide (March 2014)

Relevant Planning History:

CB/17/4925/FULL - Proposed solar Photovoltaic (PV) farm comprising of an inverter station, temporary construction compound and associated development. Granted January 2018.

CB/17/5142/FULL - Proposed diversion of footpath and creation of new footpath. Granted January 2018.

CB/17/4998/SCO – Scoping opinion – Proposed Air Park. Opinion given November 2017.

CB/2010/02111/LDCE - Lawful Development Certificate Existing: Condition 2 of Application 01/00367/Out Dated 28/01/02 - For Airpark development to include hangarage, training facilities, airfield related business units with associated access and car parking. Approved 2010.

MB/08/613/RM - Proposed Air Park Development including Maintenance, Repair and Overhaul (MRO) Hangar, General hanger, Attenuated Aircraft Maintenance Bay, Business Aviation Centre, Warehouse, Security Hut, Plan & Associated Taxiway,

Car Parking & Landscaping. Granted 2008.

MB/05/81/SE73 - Variation of condition 2 attached to outline planning permission ref. 2001/000367/OUT dated 28/01/02 for Airpark development to include hangarage, training facilities, airfield related business units with associated access and car parking (all matters reserved except means of access): To extend the period for submission of reserved matters. Granted 2005.

MB/01/367/OUT - Outline: Airpark development to include hangarage, training facilities, airfield related business units with associated access and car parking (all matters reserved except means of access). Granted 2002.

Surrounding developments

Bayley Gate Farm: CB/17/5541/OUT - Outline planning application for the erection of up to 300 residential dwellings (including 35% affordable housing), including land for provision of a school and local service centre, structural planting and landscaping, allotments, public open space, sustainable drainage system (SuDS) and vehicular access point from Wharley End Road. All matters reserved except for means of access. Refused.

Bayley Gate Farm: CB/17/2719/OUT - Outline planning application for the erection of up to 300 residential dwellings (including 35% affordable housing), including land for provision of a school and local service centre, structural planting and landscaping, allotments, public open space, sustainable drainage system (SuDS) and vehicular access point from Wharley End Road. All matters reserved except for means of access. Refused – decision appealed (awaiting decision).

Land off Mill Road: CB/17/01042/OUT – Outline application for up to 78 dwellings (2-2.5 storey high) with public open space, landscaping, sustainable urban drainage and land for provision of a doctor's surgery. Refused – decision appealed (awaiting decision).

Land between Bourne End Road and Crawley Road: CB/17/00976/OUT – Outline application for up to 222 dwellings, land for a doctor's surgery and associated development. Refused – decision appealed (awaiting decision).

Consultees:

Cranfield Parish Council

The Parish Council has objected to this scheme and has raised a number of concerns. The Parish Council's comments are appended in full to the back of this report, but these are summarised as:

Noise Mitigation

Concern has been raised with regard to noise assessments and proposed mitigation measures. It is considered that the noise evidence provided by the Airpark does not offer a fair assessment of the level of adverse effects that will be experienced by residential receptors within Cranfield.

However, if the application is recommended for approval it is requested that conditions for; a Noise Action Plan, noise annoyance (including monitoring) measures, aircraft noise control, Airpark operating hours, sound insulation, maximum sound levels and further research into flight movements are imposed.

Ecology

Concern has been raised as the application does not appear to include much, if any mitigation, for the loss of roughly 14ha of semi-improved grassland, among other habitats.

The Environmental Statement acknowledges that there will be a 'loss of the majority of habitats on site' but does not propose any mitigation or compensation. Given the extent of the landowner's estate it was expected that off site compensation should be entirely possible.

Overall the Parish Council do not see how the proposed development enables the application to achieve no net gain of biodiversity as required by the NPPF.

Visual Impacts

Cranfield Parish Council would request that the visual and environmental impact of the proposed new buildings is minimised by techniques such as those shown (green roofing as an example).

Summary

The Parish Council would like to reiterate the significant and long term impact this application will have on the village. There are a number of elements, as highlighted in the Parish Council's response, that Officers and Members need to carefully consider.

Moulsoe Parish Council

Object on the grounds that insufficient information has been provided with regard to the following matters:

- Public road/junction improvement for links to the south of the airfield.
- Construction traffic.
- Traffic management/routing measures.
- Historic environment.
- Vehicle weight restrictions along highways.
- Duty to cooperate with neighbouring authorities.
- S106/CIL matters concerning road improvements/traffic calming.
- Connection between Cranfield and Milton Keynes.
- Vehicular access to the site.

Full comments are appended to the report.

Marston Moretaine Parish Council

"The council feels that the application contains insufficient information addressing the issue of noise from aircraft especially relating to Jets. The need to mitigate noise will especially be relevant for aircraft activity at night and the impact that this will have on residents in the vicinity.

No provision or allowance has been included in the application in relation to helicopter activity. This method of travel is not governed by specific approved flight paths and could have an adverse impact on the wider community.

The parish council wishes to point out that the surrounding road network is ever increasingly put under pressure especially the A421 & C94 and will continue to do so with additional housing development and the approved Energy from Waste facility at Stewartby. Therefore, any increase in flights at Cranfield will also have an adverse impact upon the wider road network.”

Consultees

Marston Vale Community Forest

Further to our discussions I am writing to confirm that the Trust hereby **withdraws its objection** to this development proposal *subject to*:

1. The imposition of appropriate planning conditions by CBC on each proposed phase of development to require the applicant to deliver an area of tree cover (within the Forest of Marston Vale area) equivalent to 30% of the gross development area; and

The Trust is happy to see the tree cover requirement being delivered within the Cranfield University campus in a way which is consistent with the existing aspirations for landscaping contained within the recent Masterplan.

Environmental Health

Consideration of Noise Impact from Aircraft

In March 2013 the Government published its Aviation Policy Framework which set out the Government’s objectives and principles to guide plans and decisions at the local level and regional level. In respect of noise, the APF includes a policy objective to limit and, where possible, reduce the number of people in the UK significantly affected by noise.

The Aviation Policy Framework states that it will continue to treat the 57dB Aeq, 16 hour contour as the average level of daytime aircraft noise marking the approximate onset of significant community annoyance. However, would stress that this does not mean that all people within this contour will experience significant adverse effects from aircraft noise. Nor does it mean that no-one outside of this contour will consider themselves annoyed by aircraft as this is a subjective and emotive subject.

Therefore the government continues to expect airport operators to offer households exposed to levels of noise of 69 dB LAeq,16h or more, assistance with the costs of moving.

Risk from Development	The modelled data does not indicate any exposure of residential properties above the 69dB _{LAeq,16hr} . Risk is therefore negligible.
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The Government also expects airport operators to offer acoustic insulation to noise-sensitive buildings, such as schools and hospitals, exposed to levels of noise of 63 dB_{LAeq,16h} or more. Where acoustic insulation cannot provide an appropriate or cost-effective solution, alternative mitigation measures should be offered.

Risk from Development	the modelled data indicates that 4 properties on Merchant Lane and Stillitters Farm will be exposed to levels within the 63dB _{LAeq,16hr} contour during full operational
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	capacity with Phase 2 (2027 onwards). The applicant in accordance with Government Policy has committed to mitigate this risk through provision of acoustic insulation (or similar). Risk is therefore controlled and acceptable as this is a similar impact to that historically presented by the operation.
Risk from Development	the modelled data does indicate that the Permitted Residential Development by Gladman CB/14/05007/OUT (to the west of Mill Road) is also at risk of exposure. The applicant in accordance with Government Policy is committed to mitigate this risk through provision of acoustic insulation (or similar). This is only a risk if full operational capacity is received from 2027. Risk is therefore controlled and acceptable.
Risk from Development	It is considered that the proposed residential at Land off Mill Road (CB/17/01042/OUT) is at risk of exceedance to the noise contours. This land is currently subject to appeal and at this time the applicant, should the appeal be upheld is committed to implementing measures to protect future occupiers. Depending on the inspector's decision and timescales should that not be achieved then it is expected that Cranfield Airpark will implement measures to minimise noise in accordance with government policy. Risk is therefore controlled and acceptable.

It is expected that the airport operator will review their schemes to ensure they remain reasonable and proportionate throughout the lifetime of the permission. Likewise where the airport operators are considering developments which result in an increase in noise, it is expected that they should review their compensation schemes to ensure that they offer appropriate compensation to those potentially affected. As a minimum, the Government would expect airport operators to offer financial assistance towards acoustic insulation to residential properties which experience an increase in noise of 3dB or more which leaves them exposed to levels of noise of 63 dB_LAeq,16h or more.

Night time arrivals or departures have been assessed against the guidance in the 1992 UK Department of Transport study 'Report of a Field Study of Aircraft Noise and Sleep Disturbance' which found that people exposed to single event levels above 90dB(A) SEL suffer a slight risk of sleep disturbance (a 1 in 75 chance of an awakening).

Risk from Development	The modelled data does not indicate any exposure of residential properties above the single event 90dB(A) SEL during the operation of the airport. Risk is therefore considered minimal.
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Proposed Mechanisms to Reduce Risk of Aircraft Noise

Therefore given the current permitted use, it is proposed that they seek to control any impact of noise through the use of a condition to secure a Noise Action Plan. This is similar to that required for all major UK airports under the terms of the Environmental Noise (England) Regulations 2006.

This will detail as a minimum:

- the various noise mitigation and control measures to seek a continuous improvement in the management control and mitigation of the effects of aircraft noise on the local community.
- Demonstrate the ongoing commitment to best practice in airport operations, with particular reference to noise reduction and mitigation
- Provide clear and measureable indicators by which performance can be judged
- Engage with the surrounding communities to better understand their concerns and priorities through measures to include an airport consultative committee
- Consider noise from both aircraft on the ground and airborne aircraft
- Consider all ancillary operations such as auxiliary power units / maintenance etc.
- Incentivising users to operate quieter aircraft and technology
- Deal specifically with the operation of aircraft between 23.00 and 07.00hrs.
- Where appropriate prepare an action plan, where such are coupled with key performance indicators, which will be used to monitor progress / timescales etc.
- The airport operators draw up, or update an action plan every year and submit for approval or if necessary and whenever a major development occurs affecting the existing noise situation.

It is believed that this approach will assist in achieving the Government’s overall policy on aviation noise to limit and, where possible reduce the number of people in the community affected by aircraft noise within the context of the existing permission and current operating restrictions at Cranfield Airport. Consideration was given the restriction of hours but it was not considered defensible given the historic permissions at the airfield.

Whilst it is expected that this will be delivered through the condition set out below, the committee may wish to look at securing financial contributions through a form of airport environmental impact fund, the purposes of such which includes the funding of initiatives to mitigate aircraft and ground noise in the local community or provide education opportunities in this regard.

Consideration of Noise Impact from Road Traffic

Noise from traffic not considered to be an issue having a negligible rise in noise levels of 1.2dB when the proposal is fully operational. noting that the human response to change in noise levels only occur around 3dB.

Risk from Development	A change in noise level of 1dB is generally not perceptible and a change in 3dB is just perceptible by most humans. Risk is therefore considered minimal.
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Consideration of Noise Impact from Fixed Plant & Equipment

Noise from fixed plant is controlled by a condition requiring appropriate assessments in accordance with British Standard 4142. The condition suggested below is based ensuring that the noise from such does not exceed the existing baseline noise

cumulatively over the life of the development.

Risk from Development	Risk is therefore considered minimal and in accordance with British Standards.
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Consideration of Impact from Construction

Impacts from construction activities are expected but as is typical for all such developments in Central Bedfordshire, control of any environmental impacts will be minimised by the requirement for the developer to submit a Construction Environmental Management Plan.

Risk from Development	Whilst inevitable there will be some impact from construction, such is controlled through the need for the developer to submit for approval a Construction Environmental Management Plan.
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Consideration of Air Quality Impacts

The relevant assessments conclude that an increase in aircraft or vehicle movements is unlikely to make a significant contribution to local air quality, particularly in the context of former uses. However, it is requested that the airport undertake periodic monitoring at relevant stages to confirm this theory. Given the nature and phasing of the proposal this is best achieved through an agreement of a scheme for air quality control and monitoring.

Highways Officers

The methodology for assessing the impact of the development is considered robust. Access arrangements are proposed for both Phase 1 and Phase 2 on College Rd Cranfield which are shown to operate within capacity. Off site highway mitigation measures are proposed as follows:

Phase 1:

- 4 arm roundabout at junction of Crawley Rd / College Rd / Astwood Rd
- Walking & cycling improvements both along College Rd (including raised crossing point and speed limit reductions) and to the local Rights of Way network.
- Bus stop implementation on College Rd.

Phase 2:

- Potential capacity improvements at the junction of Bedford Rd / Crane Way
- The introduction of a compact roundabout at the junction of Marston Hill/Bedford Rd/Beancroft Rd
- The introduction of a compact roundabout at the junction of Broughton Rd/Wavendon Rd / Salford Rd

Rights of Way Officer

Public rights of way details acceptable and a contribution of £77,086 is requested towards upgrading the rights of way network.

Tree Officer

The Arboricultural Assessment identifies no A category trees, 12 individual and 7 groups of B category trees, 6 individual and 18 groups of C category trees.

There is always an issue with regards to trees, birds and airfields and that generally tree cover is kept to a minimum. Key to tree planting will be a suitable selection of decent specimen trees along the front of the site with College Road. Suggest that the area identified for an art installation to the north west corner includes some substantial new tree planting and also include the area of land to the north of the fuel farm refuelling point to include new tree planting and native hedgeline to help provide a degree of screening and rural edge to this site.

Detailed proposals with regards planting are required along with tree protection details for all trees and hedgelines that are to be retained in both Phase 1 and Phase 2.

Landscape Officer

There are landscape concerns regarding the visual impact and consequence for landscape character.

However, there is also an opportunity to create a landmark development, but this can only be considered acceptable if the design response is bespoke and utilises materials and a colour palette sympathetic to the location on a rural edge. Design evolution will be required, and the design details would need to be secured through conditions robust enough to secure the exemplar designs required. Conditions would also need to ensure the design of the car parking and ancillary structures also had optimal landscape integration.

Ecology

No objection to the proposal subject to the following conditions for a Landscape Ecological Management Plan and a Construction Environmental Management Plan in accordance with sections 8.60 to 8.68 of the December 2017 Environmental Statement Volume 1 Main Report as submitted with the application.

Fire and Rescue Services – No objection.

Environment Agency – No objection, subject to relevant conditions.

Internal Drainage Board – No objection.

Bedfordshire Constabulary – No objection.

The Wildlife Trust – No objection received.

Civil Aviation Authority – No objection received.

National Air Traffic Services – No objection received

Natural England - No objection.

Local Residents

Objection

28 letters of objection have been received from surrounding addresses. Comments are summarised as:

- Impacts in terms of noise and disturbance (including disturbance to the education of children at surrounding schools).
- Increased traffic and congestion and concerns regarding highway safety.
- Air pollution.
- Harm to the character of the area and the identity of the village.
- Impacts on surrounding businesses (farming operations).
- Limited need for such a facility.
- Harm to local wildlife.
- Limited employment benefit for local residents.
- Harm to living conditions, in terms of outlook and light pollution.
- Impact on community safety.
- This proposal, in conjunction with recently approved residential developments, would increase pressure on existing services and infrastructure.

Above objections raise concern with regard to impacts on property value. This, as well as possible legal action as a result of such impacts, carries no weight in this determination.

Concern has been raised with regard to the possible impact upon future village events, the loss of views and an increase in speeding motorists. It is not considered that impacts upon future events could be directly related to this proposal at the time of consideration. No weight is afforded to this objection. Further, it is not reasonable to associate inconsiderate or unlawful motoring with this proposed development and the loss of a view does not represent a material planning consideration.

Finally, concern has been raised with regard to the Airport accommodating for larger, commercial, planes following any grant of permission. This type of intensification of use, that would change the character of the area, would require permission in its own right and would therefore be subject to full assessment in this regard.

Support

Two letters in support of this proposal have also been received from surrounding addresses. Comments are summarised as:

- The development would assist with the regeneration of the area.
- The proposal would afford economic benefits for the area.

Comment

One comment, neither in objection nor support, has also been received. Concern regarding vehicle routing has been expressed and an alternative route proposed.

Determining Issues:

The main considerations of the application are;

1. The principle of the development
2. The quality of the design and the impact upon the character of the area, including designated heritage assets
3. The impact upon living conditions (including noise and disturbance)
4. Highway safety and parking provision
5. Other material considerations
 - (i) Rights of way
 - (ii) Contaminated Land
 - (iii) Air Quality
 - (iv) Aviation Safety
 - (v) Flooding and Drainage
 - (vi) Ecology
 - (vii) Forest of Marston Vale
 - (viii) Community Use
 - (ix) Public Art
 - (x) Community Safety
 - (xi) Sustainability

Considerations

1. The principle of the development

- 1.1 Policy CS1 classifies Cranfield as a Minor Service Centre and the thrust of policy DM4 is to provide weight in favour of developments within settlement 'envelopes'. The University site lies outside of the defined 'envelope' for Cranfield and, accordingly, there is conflict with Policy DM4.
- 1.2 However, the application site is considered to represent a 'significant facility within the countryside'. Policy DM11 states that masterplans agreed by the Council will be required prior to expansion or redevelopment at Cranfield University. This has been provided by the applicant through the submission of this application. Furthermore Policy DM11 states that all proposals for significant development at this site will be assessed in terms of their:
 - *Impact on open countryside.*
 - *Provision of sustainable transport.*
 - *Justification.*
 - *Scale, layout and design – which must be appropriate to the establishment and its setting.*
- 1.3 Provided developments at Cranfield University are acceptable in terms of the above, Policy DM11 states that they will be supported by the Council.

Justification

- 1.4 In terms of justification for this proposal, the applicant has stated that the draft Airports National Policy Statement (NPS) recognises that the UK aviation sector plays an important role in the modern economy, contributing around £20 billion per year and directly supporting approximately 230,000 jobs.

- 1.5 However, airports in London and the South East are now facing longer term capacity problems. Heathrow Airport is operating at capacity today, Gatwick Airport is operating at capacity at peak times, and the major airports in the South East of England (defined as Gatwick, Heathrow, London City, Luton and Stansted) are expected to be full by the mid-2030s.
- 1.6 By 2050 demand at these airports is expected to outstrip capacity by at least 34%, even on low demand forecasts. There is relatively little scope to redistribute demand away from the region to less heavily utilised capacity elsewhere in the country.
- 1.7 The UK's airports also face growing competition from hubs in the Middle East like Dubai, Abu Dhabi, Doha and Istanbul. Heathrow Airport was overtaken by Dubai in 2015 as the world's busiest international passenger airport.
- 1.8 The above mentioned constraints are now affecting the ability to travel conveniently and to a broader range of destinations. They create negative impacts on the UK through increased risk of flight delays and unreliability, restricted scope for competition and lower fares, declining domestic connectivity, erosion of the UK's 'hub status' relative to foreign competitors and constraining the scope of the aviation sector to deliver wider economic benefits.
- 1.9 Overall, particularly as the proposal would increase the competitiveness of the aviation sector, would increase capacity for air travel and would benefit the local and wider economy (discussed in full in sections below), it is considered that the expansion of this facility has been appropriately justified by the applicant. The relevant criterion of Policy DM11 is therefore met.

Rural Tourism

- 1.10 In addition to all of the above, it is acknowledged that phase 2 seeks outline permission for up to a 300 bed hotel. This hotel would serve a wide range of people - including crew, passengers and those using office facilities at the site. This could support tourism in the area and Policy CS11 states that the Council will seek to promote tourism by:

“Supporting proposals for tourist or leisure developments in settlements or in the countryside including new tourist accommodation which provides opportunities for rural diversification and are well located to support local services, businesses and other tourist attractions.”

- 1.11 Aviation also brings many wider benefits to society and individuals, including travel for leisure and visiting family and friends. The applicant advances that in 2013 the direct gross value added to the tourism sector, one of the important beneficiaries of a strong UK aviation sector, was £59 billion. Likewise, 2015 saw the value of inbound tourism rise to over £22 billion, with the wider UK tourism industry forecast to grow significantly over the coming decades.
- 1.12 The economic benefits of increased tourism are outlined later in this report. However, given the site is well located to support local services, businesses and other tourist attractions, it is considered that the development would support tourism and therefore complies with the provisions of Policy CS11 in this regard.

Conclusion on Principle

- 1.13 Given that the site lies outside of the defined settlement envelope of Cranfield, it has been identified that there would be conflict with Policy DM4. However, as discussed, the proposal would promote tourism within the area, in accordance with Policy CS11, and the applicant has suitably justified the need for the expansion of the Airport. Subject to complying with the remaining identified criteria of Policy DM11, it is considered that there is significant weight in favour of the expansion of this 'significant facility within the countryside' and there is no compelling objection to the overall principle of this development.

2. The quality of the design and the impact upon the character of the area, including designated heritage assets

- 2.1 Policies CS14, DM3, DM4 and DM14 seeks to ensure proposals are of a high quality of design, respect the local context, are appropriate in terms of scale and have an acceptable impact upon the landscape. Chapter 7 of the Framework emphasises the importance of good design in context and, in particular, paragraph 64 states permission should be refused for development of poor design that fails to improve the character and quality of an area and the way it functions.
- 2.2 The specific historic environment policies within the Framework are contained within paragraphs 126-141. Paragraph 131 states that in determining planning applications, Local Planning Authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets. Further, Policies CS15 and DM13 seek to preserve and enhance the setting and distinctiveness of heritage assets and historic landscapes.
- 2.3 The application site is located within Cranfield to Stagsden Clay Farmlands Landscape Character Area (LCA). This is described as a medium – large scale plateau landscape with an open and exposed character. The LCA acknowledges that there are some urbanising influences within the area and the strong visible presence of Cranfield University and associated infrastructure is acknowledged. The overall strategy for this LCA is to enhance and renew the landscape to preserve its rural character.
- 2.4 The application site itself comprises operational and residual airport land – the majority of development being to the north western edge of the airfield. The site also comprised grassland with hedgerows, individual trees and groups of trees. The key characteristic of the existing site is its openness.

Landscape Impact and Layout

- 2.5 The development would result in a considerable change to the character of this site through site clearance, vegetation loss and the prominence of built form. Eight category 'B' tree or groups and eleven category 'C' trees, groups or hedgerows would be removed. No category 'A' vegetation (the vegetation offering the most amenity value to the area) would be lost.
- 2.6 The applicant's assessments indicate that initial impacts (at Year 1) to the site character itself would be moderate. There would be a clear visible change to the outlook from residential properties which afford views of the site and a moderate impact on the nearest Public Right of Way (RoW) at this point.
- 2.7 The applicant has demonstrated that there would be mitigation of the above mentioned harm to an extent during construction. A Construction Management Plan would manage elements such as; temporary lighting, the erection of

hoardings where necessary and the protection of vegetation to achieve this. Overall, the residual effects are anticipated to remain unchanged from those identified above, due to the inherent scale and character of the construction works.

- 2.8 As discussed within the LCA, the airport is already a significant influence on local character, with its openness allowing a range of views towards the existing hangars and the buildings within the campus and Technology Park. The layout of the proposed development is considered to be consistent with this character, representing a northward extension of airport features. Over the course of time it is considered that the build and form of proposed buildings would integrate into this urbanised airport setting.
- 2.9 On discussion with Landscape Officers, it is acknowledged that the development would significantly alter the open character of the site, and the loss of vegetation would harm this more rural setting. It is, however, noted that no Category 'A' vegetation is to be removed and, as existing vegetation is not covered by Tree Preservation Orders, it should be noted that vegetation at the site may be removed at present without consent. This, of course, is not the applicant's intention.
- 2.10 Though the nature of the existing use as an airport results in a will to dissuade an increase in vegetation at the site (to reduce conflict with wildlife), it is recommended that a suitable Landscape Plan (for both full and outline applications) is conditioned to allow for appropriate planting. This would ensure that appropriate screening vegetation is secured adjacent to College Road and at the area identified for an art installation (to the north west corner). This condition would also allow the appropriate management of boundary treatments and details for hardsurfacing. The imposition of a condition requesting a detailed Tree Protection Plan is also recommended.
- 2.11 Though the above mentioned landscape mitigation would soften the impact of built form and the layout of development is compatible with the nature of the urbanised operational airport, it is concluded that there would be some harm to the character of the area, including the LCA, through the loss of open and undeveloped land.

The Design of Buildings

- 2.12 For Phase 1 (full application), the proposed development comprises a mix of buildings ranging in scale from single-storey (such as the aircraft hangars at approximately 16.85m maximum height) to three-storeys in height (such as the FBO Terminal Building (17.6m max height) and the standalone office (at 14.2m maximum height). It is noted that the biomass building has a roof level height of approximately 9.2m high and a flue stack height of 20m.
- 2.13 For Phase 2 (outline application), the proposed development comprises a mix of buildings ranging from single-storey aircraft hangars at 17.2m maximum height to the hotel building at 23.2m max height.
- 2.14 The applicant has provided a detailed assessment of the visual impact of these structures, including photomontages taken from key public viewpoints. It is considered that the scale of proposed buildings would be similar to the scale and massing of existing structures when viewed from these key vantage points.
- 2.15 Particularly when viewed in the context of the backdrop of the Campus and

other urban features surrounding the airport, it is not considered that proposed built form would appear visually prominent, cramped or incongruous.

- 2.16 Turning to the individual design of the buildings themselves, given the design of structures applied for under Phase 2 is a matter reserved for future consideration, it is considered that a suitable design approach for these buildings could be achieved at a later date, including agreement on the height of the buildings up to the maximum assessed under this application. Further, it should be acknowledged that the scale of the proposed hotel would be similar in scale to the hangers and the FBO building proposed at the site. On discussion with Landscape Officers, though there is concern with regard to the loss of the more open setting, it is clear that a 'landmark' hotel building could be achieved through a high quality design secured at reserved matters stage.
- 2.17 With regard to Phase 1, submitted elevations indicate that the proposed hangers, the office building (which would be heavily glazed), the security gatehouse, the FBO and the ground support building would be constructed of profiled metal cladding under domed roofs. Some of these roofs would also comprise additional photovoltaics. The proposed biomass building would be constructed of metal cladding and facing brickwork, again under a domed room (standing seam metal).
- 2.18 Overall, it is considered that proposed buildings for Phase 1, which comprise interesting architectural features, such as the identified domed roofs and large amounts of glazing, would be compatible with the nature of the site as an operational airport and would contribute to creating an active and interesting development.
- 2.19 Notwithstanding the above, to ensure that the design of buildings under Phase 1 is acceptable, it is recommended that a condition is imposed requesting detailed specifications of the materials to be used for external surfaces. Subject to this condition, the design approach for proposed built form is considered acceptable.

Heritage

- 2.20 The application site itself does not comprise any designated heritage assets and it is not within the Conservation Area. However, there are designated heritage assets within the surrounding area, namely listed buildings along the northern side of High Street within Cranfield Village (the nearest being Hartwell Almshouses (Grade II) and 43 High Gables (Grade II)).
- 2.21 The applicant has submitted a Historic Environment Assessment (HEA) which has identified that there is no functional relationship between the identified listed buildings and the airpark. Further, the rural setting of these assets has already been compromised by existing urban influences and they are divorced from the immediate landscape in which the airport is located.
- 2.22 CBC Conservation Officers consider that though the development would clearly have an impact upon the appearance of the area, given the pattern of change through time the proposal would not result in an impact to the significance of the identified assets.
- 2.23 The submitted HEA also identifies other assets of local interest at the site (defensive works at the airfield including gun pits, pillboxes, batteries and air raid shelters). However, the setting of these assets has been thoroughly

compromised by physical loss, disintegrity and redundancy during the course of development at the airfield and the passage of time. Accordingly, there would be no detrimental impact to these assets.

- 2.24 Taking the above into account, it is not considered that the development would result in harm to the setting or significance of any surrounding designated heritage asset or asset of local interest at the site.

Conclusion on Impacts on the Character of the Area

- 2.25 The design approach adopted by the applicant is considered compatible with the nature of the existing site and the scale, bulk and mass of proposed buildings for Phase 1 is considered acceptable. Overall, high quality built form at the site would be achieved through the management of conditions and also through the consideration of matters reserved for future considerations. Further, the development would not result in harm to the historic environment.
- 2.26 Notwithstanding this, the development, by virtue of its scale and through the loss of vegetation, would inevitably result in a loss of the open, undeveloped, character of the site and would further urbanise the airpark. Though landscaping managed conditionally would help soften the development and the site already comprises significant built form, this would erode the transition between urban form and the surrounding countryside. Overall, for reasons identified above, the proposal would result in harm to the character of the area. This harm is considered in the overall planning balance at the end of this report.

3. The impact upon living conditions (including noise and disturbance)

- 3.1 Policy DM3 aims to preserve neighbouring amenity. Furthermore, guidance in paragraph 17 of the Framework is to always seek to secure high quality design and good standard of amenity for all existing and future occupiers of land and buildings.
- 3.2 Given the distance to surrounding residential properties, it is not considered that the build, form or positioning of the proposed development would result in harm to living conditions, in terms of overbearing, overlooking and loss of light.

Noise and Disturbance

The Existing Context, Government Policy and the Risk to Residential Properties

- 3.3 Cranfield Airport is currently a 7 day per week, 24hr licenced airport, currently permitted a maximum of 150,000 movements per year. This is important in the context of this application. It is also important to note that Boeing 747 aircraft will not, at any point, use the facility as a result of this proposed development. The applicant has also accepted a condition which prohibits scheduled holiday charter airliner services to ensure that private jets only use the facility. Further, it should be acknowledged that no part of this proposal seeks permission to extend the runway.
- 3.4 Concerns has been raised with regard to the recent change in Aviation Policy, (largely towards the end of 2017), which is due to be formalised within the Governments Aviation Strategy to be released in 2018. This policy, referenced within the Parish Council's noise assessment, is largely applicable to airspace changes. This is something which is not proposed at Cranfield and so it is not engaged in this regard.

- 3.5 It has been confirmed that the Airpark would largely operate between 6am and 10pm (with likely activity extending up to 11pm), with the majority of activity during weekdays and approximately 50% less at weekends, but similar operating hours. The application makes reference to projected peak hours between 8am to 9am and 5pm and 6pm. However, it is, reasonable to expect that, due to delays and other factors beyond the control of the Airpark, there would be requests for a landing or take-off outside the normal operating hours. Indeed, until an operator is identified by the Aviation Developer, it should be assumed that exact flight movements will be difficult to predict. However, given the obvious cost implications of operating the Airport through the night, activity between 11pm and 6am will not be a frequent occurrence.
- 3.6 In March 2013 the Government published its Aviation Policy Framework (APF) which set out the objectives and principles to guide plans and decisions at a local level and a regional level. In respect of noise, the APF includes a policy objective to limit and, where possible, reduce the number of people in the UK that would be significantly affected by aviation related noise.
- 3.7 The APF states that it will continue to treat the 57dB Aeq, 16 hour contour as the average level of daytime aircraft noise as marking the approximate onset of significant community annoyance. However, this does not mean that all receptors within this contour will experience significant adverse effects from aircraft noise, nor does it mean that receptors outside of this contour would consider themselves detrimentally impacted upon by aircraft movements.
- 3.8 With regards to the above, the Government continues to expect airport operators to offer households exposed to levels of noise of 69 dB LAeq,16h or more with assistance associated with the costs of moving. The Government also expects airport operators to offer acoustic insulation to noise-sensitive buildings, such as dwellings, schools and hospitals, exposed to levels of noise of 63 dBLAeq,16h or more. Prior to acoustic insulation, other practicable mitigation measures through operational and management of aircraft noise should be considered to reduce the noise.
- 3.9 The modelled data does not indicate any exposure of residential properties above the 69dBLAeq,16hr. Risk in this regard is therefore negligible.
- 3.10 However, the modelled data indicates that four existing properties on Merchant Lane and Stillitters Farm would likely be exposed to levels within the 63dB LAeq,16hr contour during full operational capacity of Phase 2 (i.e 2027 onwards). The applicant, in accordance with Government Policy, has committed to mitigate this risk through the provision of acoustic insulation (or similar). Risk is therefore managed and acceptable as this is a similar impact to that historically presented by the operation of the existing airfield.
- 3.11 The modelled data also indicates that a permitted residential scheme at land west of Mill Road (CB/14/05007/OUT) has 20 properties at risk of exposure to noise above 63 dB LAeq,16hr contour level. However, the developer of this residential development (in accordance with Government policy), is committed to mitigate this risk through the provision of acoustic insulation (or similar). This is only a risk if full operational capacity of the Airpark is realised from 2027. Risk in this regard is therefore managed and is considered acceptable.
- 3.12 It is considered that the proposed residential development at Land off Mill Road (CB/17/01042/OUT) is also at risk of exceedance to the noise contours. This

land is currently subject to appeal and at this time the residential development applicant (should the appeal be allowed) is committed to implementing measures to protect future occupiers. This risk in this regard is therefore managed and is considered acceptable.

- 3.13 Night time arrivals or departures have been assessed against the guidance in the 1992 UK Department of Transport study 'Report of a Field Study of Aircraft Noise and Sleep Disturbance'. This found that people exposed to single event levels above 90dB(A) SEL suffer a slight risk of sleep disturbance (a 1 in 75 chance of an awakening).
- 3.14 The modelled data does not indicate any exposure of residential properties above the single event 90 dB(A) SEL during arrivals and a small risk of awakenings are predicted for departures during the night time operation of the airport. The Noise Management Plan will provide the mechanism to control noise from night flights and so the risk in this regard is therefore managed and is acceptable.

Noise from Road Traffic, Fixed Plant and Equipment and Construction

- 3.15 This development would result in a 1.2dB increase in this regard (the human response to change in noise levels only occur at around 3dB). Accordingly, on discussion with Environmental Health Officers, it is considered that the noise from traffic when the proposal is fully operational would be negligible compared to the existing situation.
- 3.16 It is also recommended that a condition is imposed requesting a scheme demonstrating the rating level of sound emitted from any fixed plant machinery (and managing this noise to not exceed 5dB(A) above background noise levels) to ensure that these elements do not cumulatively result in noise and disturbance. Further, it is recommended that a condition is imposed requesting a Construction Management Plan (detailing matters such as the control of dust, the locations for the storage of materials and mechanisms to reduce environmental impacts such as noise, air quality, light and odour). Noise during construction could therefore be appropriately managed.

Mechanisms to Reduce the Risk of Aircraft Noise

- 3.17 Having established, on discussion with Environmental Health Officers, that the identified risk to living conditions of existing and even future occupants may be appropriately managed and mitigated, this report now moves to the mechanisms to reduce these risks.
- 3.18 It is considered reasonable to impose a condition requesting the submission of a Noise Management Plan (NMP). This will detail as a minimum:
- A scheme for public consultation, the contents of which shall be agreed in advance by the Council in writing, shall be undertaken in support of the Noise Management Plan (NMP) prior to its submission to the Local Planning Authority;
 - Demonstrate the on-going commitment to working towards best practice in airport operations, with particular reference to noise reduction and mitigation. Evidence in this regard shall be submitted to the Council;

- An agreed strategy to engage with surrounding communities to better understand their concerns and priorities through measures to include an airport consultative committee;
- Information on number and type of complaints to the airfield relating to noise for the previous year and mechanisms to seek to address complaints and mitigate any inappropriate noise levels;
- A review of current and emerging policy, guidance and best practice, and set it into context with the operations at the Air Park;
- The results of the annual noise monitoring survey;
- Summary of operations over the preceding 12 months, summarised by number of flights, typical distribution and aircraft type;
- Predicted changes in noise levels for the following 12 months;
- A forecast of operations for the coming year and changes to the operation or management of the airfield to control or reduce noise and if that is expected to trigger any threshold;
- Any operational measures necessary to respond to the above data/analysis;
- An agreed statement on the qualifying criteria for the Sound Insulation Scheme if any properties are deemed to fall within the 63dB contour or higher and an agreed scheme to mitigate any impacts arising.

3.19 It is considered that this approach will assist in achieving the Government's overall policy on aviation noise to limit and, where possible, reduce the number of people in the community affected by aircraft noise within the context of the existing permission and current and future operating restrictions at Cranfield Airport. Further, it should be noted that NMP will be assessed by an independent aviation noise expert appointed by the Council.

3.20 It should also be noted that the Parish Council has recently submitted an independent noise assessment. This has been considered by Environmental Health and the applicants and a response is also appended. Amongst other things, this response demonstrates that; monitoring and mitigation of aircraft ground noise can be dealt with through the NMP which is an accepted method of mitigation in this regard, the correct policy engagement (given there is no change to airspace) has been adhered to for the ES, and that assessment methodology and criteria were appropriate.

3.21 Additionally, appended to this report is a response from the applicant to the specific objections received from Cranfield Parish Council. This response, amongst other things, makes reference to the fact that proposals would not alter existing air space, to the benefits of the monitoring of noise and the mitigation of impacts within the NMP, to the existing operating restrictions at the Airpark and to the limited ecological value of the site.

4. Highway safety and parking provision

4.1 The proposed development would afford 380 off-road parking spaces for Phase

1 and 621 off-road spaces for Phase 2 (375 of which would be allocated to the proposed hotel). Overall, sufficient parking provision would be provided on-site to accommodate for the proposed development.

- 4.2 Turning to highway safety, on discussion with Highways Officers it is considered that the methodology for assessing the impact of the development presented by the applicant is robust. Access arrangements are proposed for both Phase 1 and Phase 2 on College Rd Cranfield which are shown to operate within capacity and, overall, it is considered that vehicular movements associated with this proposal could be accommodated on the highway network without prejudicing vehicular or pedestrian safety.
- 4.3 To ensure that the development does not detrimentally impact upon the safe operation of the existing highway network a number of off-site mitigation measures are proposed for each Phase. These are outlined below.

Phase 1

- 4.4 Mitigation measures include:

- A new 4 arm roundabout at the junction of Crawley Rd / College Rd / Astwood Rd.
- Walking & cycling improvements both along College Rd (including raised crossing point and speed limit reductions) and to the local Rights of Way network.
- A bus stop implementation on College Rd.

Phase 2

- 4.5 Mitigation measures include:

- Capacity improvements at the junction of Bedford Rd / Crane Way.
- The introduction of a compact roundabout at the junction of Marston Hill/Bedford Rd/Beancroft Rd.
- The introduction of a compact roundabout at the junction of Broughton Rd/Wavendon Rd / Salford Rd.

- 4.6 Further, conditions are recommended to ensure the appropriate 'stopping up' of Merchant Lane for Phase 2 and requesting the submission of a detailed Construction Traffic Management Plan.
- 4.7 Subject to relevant conditions safeguarding the above mentioned improvements to the highway network, which will be secured through a S278 agreement, the development is considered acceptable in this regard.

5. Other material considerations

(i) Rights of way

- 5.1 This application follows an application for alterations to the surrounding public footpath granted under application ref. CB/17/5142/FULL. This approved

scheme involved the diversion of footpaths FP20, FP22, FP35 and FP41 that currently cross the proposed Airpark site.

- 5.2 On discussion with Rights of Way Officers, projects for the improvement of the surrounding rights of way network have been identified. The applicant, through a S106 agreement, has agreed to upgrade the rights of way network by providing financial contributions to appropriately surface, signpost and fence routes. A Total of £77,086 has been secured.
- 5.3 Furthermore, it should be noted that a connection between the footway at Crawley Road and the existing right of way (FP22) will be secured conditionally (carried out through a S278 agreement). This condition will request a scheme to achieve this, comprising either the re-alignment of the highway or the culverting of the ditch along Crawley Road.

(ii) Contaminated Land

- 5.4 Given the nature of the existing use and the scale of the proposed development, it is recommended that a condition is imposed requesting a scheme to deal with contamination of land/ground gas/controlled waters (including a Phase I Site Investigation, a Phase II Intrusive Investigation and any remediation). A condition requiring any unexpected contamination to be reported immediately and appropriately remediated is also recommended. Subject to the imposition of these conditions, the development would not result in a risk to human health through contaminated land.

(iii) Air Quality

- 5.5 The application site is not located within an area with identified air quality problems. Further, the applicant has submitted assessments identifying that an increase in aircraft or vehicle movements is unlikely to make a significant contribution to local air quality, particularly in the context of the lawful use of the site.
- 5.6 On discussion with Environmental Health Officers, it is considered that the development would be acceptable in this regard. However, it is recommended that a condition is imposed requiring the Airport to undertake periodic monitoring of air quality at relevant stages.

(iv) Aviation Safety and Security

- 5.7 The Civil Aviation Authority and National Air Traffic Services Ltd have been consulted and have raised no objection to the proposed development. Accordingly, the development would not interfere with the safe movements of aircrafts.
- 5.8 The Department for Transport acts as the sector sponsor department for the aviation sector and, in this capacity, has lead responsibility for security matters and for directing the security approach to be taken (working with the Civil Aviation Authority CAI)).
- 5.9 Government policy is to ensure that, where possible, proportionate protective security measures are designed into new infrastructure projects at an early stage in the project development. The regulations governing aviation security in the UK have their basis in UK and European law, and are enforced by the CIA on behalf of the Secretary of State. The development includes measures to

deliver airport security and the applicant must adhere to identified law and policy. Accordingly, the development would be acceptable in this regard.

- 5.10 Finally, the applicant does not propose to alter the existing Instrument Landing System (ILS) technology on the Airport (even when the Air Park is built) and no new technology such as radar would be introduced. Accordingly. The movements within the air space would not change.

(v) Flooding and Drainage

- 5.11 Policy CS13 seeks to ensure proposal incorporates suitable drainage infrastructure. The application site is not located within Flood Zones 2 or 3 - indicating a low probability of flooding.
- 5.12 Further, no objection has been raised by the Environment Agency, SuDS Officers or the Internal Drainage Board. Subject to conditions requiring; a detailed Surface Water Scheme, a Maintenance and Management Plan for the surface water drainage system and ensuring that any oil is intercepted and separated from any discharge into a watercourse the development is considered acceptable in this regard.

(vi) Ecology

- 5.13 The presence of protected species is a material consideration, in accordance with the National Planning Policy Framework (paragraphs 118-119), Natural Environment & Rural Communities (NERC) Act 2006 (section 40), Wildlife and Countryside Act 1981, Conservation of Habitats and Species Regulations 2010 as well as Circular 06/05. Furthermore, Policy CS18 seeks to support the maintenance and enhancement of habitats and states that development that would fragment or prejudice the biodiversity network will not be supported.
- 5.14 The applicant has submitted ecological information within the Environmental statement which states that, given the nature of the site, the ecological value is low. No objection has been received from Natural England or The Wildlife Trust and, subject to conditions requesting the submission of a Construction Environmental Management Plan and a Landscape and Ecological Management Plan, no objection has been raised by internal Ecology Officers. Accordingly, the development is considered acceptable in this regard.
- 5.15 Ecological enhancements that could be achieved through identified conditions include:
- The retention and enhancement of boundary hedgerows.
 - Habitat removal outside of the bird nesting season.
 - Reptile hibernacula installed in the retained right of way strip along the College Road and Crawley Road boundaries.
 - Staged cutting of the remaining vegetation and appropriate management of remaining grasslands (mowing regimes).
 - A nocturnal wildlife-friendly lighting strategy

(vii) Forest of Marston Vale

- 5.16 The application site is located within the Forest of Marston Vale. Policy CS17 requires development within this area to preserve the existing green infrastructure network and contribute towards the delivery of new green infrastructure and the management of a linked network of new and enhanced open spaces and corridors.
- 5.17 The applicant has agreed to cover an appropriate area (30% of the application sites for Phases 1 and 2) of the adjacent University Campus with vegetation. This is in line with local policy in this regard and is an approach supported by the Forest of Marston Vale.
- 5.18 However, to ensure that planting at the Campus is indeed acceptable, it is recommended that conditions are imposed requesting the submission of off-site planting plans to satisfy the requirements of the Forest Plan.

(viii) Community Use

- 5.19 It is noted that the proposed development seeks permission for a hotel which may afford ancillary sports facilities. The applicant has discussed the possible community use of these potential facilities. However, a hotel operator has not been confirmed at this stage and so the final composition of the hotel has not been finalised. It is therefore difficult to ascertain what could be offered to the public as a 'community benefit' at the hotel (such as a gym).
- 5.20 Further, the University Campus already has an existing large and well-equipped Fitness Centre (with car parking) that is open to the public, as well as for members of staff and students of Cranfield University. Taking all of the above into account, it is considered that there is already appropriate community use of the Universities facilities and securing the community use of facilities associated with this proposal would not be reasonable.

(ix) Public Art

- 5.21 The developers have proposed a public art installation at the 'gateway' to the site adjacent to the proposed new roundabout. This would utilise an unused space following the completion of these highway improvements. It is proposed that this art would be of a model private jet. There would also be a public art installation (possibly a sculpture) to the western car parking area of the hangers.
- 5.22 It is considered that this public art could contribute to the delivery of a sense of place at the site and, on discussion with Public Art Officers, this is welcomed. However, to ensure artwork is appropriate, it is recommended that a condition is imposed requesting a Public Art Plan. This will detail, amongst other things, the brief for involvement of artists, the method for commissioning artists and future care and maintenance.

(x) Community Safety

- 5.23 Policy CS14 seeks to reduce opportunities for crime and anti-social behaviour and enhance community safety. As discussed above, the Airport is bound to comply with relevant law and policy with regards to the security of the Airport itself.
- 5.24 Further, Bedfordshire Police have been consulted and have raised no objection

to this proposed development. Accordingly, though there have been concerns received in this regard, it is not considered that the nature of the proposed development would result in increased crime or anti-social behaviour.

(xi) Sustainability

Economic

5.25 Policy CS9, seeks to plan for additional jobs in the district and sustainable economic growth is one of the key aspects of the current planning system. Paragraph 19 of the NPPF states:

'The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.'

5.26 Paragraph 20 of the NPPF then goes on to state:

'To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.'

5.27 The Development Plan highlights that Cranfield University can make a significant contribution to the local economy and has the potential to attract high technology oriented businesses, creating specialist markets and a cluster effect. There are also policies specifically supporting its expansion (subject to identified criteria) to achieve this.

5.28 The University is clearly an important and growing economic asset for the local economy. This was confirmed in a recent independent economic impact assessment of the institution, which found that the University contributed £360m in GVA and 4,260 FTE jobs for the UK.

5.29 The University currently directly employs 1500 people on a Full Time Equivalent (FTE) basis. These are highly skilled and well paid jobs. The University supports a further 2,270 FTEs and £145m in Gross Value Added (GVA) through its expenditure on suppliers and the expenditure of staff. Student expenditure supports an estimated £55 million in GVA and 900 FTEs nationally and the University works with over 1,500 businesses and governments around the world, including major corporations such as BAE Systems, Rolls Royce and Airbus. As a result, the University generated the highest value of commercial contract research per academic FTE of all UK universities in 2015/16.

5.30 The construction phase alone is expected to create some temporary construction jobs, both on- and off-site. The indicative total construction investment of £50 million would create 460 gross direct 'person years' of employment across the total four-year construction period. This is an average of 115 jobs per year.

5.31 Comparable sites show that the proposed development could support an estimated gross total of 230 to 270 FTEs once Phase 1 is fully operational and 500 to 640 FTEs once Phase 2 is fully operational

- 5.32 The employment supported by the development represents approximately 3% to 4% of the total employees in the Cranfield and Marston Moretaine Ward once Phase 1 is fully operational, and 7% to 9% once Phase 2 is fully operational. For the Central Bedfordshire impact area, the employment increase represents around 0.3% of employees in the area once Phase 1 is fully operational and 0.6% to 0.8% once Phase 2 is fully operational.
- 5.33 Furthermore, the Air Park expects to see around 51,000 visitors per year once Phase 1 is fully operational and almost 70,000 once Phase 2 is fully operational. The increase in the number of visitors to the airport would lead to increased expenditure locally, particularly once Phase 2 is fully operational. The hotel is expected to capture visitor expenditure and add to the tourism offer locally, as there are no comparable alternatives in the local area.
- 5.34 The proposed development, through operational construction benefits, direct employment from new facilities, indirect employment within the supply chain and the increase in local expenditure would afford significant economic benefits to the area and would not contravene the overarching employment strategy of the Council.
- 5.35 The development would transform the ongoing viability of the airport and help to support its use for aerospace research and development. The above mentioned economic benefits are afforded significant weight in this balancing exercise.
- 5.36 Notwithstanding the above, it is noted that there has been local concern with regard to the impact of the proposal on existing agricultural businesses. The development would not result in the loss of agricultural land and is unlikely to impact upon the operation of surrounding agricultural enterprises.

Social

- 5.37 The economic benefits outlined above would in turn provide social benefits. Job creation often promotes healthy local government budgets, improves income distribution, reduces inequality and results in decreased crime rates.
- 5.38 Additionally, Cranfield University is a world leading postgraduate teaching and research institution and is one of the three biggest employers within the local economy. It educates 75% of the UK's postgraduate aerospace engineers and is a unique facility within the higher education sector in the UK. With 82% of graduates entering employment 6 months after graduation, Cranfield University ranks in first place nationally ahead of Anglia Ruskin University, the University of Cambridge and the University of Essex.
- 5.39 The Framework, in paragraph 72, states that Local Planning Authorities should give great weight to the need to create, expand or alter schools. Policy CS3 is consistent with the above mentioned national policy and seeks to support the upgrading of education facilities.
- 5.40 As discussed above, the proposed development would support its use for aerospace research and development and would therefore enable the continued delivery of high quality aerospace education. Considerable weight is afforded to this, and other identified, social benefits.
- 5.41 Notwithstanding the above, the applicant has also agreed to provide financial contributions based on the nature of some aviation movements. These funds

would be paid to Cranfield Parish Council for community schemes within the village.

Environmental

- 5.42 The applicant has submitted a Sustainability Appraisal and Energy Statement with this proposal.
- 5.43 As part of the University estate, the development would fall within the scope of the University's Carbon Management Plan. This was adopted in 2009 and aims to achieve a 50% reduction in carbon emissions from 2005 levels by 2020.
- 5.44 Measures implemented to reduce energy and carbon emissions have included the installation of a biomass boiler, improvements to the existing energy and heating network, and energy saving strategies for individual buildings. Anticipated measures include the installation of a 1MW PV array on redundant land within the airport in 2018.
- 5.45 The Airports Carbon Accreditation Scheme (ACA) provides a framework for carbon management and recognises four levels of successive improvement: mapping, reduction, optimisation and neutrality. Based on the existing level of reporting, Cranfield Airport is likely to have achieved the second tier of accreditation (i.e. reduction), and is envisaged to aim for higher levels as the air park is developed.
- 5.46 The proposed buildings are expected to achieve a BREEAM "Very Good" rating. Further, most of them will be subject to the requirements of Building Regulations Part L (Conservation of Fuel and Power). The energy strategy includes a range of energy-saving and passive design measures, notably a 500Kw biomass boiler, using locally-sourced woodchips and air-source heat pumps. These technologies are expected to achieve a 28.48% contribution from renewable energy, and to exceed the minimum standards of Building Regulations carbon reduction by 22.81%.
- 5.47 Further, the layout and building design seeks to control overheating as far as possible. Extensively glazed buildings such as the FBO and hangars are likely to require solar controls, whilst the hotel will probably need to be actively cooled.

Other Matters

- 5.48 It is acknowledged that Moulsoe Parish Council consider that insufficient information has been provided with this application on a number of grounds. However, sufficient detail has been provided to allow for a full and proper assessment in terms of the impacts upon; the road network, the historic environment and vehicular access to the site. Additionally, sufficient information has been provided to consider the impacts of the proposal on surrounding settlements (including Milton Keynes referenced by this Parish Council). Appropriate information was submitted with this application to allow for the application to be made valid and for appropriate assessment to commence.
- 5.49 Furthermore, other areas of concern identified by this Parish Council (construction traffic/routing, off-site highway improvements and CIL contributions) will be secured conditionally or through a legal agreement as identified throughout this report. The applicant is not under any specific 'duty to co-operate' with other neighbouring authorities as this is a matter for strategic

plan making.

6. Overall Planning Balance

- 6.1 Though the development would be located outside of the settlement 'envelope' of Cranfield, conflicting with the thrust of Policy DM4, Policy DM11 seeks to specifically support development at the University – subject to a number of criteria being met.
- 6.2 The development has been assessed in terms of its impacts upon; the living conditions of the occupants of surrounding residential properties (including noise and disturbance), highway safety, flooding and drainage, ecology, rights of way networks, contaminated land and on other relevant technical material considerations. The development is considered acceptable in terms of the above.
- 6.3 The design approach adopted by the applicant is considered compatible with the nature of the existing site and the scale, bulk and mass of proposed buildings for Phase 1 is considered acceptable. Overall, high quality built form at the site would be achieved through the management of conditions and also through the consideration of matters reserved for future considerations. Further, the development would not result in harm to the historic environment.
- 6.4 Notwithstanding this, the development, by virtue of its scale and through the loss of vegetation, would inevitably result in a loss of the open character of the site and would further urbanise the Airpark. Overall, for reasons identified in this report, it is acknowledged that the proposal would fundamentally alter the character of the area.
- 6.5 However, the proposal would afford significant economic benefits through additional employment during construction and during operation. Further, the development would assist with high quality research into aerospace engineering at the site and would allow the University to continue to deliver outstanding education in this regard. Social and economic benefits weigh substantially in favour of this proposal.
- 6.6 Further, the development would not result in a detrimental impact in terms of air quality, would be constructed to energy standards exceeding the requirements of Building Regulations and would continue to work towards the reduction in carbon emissions identified in this report. In this regard, the proposal is not considered environmentally unsustainable.
- 6.7 The proposal would increase the competitiveness of the aviation sector, would increase capacity for air travel and would clearly benefit the local and wider economy. Considering social, economic and environmental impacts together, it is considered that, overall, the development represents sustainable development.
- 6.8 Further, as this proposal would not result in the loss of open, undeveloped, countryside and has been appropriately justified, it is considered that the development complies with the criteria of Policy DM11, the Development Plan when read as a whole and relevant sections of the Framework.

Main Town Centre Use

- 6.9 It is also noted that this scheme comprises an element constituting a 'main

town centre use' with regards to Annex 2 of the Framework (proposed B1(a) office space). This would be located outside of a town centre. However, as concluded above, the development is in accordance with the Development Plan as a whole and the office space would be less than 2500sqm in area. Accordingly, this application does not require a sequential test with regard to paragraph 24 of the Framework or an impact assessment in line with paragraph 26. It is therefore not considered that this proposal would impact upon the vitality of surrounding town centres.

Recommendation:

That Planning Permission be GRANTED subject to completion of a s106 agreement and the following:

RECOMMENDED CONDITIONS

Phase 1 (full application)

- 1 The development hereby permitted shall begin not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans;

17662/P001K Site location plan
 17662/P029B Existing Site Plan (main site)
 17662/P014E Proposed section plan (1)
 17662/P015C Proposed elevations (FBO, Offices, Ground support)
 17662/P016B Proposed elevations (Hangars 1 and 2)
 17662/P017C Proposed ground floor plan (FBO, Offices, Ground support)
 17662/P018B Proposed ground floor plan (Hangars 1 and 2)
 17662/P019B Proposed 1F and 2F plans (FBO, Offices, Ground support)
 17662/P020B Proposed first floor plan (Hangars 1 and 2)
 17662/P021C Proposed section plan (2)
 17662/P022A Proposed roof plan (FBO, Offices and Ground support)
 17662/P023A Proposed roof plan (Hangars 1 and 2)
 17662/P024C Proposed floor plans and elevations (Security gatehouse)
 17662/P025A Proposed biomass energy centre – plans and elevations
 17662/P028B Proposed fuel storage area – plans and elevations
 17662/SK118J Air Park Phase 1 Masterplan
 17662/P031C Proposed perimeter fencing plan
 17662/P034 Runway Resurfacing Drawing

Reason: To identify the approved plans and to avoid doubt.

- 3 The B1(a) office space as shown on drawing no. 17662/SK118J shall be used for this and no other purpose.

Reason: To ensure the authority appropriately manages the uses within the Airpark.

- 4 Prior to first occupation of the buildings hereby approved full details on a suitably scaled plan of both hard and soft landscape works must be submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be in addition to those shown on the approved plans and shall be carried out and retained as approved. The landscaping details to be submitted shall include:-
- a) means of enclosure;
 - b) existing and proposed finished levels and finished floor levels.
 - c) planting plans, including specifications of species, sizes, planting centres, planting method and number and percentage mix;
 - d) details for all external hard surface within the site, including roads, drainage detail and car parking areas.

Reason: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policy DM14 of the Core Strategy and Development Management Policies 2009.

- 5 All planting, seeding or turfing and soil preparation comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following first occupation of the development; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species. All landscape works shall be carried out in accordance with the guidance contained in British Standards.

Reason: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policy DM14 of the Core Strategy and Development Management Policies 2009.

- 6 No equipment, machinery or materials shall be brought on to the site for the purposes of development hereby approved until details of substantial protective fencing for the protection of any retained tree(s), has been submitted to and approved in writing by the Local Planning Authority and the fencing has been erected in accordance with approved details. The approved fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made.

Reason: To protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policy DM14 of the Core Strategy and Development Management Policies 2009.

- 7 Prior to the first occupation of the buildings hereby approved, a scheme for external lighting shall be submitted to and approved in writing by the local

planning authority. Subsequently, the development shall be carried out and retained in accordance with approved details.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS14, DM3 and DM14 of the Core Strategy and Development Management Policies 2009.

- 8 Prior to their construction, full specifications of the materials to be used for the external surfaces of buildings must be submitted to and approved in writing by the Local Planning Authority. Subsequently, the development shall be carried out and retained in accordance with approved details.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS14, DM3 and DM14 of the Core Strategy and Development Management Policies 2009.

- 9 The development shall not commence until a Construction Method Statement and a Construction Traffic Management Plan has been submitted to and approved, in writing, by the Local Planning Authority. The statements shall include:

- a) The construction programme and phasing
- b) Hours of operation, delivery and storage of materials
- c) Details of any highway works necessary to enable construction to take place
- d) Parking and loading arrangements
- e) Details of hoarding
- f) Details of how pedestrian and cyclist safety will be maintained
- g) Management of traffic to reduce congestion
- h) Control of dust and dirt on the public highway
- i) Details of consultation and complaint management with local businesses and neighbours
- j) Waste management proposals
- k) Mechanisms to deal with environmental impacts such as noise, air quality, light and odour.
- l) Storage of plant and materials used in the development.
- m) Wheel washing facilities.
- n) Footpath/footway/cycleway or road closures needed during the development period.
- o) Times, routes and means of access and egress for construction traffic and delivery vehicles (including the import of materials and the removal of waste from the site) during the development of the site.

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

Reason: In the interest of highway safety and living conditions, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 10 Prior to first operation/occupation of buildings approved under Phase 1, a scheme shall be submitted for approval to the Local Planning Authority to demonstrate that the rating level of sound emitted from any fixed plant and/or machinery associated with the development shall cumulatively not

exceed a level 5dB(A) above the background sound levels established prior to development at any sound sensitive premises. All measurements shall be made in accordance with the methodology of BS4142 (2014) (Method for rating and assessing industrial and commercial sound) and/or its subsequent amendments

Reason: In the interest of living conditions, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 11 Prior to the construction of buildings hereby permitted, the applicant shall submit a scheme for the monitoring and control of air quality for the written approval of the local planning authority. Thereafter the development shall be operated in accordance with the agreed scheme.

Reason: In the interest of air quality in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 12 The development hereby permitted shall not begin until a scheme to deal with contamination of land/ground gas/controlled waters has been submitted to and approved in writing by the local planning authority. The scheme shall include all of the following measures, unless the local planning authority dispenses with any such requirement specifically in writing:

1. A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.

2. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.

3. If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.

4. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to [first occupation of the development/the development being brought into use]. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

If during any site investigation, excavation, engineering or construction works evidence of any unexpected land contamination be identified, the applicant shall notify the Environmental Health Team without delay. Any land contamination identified, shall be remediated to the satisfaction of the Local Authority to ensure that the site is made suitable for its end use.

Reason: In the interest of human health in accordance with Policy DM3 of

- 14 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks shall be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hard standings susceptible to oil contamination shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

Reason: in the interest of water quality, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 15 No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment and Drainage Strategy (December 2017) and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also include details of how the system will be constructed, including any phasing, and how it will be managed and maintained after completion. The scheme shall be implemented in accordance with the approved final details before the development is completed, and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan. This shall include:

- a) Relevant permits and consents.
- b) Details of the final proposed impermeable area, peak flow rate and storage requirement, with full calculations and methodology. The scheme to be submitted shall include provision of attenuation for the 1 in 100 year event (+ climate change) and demonstrate that the surface water runoff generated during rainfall events up to and including the 1 in 100 years rainfall event (+ climate change) will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

Reason: to ensure the approved system will function to a satisfactory minimum standard of operation and maintenance and prevent the increased risk of flooding both on and off site, in accordance with para 103 of the NPPF.

- 16 No building shall be occupied until the developer has formally submitted in writing to the Local Planning Authority a finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities, and that the approved surface water drainage scheme has been correctly and fully installed as per the final approved details

Reason: to ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written Statement HCWS161, in accordance with Policy CS13 of the Core Strategy and Development Management Policies 2009.

- 17 Prior to first operation of the development hereby approved, a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. This Plan shall detail.

- Management - who will administer, time and contact details, time scales / programme.
- A brief for involvement of artists, site context, background to development, suitable themes and opportunities for Public Art.
- Method of commissioning artists / artisans, means of contact, selection process / selection panel and draft contract for appointment of artists.
- Community engagement - programme and events.
- Funding - budgets and administration.
- Future care and maintenance.

Commissioning of Public Art shall commence according to an agreed timetable and prior to any new occupancy.

The Public Art Plan shall be implemented in full and as approved.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS14, DM3 and DM14 of the Core Strategy and Development Management Policies 2009.

- 18 No development shall commence until a scheme for off-site tree planting, showing a canopy area for trees covering an area of up to 7.12Ha (30% of the overall site area for Phases 1 and 2) has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of Marston Vale community Forest, in accordance with Policy CS17 of the Core Strategy and Development Management Policies 2009.

- 19 Notwithstanding the installation of the fuel storage area under drawing ref. 17662/P028B, no buildings shall be occupied until the junction of the proposed new roundabout as shown on drawing ref. '7560/SK/011 RevA' Crawley Rd/Astwood Rd Roundabout has been fully constructed in accordance with the approved details.

Reason: in order to minimise danger, obstruction and inconvenience to users of the highway and the premises, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 20 No buildings shall be occupied until the junction of the proposed vehicular access with the highway to serve those buildings have been fully constructed in accordance with the approved details.

Reason: in order to minimise danger, obstruction and inconvenience to users of the highway and the premises, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 21 Development shall not be occupied until the visibility splay at the junction of the access with the public highway shown on the approved drawing has been provided. All parts of the splays shall thereafter be kept free of all obstructions above the adjacent carriageway level.

Reason: to provide adequate visibility between the existing highway and the proposed access and to make the access safe and convenient for the traffic which is likely to use it (them), in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 22 No building shall be occupied until approved cycle storage has been provided and the vehicle parking spaces have been properly surfaced and marked out/provided in accordance with the approved drawing. The spaces shall thereafter be kept available for parking, cycles and other vehicles at all times.

Reason: to minimise the potential for on-street parking and thereby safeguard the interest of the safety and convenience of road users, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 23 No building(s) shall be occupied until the off-site highway improvement in line with Drawing Ref. '7560-SK-004 RevA' has been fully implemented in accordance with the approved details.

Reason: in order to minimise danger, obstruction and inconvenience to users of the highway and the premises, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 24 Prior to the commencement of any operations, the applicant shall submit a 'Noise Management Plan' (NMP) for the approval of the local planning authority. Thereafter the development shall be operated in accordance with the agreed plan. In addition, the applicant shall annually submit a report in writing to the Local Planning Authority for review and approval. The report shall be made no later than 28 days after the end of each annual period and shall contain the following as a minimum:

- A scheme for public consultation, agreed by the Council in writing, undertaken in support of the Noise Management Plan (NMP) prior to its submission to the Local Planning Authority;
- Demonstrate the on-going commitment to working towards best practice in airport operations, with particular reference to noise reduction and mitigation. Evidence in this regard shall be submitted to the Council;
- An agreed strategy to engage with surrounding communities to better understand their concerns and priorities through measures to include an airport consultative committee;
- Information on number and type of complaints to the airfield relating to noise for the previous year and mechanisms to seek to address complaints and mitigate inappropriate noise levels;
- A review of current and emerging policy, guidance and best practice, and set it into context with the operations at the Air

Park;

- The results of the annual noise monitoring survey;
- Summary of operations over the preceding 12 months, summarised by number of flights, typical distribution and aircraft type;
- Predicted changes in noise levels for the following 12 months;
- A forecast of operations for the coming year and changes to the operation or management of the airfield to control or reduce noise and if that is expected to trigger any threshold;
- Any operational measures necessary to respond to the above data/analysis;
- An agreed statement on the qualifying criteria for the Sound Insulation Scheme if any properties are deemed to fall within the 63dB contour or higher.

Reason: In the interests of noise protection, in accordance with Policy DM3 of the Development Management Core Strategy 2009.

25 No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- Risk assessment of potentially damaging construction activities.
 - a) Identification of “biodiversity protection zones”.
 - b) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - c) The location and timing of sensitive works to avoid harm to biodiversity features.
 - d) The times during construction when specialist ecologists need to be present on site to oversee works.
 - e) Responsible persons and lines of communication.
 - f) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - g) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: in the interest of biodiversity, in accordance Policy CS18 of the Core Strategy and Development Management Policies 2009.

26 A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include

the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: in the interest of biodiversity, in accordance Policy CS18 of the Core Strategy and Development Management Policies 2009.

- 27 The development shall not be used for the purposes of scheduled holiday charter airliner services.

Reason: In the interest of amenity and noise protection, in accordance with Policy DM3 of the Development Management Core Strategy 2009.

Phase 2 (outline permission)

- 28 Details of the appearance, landscaping and scale, (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 29 Application for approval of the reserved matters shall be made to the local planning authority not later than five years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 30 The development hereby permitted shall begin not later than two years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 31 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans;

17662/P002G Site location plan
17662/P033A Existing Site Plan (main site)
17662/P013K Air Park Phasing Plan with eastern elevation
17662/P026B Proposed elevations (Hangars)
17662/P027C Locational parameters plan
17662/P030B Proposed apron and taxi-way access plan
17662/P032C Proposed perimeter fencing plan
17662/SK119K Air Park Phase 2 Masterplan

Reason: To identify the approved plans and to avoid doubt.

- 32 Prior to first occupation of the buildings hereby approved full details on a suitably scaled plan of both hard and soft landscape works must be submitted to and approved in writing by the Local Planning Authority. Subsequently, these works shall be in addition to those shown on the approved plans and shall be carried out and retained as approved. The landscaping details to be submitted shall include. :-

a) means of enclosure;
b) existing and proposed finished levels and finished floor levels;.
c) planting plans, including specifications of species, sizes, planting centres, planting method and number and percentage mix; and
d) details for all external hard surface within the site, including roads, drainage detail and car parking areas.

Reason: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policy DM14 of the Core Strategy and Development Management Policies 2009.

- 33 All planting, seeding or turfing and soil preparation comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following first occupation of the development; and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased

shall be replaced in the next planting season with others of similar size and species. All landscape works shall be carried out in accordance with the guidance contained in British Standards.

Reason: The landscaping of this site is required in order to protect and enhance the existing visual character of the area and to reduce the visual and environmental impacts of the development hereby permitted in accordance with Policy DM14 of the Core Strategy and Development Management Policies 2009.

- 34 No equipment, machinery or materials shall be brought on to the site for the purposes of development hereby approved until details of substantial protective fencing for the protection of any retained tree(s), has been submitted to and approved in writing by the Local Planning Authority and the fencing has been erected in accordance with approved details. The approved fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made.

Reason: To protect the trees so enclosed in accordance with Section 8 of BS 5837 of 2012 or as may be subsequently amended .
(Sections 7 & 11, NPPF).

- 35 The hotel as illustrated on Drawing Ref. '17662/SK119K' shall be of Class C1 use and for no other use.

Reason: To allow the Local Planning Authority to appropriately manage the uses at the site, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 36 The development shall not commence until a Construction Method Statement has been submitted to and approved, in writing, by the Local Planning Authority. The statement shall include:

- a) The construction programme and phasing
- b) Hours of operation, delivery and storage of materials
- c) Details of any highway works necessary to enable construction to take place
- d) Parking and loading arrangements
- e) Details of hoarding
- f) Details of how pedestrian and cyclist safety will be maintained
- g) Management of traffic to reduce congestion
- h) Control of dust and dirt on the public highway
- i) Details of consultation and complaint management with local businesses and neighbours
- j) Waste management proposals
- k) Mechanisms to deal with environmental impacts such as noise, air quality, light and odour.

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

Reason: In the interest of highway safety and living conditions, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 37 Prior to the first occupation of the buildings hereby approved, a scheme for external lighting shall be submitted to and approved in writing by the local planning authority. Subsequently, the development shall be carried out and retained in accordance with approved details.

Reason: To ensure a satisfactory appearance to the development in accordance with Policies CS14, DM3 and DM14 of the Core Strategy and Development Management Policies 2009.

- 38 Prior to first operation/occupation of buildings approved under Phase 2, a scheme shall be submitted for approval to the Local Planning Authority to demonstrate that the rating level of sound emitted from any fixed plant and/or machinery associated with the development shall cumulatively not exceed a level 5dB(A) above the background sound levels established prior to development at any sound sensitive premises. All measurements shall be made in accordance with the methodology of BS4142 (2014) (Method for rating and assessing industrial and commercial sound) and/or its subsequent amendments

Reason: In the interest of living conditions, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 39 Prior to the construction of buildings hereby permitted, the applicant shall submit a scheme for the monitoring and control of air quality for the written for the approval of the local planning authority. Thereafter the development shall be operated in accordance with the agreed scheme.

Reason: In the interest of air quality, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 40 The development hereby permitted shall not begin until a scheme to deal with contamination of land/ground gas/controlled waters has been submitted to and approved in writing by the local planning authority. The scheme shall include all of the following measures, unless the local planning authority dispenses with any such requirement specifically in writing:

1. A Phase II intrusive investigation report detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.

2. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.

3. If during the works contamination is encountered which has not previously

been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.

4. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to [first occupation of the development/the development being brought into use]. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

If during any site investigation, excavation, engineering or construction works evidence of any unexpected land contamination be identified, the applicant shall notify the Environmental Health Team without delay. Any land contamination identified, shall be remediated to the satisfaction of the Local Authority to ensure that the site is made suitable for its end use.

Reason: In the interest of human health, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 41 Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings shall be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and hard standings susceptible to oil contamination shall be passed through an oil separator designed and constructed to have a capacity and details compatible with the site being drained. Roof water shall not pass through the interceptor.

Reason: in the interest of water quality, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 42 No development shall commence until a detailed surface water drainage scheme for the site, based on the agreed Flood Risk Assessment and Drainage Strategy (December 2017) and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall also include details of how the system will be constructed, including any phasing, and how it will be managed and maintained after completion. The scheme shall be implemented in accordance with the approved final details before the development is completed, and shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

a) Permits and consents.

b) Details of the final proposed impermeable area, peak flow rate and storage requirement, with full calculations and methodology. The scheme to be submitted shall include provision of attenuation for the 1 in 100 year event (+ climate change) and demonstrate that the surface water runoff generated during rainfall events up to and including the 1 in 100 years rainfall event (+ climate change) will not exceed the run-off from the undeveloped site

following the corresponding rainfall event.

Reason: to ensure the approved system will function to a satisfactory minimum standard of operation and maintenance and prevent the increased risk of flooding both on and off site, in accordance with para 103 of the NPPF.

- 43 No building/dwelling shall be occupied until the developer has formally submitted in writing to the Local Planning Authority a finalised 'Maintenance and Management Plan' for the entire surface water drainage system, inclusive of any adoption arrangements and/or private ownership or responsibilities, and that the approved surface water drainage scheme has been correctly and fully installed as per the final approved details.

Reason: to ensure that the implementation and long term operation of a sustainable drainage system (SuDS) is in line with what has been approved, in accordance with Written Statement HCWS161.

- 44 No development shall take place (including demolition, ground works, vegetation clearance) until a Construction Environmental Management Plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of "biodiversity protection zones".
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: In the interest of biodiversity, in accordance Policy CS18 of the Core Strategy and Development Management Policies 2009.

- 45 A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.

- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: In the interest of biodiversity, in accordance Policy CS18 of the Core Strategy and Development Management Policies 2009.

46 Prior to the commencement of any operations, the applicant shall submit a 'Noise Management Plan' (NMP) for the approval of the local planning authority. Thereafter the development shall be operated in accordance with the agreed plan. In addition, the applicant shall annually submit a report in writing to the Local Planning Authority for review and approval. The report shall be made no later than 28 days after the end of each annual period and shall contain the following as a minimum:

- a) A scheme for public consultation, agreed by the Council in writing, undertaken in support of the Noise Management Plan (NMP) prior to its submission to the Local Planning Authority;
- Demonstrate the on-going commitment to working towards best practice in airport operations, with particular reference to noise reduction and mitigation. Evidence in this regard shall be submitted to the Council;
- An agreed strategy to engage with surrounding communities to better understand their concerns and priorities through measures to include an airport consultative committee;
- Information on number and type of complaints to the airfield relating to noise for the previous year and mechanisms to seek to address complaints and mitigate inappropriate noise levels;
- A review of current and emerging policy, guidance and best practice, and set it into context with the operations at the Air Park;
- The results of the annual noise monitoring survey;

- Summary of operations over the preceding 12 months, summarised by number of flights, typical distribution and aircraft type;
- Predicted changes in noise levels for the following 12 months;
- A forecast of operations for the coming year and changes to the operation or management of the airfield to control or reduce noise and if that is expected to trigger any threshold;
- Any operational measures necessary to respond to the above data/analysis;
- An agreed statement on the qualifying criteria for the Sound Insulation Scheme if any properties are deemed to fall within the 63dB contour or higher.

Reason: In the interests of noise protection, in accordance with Policy DM3 of the Development Management Core Strategy 2009.

- 47 Notwithstanding the granting of planning permission, no enclosure of the land (Merchant Lane) shall take place until such time as the highway rights over the land have been formally extinguished by a formal Stopping Up Order made under Section 247 of the Town and Country Planning Act 1980 or by the application to the Magistrates Court under Section 117 of the Highways Act 1980.

Reason: In the interest of highway safety, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 48 Prior to first operation of the development hereby approved, the visibility splay at the junction of the access with the public highway as shown on the approved drawing '7560-SK/005 RevB' shall be provided. All parts of the splays shall thereafter be kept free of all obstructions above the adjacent carriageway level.

Reason: to provide adequate visibility between the existing highway and the proposed access and to make the access safe and convenient for the traffic which is likely to use it, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

- 49 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall illustrate a vehicular turning area for an 11.5m long refuse collection vehicle within the curtilage of all premises taking access directly from the public highway.

Reason: To enable vehicles to draw off, park and turn outside the highway limits thereby avoiding the reversing of vehicles on to the highway, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

50 The detailed layout plans to be submitted for approval of reserved matters in connection with this development shall include car and cycle parking in accordance with Central Bedfordshire Design Guide September 2014 or other such documents that replace them has been submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development is occupied and the car and cycle parking areas shall not thereafter be used for any other purpose.

Reason: to ensure a satisfactory standard of development in accordance with the Central Bedfordshire Design Guide September 2014, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

51 No building shall be occupied until a footway scheme from the existing footway on Crawley Road in the village of Cranfield to the access to diverted PRoW network (FP22) has been provided in accordance with details of a scheme to be submitted to and approved by the Local Planning Authority. Any Statutory Undertakers' equipment or street furniture shall be re-sited to provide the unobstructed footway to the crossing.

Reason: in the interests of road safety and pedestrian movement, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

52 No buildings shall be occupied until the off-site highway improvement in line with drg '7560-SK-007 Rev A' has been fully implemented in accordance with the approved details.

Reason: in order to minimise danger, obstruction and inconvenience to users of the highway and the premises, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

53 No building(s) shall be occupied until revised drawings showing horizontal deflection to the off-site highway improvement in line with drg 7560-SK-008 Rev A have been submitted, approved in writing by the Local Planning Authority and fully implemented in accordance with the approved details.

Reason: in order to minimise danger, obstruction and inconvenience to users of the highway and the premises, in accordance with Policy DM3 of the Core Strategy and Development Management Policies 2009.

54 The development shall not be used for the purposes of scheduled holiday charter airliner services.

Reason: In the interest of amenity and noise protection, in accordance with Policy DM3 of the Development Management Core Strategy 2009.

INFORMATIVE NOTES TO APPLICANT

1. 1 This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other

enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

2. The applicant is advised that in order to comply with the conditions of this permission it will be necessary for the developer of the site to enter into an agreement with Central Bedfordshire Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Highways Agreements Officer, Highways Contract Team, Community Services, Central Bedfordshire Council, Priory House, Monks Walk, Chicksands, Shefford SG17 5TQ.

3. The applicant is advised that all car parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Design Guide 2014.

4. The applicant is advised that all cycle parking to be provided within the site shall be designed in accordance with the Central Bedfordshire Council's "Cycle Parking Annexes – July 2010".

Statement required by the Town and Country Planning (Development Management Procedure) (England) Order 2015 - Part 6, Article 35

The Council acted pro-actively through positive engagement with the applicant during the determination process which led to improvements to the scheme. The Council has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

DECISION

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Diane Floy

From: Lyn Lyman [REDACTED]
Sent: 25 January 2018 09:06
To: planningcomments
Cc: Cllr Ken Matthews; Cllr Sue Clark; Cllr Robert Morris
Subject: Development of Cranfield Airport - CB/17/05862/Out

Good morning,

Subject: Development at Cranfield Airport

On behalf of Hulcote & Salford Parish Council we have the following observations on the recent planning submission for AirPark Facility at Cranfield reference CB/17/05862/out.

1. We note the application refers to outline Planning submission but the wording in the document requests Full Planning please clarify.
- 2.
3. Due to the reluctance of the owners representatives (**Turnberry Planning**) to engage with the local community, pressure had to be put on them from the local parishes to communicate the proposal. We note that the adhoc presentations that have been hastily arranged to the surrounding communities have all given differing accounts of the scheme in detail. This has led to concern on the accuracy of information submitted with this application. For example the figures presented regarding the number of flights and averages at peak times do not seem comparable inferring the data is not transparent.
- 4.
3. We are concerned with the number of Business Jet flights proposed and the move from propeller aircraft to jets as the noise patterns of these aircraft are completely different. The latter producing short loud blasts of noise rather than the balanced noise output of a propeller engine aircraft. The comparisons to other airports in terms of noise levels is sceptical as Cranfield is situated on a hilltop plateau and Salford is located at the bottom of the hill allowing the sound to be forced down ward towards the village rather than dissipating. We object to the use of jet aircraft on a daily basis.
5. There is concern over Night flights and what restrictions are in place, we understand it is with exception that night flights allowed rather than the norm. As mentioned above the representatives are giving conflicting advice on what is being requested, maybe 1 night flight per night. Although at the Cranfield presentation, they had said there would be no night flying unless in an emergency, although the proposal infers 24 hour operation.
- 6.
7. When asked, Turnberry Planning were silent on the matter of Helicopter flights to ferry the high end business users to and from the aerodrome. We see this as a major part of the business model due to the poor infrastructure network servicing the aerodrome. We strongly object to jet and helicopter use at the aerodrome.
- 8.
7. We are extremely sceptical of the transport assessments accompanying the application, it is a well-known fact that currently the journey time from Cranfield to the M1 at peak times of the day can take between 30 to 45 minutes but no mention is made in the assessment.

We believe the fundamental issues of noise, night flights and inadequate infrastructure in the surrounding area to serve the aerodrome needs to be addressed prior to the application being granted. Without a credible infrastructure strategy that links the scheme with the M1 it is not possible to agree to this proposal. In our opinion the Council should stipulate that an adequate infrastructure proposal needs to be implemented prior to any development at the Aerodrome taking place.

Regards – Lyn Lyman
Clerk to Hulcote & Salford Parish Council



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North Crawley Parish Council

Clerk to North Crawley Parish Council
3 Folly Lane
North Crawley
Newport Pagnell
Bucks
MK16 9LN

8 February 2018

Central Bedfordshire Planning

Dear Sir/Madam,

CB/17/05862/OUT – Objection Letter

At an Open Public Parish Council Meeting held on 5 December 2017, a significant number of members of the Parish and Ward Councillors discussed in length the above planning application that had been brought to their attention.

As a result of these deliberations and other discussions within the wider area the Parish Council, on behalf of the people we represent, has resolved to strongly object to the proposals contained in the consultative document.

Our objections are based on a number of factors, namely:

1. Traffic through our village due to this application will completely transform our current situation for the worse; we currently have no speed prevention measures that would be able to cope with the increased traffic suggested by the estimate of cars and HGV movements that would be caused by this planning application.

No traffic management plan appears to be included in this application and, by putting the entrance to the development between Cranfield, Astwood and North Crawley, drivers will, by default, pass through those villages to get to that entrance point.

The village already struggles with traffic heading towards Cranfield University and nothing in this application mitigates any of these issues.

2. The proposal document does not adequately indicate the likely noise effect in our area. Only rough gauges have been used which show ideal scenarios which might not happen in practice. The proposed extension to the runway will increase the size of aircraft and, in the process, increase the noise levels dramatically.

No account has been taken of the overall effect of height, flight path, and frequency of aircraft both now and in the period under consideration. No values are indicated of the likely noise climate below the hold when in full use. There is the potential for multiple aircraft to be directly one above the other separated by 1000ft or one after the other. In the former case this would add some 8dB, almost a doubling of the perceived sound loudness to the noise level of a single aircraft at 7000ft. In the latter, assuming a 4-minute circuit, the peak sound of an aircraft would be heard every 30 seconds, with a duration of the same order. This would result in the sound of circling aircraft being heard continuously. At this

height, the sound of the aircraft would vary in frequency and time making it extremely noticeable.

The Parish Council would be grateful, if this application is ultimately approved, that it is stipulated that the new infrastructure links the university Campus/Air Park to the A421 Trunk Road. This would mitigate the traffic issues that will otherwise blight the villages not just in Milton Keynes but inside the Bedfordshire border too.

Members of the Parish Council would be grateful if this application could be submitted to a Development Control Committee for consideration and would be willing to send a representative to voice its concerns at that meeting if required.

Yours faithfully



Sheila Bushnell
Clerk to Parish Council



Appendix C

Mrs L Barnicoat – Locum Clerk to the Council
Email – cranfieldpc@btconnect.com
Tel: 07930 951 729

21st February 2018

Matthew Heron
Planning Officer
Central Bedfordshire Council
Priory House
Monks Walk
Chicksands
Shefford
Beds SG17 5TQ

Dear Matthew,

Planning Application CB/17/05852/OUT Cranfield Airpark application

The Parish Council have considered this application, which contains a number of very technical and comprehensive documents. The Council wish to highlight that this application will fundamentally change Cranfield not just now, but for generations to come, so urge the Officers reviewing this application, and the elected Members considering the application, to thoroughly understand and appreciate the significant implications of what is being proposed.

The Parish Council are objecting to this application.

The Parish Council have set out their concerns below to show the main areas which they feel the local authority must ensure are completely satisfied with, and insist that very strict planning conditions are applied to this application if the elected Members are minded to grant approval. Without very clear and robust planning conditions in place, this proposal could have a catastrophe impact on the residents of Cranfield and their rural village.

CRANFIELD AIRPARK NOISE MITIGATION RECOMMENDATIONS

Under the Environmental Noise (England) Regulations 2006, Airports with above 50,000 movements a year are required to produce a Noise Action Plan designed to manage noise issues and effects arising from aircraft departing from and arriving at the airport.

Cranfield Airport does not at present meet this limit, so is not designated as a major airport. As a result, the competent authority is the airport operator. Under the airpark planning application the total number of movements is expected to rise to 46,355 by 2027. Given that this is just below the 50,000 threshold, the Parish Council considers it necessary that a Noise Action Plan is devised and implemented for Cranfield Airfield.

The applicant appears to be relying on historically higher level of flights to justify the additional noise associated with the proposed aircraft movements. The Parish Council recognises that the airfield has a 24 hour licence for up to 150,000 movements and this would be well within capacity. However the Parish Council makes the following points:

- Since 2003 many homes have been built in Cranfield and so there will be a significant new population in the village who will have only experienced the current low level of airport activity.
- Existing residents have got used to the current noise levels.
- There has been a change in the noise regulatory system for aircraft noise over the years; for example the introduction of the Aviation Policy Framework, 2013, affording better protection for residents living close to an airfield.

The following information on the aircraft noise regulatory environment is taken from Simon Urquart's Proof of Evidence to the Mill Road Phase II Appeal. (Mill Road Phase II Appeal, February 2018, APP/P0240/W/17/3181269):

Section 3, page 5 'The table [PPG Noise guidance which sets out the perception of noise and increasing effects] shows that as the exposure increases beyond the lowest observed adverse effect level boundary, consideration needs to be given to mitigating and minimising these effects.'

3.1.3 Increasing the noise exposure further will at some point cause the significant observed adverse effect level boundary to be crossed. In relation to this, Paragraph 30-005 of PPG-Noise states; "If the exposure is above this level the planning process should be used to avoid this effect occurring, by use of appropriate mitigation such as by altering the design and layout"

3.1.5 Only when the noise exposure crosses the unacceptable adverse effect level, where adequate mitigation cannot be provided, should development be prevented.

Aviation Policy Framework 2013

3.2.1 The Government's overall policy on aviation noise is to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise. The Aviation Policy Framework (APF), at paragraph 3.17, states; **"We will continue to treat the 57 dB LAeq 16 hour contour as the average level of daytime aircraft noise marking the approximate onset of significant community annoyance"**.

3.2.2 Under the heading "Noise Insulation and Compensation", paragraph 3.39 of the APF states;

"As a minimum, the Government would expect operators to offer financial assistance towards acoustic insulation to residential properties which experience an increase in noise of 3 dB or more, which leaves them exposed to levels of noise of 63 dB LAeq 16 hours or more".

3.2.3 Paragraph 3.36 of the APF sets an upper limit to exposure to noise from aircraft. It states;

"The Government continues to expect airport operators to offer households exposed to levels of noise of 69 dB LAeq 16 hours or more, assistance with the costs of moving".

Civil Aviation Authority and the Department for Transport

3.3.1 The recently published CAA (CAP 1616 "Airspace Design") Guidance document requires airports to provide noise contours down to 51 dB LAeq, 16hr.

3.3.2 A Department for Transport document titled; Consultation Response on UK Airspace Policy: A framework for balanced decisions on the design and use of airspace, (Appendix 2), States; "2.72 So that the potential adverse effects of an airspace change can be properly assessed, for the purpose of informing decisions on airspace design and use, we will set a LOAEL at 51 dB LAeq 16 hr for daytime, and based on feedback and further discussion with CAA we are making one minor change to the LOAEL night metric to be 45dB LAeq 8hr rather than Lnight to be consistent with the daytime metric. These metrics will ensure that the total adverse effects on people can be assessed and airspace options compared. They will also ensure airspace decisions are consistent with the objectives of the overall policy to avoid significant adverse impacts and minimise adverse impacts."

He goes on to say that 'Compliance with Guidance on Noise

3.5.1 Based on the above guidance the following action levels are suggested; · 51 dB LAeq 16 hour. This is the Lowest Observed Adverse Effect Level (LOAEL) in PPG Noise. This level is also below onset of significant community annoyance in the APF. Therefore, there is no specific action required.

· 63 dB LAeq 16 hour. This is the Significant Observed Adverse Effect Level (SOAEL) in PPG Noise. This level is above onset of significant community annoyance in APF and the level above which airport operators should offer financial assistance towards acoustic insulation in existing properties. Therefore, the action required is to mitigate and reduce to a minimum.

· 69 dB LAeq 16 hour. This is likely to be above unacceptable adverse impact level in PPG Noise, and above the level at which APF says occupiers of existing properties should be offered financial assistance with moving. Therefore, the action required is to prevent.

3.5.2 In summary therefore, proposed residential properties situated between the 57 Db LAeq 16 hour and 69 dB LAeq 16 hour contours need to be provided with adequate sound insulation, and where necessary an alternative means of ventilation, to comply with national guidance and therefore with Local Policy DM3.' (page 8 S.Urquart Proof of Evidence).

The Cranfield Airpark evidence suggests that 715 houses by phase II in Cranfield will be within the 57dB 16 hour contour, 327 of them, new homes, and that 24 properties will be within the 63dB 16 hour contour. (Table 8.1, page 44 ES technical annex 7.) Of course this number of homes will rise over the next 9 years up to and beyond 2027. The Mill Road Phase II enquiry is an appeal for 78 houses close to the airfield, which Mr Urquart acknowledges fall within the 60-66dB 16 hour contour.

The airpark considers 'there are not expected to be any unacceptable adverse effects due to aircraft noise. That 'there will be permanent minor adverse effects arising from the impact of noise affecting residential receptors within the 57dB 16 hour contour once Phase I airpark reaches maximum capacity.' (page 4, ES technical summary annex 7.) This statement does not even mention the impact of phase II, and is completely at odds with Mr Urquart's evidence, which tells us that above 57dB 16 hour is the onset of significant community annoyance.

The Parish Council has no reason to doubt Mr Urquart's evidence as he is unlikely to over estimate harm when he is presenting noise evidence on behalf of an applicant who is seeking planning permission for 78 homes very close to the airfield boundary.

The Parish Council therefore concludes that the noise evidence provided by the airpark does not offer a fair assessment of the level of adverse effects that will be experienced by residential receptors within Cranfield.

Further more, the noise measures provided are all averages, and given the nature of the proposed aircraft movements particularly in the early morning – ie infrequent, they are likely to be more disturbing. This should be assessed as intermittent noise. The Parish Council therefore requests that intermittent noise data to be provided, and the noise contours to extend to the 51dBL in line with good practice. The Parish Council also considers that, if the application is recommended for approval that the following conditions should be applied to this application:

Cranfield Airport should put in place the below recommendations to show it has listened carefully to local community who want to see environmental and noise protections as part of the package. Note the ideas below are taken from various sources such as the London Biggin Hill Airport Noise Action Plan¹ and from TAG Farnborough Airport², as such they are accepted and common practice recommendations.

The below should take in to consideration existing and planned developments in the local community. The Parish Council feel there has to be a **noise action plan** produced by the applicant. With the Council also having the following recommendations:

- Cranfield Airport should draw up a Noise Action Plan that should be designed to manage noise issues and effects, including noise reduction if necessary.
- The Action Plan should be drawn up using the guidance issued by DEFRA 'Guidance for Airport Operators to produce noise action plans under the terms of the Environmental Noise (England) Regulations 2006 (as amended)' Attention should be paid to paragraph 3.14 and 4.1-4.15 in particular.
- Mitigation measures such as contribution toward improved acoustic insulation such as double glazing, ventilation or cash payments should be offered to those properties most affected.
- It should be an S106 requirement that an annual report on the effectiveness of the Noise Action Plan should be made
- It should be an S106 requirement that the noise maps and Action Plan are reviewed and updated before the second phase of the Airpark can commence.
- In preparing and revising the action plan the competent authorities must ensure that—
 - (a)the public is consulted about proposals for action plans;
 - (b)the public is given early and effective opportunities to participate in the preparation and review of the action plans;
 - (c)the results of that public participation are considered;
 - (d)the public is informed of the decisions taken; and
 - (e)reasonable time frames are provided allowing sufficient time for each stage of public participation.

In relation to **noise annoyance**, the local authority must be aware, ensure sufficient understanding of, and take forwards the recommendations:

- Annoyance responses in relation to exposure may be higher than predicted by the traditional annoyance curves.
- Monitoring of annoyance responses over the long-term using survey methods in the exposed population would be advisable.
- Annoyance responses at various times of the day should be examined.
- Surveys assessing baseline annoyance, in terms of annoyance responses prior to the development of the new Airpark would be useful for comparative purposes. Such monitoring would help the airport to identify any increases in annoyance related to operational decisions.
- The use of APUs (auxiliary power units) should be controlled by specifying a maximum running time, or the use of electric ones encouraged.

1 <http://cds.bromley.gov.uk/documents/s50033758/Appendix%20a%20Noise%20Action%20Plan.pdf>

2 <https://www.tagfarnborough.com/environment/>

- There should be real time monitoring of noise levels, with the data available to the public, as well as a publicised complaint system for annoyance issues to be reported. These should be included in the annual report.
- Cranfield Airport should acquire, install and maintain a continuous Noise Monitoring Track Keeping system (NMTK) that will provide the community with improved visibility of noise levels and track keeping performance of flights using the airport. This will utilise two fixed monitoring locations along with a mobile unit at the commencement of the scheme. Both the system and the location of the fixed noise monitors located underneath the flight path at each end of the runway, and a portable NMT which can be deployed to appropriate locations. Once sufficient data has been acquired the performance of the NMTKS will be assessed and a review of its efficacy will be conducted and any improvements or enhancements will be identified. All the acquisition, installation and running costs of the NMTKS could be met by Cranfield Airport from levies raised from aircraft using the airport.
- Live data from the NMTK should be made publicly available, so that the public can monitor the noise and movement of aircraft. It is suggested that Cranfield Airport uses a system similar to the WebTrak system as used by London Biggin Hill Airport.
- The community need a system in which it is simple and easy to access.
- Investigate, log and respond to all complaints relating to Cranfield Airport, reporting details to CBC and CPC on a quarterly basis.

In regards to **noise annoyance relating to aircraft**, there must be conditions applied to ensure:

- Cranfield Airport should require the use of idle power at reverse thrust unless operationally essential to do so e.g. for safety purposes.
- The use of APUs (auxiliary power units) should be controlled by specifying a maximum running time, or the use of electric ones encouraged.
- Cranfield Airport should offer discounts on landing fees for planes fitted with exhaust silencers.
- Implement a scheme to incentivise operators of light and training aircraft to install noise suppression equipment or to replace noisy aircraft.
- Implement a scheme to restrict circuit training to agreed operating hours.

Monitor and record the aircraft movements comprising details of movement numbers in each hour each day, and runway use.

Conditions around **airport operating hours and aircraft operating** must include:

- Limit airport operating hours to 06.30-23.00 on weekdays, and on Saturdays, Sundays and Public Holidays limit operating hours to 08.00-22.00.
- A cap on aircraft movements should be
 - Monday to Friday
 - A cap of 8 aircraft movements between 06:30 and 07:00 on any one day
 - A cap of 8 aircraft movements between 22:00 and 23:00 on any one day
 - Saturday, Sunday and Public Holidays
 - Circuit training will not be permitted before 09:00 or after 17:00 during British Summer Time
- From when the Airpark opens operate a ban on fixed wing aircraft which are not fully compliant with ICAO Chapter 3 or above noise certification numerical standards.
- Operate a ban on fixed wing aircraft that do not meet the ICAO Chapter 4 noise certification numerical standards between 06:30 and 07:00 and 22:00 and 23:00 (except for existing based aircraft).
- Operate the airport using reasonable endeavours to ensure that these Chapter 4 aircraft operate within a maximum noise level set by the noise characteristics of the Learjet 35 or a comparable aircraft.

There has to be a **Residential Sound Insulation Scheme (RSIS) and Estate Agent information:**

- Cranfield Airport to put in place a sound insulation scheme including double glazing for residential properties within the 57dB contour and above.
- The details of a grants scheme should be in line with U.K. practice and agreed with CBC prior to implementation.
- The Scheme should be advertised on the Airport's website. The advertisement will describe the Scheme, and clarify that eligible property owners will be approached, and so application to the Airport will not be required.
- Cranfield Airport should provide an information pack to local Estate Agents, and to those seeking information on local conditions prior to relocating to near the Airport or its departure and arrival tracks.
- Residential receptors subject to noise above the 69dB contour should be given financial assistance in moving.

The Council feel that in regards to **maximum sound levels**, this is not truly appreciated in the document, what significant high levels of sounds will come from the airfield with this proposal. The WHO Community Noise guidelines should be used as the guidance for the maximum permissible sound levels

- Indoors the dwelling during the day/evening – 35 dB LAeq 16 hour
- Outdoor living areas - 55 dB LAeq 16 hour to protect most people from being ‘seriously annoyed’ during the day-time.
- Night-time
 - Outside façades of the living spaces should not exceed 45 dB LAeq 8 hour and 60 dB L_{Amax} to protect from sleep disturbance.
 - Inside bedrooms - 30 dB LAeq 8 hour and 45 dB L_{Amax} for single sound events to protect from sleep disturbance.
- In line with the Environmental Noise (England) Regulations 2006 (as amended)
 - “L_{day}” covers the period 07:00 – 19:00 hours in any 24-hour period
 - “L_{evening}” covers the period 19:00 – 23:00 hours in any 24-hour period
 - “L_{night}” covers the period 23:00 – 07:00 hours in any 24-hour period
- Operate the Airport to ensure that the resultant noise, expressed in the form of Summer Daytime noise contour area does not exceed that specified, namely 4 km² at 57 dB LAeq,16h.
- Where ground operating noise is necessary for instance engine ground testing, this noise should be mitigated through incorporating the use of noise attenuating pens or earth bunds

There needs to be a commit to **research** by the applicant:

- Carry out a review of arrival and departure routes, based on the results trial any new procedure with the aim of reducing further the over flight of residential areas.
- Use reasonable endeavours to promote and support airspace changes in order to benefit local residents through the creation of greater amount of controlled airspace.
- Prepare and issue a quarterly complaints report to be supplied to CBC and CPC.
- Prepare and issue Integrated Noise Monitoring (INM) report when contours are prepared.
- Prepare and issue five yearly Performance Monitoring Report.
- Investigate the potential and benefit that might arise from introducing a departure noise preferential route track performance target, with penalties for recurrent failures to meet target.

There has to be communication of the above items, Cranfield Airport should actively and regularly communicate the above actions and in particular the NMTK system, the operating hours and movements to the local community through the use of appropriate mediums such as through its website, Cranfield Express and Facebook.

LANDSCAPE AND VISUAL CONCERNS REGARDING THIS APPLICATION

The Parish Council objects to the Cranfield Airpark proposals on the grounds of harmful landscape and visual impact.

Phase I

The airpark scheme that was consented in 2008 seems broadly comparable with the Phase 1 scheme in terms of scale and number of buildings, although it is configured differently. It seems difficult therefore for the Parish Council to sustain an objection to the Phase 1 scheme, although it will result in landscape and visual harm for all the reasons given below. The Parish Council also considers that these large buildings could be designed to integrate more into the landscape – please see below.

Phase II

The Phase II scheme however as well as having a cumulative effect in conjunction with phase I, is more harmful as it extends development further away from the University Campus towards Crawley Road and will introduce major built form into a rural landscape of wide expansive open views with little built development in it when viewed from Cranfield. The Parish Council are particularly concerned by the scale and massing of the aircraft hangars 9, 10 and 11, and by the proposed 5 storey hotel. With regard to the hotel the Parish Council has seen no indicative impressions or been given any indication as to how this may look within the landscape. The Parish Council feels very strongly that a 5 storey building would be completely out of keeping with the setting of the university in the Bedfordshire countryside, and strongly requests that, if CBC is minded to grant outline permission, that the height and number of storeys of the hotel is significantly reduced. The Parish Council does not consider that it would be reasonable to give outline permission for such a potentially dominant feature in the landscape with no information being provided.

These wireframes indicating the position of hangars 9-11 suggest that this building would completely dominate the views out of Cranfield and along Crawley Road, Wharley End, Astwood Road, and footpaths in the area, especially the realigned FP 21/22, and the surrounding area, completely altering the current rural open character. The change would be overbearing, and would completely alter the character of this very rural landscape. At odds with the strong skylines, and conflict with the historic grain of a low landscape of open fields defined by strong hedgerows. The change is acknowledged to an extent in the Schedule of effects, (EIS Technical Appendix 11.3), although the Parish Council considers this to be an under representation of the scale of change and its effects. Furthermore, the Parish Council does not accept in particular that the effect on the Landscape Character Area 1A would only extend to a few hundred meters, and that overall there would only be a very low level of change to the entire LCA area.

The following extracts are taken from the Landscape Character Assessment for Area 1A.

The Parish Council considers that the proposed development conflicts with the following guidelines for future development: (reproduced in full, see in Appendix i)

1A.1.26 Avoid further linear expansion at Cranfield and ensure that cumulative effects of further development at Cranfield University and Technology Park and Airfield together with potential future development does not impact on the rural character and highly visible highest ground on the plateau.

1A.1.28 Conserve strong skylines. Avoid introducing large scale vertical features where these will detract from undeveloped skylines, key views or characterising landmarks.

Landscape Management Guidelines

1A.1.29 Ensure mid-long range views across the landscape are retained and that the historic grain of the landscape is respected.

The quality of the wire frames provided is dreadful. The Parish Council has not been given such small photo montages as part of a major planning application before, and yet the effect of the proposed buildings in the landscape is clearly overwhelming.

The Parish Council has done some research on line and found examples of high quality buildings that are designed to melt into their surroundings. The Parish Council requests that, if recommended for approval, a similarly high design code should be imposed.

Cranfield Parish Council would request that the visual and environmental impact of the proposed new buildings is minimised by techniques such as those shown below. Benchmark examples of buildings that have features to reduce their visual impact and help them blend in to the environment.





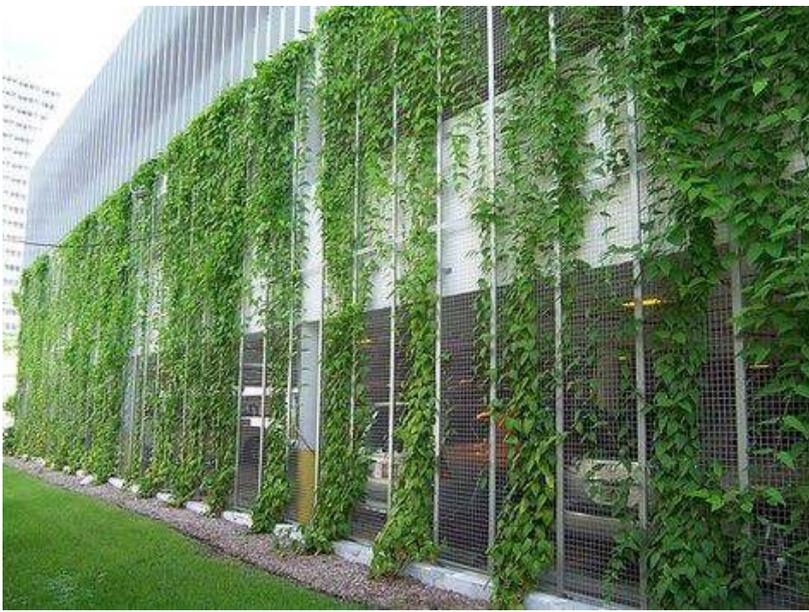
Adnams Distribution Centre Southwold. Architect: Aukett Fitzroy Robinson
Incorporates sedum roof, highly efficient lime / hemp wall, and to minimise the area of concrete, a reinforced grass surface has been used for car parking to blend in with the adjacent grassland. Golpla is a strong, honeycomb mesh, made from low-density recycled plastic. It controls erosion and provides sustainable drainage and control of storm water.



The use of a sedum roof and fascia colourings reduces the visual impact of this building.



This building uses Mobilane[®] Green screen, which is a pre-grown pre-cultivated screen that can provide disguising and also a security perimeter.



This shows the use of trellis with a growing green screen.

ECOLOGY CONCERNS REGARDING THE APPLICATION

The application does not appear to include much, if any mitigation, for the loss of roughly 14ha of semi-improved grassland, among other habitats. To get a sense of what scale of mitigation might be appropriate for the grassland loss one can use the biodiversity offsetting metric used during the Government's biodiversity offsetting pilot projects (<https://www.gov.uk/government/publications/technical-paper-the-metric-for-the-biodiversity-offsetting-pilot-in-england>). The metric can be a useful tool in an intellectual exercise to gauge the scale of mitigation required. Using this metric, 14ha of moderate-quality semi-improved neutral grassland would require 112 biodiversity units of compensation. That is:

14ha x 'distinctiveness multiplier' 4 x 'quality multiplier' 2 = 112

The Environmental Statement acknowledges that there will be a 'loss of the majority of habitats on site' but does not propose any mitigation or compensation. Given the extent of the landowner's estate one would expect that off site compensation should be entirely possible.

Paragraph 118 of the NPPF states that *when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:...if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.* **Overall the Parish Council do not see how the proposed development enables the application to achieve no net loss of biodiversity as required by the NPPF.**

SUMMARY

The Parish Council would like to reiterate the significant and long term impact this application will have on the village. There are a number of elements, as highlighted, in the Parish Council's response, that Officers and Members need to carefully consider.

Yours sincerely

E. Barnicoat

Lizzie Barnicoat
Locum Cranfield Parish Clerk

Appendix i.

Guidelines for New Development

(Extracted from the Area 1A landscape Character Assessment, 2015)

1A.1.21 Potential for further woodland creation - expanding and linking the existing woodland resource through woodland and hedgerow planting e.g. further woodland planting along the urban edge of Cranfield village and University/Technology Park to enhance the interface with the adjacent rural fields. Appropriate species are likely to include field maple and hazel.

1A.1.22 New planting/ hedgerow restoration and woodland planting along the edges of new development where appropriate will help to integrate it with the rural landscape.

1A.1.23 Conserve the largely rural, undeveloped character of the area e.g. conserve the character of the rural roads and limit urbanising influences – widening/kerbing and ensure that traffic management measures are sympathetic to the rural character.

1A.1.24 Retain views from elevated areas to the lower lying Clay Vales (5c, 5d) and to the Wooded Greensand Ridge (6b) and conserve views to undeveloped horizons.

1A.1.25 Ensure that landscape and visual effects of the eastward expansion of Milton Keynes are assessed and respected in the context of views from this open, elevated landscape. Mitigate effects of increased development in views through sensitively designed development and appropriate mitigation such as woodland planting to avoid harsh interfaces with the rural landscape.

1A.1.26 Avoid further linear expansion at Cranfield and ensure that cumulative effects of further development at Cranfield University and Technology Park and Airfield together with potential future development does not impact on the rural character and highly visible highest ground on the plateau.

1A.1.27 Monitor the introduction of large scale industrial style agricultural buildings into the landscape. Integrate new large scale buildings into the landscape with appropriate broad leaved planting.

1A.1.28 Conserve strong skylines. Avoid introducing large scale vertical features where these will detract from undeveloped skylines, key views or characterising landmarks.

Landscape Management Guidelines

1A.1.29 Ensure mid-long range views across the landscape are retained and that the historic grain of the landscape is respected.

1A.1.30 Conserve the ancient woodland blocks and spinneys e.g. Holcott Wood and apply an appropriate management strategy to enhance ecological interest e.g. reintroduce coppice management.

1A.1.31 Maintain and enhance surviving historic boundaries, and enhance the condition and structure of hedgerow boundaries by focussing hedgerow restoration between remaining sections so as to strengthen the landscape pattern – this is a key requirement alongside field boundaries and roads.

1A.1.32 Enhance the historic landscape setting of Brogborough Park Farm ringwork, currently isolated within former brickfields.

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MOULSOE PARISH COUNCIL

Clerk to the Council, c/o Barn Pightle, Cranfield Road, Moulsoe. MK16 0HL

Re: Planning Application CB/17/05862/OUT

Dear Sirs,

Moulsoe Parish Council consider it unacceptable that development, for whatever reason, is permitted to proceed on a project of this size and without assessing the impact on the local environment specifically with reference to rural communities and villages who will bear the brunt of the affects - pre-build, during build and the period after build completion because the end of build does not mark the end of the collateral impact to the surrounding area.

Specifically affected will be the villages of Moulsoe and North Crawley which already suffer from the effects of increased traffic and vehicles travelling at excess speed, the bulk of which are accessing the Cranfield campus. What is also important to note is that both above mentioned villages are actually based in North Bucks not Bedfordshire so what assurances do we have that CBC will be looking out for the interests of residents of neighbouring authorities.

We recognise the potential economic benefits of developing certain assets within the county and it is clear that we will be presented with justifications and reasons not to resist commercial endeavour coupled with the financial and economic benefits that it brings to not only the region but UK Plc. But as a community authority we need to balance these with looking after the interests of our residents and that of the local community

MPC object to any commercial development at Cranfield Airfield until a comprehensive package of measures can be ratified to deal with the potential impact, both short and long-term, regarding all the issues identified below.

1. There are no plans for public road/junction improvements for links to the south of the airfield. Everything appears focussed to the north side of the site. Does this imply that all traffic will forced to enter the site from the north?
2. Construction traffic – what traffic management measures are planned to prevent construction traffic accessing the site from Milton Keynes, Newport Pagnell, Moulsoe and North Crawley?
3. What traffic management/traffic flow assessment has been carried to assess/restrict increased levels of non-construction traffic accessing the site post-build. The rural community should not be expected to accept increased traffic movements through our quiet, narrow and restricted lanes whilst the airfield operators/owners look to benefit from any enhanced commercial activity.
4. Moulsoe village dates back to the Domesday book many of the dwellings date back to that period and are of listed status – the roads were never designed for heavy traffic including a continual barrage of construction vehicles.
5. Currently access to Cranfield is restricted from M1 J13 due to a vehicle weight restriction (TRO) and the physical layout of the main road junction in Salford. Access from Broughton is restricted due to both a vehicle weight restriction plus a road weight limit due to a damaged culvert.

The vehicle weight restriction was put in place many years ago to prevent HGV movements via Salford from the mineral extraction at Whitsundoles. Mineral extraction ended a while back so the weight restriction should be considered for removal.

6. What efforts have been made to satisfy the requirements of the duty to cooperate with neighbouring authorities specifically with MK Council? As local communities we learned about these proposals at a very late stage.
7. What provisions for S106/CIL are available to local rural communities to support road improvements/traffic calming?
8. There has been mention of a transit system to connect Cranfield with MK – no further information was discovered within the distributed info packs. Links to the Park and Ride and transport hubs in MK could mitigate greater levels of access required to the site and reduce overall vehicle movements.
9. With regard to vehicle traffic in general we believe that access to the site should be restricted to road in Central Beds and lead to main trunk routes via the shortest distances i.e. A421 at Marston and M1 J13 at Ridgmont. Access via Broughton, Moulsoe, North Crawley and Newport Pagnell should be restricted and/or discouraged.

On behalf of Moulsoe Parish Council



Kay Hamilton
Clerk to the Council

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
1	Noise	<p>Under the Environmental Noise (England) Regulations 2006, Airports with above 50,000 movements a year are required to produce a Noise Action Plan (NAP) designed to manage noise issues and effects arising from aircraft departing from and arriving at the airport.</p> <p>Cranfield Airport does not at present meet this limit, so is not designated as a major airport. As a result, the competent authority is the airport operator. Under the Air Park planning application, the total number of movements is expected to rise to 46,355 by 2027. Given that this is just below the 50,000 thresholds, the Parish Council considers it necessary that a Noise Action Plan is devised and implemented for Cranfield Airfield.</p>	<p>As part of appropriate mitigation relating to the Air Park proposals, the applicant is committed to producing an annual NAP (from here on referred to as the Noise Management Plan [NMP]), which has been discussed with the Local Planning Authority (LPA). Details of the NMP is expected to be submitted to and approved by the LPA via a planning condition.</p> <p>It should be noted that the 50,000 movements are calculated by "excluding those purely for training purposes on light aircraft" according to the regulations. Therefore, the regulations do not apply to Cranfield Airport.</p>
2	Noise	<p>The applicant appears to be relying on historically higher level of flights to justify the additional noise associated with the proposed aircraft movements.</p> <p>The Parish Council recognises that the airfield has a 24-hour licence for up to 150,000 movements and this would be well within capacity.</p> <p>However, the Parish Council makes the following points:</p> <ul style="list-style-type: none"> - Since 2003 many homes have been built in Cranfield and so there will be a significant new population in the village who will have only experienced the current low level of airport activity. - Existing residents have got used to the current noise levels. - There has been a change in the noise regulatory system for aircraft noise over the years; for example, the introduction of the Aviation Policy Framework, 2013, affording better protection for residents living close to an airfield. 	<p>It is reasonable to compare the future levels with the current situation and recent historical activity to determine the impact.</p> <p>The new homes should have taken account of the presence of the airfield in 2003 as the Airport was still servicing over 100,000 aircraft movements as shown in Figure 2.1 on page 8 of the submitted Planning Statement (see Appendix 1).</p> <p>A previously approved scheme for an Air Park to increase business jet activities at the Airport was granted on 25 June 2008 (LPA Ref. 08/00613/RM) and so developers should have taken into account the likely future activity of the Airport.</p> <p>There is no distinction drawn in Government policy regarding assessing noise exposure to existing residents differently from new ones.</p> <p>The Aviation Policy Framework (APF) and the levels of protection set out in it have been referenced in the submitted Environmental Statement (ES) and will be implemented as part of the NMP when those levels (or any future changes) are exceeded.</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
3a	Noise	<p>The following information on the aircraft noise regulatory environment is taken from <u>Simon Urquart's Proof of Evidence to the Mill Road Phase II Appeal</u>. (Mill Road Phase II Appeal, February 2018, APP/P0240/W/17/3181269):</p> <ul style="list-style-type: none"> - Section 3, page 5 'The table [PPG Noise guidance which sets out the perception of noise and increasing effects] shows that as the exposure increases beyond the lowest observed adverse effect level boundary, consideration needs to be given to mitigating and minimising these effects. - 3.1.3 Increasing the noise exposure further will, at some point, cause the significant observed adverse effect level boundary to be crossed. In relation to this, Paragraph 30-005 of PPG-Noise states; "If the exposure is above this level the planning process should be used to avoid this effect occurring, by use of appropriate mitigation such as by altering the design and layout". - 3.1.5 Only when the noise exposure crosses the unacceptable adverse effect level, where adequate mitigation cannot be provided, should development be prevented. 	<p>Noted. The lowest-observed-adverse-effect level (LOAEL) has been set and this Guidance has been taken into account in our submitted Noise Assessment.</p> <p>The mechanism to mitigate the noise levels through the use of available techniques will be determined via the NMP and implemented to minimise noise effects on local residents.</p> <p>The worst-case scenarios have been presented in the Noise Assessment and the control mechanism is the implementation of the NMP that will be used to predict future impacts and provide mitigation to minimise these.</p> <p>As an academic exercise (see Appendix 2), the TAG Farnborough (coloured red) and Biggin Hill (coloured blue) 57dB LAeq,16hr noise contours were overlaid onto the area of Cranfield Airport. The noise minimisation techniques employed at these airports will be incorporated within the NMP where they are appropriate for this airfield.</p>
3b	Noise	<p><u>Simon Urquart's Proof of Evidence also mentioned the following:</u></p> <p><u>Aviation Policy Framework 2013</u></p> <p>3.2.1 The Government's overall policy on aviation noise is to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise. The Aviation Policy Framework (APF), at paragraph 3.17 states: "we will continue to treat the 57 dB LAeq 16 hour contour as the average level of daytime aircraft noise marking the approximate onset of significant community annoyance".</p> <p>3.2.2 Under the heading "Noise Insulation and Compensation", paragraph 3.39 of the APF states; "As a minimum, the Government would expect operators to offer financial assistance towards acoustic insulation to residential properties which experience an increase in noise of 3 dB or more, which leaves them exposed to levels of noise of 63 dB LAeq 16 hours or more".</p> <p>3.2.3 Paragraph 3.36 of the APF sets an upper limit to exposure to noise from aircraft. It states; "The Government continues to expect airport operators to offer households</p>	<p>This is the main reference in the Noise Assessment submitted and used as part of the assessment.</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
		<p>exposed to levels of noise of 69 dB LAeq 16 hours or more, assistance with the costs of moving”.</p>	
3c	Noise	<p><u>Simon Urquart's Proof of Evidence also mentioned the following:</u></p> <p><u>Civil Aviation Authority</u></p> <p>3.3.1 The recently published CAA (CAP 1616 “Airspace Design”) Guidance document requires airports to provide noise contours down to 51 dB LAeq, 16hr.</p> <p>3.3.2 A Department for Transport document titled; Consultation Response on UK Airspace Policy: A framework for balanced decisions on the design and use of airspace,(Appendix 2), States; “2.72 So that the potential adverse effects of an airspace change can be properly assessed, for the purpose of informing decisions on airspace design and use, we will set a LOAEL at 51 dB LAeq 16 hr for daytime, and based on feedback and further discussion with CAA we are making one minor change to the LOAEL night metric to be 45dB LAeq 8hr rather than Lnight to be consistent with the daytime metric. These metrics will ensure that the total adverse effects on people can be assessed and airspace options compared. They will also ensure airspace decisions are consistent with the objectives of the overall policy to avoid significant adverse impacts and minimise adverse impacts.”</p>	<p>Since there are no changes to the airspace design as part of the proposals (e.g. the Airport is not intending to switch to radar but continue to use instrument landing system [ILS]) then this is not considered to be relevant to the Air Park proposals.</p> <p>If the NMP determines that a change in airspace design would reduce the noise impact at Cranfield Airport then this document will be used to assess that improvement or otherwise.</p>
3d	Noise	<p><u>Simon Urquart then goes onto say that 'Compliance with Guidance on Noise':</u></p> <p>3.5.1 Based on the above guidance the following action levels are suggested; · 51 dB LAeq 16 hour. This is the Lowest Observed Adverse Effect Level (LOAEL) in PPG Noise. This level is also below onset of significant community annoyance in the APF. Therefore, there is no specific action required.</p> <ul style="list-style-type: none"> - 63 dB LAeq 16 hour. This is the Significant Observed Adverse Effect Level (SOAEL) in PPG Noise. This level is above onset of significant community annoyance in APF and the level above which airport operators should offer financial assistance towards acoustic insulation in existing properties. Therefore, the action required is to mitigate and reduce to a minimum. - 69 dB LAeq 16 hour. This is likely to be above unacceptable adverse impact level in PPG Noise, and above the level at which APF says occupiers of existing properties should be offered financial assistance with moving. Therefore, the action required is to prevent. 	<p>The Parish Council has misinterpreted the policy. The 51dB LAeq,16hr noise level does not appear in PPG Noise it has only appeared in the recently published CAP 1616 Airspace Design Document issued by the CAA in December 2017.</p> <p>PPG Noise does not set prescriptive noise level for the LOAEL and Significant Observed Adverse Effect Level (SOAEL). These should be derived from the APF as done in the Noise Impact Assessment accompanying the EIA that was submitted with the Air Park planning applications.</p> <p>As correctly stated, the onset of significant community annoyance is set as 57dB in the Aviation Policy Framework (APF) and therefore levels below this require no specific action.</p> <p>63dB is the level at which we have set the SOAEL and in which it will result in financial assistance towards residents for sound insulation.</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
		<p>3.5.2 In summary therefore, proposed residential properties situated between the 57 dB LAeq 16 hour and 69 dB LAeq 16-hour contours need to be provided with adequate sound insulation, and where necessary an alternative means of ventilation, to comply with national guidance and therefore with Local Policy DM3.' (Page 8, S.Urquart Proof of Evidence).</p>	<p>69dB is again as set out in the APF and the level to which we have used for the UOAEL (Unacceptable Level) - we do not expect any properties to fall within this level based on the worst-case assessment. If they were to then the APF will be complied with.</p> <p>The current Government policy (i.e. APF) does not state this. Sound Insulation is provided when the level exceeds or is predicted to exceed 63dB. If this were to change in the future through changes to Government policy via an update to the APF then this would be captured in the annual NMP report which will take full account of any changes to Government policy.</p>
4	Noise	<p>The Cranfield Air Park evidence suggests that 715 houses by phase II in Cranfield will be within the 57dBL 16-hour contour, 327 of them, new homes, and that 24 properties will be within the 63dBL contour. (Table 8.1, page 44 ES technical Annex 7).</p> <p>Of course, this number of homes will rise over the next 9 years up to and beyond 2027. The Mill Road Phase II enquiry is an appeal for 78 houses close to the airfield, which Mr Urquart acknowledges fall within the 60- 66dBL contour.</p>	<p>These properties are identified based on the worst-case scenarios so that appropriate budgets can be set for sound insulation if it were to be required.</p> <p>The Air Park, via the NMP, will firstly implement noise reduction measures to control the noise levels to below the 57dB LAeq,16hr contour level as far as possible rather than the use of sound insulation measures. Control of noise at source is always more desirable than at the receptor.</p> <p>Any new / future developments will need to take account of the presence of the airfield (to include the Air Park) and the noise it generates. The NMP will set this out and the LPA can use this to determine the noise impact now and, in the future, when they make their decisions.</p> <p>For future developments, the onus is on the respective developers to provide appropriate noise mitigation measures to its developments.</p>
5	Noise	<p>The Air Park considers 'there are not expected to be any unacceptable adverse effects due to aircraft noise. That 'there will be permanent minor adverse effects arising from the impact of noise affecting residential receptors within the 57dBL contour once Phase I airpark reaches maximum capacity.' (page 4, ES technical summary annex 7.) This statement does not even mention the impact of phase II, and is completely at odds with</p>	<p>This statement is identifying the point in time at which the 57dB contour is expected to impinge on the local residents without any mitigation.</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
		<p>Mr Urquart's evidence, which tells us that above 57dBL is the onset of significant community annoyance.</p> <p>The Parish Council has no reason to doubt Mr Urquart's evidence as he is unlikely to overestimate harm when he is presenting noise evidence on behalf of an applicant who is seeking planning permission for 78 homes very close to the airfield boundary.</p> <p>The Parish Council therefore concludes that the noise evidence provided by the Air Park does not offer a fair assessment of the level of adverse effects that will be experienced by residential receptors within Cranfield.</p>	<p>The table and the contour maps (as shown in Appendix 3) clearly show how this would affect additional residential properties in the future phases if the noise were not mitigated through the NMP.</p>
6	Noise	<p>Furthermore, the noise measures provided are all averages, and given the nature of the proposed aircraft movements particularly in the early morning – i.e. infrequent, they are likely to be more disturbing. This should be assessed as intermittent noise.</p> <p>The Parish Council therefore requests that intermittent noise data to be provided, and the noise contours to extend to the 51dBL in line with good practice.</p>	<p>This is the prescribed way of producing contours for airports for consistency and comparison.</p> <p>Single event contours are also produced for reference - these are shown for night time, as shown in Appendix 4.</p> <p>It should be noted that these business jets already fly in and out of Cranfield Airport. The frequency of movements and there being only one runway means that there can only be one aircraft landing or departing at any one time.</p> <p>As shown in Appendix 5, the pictures and times show the business jet type aircraft that arrived and departed Cranfield Airport during our baseline survey last year.</p>
7a	Noise	<p>The Parish Council feel there has to be a noise action plan produced by the applicant. With the Council also having the following recommendations:</p> <p>i) Cranfield Airport should draw up a Noise Action Plan that should be designed to manage noise issues and effects, including noise reduction if necessary.</p>	<p>Noted. The NMP is a firm commitment from the applicant.</p>
7b	Noise	<p>ii) The Action Plan should be drawn up using the guidance issued by DEFRA 'Guidance for Airport Operators to produce noise action plans under the terms of the Environmental Noise (England) Regulations 2006 (as amended)' Attention should be paid to paragraph 3.14 and 4.1-4.15 in particular.</p>	<p>Relevant current guidance will be used to inform the NMP.</p>
7c	Noise	<p>iii) Mitigation measures such as contribution toward improved acoustic insulation such as double glazing, ventilation or cash payments should be offered to those properties most affected.</p>	<p>This would be considered as part of the NMP.</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
7d	Noise	iv) It should be a S106 requirement that an annual report on the effectiveness of the Noise Action Plan should be made.	This is not necessary and can be appropriately captured as a condition.
7e	Noise	v) It should be a S106 requirement that the noise maps and Action Plan are reviewed and updated before the second phase of the Airpark can commence.	There is sufficient information to assess the impacts of Phase II now. A planning condition should not be inserted that effectively postpones determination outside of the accepted requirement to provide annual monitoring and updated NMP.
7f	Noise	vi) In preparing and revising the action plan the competent authorities must ensure that: <ul style="list-style-type: none"> (a) the public is consulted about proposals for action plans; (b) the public is given early and effective opportunities to participate in the preparation and review of the action plans; (c) the results of that public participation are considered; (d) the public is informed of the decisions taken; and (e) reasonable time frames are provided allowing sufficient time for each stage of public participation. 	Noted. The Airport already has a liaison meeting with the Parish Council and would simply extend/adapt this mechanism.
8a	Noise	In relation to noise annoyance, the local authority must be aware, ensure sufficient understanding of, and take forward the recommendations: Annoyance responses in relation to exposure may be higher than predicted by the traditional annoyance curves.	Noted.
8b	Noise	Monitoring of annoyance responses over the long-term using survey methods in the exposed population would be advisable. Annoyance responses at various times of the day should be examined. Surveys assessing baseline annoyance, in terms of annoyance responses prior to the development of the new Air Park would be useful for comparative purposes. Such monitoring would help the airport to identify any increases in annoyance related to operational decisions.	This would be considered as part of the NMP and after a period of monitoring.
8c	Noise	The use of APUs (auxiliary power units) should be controlled by specifying a maximum running time, or the use of electric ones encouraged.	This would be considered as part of the NMP.

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
8d	Noise	<p>There should be real time monitoring of noise levels, with the data available to the public, as well as a publicised complaint system for annoyance issues to be reported. These should be included in the annual report.</p> <p>Cranfield Airport should acquire, install and maintain a continuous Noise Monitoring Track Keeping system (NMTK) that will provide the community with improved visibility of noise levels and track keeping performance of flights using the airport. This will utilise two fixed monitoring locations along with a mobile unit at the commencement of the scheme. Both the system and the location of the fixed noise monitors located underneath the flight path at each end of the runway, and a portable NMT which can be deployed to appropriate locations. Once sufficient data has been acquired the performance of the NMTKS will be assessed and a review of its efficacy will be conducted and any improvements or enhancements will be identified. All the acquisition, installation and running costs of the NMTKS could be met by Cranfield Airport from levies raised from aircraft using the airport.</p> <p>Live data from the NMTK should be made publicly available, so that the public can monitor the noise and movement of aircraft. It is suggested that Cranfield Airport uses a system similar to the WebTrak system as used by London Biggin Hill Airport.</p> <p>The community need a system in which it is simple and easy to access.</p>	<p>We would propose spot monitoring initially and leave the introduction of fixed monitoring to a review of the NMP.</p>
8e	Noise	<p>Investigate, log and respond to all complaints relating to Cranfield Airport, reporting details to CBC and CPC on a quarterly basis.</p>	<p>Noise complaints are currently logged by Cranfield Airport and also by Central Bedfordshire Council.</p>
9a	Noise	<p>In regard to noise annoyance relating to aircraft, there must be conditions applied to ensure:</p> <ul style="list-style-type: none"> - Cranfield Airport should require the use of idle power at reverse thrust unless operationally essential to do so e.g. for safety purposes. - The use of APUs (auxiliary power units) should be controlled by specifying a maximum running time, or the use of electric ones encouraged. 	<p>This would be considered as part of the NMP.</p>
9b	Noise	<ul style="list-style-type: none"> - Cranfield Airport should offer discounts on landing fees for planes fitted with exhaust silencers. 	<p>Jet aircraft are not fitted with silencers nor can they be retrofitted. The engine noise and compliance with International Civil Aviation Organization (ICAO) limits is determined by Annex 16. All civil aircraft have to comply with the ICAO noise limits for their respective class.</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
9c	Noise	<ul style="list-style-type: none"> - Implement a scheme to incentivise operators of light and training aircraft to install noise suppression equipment or to replace noisy aircraft. 	<p>This is not possible, but ICAO are pushing to reduce noise levels from new aircraft as part of the certification process. The Air Park would promote the use of modern lower noise aircraft as part of the NMP.</p> <p>Note that light and training aircraft are not part of the Air Park proposals.</p>
9d	Noise	<ul style="list-style-type: none"> - Implement a scheme to restrict circuit training to agreed operating hours. Monitor and record the aircraft movements comprising details of movement numbers in each hour each day, and runway use. 	<p>There is no circuit training aircraft proposed as part of the Air Park proposal as it is just for private jets.</p>
10a	Noise	<p>Conditions around airport operating hours and aircraft operating must include:</p> <ul style="list-style-type: none"> - Limit airport operating hours to 06.30-23.00 on weekdays, and on Saturdays, Sundays and Public Holidays limit operating hours to 08.00-22.00. - A cap on aircraft movements should be: <p>Monday to Friday</p> <ul style="list-style-type: none"> - cap of 8 aircraft movements between 06.30 and 07.00 on any one day - cap of 8 aircraft movements between 22.00 and 23.00 on any one day <p>Saturday, Sunday and Public Holidays</p> <ul style="list-style-type: none"> - circuit training will not be permitted before 09:00 or after 17:00 during British Summer Time. 	<p>It should be noted that the current Airport does not have any timing restrictions and the imposition of controls would present investors and operators with some difficulty. At the very least, we need operational hours between 6am and 11pm.</p> <p>In addition, the Air Park would require the ability to operate between 11pm and 6am under emergency or adverse weather conditions. We also need to ability to offer a handful of serviced night flights – no more than 365 per annum.</p> <p>Note that circuit training will not be part of the Air Park's operations and it is unreasonable to seriously hamper these flights which have been undertaken for many years without complaint.</p>
10b	Noise	<ul style="list-style-type: none"> - From when the Air Park opens, operate a ban on fixed wing aircraft which are not fully compliant with ICAO Chapter 3 or above noise certification numerical standards. 	<p>The Air Park can promote quieter aircraft but cannot operate a ban. The impact of noisier aircraft would be dealt with through the NMP should it become an issue, though the noise profile of</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
10c	Noise	<ul style="list-style-type: none"> - Operate a ban on fixed wing aircraft that do not meet the ICAO Chapter 4 noise certification numerical standards between 06:30 and 07:00 and 22:00 and 23:00 (except for existing based aircraft). 	business jets is declining as newer airframes replace the older stock.
10d	Noise	<ul style="list-style-type: none"> - Operate the Airport using reasonable endeavours to ensure that these Chapter 4 aircraft operate within a maximum noise level set by the noise characteristics of the Learjet 35 or a comparable aircraft. 	
11a	Noise	There has to be a Residential Sound Insulation Scheme (RSIS) and Estate Agent information: <ul style="list-style-type: none"> - Cranfield Airport to put in place a sound insulation scheme including double glazing for residential properties within the 57dBL contour and above. - The details of a grants scheme should be in line with U.K. practice and agreed with CBC prior to implementation. - The Scheme should be advertised on the Airport's website. The advertisement will describe the Scheme, and clarify that eligible property owners will be approached, and so application to the Airport will not be required. - Cranfield Airport should provide an information pack to local Estate Agents, and to those seeking information on local conditions prior to relocating to near the Airport or its departure and arrival tracks. 	Currently the 63dB contour is the trigger for a sound insulation scheme. The NMP would be used to consider an appropriate level for this scheme and would be changed and reviewed annually in-line with Government policy, complaints, local effects and consultation.
11b	Noise	<ul style="list-style-type: none"> - Residential receptors subject to noise above the 69dBL contour should be given financial assistance in moving. 	This is a requirement of current Government policy and would be considered as part of the NMP.
12a	Noise	The Council feel that in regard to maximum sound levels, this is not truly appreciated in the document, what significant high levels of sounds will come from the airfield with this proposal. The WHO Community Noise guidelines should be used as the guidance for the maximum permissible sound levels: <ul style="list-style-type: none"> a) Indoors the dwelling during the day/evening – 35 dB LAeq 16 hour. b) Outdoor living areas - 55 dB LAeq 16 hour to protect most people from being 'seriously annoyed' during the day-time. c) Night-time: 	This is reflected in the AFP with the use of the 63dB contour as the trigger level for sound insulation. In simple terms, standard double glazing provides approximately 28dB of attenuation and so it is not until the level exceeds 63dB outside that the internal level is likely to exceed the World Health Organization internal noise guidelines of 35dB during the day.

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
		<ul style="list-style-type: none"> - Outside façades of the living spaces should not exceed 45 dB LAeq 8 hour and 60 dB LAm_{ax} to protect from sleep disturbance. - Inside bedrooms - 30 dB LAeq 8 hour and 45 dB LAm_{ax} for single sound events to protect from sleep disturbance. 	<p>The level of 57dB has and is being used in the UK for aircraft noise and is compatible with the 55dB set for other transport sources.</p>
12b	Noise	<p>In line with the Environmental Noise (England) Regulations 2006 (as amended):</p> <ul style="list-style-type: none"> - “Lday” covers the period 07:00 – 19:00 hours in any 24-hour period - “Levening” covers the period 19:00 – 23:00 hours in any 24-hour period - “Lnight” covers the period 23:00 – 07:00 hours in any 24-hour period 	<p>If Government policy required, it then these could be produced as part of the NMP.</p>
12c	Noise	<p>Operate the Airport to ensure that the resultant noise, expressed in the form of Summer Daytime noise contour area does not exceed that specified, namely 4 km² at 57 dB LAeq,16h.</p>	<p>The aim is to operate the airport so as not to impinge the 57dBA contour on residential properties.</p>
12d	Noise	<p>Where ground operating noise is necessary for instance engine ground testing, this noise should be mitigated through incorporating the use of noise attenuating pens or earth bunds</p>	<p>This would be considered as part of the NMP.</p>
13a	Noise	<p>There needs to be a commitment to research by the applicant:</p> <ul style="list-style-type: none"> - Carry out a review of arrival and departure routes, based on the results trial any new procedure with the aim of reducing further the over flight of residential areas. 	<p>This would be considered as part of the NMP.</p>
13b	Noise	<ul style="list-style-type: none"> - Use reasonable endeavours to promote and support airspace changes in order to benefit local residents through the creation of greater amount of controlled airspace. 	<p>The Airfield is currently using ILS. There is no plan to upgrade to using radar. Therefore, no change in air space.</p>
13c	Noise	<ul style="list-style-type: none"> - Prepare and issue a quarterly complaint report to be supplied to CBC and CPC. 	<p>This would be considered as part of the NMP.</p>
13d	Noise	<ul style="list-style-type: none"> - Prepare and issue Integrated Noise Monitoring (INM) report when contours are prepared. 	<p>This would be included as part of the NMP</p>
13e	Noise	<ul style="list-style-type: none"> - Prepare and issue five yearly Performance Monitoring Report. 	<p>This would be considered as part of the NMP</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
13f	Noise	<p>- Investigate the potential and benefit that might arise from introducing a departure noise preferential route track performance target, with penalties for recurrent failures to meet target.</p>	<p>This would only be considered as part of the NMP if a particular issue was identified.</p>
14	Noise	<p>There has to be communication of the above items, Cranfield Airport should actively and regularly communicate the above actions and in particular the NMTK system, the operating hours and movements to the local community through the use of appropriate mediums such as through its website, Cranfield Express and Facebook.</p>	<p>This would be considered as part of the NMP</p>
15a	Landscape/ Visual	<p>Phase 1: the Air Park scheme that was consented in 2008 seems broadly comparable with the Phase 1 scheme in terms of scale and number of buildings, although it is configured differently.</p> <p>It seems difficult therefore for the Parish Council to sustain an objection to the Phase 1 scheme, although it will result in landscape and visual harm for all the reasons given below. The Parish Council also considers that these large buildings could be designed to integrate more into the landscape – please see below.</p>	<p>Noted.</p>
15b	Landscape/ Visual	<p>Phase 2: the scheme however as well as having a cumulative effect in conjunction with Phase 1, is more harmful as it extends development further away from the University Campus towards Crawley Road and will introduce major built form into a rural landscape of wide expansive open views with little built development in it when viewed from Cranfield.</p>	<p>It should be noted that Phase 2 is currently an outline planning application and that details of scale, appearance, and landscaping are to be submitted as part of reserved matters application.</p>
17	Landscape/ Visual	<p>The Parish Council are particularly concerned by the scale and massing of the aircraft hangars 9, 10 and 11, and by the proposed 5-storey hotel. With regard to the hotel, the Parish Council has seen no indicative impressions or been given any indication as to how this may look within the landscape.</p> <p>The Parish Council feels very strongly that a 5-storey building would be completely out of keeping with the setting of the university in the Bedfordshire countryside, and strongly requests that, if CBC is minded to grant outline permission, that the height and number of storeys of the hotel is significantly reduced.</p> <p>The Parish Council does not consider that it would be reasonable to give outline permission for such a potentially dominant feature in the landscape with no information being provided.</p> <p>Three wireframes indicating the position of hangars 9-11 suggest that this building would completely dominate the views out of Cranfield and along Crawley Road, Wharley End,</p>	<p>Phase 2 will evidently extend the development footprint across a wider area, and there would be a cumulative effect as a result.</p> <p>This cumulative effect, when experienced, will be experienced in the context of the built (or at least consented) Phase 1 development (and the Fuel Farm) and therefore in a context already established for Air Park uses.</p> <p>Against this revised baseline, the magnitude of change and sensitivity would be moderated, and although there would be an extension of effects under the cumulative scenario, this would not be at a significant level.</p> <p>In addition, the wireframes provided are based upon the worst-case size and parameters, and do not consider architectural merit (which would be considered by the LPA as part of the</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
		<p>Astwood Road, and footpaths in the area, especially the re aligned FP 21/22, and the surrounding area, completely altering the current rural open character.</p> <p>The change would be overbearing and would completely alter the character of this very rural landscape. At odds with the strong skylines, and conflict with the historic grain of a low landscape of open fields defined by strong hedgerows.</p> <p>The change is acknowledged to an extent in the Schedule of effects, (EIA Technical Appendix 11.3), although the Parish Council considers this to be an under-representation of the scale of change and its effects. Furthermore, the Parish Council does not accept in particular that the effect on the Landscape Character Area 1A would only extend to a few hundred metres, and that overall, there would only be a very low level of change to the entire LCA area.</p>	<p>reserved matters application), which will serve to further moderate change and increase visual acceptability.</p> <p>The proposed hotel, again, is shown as a worst case, and change will be moderated through high quality design and the revised baseline situation at the reserved matters application stage.</p> <p>In addition, on drawing 17662-P026B (see Appendix 6), the indicative eastern elevation of the five-storey hotel shows that at approx. 23.8 max height, it is only approx. 9.6m higher than the proposed Fixed Base Operator (FBO) Airport Terminal that is at 14.2m high. To put this into context, a typical two-storey dwelling would be circa 7.5m high, therefore, the hotel would likely only be higher than the FBO Airport Terminal (of Phase 1) by the height of a two-storey house. Such hotel building height in the context of Phase 1 development (which the Parish has acknowledged that Phase 1 will be difficult to resist) is considered appropriate from a landscape/visual perspective.</p>
18a	Landscape/ Visual	<p>The following extracts are taken from the Landscape Character Assessment for Area 1A.</p> <p>The Parish Council considers that the proposed development conflicts with the following guidelines for future development: (reproduced in full, see in Appendix i)</p> <ul style="list-style-type: none"> - 1A.1.26 Avoid further linear expansion at Cranfield and ensure that cumulative effects of further development at Cranfield University and Technology Park and Airfield together with potential future development does not impact on the rural character and highly visible highest ground on the plateau. 	<p>The site is not on the highest ground in the locality, although the proposed development will be more visible than the existing Airport. There are also no statutory or designated landscape designations.</p> <p>Phase 1 will, however, be similar to the 2008 consented development, and this needs to be borne into consideration when considering change.</p> <p>The overall rural character of the Landscape Character Area will be altered to a limited degree, and this harm needs to be considered in the planning balance.</p> <p>The extent of additional harm the proposed development will result in (considering both Phase 1 and 2) is at the lower end of the scale given current (and historic) land uses.</p>
18b	Landscape/ Visual	<ul style="list-style-type: none"> - 1A.1.28 Conserve strong skylines. Avoid introducing large scale vertical features where these will detract from undeveloped skylines, key views or characterising landmarks. 	<p>The proposed features are consistent with Airport infrastructure generally.</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
18c	Landscape/ Visual	<p>Landscape Management Guidelines</p> <ul style="list-style-type: none"> - 1A.1.29 Ensure mid-long-range views across the landscape are retained and that the historic grain of the landscape is respected. 	<p>Mid-long-range views will be retained for the majority of receptors, including for those using the diverted footpath (FP22), although the proposed development will be a new visible element of the local landscape.</p> <p>This is inevitable when proposing a development of this type, and an element of visual harm is unavoidable.</p>
19	Landscape/ Visual	<p>The quality of the wire frames provided is dreadful. The Parish Council has not been given such small photo montages as part of a major planning application before, and yet the effect of the proposed buildings in the landscape is clearly overwhelming.</p>	<p>The photomontages have been produced above Industry standard guidance and are fully verifiable. They are a tool used all over the UK to assess landscape impact.</p>
20	Landscape/ Visual	<p>The Parish Council has done some research online and found examples of high quality buildings that are designed to melt into their surroundings. The Parish Council requests that, if recommended for approval, a similarly high design code should be imposed.</p> <p>Cranfield Parish Council would request that the visual and environmental impact of the proposed new buildings is minimised by techniques such as those shown below. Benchmark examples of buildings that have features to reduce their visual impact and help them blend in to the environment.</p>	<p>Green roofs not appropriate for hangar type structures given their weight. The example schemes provided by the Parish show a solid brick multi-storey building on an industrial estate. However, given aircraft hangars are not as sturdy as brick-built buildings and are not designed to be stacked with multiple storeys, it is not considered to be structurally appropriate to install a green roof.</p> <p>In addition, the placing of green roofs will not mitigate from a landscape/visual perspective when viewed from publicly accessible points on ground level.</p>
22	Landscape/ Visual	<p>Adnams Distribution Centre Southwold. Architect: Aukett Fitzroy Robinson</p> <p>Incorporates sedum roof, highly efficient lime / hemp wall, and to minimise the area of concrete, a reinforced grass surface has been used for car parking to blend in with the adjacent grassland. Golpla is a strong, honeycomb mesh, made from low-density recycled plastic. It controls erosion and provides sustainable drainage and control of storm water.</p>	<p>See reason as per above (point 20).</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
23	Ecology	<p>The application does not appear to include much, if any mitigation, for the loss of roughly 14ha of semi-improved grassland, among other habitats. To get a sense of what scale of mitigation might be appropriate for the grassland loss one can use the biodiversity offsetting metric used during the Government's biodiversity offsetting pilot projects (https://www.gov.uk/government/publications/technical-paper-the-metric-for-the-biodiversity-offsetting-pilot-in-england).</p> <p>The metric can be a useful tool in an intellectual exercise to gauge the scale of mitigation required. Using this metric, 14ha of moderate-quality semi-improved neutral grassland would require 112 biodiversity units of compensation. That is:</p> <ul style="list-style-type: none"> - 14ha x 'distinctiveness multiplier' 4 x 'quality multiplier' 2 = 112 	<p>The need to undertake biodiversity offsetting metric calculations for development proposals is neither a local or national planning policy requirement.</p> <p>In addition, due to the operational need of the Air Park in terms of the structures proposed, there will not be sufficient space to provide any significant biodiversity on site. Any biodiversity enhancements on air side is also not acceptable from an airport safeguarding perspective as the planting of wildflowers for example is considered to attract insects and ultimately birds, increasing the chances of bird strikes and thereby endangering airport safety.</p>
24	Ecology	<p>The Environmental Statement acknowledges that there will be a 'loss of the majority of habitats on site' but does not propose any mitigation or compensation. Given the extent of the landowner's estate one would expect that off-site compensation should be entirely possible.</p> <p>Paragraph 118 of the NPPF states that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:</p> <ul style="list-style-type: none"> - if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Overall the Parish Council do not see how the proposed development enables the application to achieve no net loss of biodiversity as required by the NPPF. 	<p>The Environmental Statement (ES) Table 8.1 is clear that, with the exception of foraging bats, the development will result in either ecological impacts that are <u>not significant</u> or are only <u>minor negative</u>.</p> <p>We note that with respect to paragraph 118 of the National Planning Policy Framework (NPPF)(2012): '<u>if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused</u>'.</p> <p>The NPPF is clear that only development that causes 'significant harm' to ecology should be refused. Given the level of harm to ecology is less than significant/minor negative, we do not consider the need to provide compensatory habitat, particularly when the biodiversity value of the site is relatively low and that it is not a designated ecological protection area such as being a SSSI, SPA, SAC, RAMSAR etc.</p> <p>Clearly the LPA will need to balance the loss of limited biodiversity against the significant benefits that the Air Park proposal will bring in terms of economic development and to ensure the long-term viability of Cranfield Airport, which is considered an asset to University aviation research.</p>

No.	Topic	Cranfield Parish Council Comment	Applicants' Response
			<p>In addition, the draft NPPF (2018) that was published recently recognises the importance of aviation facilities such as Cranfield Airport:</p> <p>'Local Authority plans should.... recognise the importance of maintaining a national network of general aviation facilities – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy'.</p> <p>We would conclude however by highlighting that the University is implementing a biodiversity and tree planting strategy in support of its Campus Masterplan which will more than indirectly off-set these impacts.</p>

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Cranfield Air Park Hybrid Planning Application (LPA Ref. CB/17/05862/OUT)
Response to Noise Consultants Ltd's 'Review: Cranfield Air Park Noise ES Chapter (March 2018)'

Background and Summary

Prior to responding to the individual recommendations put forward by Noise Consultants Ltd's 'Review: Cranfield Air Park Noise ES Chapter (March 2018)', whereby we note the Report was commissioned by Cranfield Parish Council, it is important to put into context the current Aviation Noise Policy and the recently cited consultation and guidance documents referred to in the Report.

Cranfield Airport is applying for planning permission (LPA Ref. CB/17/05862/OUT) to build a larger Air Park facility to serve business jets in order to replace the previous Air Park reserved matters planning permission granted on 25 June 2008 (LPA Ref. 08/00613/RM) and in which it has been implemented.

It is important to understand that the Airport is already capable of receiving the quantum and type of aircraft that are expected to be attracted by the construction of the proposed Air Park without any changes to the airspace or the route into or out of the Airport. The proposals are for the infrastructure and buildings to make the Airport a more desirable location for these types of aircrafts. Therefore, it must be understood that the current hybrid planning application is just for planning permission to build the infrastructure to provide an enhanced reception and destination experience to make Cranfield more attractive to business jet aircraft users. The noise assessment is provided to demonstrate the anticipated changes in noise levels that may occur as a result of the change in operations at the Airport.

The newly published guidance documents, including those published after the submission of the EIA to support planning application CB/17/05862/OUT, are mainly focussed on proposed changes to airspace. As these applications entail no change to airspace, these documents do not materially change the outcome of the assessment nor the mitigation and Noise Management approach that has been taken to control the noise from the Air Park proposal.

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Discussion and Justification

On first inspection of Noise Consultants Ltd's Report, it would appear that many aspects of new Aviation Policy and guidance have been omitted from the EIA that was submitted to support application CB/17/0582/OUT. However, the status and publication date of these documents is important in understanding our response and their relevance to this application. The new guidance almost exclusively refers to 'airspace change' and not to 'aircraft operational changes to airspace usage' such as those being proposed at Cranfield Airport as part of application CB/17/05862/OUT. The distinction is important in the context of the newly emerging policy and guidance as these terms have quite specific meanings. These newly published documents do not affect the noise assessment supporting this application because either i) they refer to other aspects of aviation airspace change than being proposed or ii) are still in consultation and no new policy for this type of change is as yet available to act upon and iii) even if they were adopted, contain no new guidance that would materially alter the outcome of our assessment.

Firstly, we refer to the consultation document cited by the Noise Consultants Ltd, 'The Consultation Response on UK Airspace Policy' published in October 2017 this sets out the different types of changes to the aviation airspace and provides the descriptors that replace the older Tier based system:

It is clear from the descriptions given in section 20 that the application for a larger air park at Cranfield constitute a Tier 3 change, there are no changes proposed to the published airspace around Cranfield (Tier 1) nor are there any proposed changes to the ATC operating procedures (Tier 2). Under the new categorisation in section 21 Tier 3 changes are now referred to as 'Aircraft operational changes to airspace usage'. This section is specific on the terminology so as to distinguish the difference between Tier 3 operational changes described as 'Aircraft operational changes to airspace usage' and Tier 1 changes to the airspace which are described as 'Airspace change'. These terms are important and reflect the intention for there to be a different level of assessment required for each Tier of change in the newly published guidance. By defining these terms, the new guidance is intended to be commensurate with the scale of change being proposed and that a commensurate level of assessment is appropriate, depending on the type of change proposed.

Use of the 'tier' system

- 20 As set out in the consultation document, the government suggested a three category approach to describe airspace related changes. These were:
- Tier 1: Changes to the permanent structure of UK airspace, including temporary changes and airspace trials;
 - Tier 2: Planned and permanent changes to ATC's day-to-day operational procedures (e.g. vectoring practices); and
 - Tier 3: Changes to aircraft operations – for example significant shifts in the distribution of flights on particular routes. These may not be planned decisions to change the use of airspace, but shifts over time and in response to changes in demand.
- 21 **The government has decided not to proceed with the 'tier' categorisation proposal.** The categories will instead be renamed as per the list below. These changes have been reflected in the CAA's Air Navigation Guidance:
- The phrase 'Airspace change' replaces 'tier 1'.
 - The phrase tier 2 will remain in the near term (see question 1b). However, in future, we will also not proceed with the term tier 2. Instead this will be known as 'permanent and planned redistribution of air traffic'.
 - The phrase 'Aircraft operational changes to airspace usage' will replace 'tier 3'.

Cranfield Air Park Hybrid Planning Application (LPA Ref. CB/17/05862/OUT)
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There are no proposed changes to the Cranfield's airspace to accommodate the Air Park proposals, only infrastructure buildings and operational changes. Therefore, references in guidance documents to an '**airspace change**' are not applicable to the development at Cranfield. Guidance given regarding '**aircraft operational changes to airspace usage**' are relevant to this development.

Secondly, I refer to the other cited document by Noise Consultants Ltd, 'The Air Navigation Guidance 2017' also published in October 2017.

The Air Navigation Guidance 2017 separates out the '**Aircraft operational changes affecting the use of airspace**' under a separate heading in sections 4.15 and 4.16. The production of the Noise Assessment which accompanies the EIA fully complies with the requirements of paragraph 4.15 in this section. Section 4.16 states 'It will be the responsibility of the CAA to set the specific guidance for aircraft operational changes affecting the use of airspace...', but this guidance has not yet been published.

It is asserted by me that section 4 of The Air Navigation Guidance 2017 is the relevant guidance for operational changes to airfields. Section 4.1 introduces the concept of a fair balance between the economic benefits of the aviation industry and the negative impacts of noise it can have on the local community. Section 4.2 again considers '**airspace changes**' of which there are none proposed for Cranfield as part of this application and therefore not relevant to the air park application.

Section 4.3 is relevant and is reproduced here:

'The aviation industry should also seek to have high quality and open engagement with their local communities with respect to not just forthcoming proposals but also with regard to their day to day air operations. Moreover, the need for effective noise management should be one of the key objectives of the industry and be enshrined in its ethos. This includes having good noise complaint handling procedures as well as full transparency on its air operations and the noise impact which they create. Sponsors should also be aware of and follow the government's policy surrounding compensation arrangements for airspace changes.'

High quality and open engagement has been done prior to submission of the application with the local communities through detailed Consultation events and presentations. Our appointed aviation noise expert attended and spoke to residents at two separate events held at the airfield and presented the noise assessment at a meeting of Cranfield Parish Council. The EIA has taken this approach fully on board as part of the mitigation strategy to provide a commitment to on-going noise management at the airport and so is adopting this ethos. This mechanism is expected to fully comply with this objective.

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Section 4.4 goes onto say:

'It is expected that in due course, ICCAN will produce more detailed best practice guidance on what is to be expected from the industry in respect of noise management, including how communities should be engaged in the process, and what airports, airlines and air navigation service providers should take into account.'

The following extract shows the assertion in the Noise Consultants review that those documents clearly amend the Government's policy on aviation noise relevant to the Cranfield air park. I refute that the document sets out any change for the Lowest Observed Adverse Effect Level (LOAEL) for operational changes at the Airport and only sets out a change for modifications to 'airspace changes'.

The changes in policy as set out by these amendments and the implication to the assessment presented in the ES are:

- The clear definition of UK Aviation LOAEL (Lowest Observed Adverse Effect Level) of 51 dB LAeq, 15hr as oppose to 57 dB LAeq, 15hr as set out by the ES;

The only reference to the LOAEL being changed in this document appears in section 3.5 under the title of 'Assessing the noise implications of proposed **airspace changes**'.

We reproduce here the 'clear definition of UK Aviation LOAEL' referred to by Noise Consultants Ltd:

'For the purposes of assessing and comparing the noise impacts of **airspace changes**, the Government has set a LOAEL of 51dB LAeq16hr for daytime noise and 45dB LAeq8hr for night time noise and the CAA should ensure that these metrics are considered.'

I have highlighted in bold the important distinction made which qualifies the use of the LOAEL being set at 51dB only for **airspace changes**, which may lead to new areas being affected by noise. Reviewing the extent of the 51dB noise contour would support wider consultation on airspace changes. In our case, we have already consulted widely, and Government Policy is clear in respect of aviation noise: the 63dB Noise contour is the Significant Observed Adverse Effect Level (SOAEL) and this determines if sound insulation for affected properties is required. In all other instances, the emphasis is on managing and reducing noise and responding appropriately to complaints. The Noise Management Plan (NMP) would investigate and respond to all noise complaints regardless of the level they were exposed to.

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The section that provides guidance regarding **Aircraft operational changes affecting the use of airspace** does not set a LOAEL value. The CAA have yet to provide further guidance. The Airport will take this new best practice guidance into account as part of the NMP once it is published and available for review. The EIA is compliant with current guidance.

The other two documents referred to by the Noise Consultants are CAP1616 and CAP 1616a. Both these guidance documents took effect on 2nd January 2018. As the EIA along with application CB/17/05862/OUT) was submitted in December, it was not possible to take account of these documents in the application.

Airspace Design:

Guidance on the regulatory process for changing airspace design including community engagement requirements

CAP 1616



Again, we re-emphasise that the proposed development at Cranfield Airport for a larger Air Park facility does not include any proposals to change the airspace to which these documents refer.

Therefore, the approach adopted to mitigate and control the noise generated by the Airport is to produce an annual NMP which sets out the current impacts and those expected over the coming years. This approach is commensurate with the level of operations at the airport and is an appropriate mitigation strategy for this development which was consulted on numerous occasions with the Local Planning Authority and will be secured through a planning condition to ensure that the NMP is implemented appropriately.

Recommendation No.	Noise Consultants Ltd’s Recommendation	Applicants’ Response
1	<p><u>Aircraft Ground Noise Impact</u></p> <p>It is recommended that evidence is provided to justify these noise sources not being undertaken as part of the assessment or alternatively an assessment be provided through addendum.</p>	<p>This will be incorporated into the Noise Management Plan (NMP).</p>
2	<p><u>Aviation Policy and Guidance</u></p> <p>The ES is revised to ensure that latest policy and guidance in relation to aviation noise is considered, including relevant assessment metrics. Assessment metrics include:</p>	<p>The ES submitted in support of CB/17/05862/OUT already adheres to current policy. The new policy changes cited are not relevant to this assessment. It would be inappropriate to revise the ES as suggested.</p>

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Recommendation No.	Noise Consultants Ltd’s Recommendation	Applicants’ Response
	<ul style="list-style-type: none"> • The clear definition of UK Aviation LOAEL (Lowest Observed Adverse Effect Level) of 51 dB LAeq, 16hr as oppose to 57 dB LAeq, 16hr as set out by the ES; • The replacement of the former 57 dB LAeq, 16hr metric for the ‘<i>approximate onset of significant community annoyance</i>’ with 54 dB LAeq, 16hr; • the two bullet points above are in direct response to the CAA’s SONA14 research which updates the dose-response relationship for aircraft noise from that adopted and relied upon within the ES; • The setting of a number of metrics that help describe how developments will change the perception of aircraft noise i.e. N65 and N60 – which should be considered to support ‘decision-making’; • The replacement of the SEL metric for night-time noise assessment with the night-time LAeq, 8hr night-time and the LAm_{ax} through the N60 metric. The SEL metric is relied upon within the ES but is no longer a key feature of policy and decision making; • The clear and distinct use of the Government’s WebTAG methodology to describe the overall impact of a scheme by means of the monetisation of human health effects. The consideration of human health effects is a key consideration The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (herein referred to as the 2017 EIA Regulations). 	

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Recommendation No.	Noise Consultants Ltd’s Recommendation	Applicants’ Response
3	<p><u>Aviation Policy and Guidance</u></p> <p>Changes in Government policy with respect to noise insulation and compensation are considered within the ES and reflected within the assessment and the applicant’s proposals.</p>	<p>The changes to policy are not relevant to operation changes at an airport. See explanation above.</p>
4	<p><u>Aircraft Noise Modelling</u></p> <p>Full details of the noise modelling are provided for all scenarios by aircraft type, runway direction and day/night period. This should also include justification support assumptions such as modal splits and route locations.</p>	<p>Details of the noise modelling and aircraft types are given in the appendix of the ES. The modal split is 70/30 for runways 21 and 03 respectively. The routes are not changing and are fully published through the CAA.</p> <p>The use of INM is justified to allow comparison with other airfields which used the same software for their assessments. Use of the different modelling techniques would not allow direct comparison.</p>
5	<p><u>Aircraft Noise Assessment</u></p> <p>The aircraft noise assessment is comprehensively updated to include:</p> <ul style="list-style-type: none"> • Daytime and night-time policy metrics as adopted by Government through the latest policy updated i.e. Daytime and Night-time LOAEL, N60, N65, WebTAG and overflight metrics; • LAmass contours for a range of aircraft types expected to operate at night; • Noise change contours – which is required to establish the significance of the development in EIA terms and to assess the impact upon schools with relevant policy, standard, guidance and research, underpinning the schools assessment. 	<p>The ES already adheres to current policy. The new policy changes cited are not relevant to this assessment. It would be inappropriate to revise the ES as suggested.</p>

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6	<p><u>ES – Noise Impact Scenarios</u></p> <p>The ES Chapter is revised, or an addendum produced that clearly addresses ‘with’ and ‘without development’ cases for the two assessment years considered (i.e. 2022 and 2027 baseline w/o development) to bring the assessment in compliance with 2017 EIA regulations.</p>	<p>The existing scenario of the airfield will be the same as for these future years assuming there is no further decline in the number of movements at the airport. Therefore, this information already existing in the ES and so no revision or addendum is required.</p>
7	<p><u>ES – Health Impact Assessment</u></p> <p>An assessment of the noise impact of the development upon human health be undertaken in line with Government policy in relation to aircraft noise. EIA regulations and the Noise Policy Statement for England require that human health be considered.</p>	<p>This refers to the use of WebTag which is recommended in the new guidance for changes to airspace design which are not part of these proposals.</p> <p>The implementation of a Noise Management Plan will consider the mitigation that will reduce the impact of noise on human health.</p>
8	<p><u>Aircraft Noise Insulation</u></p> <p>The applicant reconsiders its obligations for financial assistance towards noise insulation under Government policy and ensure that these obligations form part of the proposals. It is recommended that the application considers how such proposals would meet and exceed Government expectations.</p>	<p>A commitment will be included in the NMP and will be secured through a planning condition.</p>
9	<p><u>Mitigation and Restrictions</u></p> <p>The applicant should consider whether any firm proposals for mitigation and/or restrictions should be volunteered as part of the proposals. The applicant is encouraged to follow Annex 1 and Annex 2 of EU Regulation 598 as a means of exploring options that would reduce the aircraft noise impacts associated with the development.</p>	<p>The proposals for mitigation are set out in the draft planning condition.</p>

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Recommendation No.	Noise Consultants Ltd’s Recommendation	Applicants’ Response
10	<p><u>Cranfield Air Park Noise Assessment Review</u></p> <p>The review comments provided within Table 1 should be reviewed by the applicant and any technical points raised within addressed (see appendix)</p>	Addressed above and notes in the table below.

Appendix – Noise Impact Assessment – Section Review

Reference	Review Comments	Responses
1.1	Scope is satisfactory given the scheme description with the exception of noise from aircraft on the ground.	Noted that the scope is appropriate. Ground noise addressed earlier.
2.1.2	In relation to the WHO Guidelines for Community Noise, the ES does not cite the entire guideline. It also fails to state the WHO Night Noise Guidelines, 2009 which should be considered relevant to this assessment.	Noted that appropriate guidance has been followed. An appropriate noise assessment for the night time period has been done.
2.3 Aviation Policy	<p>This section does not address the recent changes to Government policy as consulted and indicated through the Air Navigation Guidance 2017 and Airspace Consultation Policy Paper. These documents seek to amend the Aviation Policy Framework 2013 and were published in October 2017.</p> <p>These documents bring forward new policy and guidance in relation to aviation noise and update the dose-response relationship for aircraft noise to be in line with the SONA14 research. This brings forward a range of new and updated noise assessment metrics which have not been reflected in this section or later within the ES. It also results in a clearer alignment between noise and health through use of monetised health outcomes. This is brought forward within CAA Guidance CAP1616 and CAP1616a.</p> <p>It is also important to note that the policy shift also will result in changes to the Government’s noise insulation and compensation policies which are</p>	<p>See explanation above. The EIA is compliant with the current and emerging published guidance and policy that is relevant to the proposals. The Noise Management Plan will require the airfield review any new policy or legislation and provide a way of implementing it.</p> <p>The guidance documents bring forward new policy for airspace change (Tier 1) but they do not (yet) set out the policy for (Tier 3) operational changes.</p> <p>The policy may shift, but has not as yet, therefore it is not reasonable to speculate on future policy.</p>

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Reference	Review Comments	Responses
	<p>described in this section of the ES. The changes, described below are that the Government will:</p> <ul style="list-style-type: none"> • <i>Change the policy wording to remove the word 'development' in terms of when financial assistance towards insulation is expected so that compensation is applicable regardless of the type of change (infrastructure or airspace change);</i> • <i>Change the policy wording to allow for financial assistance towards insulation in the 63dB LAeq level or above to be applicable regardless of the level of change that causes a property to be in that noise contour level (i.e. remove requirement for a minimum 3dB change);</i> • <i>Additional wording to encourage an airspace change promoter to consider compensation for significantly increased overflight as a result of the change, based on appropriate metrics which could be decided upon according to local circumstances and the economics of the change proposal; and</i> • <i>Include a requirement of an offer of full insulation to be paid for by the airport for homes within the 69dB LAeq or more contour, where the home owners do not want to move. 2.40 Question 1d received</i> <p>These changes will be formalised within the Government's Aviation Strategy which is to be released in 2018.</p>	<p>It is inappropriate to state that the Government <u>will</u> change the policy wording, before it has done so.</p> <p>When the wording changes in the policy it will be implemented through the Noise Management Plan.</p> <p>Again not yet formalised.</p> <p>This is consultation and the terms and wording has not yet been defined. It is inappropriate to speculate on unpublished changes.</p> <p>Until the Government or CAA updates the policy sections relevant to this application then it cannot be taken into account in this application. An application should not wait until policy is put in place it must be judged on the current policy.</p>
<p>3.0 Assessment Methodology</p>	<p>Bullet 1 refers to construction noise assessment according to BS 5228-1:2009+A1:2014, which is appropriate.</p> <p>Bullet 2 refers to BS4142:2014 being used for the assessment of fixed plant, this is appropriate.</p> <p>Bullet 3 - Noise from aircraft operations is assessed with respect to the APF using INM, along with WHO Guidelines. As highlighted for Section 2.3, aviation noise assessment policy was amended in October 2017. The use of INM is no longer considered current by the CAA whose guidance within CAP1616a now states that modelling should be undertaken using AEDT and provide guidance on that basis.</p>	<p>Noted that appropriate guidance has been followed.</p> <p>Noted that appropriate guidance has been followed.</p> <p>This has been addressed earlier.</p> <p>CAP 1616a was implemented after submission.</p> <p>Noted but the correct guidance has been followed.</p>

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	<p>Bullet 4 – noise from road traffic is included within the assessment methodology but is not mentioned in Section 1.1 with respect to scope.</p> <p>There is no mention within the document of the IEMA Guidelines for Environmental Noise Impact Assessment 2014. This document is considered helpful with respect to aligning assessment under EIA with English Noise Policy (NPSE).</p>	<p>The IEMA guidelines are not endorsed by the IOA and are not considered in this assessment.</p>
<p>4.0 Assessment Criteria</p>	<p>This section sets LOAEL, SOAEL and UAEL (incorrectly defined as UOEL within the Technical Annex) for different sources of noise and locations within dwellings. This approach is considered appropriate to ensure alignment with the NPSE.</p> <p>This approach adopted within the ES however is presented without any introduction or relevance to associated policy or guidance. It does not take into account the approach described within the IEMA guidelines.</p> <p>A number of the values selected do not appear to align with recent precedents and/or Government policy cases. For example, the selection of 57 dB LAeq, 16hr as a daytime LOAEL does not align with the latest Government policy direction of 51 dB LAeq, 16hr, and no consideration has been given to the Government’s night-time LOAEL of 45 dB LAeq, 8hr (outdoor).</p> <p>The selection of these assessment metrics has not considered the WHO Night Noise Guidelines for Europe which also set LOAELs and interim targets which have been commonly adopted as SOAEL values as part of other UK Infrastructure projects.</p> <p>The use and setting of L_{Amax} values as UAEL is misjudged without being considered as a external value aligned with modelling and/or to account for the number and occurrence of maximum noise events.</p> <p>The assessment criteria for road traffic noise does not accord with the NPSE as changes in noise level are aligned with effect level exposure values, LOAEL, SOAEL and UAEL. The use of DMRB Volume 11, Section 3, Part 7 is however appropriate for describing the magnitude of change – it is not however correct to align these changes with exposure levels.</p>	<p>Noted that the approach of using these terms is appropriate. The UAEL is a minor typo.</p> <p>Explained above.</p> <p>The ES already adheres to current policy and any new policy changes are not relevant to this assessment and it is not considered appropriate to revise or update.</p> <p>The changes to the LOAEL cited are not relevant to operational changes and notwithstanding this do not materially affect the assessment or the proposed mitigation that can be adopted.</p> <p>Addressed above.</p> <p>Noted that it is appropriate to use DMRB.</p>

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	<p>The criteria adopted for the assessment of fixed plant noise is considered appropriate.</p> <p>This section and the following assessments do not appear to consider other non-residential noise sensitive receptors such as schools. In the case of schools, it is considered that the assessment should have given specific consideration with respect to aircraft noise and the Holywell Middle School - Secondary School, Cranford.</p>	<p>Noted that appropriate criteria have been used.</p> <p>Schools are clearly shown on the noise contour maps.</p>
<p>Section 5.0 Baseline</p>	<p>The baseline survey provides some helpful information regarding existing levels around the airfield and at some of the key locations.</p> <p>However, no airport or airfield activity information is provided to contextualise the measurements taken during the survey – i.e. the number of aircraft arrivals and departures, along with the operating directions – particularly during the long-term survey work.</p> <p>No summary is provided for the long-term levels at MP1, MP3 and MP5. A summary, including events that exceed 65 dB LAmax and 60 dB LAmax day and night would be helpful for decision-making purposes.</p>	<p>Noted that this is useful to the assessment.</p> <p>The airport activity was logged and included a number of business jet and larger aircraft activity into and out of Cranfield.</p>
<p>6.0 Demolition and Construction Noise Assessment</p>	<p>The assessment identified, correctly, that the main construction noise issues are related to the proximity of the residential dwelling, Four Winds to the west of the proposed Airpark.</p>	<p>Noted</p>
<p>6.1 Construction Management Plan</p>	<p>The ES proposes a Construction Environmental Management Plan (CEMP) be prepared prior to the commencement of the work. This is considered best practice and the items covered in this section are what should normally be covered in such a plan.</p> <p>In addition to the CEMP, the ES provides proposed working hours which are limited to weekday daytime periods and Saturday mornings only. This is again standard practice.</p> <p>The ES cites that alternatively, construction consent could be addressed through a Section 61 agreement prior to commencement of the works.</p>	<p>Noted that the CEMP is considered best practice.</p> <p>Noted that standard practice has been followed.</p> <p>Noted that this is an option.</p>

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<p>6.2 Construction Noise Assessment</p>	<p>The assessment, which is supported by calculations presented in Appendix D, shows that there is potential to exceed the 65 dB LAeq, T criteria for significant construction noise effects at Four Winds. The calculations provided in Appendix D are indicative only, and are unlikely to be supported by a firm construction methodology or any onboarding of a construction contractor at this stage.</p> <p>Significant effects from construction noise do not mean that such effects cannot occur. Based on recent precedents on projects such as HS2 and Thames Tideway Tunnel, the levels of construction noise indicated may be significant in EIA in accordance with the BS5228:2009 guidance but are not of a magnitude to warrant measures such as sound insulation or temporary rehousing. Although that be the case, this does not forgo the requirement for such effects to be mitigated and minimised as per Government noise policy. On this basis, it is recommended that should the development be consented through planning that consents for construction are approved through Section 61 of the Control of Pollution Act 1974.</p>	<p>Noted that is not possible to be more detailed at this stage and that the nearest sensitive receptor was identified.</p> <p>In consultation the EHO at Central Bedfordshire Council preferred to control the Construction Noise through the use of a CEMP rather than formal Section 61 applications. The CEMP will be conditioned. This does not prevent the construction contractor applying for prior consent through the section 61 process. It should be noted that the Cranfield Airpark is a much smaller scale development than either HS2 or Thames Tideway with far fewer sensitive receptors surrounding the construction works.</p>
<p>6.3 Construction Vibration</p>	<p>The assessment presented shows that no vibration effects are expected given the distance and nature of the construction works. This conclusion is supported.</p>	<p>Noted that the conclusion is supported.</p>
<p>7.0 Operational Noise Assessment 7.1 Plant Noise</p>	<p>The operational noise assessment considers the impact of any fixed plant associated with the development. It is recognised that the location and type of plant at this stage is unknown and as such the assessment seeks to set a design requirement for which the detailed design of any fixed plant should comply to. Such an approach is typical and is often addressed through a suitable worded planning condition.</p> <p>The use of the BS4142:2014 standard is appropriate for this purpose however the application of the standard in this context is not considered appropriate and it is our view that insufficient information is provided to demonstrate that a full assessment has been undertaken. One example of this is the selection of the background noise level, where insufficient information is provided to justify the selection of the 40 dB LA90 and 30 dB LA90 daytime and night-time levels respectively.</p>	<p>This will be controlled through a planning condition.</p>

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	<p>The BS4142:2014 standard describes a number of outcomes and their significance depending up how the specific source of noise rating level compares to the background noise level. Such a comparison is made within the ES within Table 7.1, this assume a specific nature of the fixed plant which may not be possible at this stage.</p> <p>The assessment also reports a 'design rating level' which is 5 dB below the background noise level. It is not clear whether this outcome has been agreed with the Environmental Health Team or not. Based on our experience of similar projects, and the proximity the nearest sensitive receptors, it is recommended that plant noise, inclusive of all penalties under BS4142:2014 does not exceed the background noise level during both day and night-time periods.</p> <p>Given the uncertainty in design, it is recommended that should consent be given that a full 'outcome-based' BS4142:2014 assessment be undertaken with respect to all fixed plant comprising the development. The outcomes that must be secured should be agreed with the Local Authority and the requirement for the assessment be secured through a suitably worded planning condition. Such an approach would ensure that any mitigation measures such as those outlined at the end of Section 7.1 be considered with the relevant detail to hand.</p>	
<p>Section 7.2 Road Traffic Noise Assessment</p>	<p>The road traffic noise assessment considers changes in road traffic noise levels with and without development traffic in future development years. The changes are presented in terms of calculated road traffic noise emissions. The changes are generally less than 1 dB which is not considered significant. For some roads, the long-term impact is greater than 1 dB. For these roads, it is recommended that the changes are presented against the absolute level of noise at key receptors along their route. Planning practice guidance is clear that a small change in noise may be significant if a receptor is already exposed to high levels of noise. This may be the case if any dwellings are located within close proximity to such roads.</p> <p>The assessment does not equate the impacts to significance or government policy.</p>	<p>Noted the scale of road changes is commensurate with the scale of changes to the surrounding road network.</p>

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<p>Section 8 Aircraft Noise Assessment</p>	<p>The assessment considers a number of scenarios originating from 2003 which is recognised at the year where peak aircraft movements occurred.</p> <p>The assessment describes that the current proposals would lead to a capacity which is nearly 60% less than what would have been consented in 2008 (150,000 ATMs).</p> <p>A clarification is raised as to whether this capacity is fixed by means of the ground infrastructure comprising the development or through restrictions that are being brought forward through the application?</p> <p>Details of the modelled movements are provided in Appendix E however this simply describes the aircraft types that have been modelled rather than the associated number of movements. This information should be provided within the assessment to allow review. Likewise, no consideration is given the number of aircraft operating during day and night-time periods in each of the scenarios.</p> <p>Appendix E shows that only fixed-wing aircraft have been considered in the assessment. Historic records, such as those outlined in the main ES show that helicopter movements have formed part of the airfields activity. Clarification is raised as to whether helicopter movements are part of the proposals and if so, why these were not considered in the modelling.</p> <p>Training activity is a key component of the airpark and the figures presented in Section 8 appear to show the modelling of a training flight circuit to the south-east of the airfield. In the 2027 scenario (Figure 8.7), training flights do not appear to influence the contours.</p>	<p>The helicopter operations are not expected to change and so no assessment was required. The proposal is for a business jet centre.</p> <p>The training flights are only included for completeness and as there are not expected to be any changes to these as part of the proposals, so they do not need assessment.</p> <p>The movements reflect the analysis done in the earlier parts of the ES and so were not replicated in this section.</p> <p>See note above.</p> <p>The training flights have been incorporated into the modelling and for some scenarios do not significantly contribute to the contours.</p>
<p>Section 9 Mitigation</p>	<p>Mitigation measures outlined for construction noise and vibration and operational plant noise provided in Section 9.1 and Section 9.2 are considered appropriate. For Section 9.2, plant noise, mitigation measures should include ensuring assessment outcomes adhere to local policies through the measures described.</p> <p>Section 9.3 addresses aircraft noise mitigation. This section places reliance on the use of the ICAO Balanced Approach which is appropriate. Through this section a commitment is made to the development of a Noise Action Plan (NAP). It is considered that the development of NAP would be helpful however</p>	<p>Noted that the mitigation measures are appropriate.</p> <p>The Noise Management Plan will address these as stated above.</p>

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	<p>would not address or allay concerns that the adverse impacts forecast can be managed prior to a decision being made with regards to the Airpark. Section 9.3 correctly identifies that operating restrictions should be considered a last resort however the ES stops short of demonstrating how any mitigation would be provided as part of these proposals. As no mitigation is detailed for the proposals, no demonstration is made that any embedded mitigation helps achieve Government noise policy aims i.e.</p> <ul style="list-style-type: none"> • avoid significant adverse impacts on health and quality of life; • mitigate and minimise adverse impacts on health and quality of life; and • where possible, contribute to the improvement of health and quality of life. <p>The applicant is pointed to EU Regulation 598, and notably Annex 1 and Annex 2 of this Regulation, which sets out a noise assessment process that enables ‘noise-related operating restrictions’ to be placed in the context of all other measures that can help reduce aircraft noise. The Regulation, which applies to the UK, should be used as a guide to the applicant with respect to demonstrating that the impact of the proposals can be mitigated as is practicable and as is cost-effective for the applicant to do so. From this point, operating restrictions may be considered, as is indicated within Section 9.3.</p>	
<p>Section 10 Conclusions</p>	<p>As a general point, the significance of the proposals as described in Table 10.1 cannot be justified given the information provided in the preceding sections. As an example, the significance of aircraft noise is considered ‘negligible’ due to the commitment to produce a Noise Action Plan (NAP) which is non-descript as part of the proposals. The Noise Action Plan (NAP), as summarised in Section 9.3, would not provide any security that the impacts outlined in the ES and indeed any mitigation be secured at the point a decision is made in planning. Furthermore, the significance is justified against historic noise. This approach is not compatible with EIA. Whilst this allows for context, the approach required by the EIA Regulation is to consider the effect of the development. The significance of which is a forecast change or impact with and without the development. This is the principle of assessment for EIA and,</p>	<p>It is compatible with emerging policy. The Noise Management Plan is being conditioned. This does secure the mitigation and control of noise at the airfield.</p> <p>See earlier notes about the applicability of CAP 1616 to this application.</p>

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	also the principle of assessment under CAA aviation noise assessment guidance (CAP1616).	

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