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Fiona Bradley
Greater Cambridge Planning
South Cambridgeshire Hall
Cambourne Business Park
Cambourne Cambridge
CB23 6EA
Sent via e-mail

20 July 2022

Dear Ms Bradley,

Re: 22/02771/OUT

A hybrid planning application for:

- a) An outline application (all matters reserved apart from access and landscaping) for the construction of: three new residential blocks providing for up to 425 residential units and providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)); and two commercial buildings for Use Classes E(g) i(offices), ii (research and development) providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)), together with the construction of basements for parking and building services, car and cycle parking and infrastructure works.
- b) A full application for the construction of three commercial buildings for Use Classes E(g) i (offices) ii (research and development), providing flexible Class E and Class F uses on the ground floor (excluding Class E (g) (iii)) with associated car and cycle parking, the construction of a multi storey car and cycle park building, together with the construction of basements for parking and building services, car and cycle parking and associated landscaping, infrastructure works and demolition of existing structures.

Site address: Land North Of Cambridge North Station Milton Avenue Cambridge Cambridgeshire.

Our Ref: EGSC-22-074

We refer to your letter dated 24 June 2022.

Please be aware that Cambridge Airport has been in consultation with Robert Myers Associates following the airports request to have 'Phragmites australis/ Common Reed' applied to the boundary of the balancing pond that is being proposed within the 'Wild Park'.

Robert Myers Associates has now supplied Cambridge Airport with a revised landscape drawing showing this change, and it is Cambridge Airports understanding that Robert Myers Associates will be submitting this revised drawing to the council in the very near future.

Therefore, taking this amendment into account Cambridge Airport would like to make the following comments:

The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any **Full planning permission** or **Outline planning permission** granted is subject to the conditions detailed below:

Full Planning Permission

Submission of a Bird Hazard Management Plan

Development shall not commence until a Bird Hazard Management Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted plan shall include details of:

- *Management of any flat/shallow pitched/green roofs on buildings within the site which may be attractive to nesting, roosting and "loafing" birds.*

The Bird Hazard Management Plan shall be implemented as approved and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: It is necessary to manage the flat roofs to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Cambridge Airport.

Information

The Bird Hazard Management Plan must ensure that flat/shallow pitched roofs be constructed to allow access to all areas by foot using permanent fixed access stairs ladders or similar. The owner/occupier must not allow gulls, to nest, roost or loaf on the building. Checks must be made weekly or sooner if bird activity dictates, during the breeding season. Outside of the breeding season gull activity must be monitored and the roof checked regularly to ensure that gulls do not utilise the roof. Any gulls found nesting, roosting or loafing must be dispersed by the owner/occupier when detected or when requested by Cambridge Airport Operations staff. In some instances, it may be necessary to contact Cambridge Airport Operations staff before bird dispersal takes place. The owner/occupier must remove any nests or eggs found on the roof. The breeding season for gulls typically runs from March to June. The owner/occupier must obtain the appropriate licences where applicable from Natural England before the removal of nests and eggs.

Glint and Glare assessment

The introduction of PV panels on the roof of the buildings may affect the operations at Cambridge airport. The PV reflections could have an impact on Airport operations due to glint and glare effects. Cambridge Airport requires a glint and glare assessment to determine full impact on pilots approaching the airport and air traffic controllers in the ATC tower.

We will need to object to these proposals unless the above -mentioned conditions are applied to any planning permission.

We would also make the following observations:

Landscaping

The development is close to the airport and the landscaping which it includes may attract birds which in turn may create an unacceptable increase in birdstrike hazard. Any such landscaping

should, therefore, be carefully designed to minimise its attractiveness to hazardous species of birds. Your attention is drawn to Advice Note 3, 'Potential Bird Hazards: Amenity Landscaping and Building Design' (available at <http://www.aoa.org.uk/policy-campaigns/operations-safety/>)

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [AN 04 Cranes Other Construction Issues - 2016 \(aoa.org.uk\)](#)) and CAA CAP1096 [Guidance to crane users on aviation lighting and notification \(caa.co.uk\)](#).

Outline Planning Permission

Height Limitation on Buildings and Structures

No building or structure of the development shall be permitted to be erected above 51m Above Mean Sea Level (AMSL).

Reason: Any development that penetrates the Instrument Flight Procedures (IFP's) or Obstacle Limitation Surfaces (OLS) surrounding Cambridge Airport could endanger aircraft movements and the safe operation of the aerodrome.

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It is important that any conditions requested in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Cambridge Airport, or not to attach conditions which Cambridge Airport has advised, it shall notify Cambridge Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

Yours sincerely



Gary Renault

For and on behalf of Cambridge City Airport