

Recommended conditions for the Airport Engine testing application 09/00679/F

Revised following further clarification and detail from the airport about the nature, purpose and constraints of the engine testing schedule

1. Standard - 3 year time limit for commencement
2. Standard - development to be carried out in accordance with the submitted and approved details
3. Use of the unauthorised site for engine testing shall cease within 1 month of the date of failure to meet any of the requirements below:
 - (i) within 1 month of the date of permission a scheme for the details of hard-standing and a timetable for the construction of the test site including the provision of the bund and timetable for implementation to be submitted to the local planning authority for approval;
 - (ii) if within a period of 6 months of this decision the local authority refuse to approve the details or fail to give a decision within the prescribed period an appeal shall have been made to and accepted as valid by the Secretary of State;
 - (iii) if an appeal is made in pursuance of (ii) above, that appeal shall have been finally determined and the submitted details shall have been approved by the Secretary of State;
 - (iv) the approved scheme shall have been carried out and completed in accordance with the approved timetable.
4. Following implementation of the development hereby approved in accordance with the details and timetable to be approved in condition 3 above, all ground running of engines or the testing of engines on the ground within the airport site which causes an increase of any more than x dB LAeq1hr [*precise figure to be inserted following on site noise assessment of current actual noise*] over the residual noise level at any point on the boundary of the site, shall take place from the approved site and no other site within the airport shall be used for that purpose and, for the purposes of this permission only, shall be defined as 'engine testing' for the purposes of conditions 5 and 10-19.
5. For the avoidance of doubt, should the requirements of condition 3 fail to be met all use of the unauthorised site shall cease as specified in condition 3 and all engine testing at the airport shall cease or revert to the authorised site as detailed in condition 9 of permission 05/0697/F
6. Size of surface water infiltration system – to be constructed in accordance with the specified details
7. Details of the extent and construction of the hard-standing to be submitted to and approved by the Ipa, carried out in accordance with the approved details and retained thereafter

8. Details of lighting to be submitted to and approved by the lpa, carried out in accordance with the approved details and retained thereafter
9. Details of any plant and machinery to be submitted to and approved by the lpa, carried out in accordance with the approved details and retained thereafter
10. A scheme for the provision of a publicly viewable log of all engine testing and for the prior notification of testing to be submitted and agreed within 2 months of permission and scheme to be operational within 4 months of permission; any variation to the scheme to be subject to further approval
11. Maximum of 200 engine tests per annum
12. Maximum of 20 engine tests per month
13. No engine testing to take place outside the hours of 0800-2000 Monday-Saturday and 0900-1800 Sunday and public or bank holidays, unless:
 - (a) the engine test being carried out was commenced within these time periods and the specific test concerned exceeded the 2000 or 1800 deadline (as applicable) due to unforeseen circumstances or testing requirements which would not have been known at the outset of the test and with all such occurrences to be made the matter of a specific report in accordance with condition 10 above; or
 - (b) the engine test is required to be carried out in a critical situation, with critical defined in accordance with condition 18 below
14. No more than 15% of engine test hours in any calendar year to be carried out outside the hours of 0800 -1800 Monday to Saturday, 0900 -1600 Sunday and public or bank holidays.
15. No more than 6 hours of engine testing on any one day
16. No more than one aircraft to be tested at any one time
17. No more than 30% of engine tests in any calendar year to be carried out at weekends or public or bank holidays
18. For the purposes of this permission, the above restrictions in conditions 4 and 10-17 above shall not apply to a 'critical' situation where the ground running or testing of engines is required urgently and could not have been foreseen and is necessary as a matter of public or aircraft safety and whereby the delay of the test or ground run of the engines would endanger public safety or cause severe and unacceptable logistical disruption to aircraft passengers or the aircraft operator. In such cases, the testing or ground running of engines in a critical situation outwith the restrictions contained in conditions 4 and 10-17 above shall be subject to the control and agreement of a Director of Norwich Airport in accordance with an agreed set of procedures to be submitted to and agreed in writing by the local planning authority within 2 calendar months of the date of this decision. Any variance to these procedures shall also be the subject of further agreement. All such critical situations shall be recorded on the publicly viewable log and shall be made the matter of a specific report in accordance with condition 10 above.

19. The noise level produced at the boundary of the airport site with Quaker Lane (grid ref. 622970/314362) shall not, as a result of the ground running or testing of engines, exceed $xxdB LA_{eq1hr}$ [*precise figure to be inserted following on site noise assessment of current actual noise*] at any point in time, unless prior agreement has been sought and obtained in writing from the local planning authority.

Informative:

1 The airport be advised that, without prejudice to the determination of a future application, the level of testing as set out above is considered to be the maximum reasonable level of use of the site taking into account the impact on neighbouring living conditions and that any proposed increase in the level or extent or timing of testing proposed would be expected to make provision for substantial noise mitigation measures.