

Norwich Airport Draft Masterplan Old Catton Parish Council's Draft Response

Background

Norwich Airport's main owner is Regional & City Airports Holdings Ltd, a company owned by Rigby Group Plc, which controls 80.1% of the Airport. The remaining 19.9% is owned by Norfolk County Council and Norwich City Council.

The overall objective is to maximise the significant social and economic benefits the Airport brings to East Anglia, whilst growing the business profitably and sustainably.

Norwich Airport will continue to make a full contribution to the profile and image of Norwich, Norfolk, Suffolk and adjoining counties, by developing high quality facilities that reflect the aspirations of East Anglia.

The plan sets out the context for the growth and development of the Airport to 2030 and 2045. It identifies the challenges, opportunities and actions that need to be taken.

The overriding themes of the proposals are to minimise land-take requirements, reuse existing developed land and adopt a flexible phased approach to deliver capacity only when required. It is believed that this embraces the principles of sustainable development and ensures commitment to protecting the environment and supporting neighbouring communities.

The total population of Norfolk, Suffolk and North Cambridgeshire is around 2.27 million. Many live within a 60-minute drive of Norwich Airport. The journey from Norwich Airport to London Stansted Airport is approximately an hour and a half drive and can be longer in busy periods. Therefore, Norwich Airport's objective is to remain the principal airport for residents in Norfolk, Suffolk and adjoining counties and reduce East Anglian residents' reliance on London Stansted Airport.

The Joint Core Strategy, which was adopted in 2011 by Norwich City Council, Broadland District Council and South Norfolk Councils, recognises the importance of Norwich Airport for creating growth in the region by increasing the amount of services for business and leisure travellers and providing for a new business park associated with the Airport and focused on uses benefitting from an airport location.

The plan considers a 30-year period for forecasting, assessment and potential development proposals. The 30-year period is considered in the following phases:

- Phase 1 – 2015-2030; and
- Phase 2 – 2030-2045.

Norwich Airport's vision is to be:

“The Passenger Airport of choice for Norfolk, Suffolk and adjoining counties; a leading provider of aircraft maintenance, repair and overhaul services; a supplier to the oil and gas industry and a location for business growth”

The Airport seeks to maximise opportunities arising from completion of the NDR in 2018, leveraging its contribution to the economy in the East as a catalyst to attract high quality skilled employment.

In its UK Aviation Forecasts, the Department for Transport forecasts stronger than average growth for the Eastern Region in the period from 2011 to 2041 of 30%. However, this does include London Stansted Airport.

Development proposals

According to the plan these will be regularly reviewed and revised or deferred if necessary. Planning approval will be required for certain developments and will be dealt with via the relevant planning authority.

Development proposals to 2030 that we believe will have an impact on the Parish: -

- **Scheduling of certain flights through to 01:30 up to four days a week in the summer months.**
The Parish Council is deeply concerned about how this proposal will affect the Parish and its residents. Norwich Airport needs to produce some clarity to this proposal. Is it just for landing or for take-off or both? Will there be any restrictions? If so what will they be?
- **Car Parking.** The Parish Council is once again concerned about the impact of the Airports suggestion to shift away from the reliance on private car journeys to the airport and encourage greater use of public transport and the effect this will have on the Parish. We already see a large number of passengers parking their vehicles within the Parish and utilising the local taxi firms to take them to the Airport for their holiday and the Council believes that this will only increase if this proposal is followed through. The Council also does not believe that there will be a greater use of public transport. The Airport needs to ensure that the development of additional car parking spaces is thoroughly thought through and ensure that it is a viable option to warrant passengers parking in the car parks rather than using Old Catton as its car park.

Development proposals to 2045 that we believe will have an impact on the Parish: -

- **500m extension to the run way to accommodate larger aircraft in the future and consequently the Public Safety Zone will be slightly altered to reflect this.** Once again, the Parish Council are deeply concerned about this proposal. We would like to know what mitigation is in place for nearby existing properties if the extension takes place? Although the plan recognises nearby planned developments, namely Repton Avenue and Beeston Park, there is no mention of how the extension will impact these developments. We are aware that Broadland District Council will have to take this into account and we have raised our concerns with Broadland via our District Councillor. As part of the Beeston Park development the Parish Council will be implementing a new Recreation Ground and Cricket Pitch and this extension seems to run right through this project. We ask has Norwich Airport actually studied the plans for this development at all?
- **Land for future aircraft turning associated with the runway extension.** In Figure 9.2 an area of land has been highlighted which looks as if it will come through land owned by the Parish Council. It is unclear on the map as to the impact this will have. No-one has approached the Parish Council about this piece of land and therefore you will be unaware that the land is to be used as an extension to our existing cemetery. We are also concerned about the proposal for Crash Gate 6, as once again this looks like it will come through land owned by the Parish Council.

Additional observations

- The Parish Council would like to know why it has not been approached prior to this plan been developed. It is felt that if Norwich Airport had spoken with the Parish Council beforehand it would be better informed of developments within the Parish.
- The Parish Council would like to know how noise from helicopters can be reduced? This is something that residents ask the Council regularly.

- The Parish Council would like to know who will fund these developments?
- It is suggested that Norwich Airport studies Old Catton Neighbourhood Plan in detail. This plan sets out the vision for Old Catton and developers must take our policies into account. The Plan sits alongside Broadland District Councils Local Plan. The plan can be found at www.oldcattonparishcouncil.co.uk/council-information/neighbourhood-plan
- The Parish Council has strong concerns about the traffic implications these developments will have on our already congested roads. How will you mitigate additional impacts to these roads? Namely the A140, Fifers Lane, Norwich Ring Road, feeder roads. Another vital piece of infrastructure which is planned to serve our area is the East-West Link Road which does not appear to be considered at all in this plan. Current access to the Airport is from the Cromer Road but what about when the NDR is built?

Melanie Eversfield

8th August 2017