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# **Greater Norwich Local Plan Regulation 19: Pre-Submission Local Plan**

Responses on behalf of Regional and City Airports  
(Norwich Airport Ltd)

March 2021

**Greater Norwich Local Plan  
Regulation 19: Pre-Submission Local Plan**

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(Norwich Airport Ltd)**

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## **1.0 INTRODUCTION**

- 1.1 These representations have been prepared by Barton Willmore LLP, on behalf of Regional and City Airports, (Norwich Airport Ltd) in respect of the Greater Norwich Pre-Submission Local Plan (2018-2036). They are made pursuant to the land known as Site 4, Norwich Airport.
- 1.2 The representations should be read in conjunction with the previous Regulation 18 Consultations, which were submitted to the Greater Norwich Development Partnership in March 2018 and March 2020. These representations respond to the draft policies in the pre-submission Local Plan, including the proposed site allocation for Site 4, Norwich Airport for aviation-related uses.
- 1.3 A site plan of the land, as submitted in the previous Regulation 18 representations, is shown at **Appendix 1**. As with previous representations, specific reference is made to the precise nature of Site 4, which is larger than identified in the Regulation 19 material.

## **2.0 THE SITE**

- 2.1 Site 4 extends to approximately 46.5 hectares (ha) and is located to the north-east of Norwich Airport. It is located approximately 7km north of Norwich city centre. To the east and north lie predominantly agricultural land and villages to the west is Broadland Northway (A1270). To the south of the Airport is the Airport Industrial Estate (NAIE) and other commercial land uses. Access to the Site is from Broadland Northway (A1270), in the north-east.
- 2.2 The Site is classed as 'brownfield' land. It comprises managed grass, disused taxiway and apron. To the west of the apron, there is a fire training ground, which is proposed to be relocated to another location in the Airport. Along the western boundary of the Site there are a number of aviation-related buildings and structures, comprising Petans Offshore Fire Training and Britannia Fire Limited, which are accessed from Bullock Hill to the north.
- 2.3 The Site is located within the administrative boundaries of Norwich City Council (NCC) and Broadland District Council (BDC), which are two out of the three Councils that are preparing the GNLPP.

### 3.0 PLANNING HISTORY

3.1 In 2013, NCC and BDC granted permission for the following development:

- "1. Full Planning Permission for development of the Northern Apron to include detailed planning permission to provide 15,035sqm of Aviation related B1(c), B2 and B8 floorspace including associated access to Holt Road, Security Hut, Storage Building, Parking and Landscaping; and**
- 2. Outline Planning Permission for up to 80,000sqm of Aviation related B1(b), B1(c), B2, B8 and D1 use floorspace with permission for access sought in detail and all other matters reserved."**

3.2 The pre-let occupier (Maintenance, Repair, Overhaul (MRO) company, Air Livery) that formed the first phase of development and which was required to enable the upfront site-wide infrastructure, subsequently pulled out.

3.3 In 2016, permission was amended to change the point of access to the Site from Broadland Northway. The Site has remained undeveloped.

3.4 In October 2018, Norwich Airport applied for a variation of condition application to safeguard 30,000sqm (GEA) of aviation-related floorspace, releasing 65,035sqm (GEA) for general employment. During the determination process after discussions with the Local Authorities, the amount safeguarded for aviation uses was increased to 50% of the total floorspace (47,517.59sqm (GEA)). Planning permission was granted in April 2020 by NCC and May 2020 by BDC. The decision notices are shown at **Appendix 2**.

## **4.0 NORWICH AIRPORT MASTERPLAN**

- 4.1 In April 2018, BDC endorsed the Airport Masterplan after updates to the Sustainable Transport chapter. In October 2019, NCC's Cabinet formally endorsed the Masterplan. The Masterplan is considered a material consideration in the determination of applications within the Airport's boundary. Chapter 9 of the Masterplan states that 44% of the Site 4 land (extending to 46.5ha) should be retained within the operational boundary for aviation-related uses, equating to 50% of the total amount of the land in the extant consent (shown at **Appendix 3**).
- 4.2 BDC endorsed the Masterplan again in February 2021, after the update to Chapter 9, reflecting the retention of 44% of Site 4 for aviation uses. The endorsement letter is shown at **Appendix 4**, but it states:

**"BDC recognises the significant economic impact associated with Norwich Airport and therefore offers its full endorsement."**

## 5.0 RESPONSE TO EMERGING PLANNING POLICIES

### Emerging Policy 4

- 5.1 Emerging Policy 4 details the strategic infrastructure improvements for the area, including transport. Part of the Policy states:

**“Supporting the growth and regional significance of Norwich Airport for both leisure and business travel to destinations across the UK and beyond.”**

- 5.2 Norwich Airport welcomes the Local Plan’s commitment to support the growth of Norwich Airport. However, it is important to note that the growth of the Airport to support operational functions is dependent on the development of Site 4. The consented mix of aviation and non-aviation uses at Site 4 is critical to the creation of a viable mixed use business park. Specifically, the non-aviation uses consented would provide an important catalyst for the development and viability of the business park.
- 5.3 The Site was marketed for solely aviation uses for 7 years until consent was granted for a 50/50 split and there was no uptake. It is extremely likely that the Site would still remain vacant if it were restricted to aviation uses. The aviation industry has worsened considerably due to the Covid-19 pandemic and evidence indicates that the industry may not return to pre-pandemic levels until 2025 at the earliest, thereby making it even more unlikely for solely aviation uses to come forward.

### Emerging Policy 6

- 5.4 Emerging Policy 6 cites Norwich Airport as a strategic employment location, with Site 4 focussing on aviation-related uses and HNF2 for employment uses benefitting from an Airport location.
- 5.5 Norwich Airport is ideally located on the strategic road network as noted in the table related to emerging Policy 6. However, consistent with the extant planning consent, Norwich Airport does not consider that Site 4 should be restricted to aviation related uses only. Site 4 can contribute to the region’s large-scale development. It can support uses such as Use Classes E(g)(ii), E(g)(iii), B2 and B8. The flexibility to provide a mix of aviation and non-aviation development can help bring the Site into economic use and, when there is demand, contribute towards the provision of infrastructure to support aviation-related



employment, to support the Advanced Manufacturing Sector. The non-aviation uses component of the Site 4 Planning Permission is critical to enabling the business park to emerge, facilitating the aviation uses as and when the demand arises.

**Proposed Site Allocation Policy GNLP1061R: Land known as 'Site 4', Norwich Airport**

- 5.6 This Policy details the proposed allocation at 'Site 4' Norwich Airport. In the response to the proposed policy, Norwich Airport is going to assess each part of the Policy and then summarise.

**"Land known as 'Site 4' Norwich Airport (approximately 42.47ha) is allocated for aviation related employment and aviation educational uses. This shall include aviation uses falling within the following use classes: E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial), B8 (storage and distribution) and F1(a) (for the provision of education)"**

- 5.7 The Site extends to 46.5ha (shown at **Appendix 1**). It should be noted that there is a discrepancy between the Site sizes in the Proposed Site Allocation (42.46ha) and the table for strategic sites in emerging Policy 6 (46.5ha). Norwich Airport would like it noted that the entire site (46.5ha) should be included as part of the proposed allocation.
- 5.8 Paragraph 117 of the National Planning Policy Framework states that planning policies and decisions should:

**"Promote an effective use of land in meeting the need for homes and other uses... in a way that makes as much use as possible of previously-developed or 'brownfield' land."**

- 5.9 The extension of the Site to 46.5ha will help meet the Government's aim of an effective use of land on 'brownfield' sites. The Airport is considered a 'brownfield' Site and therefore, the allocated planning policy should make full use of the Site for development.

**"The development will achieve the following site-specific requirements:**

1. **Provide development of aviation related uses. Non-aviation development will only be permitted where it is demonstrated that there is insufficient demand over the next 40 years for aviation related uses on the site and where such non-aviation development would act and be secured as a catalyst to deliver essential infrastructure facilitating the aviation related elements of the development. In any case non-aviation development would be limited to no more than 50% of the floorspace on the development. Should non-aviation uses be considered acceptable, development is anticipated to include E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial) and B8 (storage and distribution). Non aviation related office uses (Class E(g)(i), retail and leisure uses will not be accepted."**

- 5.10 Norwich Airport does not consider that the entire Site should be restricted to aviation uses. The Site benefits from extant planning consent (shown at **Appendix 2**) granted by both NCC and BDC. This extant consent allows for a 50/50 split between aviation and non-aviation related uses (equating to 47,517.50sqm GEA). The proposed allocation should take into account what has already been approved by two out of the three Councils who are part of the GNLP in April and May 2020.
- 5.11 In addition, Chapter 9 of the endorsed Masterplan has committed to safeguarding 44% of the entire Site (20.5ha) for aviation related development (shown at **Appendix 3**). The Masterplan is a material consideration in the determination of any application within the Airport operational boundary. Therefore, any proposed allocation should be in accordance with the endorsed Masterplan.
- 5.12 Norwich Airport is concerned by the reference to demonstrate insufficient demand over 40 years for aviation related uses on the Site. As part of the planning documentation that was submitted in support of the now approved consent, Norwich Airport instructed York Aviation LLP to assess the amount of Site 4 land that should be safeguarded for aviation related uses. The Objective Evidence is shown at **Appendix 5**. The Objective Evidence concludes that only 20% of land should be safeguarded for aviation related uses. There

are a number of reasons as to why only 20% is required to be safeguarded but these principally comprise:

- The difficulty for Norwich Airport to attract significant new hangar development, over and above the existing facilities onsite, as it faces both national and international competition; and
- The land to the south of the runway is more than sufficient to accommodate at least 4 million passengers per annum alongside all other airport operational based activities, including the expansion of the existing Maintenance Repair and Overhaul businesses.

- 5.13 The Report also highlights the importance of securing other development (non-aviation uses) at Site 4 to provide a serviceable plot more likely to attract future aviation uses.
- 5.14 During the determination process for the extant consent, NCC instructed its own Objective Evidence Report. This concluded that 20% may be a potential constraint on future long term aviation development at the Airport but it did not state that the entire Site should be restricted. As a result, it was agreed between the parties that the Masterplan safeguard 44% of the Site 4 land (20.5ha). This equates to 50% of the extant consent Site, which was included in the Masterplan. It is important to note that the aviation sector's growth has been adversely affected by the Covid-19 pandemic since the publication of the previous reports, which will inevitably affect the amount of safeguarded land required for aviation development.
- 5.15 In the representations made to the GNLP as part of the Regulation 18 consultations (March 2020), Norwich Airport proposed that a greater proportion of non-aviation floorspace (more than 50%) could come forward in the event that the aviation floorspace is not yet realised. In addition, the original permission for aviation related uses was granted in 2013. Subsequently, the Maintenance, Repair and Overhaul Company, Air Livery, subsequently withdrew from the pre-let, which could have been considered as a way of attracting other companies. Therefore, in almost 10 years since the permission was granted, there has been no take up. Indeed, one company has withdrawn. Therefore, Norwich Airport considers that having to demonstrate that there is insufficient need for aviation development over a 40 year period is too restrictive.
- 5.16 Based on the York Aviation objective evidence, the outline planning permission safeguards a highly conservative amount of aviation floorspace at Site 4, notwithstanding other areas of the airport that could also be developed for the same use.

- 5.17 It is important to note that this need for flexibility is supported by Paragraph 81(d) of the NPPF which states:

**“Planning policies should be flexible enough to accommodate needs not anticipated in the plan... and to enable a rapid response to changes in economic circumstance.”**

- 5.18 The need to enable a rapid response to changes in economic circumstance has been highlighted with the Covid-19 pandemic. It is therefore more important that Site 4 is flexible to respond to economic demand and not be restricted to solely aviation uses.
- 5.19 There is currently live non-aviation occupier interest following the grant of planning permission in April and May 2020 and the commencement of the marketing campaign. To this end, conversations are currently taking place between a prospective non-aviation inward investor to the region, Norwich City Council and New Anglia LEP. There is also other non-aviation interest in the Site, which demonstrates the demand for non-aviation uses. This can act as the trigger for the development of the business park for the benefit of the mix of aviation and non-aviation uses proposed.
- 5.20 In a meeting between Rigby Real Estate and the Greater Norwich Development Partnership, it was agreed that the policy wording (and the supporting text) should be amended to make provision for Site 4 to be allocated for a 50:50 split between aviation and non-aviation uses without subsequent need for further objective evidence. Both parties agreed to enter into a Statement of Common Ground on this point in advance of the Local Plan Examination and for the corresponding amends to be presented to the Inspector by of addendum.
- 5.21 It is important to note that the Planning Inspectorate’s Procedure Guide for Local Plan Examination (February 2021) states that Local Authorities can make changes to the Local Plan following the Regulation 19 consultation by preparing an addendum. If the changes are considered “significant”, then they should be subject to a further consultation prior to submission to the Secretary of State (paragraph 1.5). However, the change from solely aviation use to 50/50 provision is not considered a major change and therefore no formal consultation is considered to be required. This would mean that the Inspector would consider it as part of the submitted Local Plan, in line with the extant consent and the Airport Masterplan.
- 5.22 It is also possible for the Local Authority to list proposed changes to the Regulation 19 Plan that have not been the subject of consultation, but these will not be considered

part of the Local Plan to be examined. However, the Inspector may consider it appropriate to discuss some matters at hearing sessions and could form part of the Main Modifications (paragraph 1.6).

- 5.23 The extant consent is for E(g)(ii), E(g)(iii), B2 and B8 Uses for both aviation and non-aviation uses and F1(a) for aviation uses. However, Norwich Airport does not agree that the non-aviation uses should be restricted to industrial uses but should also include ancillary retail/support uses (Use Classes E, F.2, sui generis and C1). Broadland Northway is a strategic road, providing connections to the strategic highway network (notably the A47 and A140). Given the Site's location, it is ideally situated for ancillary retail/support uses. The future provision of the Western Link will improve the connection of the road still further. The allocation of ancillary retail/support uses will also help to improve the sustainability of the Site as a whole, by providing services and facilities for future employees in both aviation and non-aviation industries. This reduces the need to make vehicular trips.

**"2. Adoption of a surface access strategy for the wider airport operational area, which promotes sustainable transport to the site, shall occur prior to any development."**

- 5.24 The extant consent also has a condition regarding surface access strategy (Condition 5). It states:

**"No occupation of any part of the development contained within phase 2 of the phasing plan agreed under condition 6 shall take place until a surface access strategy for Norwich Airport has been submitted to and improved in writing on by the Local Authority."**

- 5.25 Norwich Airport commenced the transport assessments that underpinned the surface access strategy on the endorsement of the Masterplan. However, due to Covid-19, these assessments have been delayed. Currently, there is no timetable for the assessments to continue. Therefore, it would restrict development further if a surface access strategy had to be provided prior to the commencement of any development.
- 5.26 Norwich Airport would accept a similar condition to the extant consent that a surface access strategy is provided prior to the occupation of Phase 2. This will allow thorough surveys to be conducted, contributing to the strategy while not precluding development.

The surface access strategy also primarily relates to the access of the Airport for passengers and employees. Given the proximity to the runway, it is considered that the focus of any aviation-related development would be situated to the south and east of Site 4 and therefore would likely be part of Phase 2 development. The non-aviation development is not affected by the surface access strategy and should therefore not be prohibited from construction.

**"3. Provide vehicular access from Broadland Northway (A1270)"**

5.27 The extant consent has vehicular access from Broadland Northway. This would continue in any future development.

**"4. Demonstrate that appropriate account has been taken of the potential impacts of noise from existing and proposed airport operations and noise generation from the development itself."**

5.28 The extant consent is supported by a noise chapter in the Environmental Statement which has assessed the scheme against potential effects from airport operation and the development itself. It concluded that there would be 'negligible' effects.

**"5. Be subject to landscape visual impact assessment and appropriate landscape mitigation to the northwest, north and northeast boundaries. SUDs will need to be provided as part of the development."**

5.29 The approved Parameter Plan in the extant consent includes landscape mitigation along the northwest, north and northeast boundaries, which was approved by NCC and BDC. In addition, the extant consent is supported by a Water Resources chapter of the Environmental Statement, which considers SuDS design in future reserved matters applications.

**"6. Changes of use should normally be restricted by conditions on any future planning applications to prevent units being utilised more broadly, and for non-aviation related uses."**

- 5.30 As mentioned above, the Site requires flexible aviation and non-aviation floorspace in order to bring it into use, benefitting the Greater Norwich economy.
- 5.31 In conclusion, the Proposed Allocation (Policy GNLP1061R: Land known as 'Site 4', Norwich Airport) should be changed in the following ways:
1. Be extended to 46.5ha in total to make efficient use of previously developed land, in accordance with national planning policy;
  2. Be a mixture of aviation and non-aviation uses in order to support the Airport and the economy for the Greater Norwich region as per the extant consent;
  3. Include ancillary retail/support uses (Use Classes E, Sui Generis and C1), given its situation adjacent to the region's strategic highway network while also improving the sustainability of the remainder of the Site for future employees (both aviation and non-aviation);
  4. Include a review mechanism at five yearly intervals that allows for a greater proportion of non-aviation floorspace to come forward, supported by Objective Evidence; and
  5. Commit to the preparation of the surface access strategy before occupation of Phase 2 for aviation floorspace only as the non-aviation floorspace does not relate to the functionality of the Airport operations and therefore should not be precluded from development.

## 6.0 SUMMARY

6.1 These representations are made on behalf of Regional City Airports (Norwich Airport Limited) pursuant to Site 4, Norwich Airport. These respond to the proposed allocation Policy GNLP1061R: Land known as 'Site 4', Norwich Airport. Norwich Airport is supportive of the Local Plan's commitment to the growth of Airport to support the wider Greater Norwich Area, but it is important to recognise that a mixture of aviation and non-aviation uses will better support growth.

6.2 The key responses to the proposed Policy are:

### 1. The need to extend the Site area

6.3 The proposed allocation should also include the land at Petans to make efficient use of brownfield land, as defined in national planning policy. The inclusion of Petans will also help maintain the aviation-uses onsite. The size of the entire Site (46.5ha) is in the endorsed Masterplan, which is a material consideration for NCC and BDC. Therefore, the emerging Policy should include the entire Site

### 2. To provide a mixture of aviation and non-aviation uses

6.4 The proposal should provide for a mix of aviation and non-aviation uses in line with the extant consent that was approved by NCC and BDC in 2020. The endorsed Masterplan also allocates 44% of Site 4 (46.5ha) for aviation uses, which is a material consideration. Therefore, the development of the Site should not be restricted to solely aviation uses.

6.5 Following the approval of the extant consent, a marketing campaign has commenced which has generated interest from numerous non-aviation occupiers. Development of this nature will be critical to enable the business park to emerge, which will ultimately be to the benefit of both aviation and non-aviation uses.

### 3. To broaden uses to include ancillary retail/support uses

6.6 The proposed allocation uses should be expanded to include ancillary retail/support given the Site's direct access to the strategic highway network (Broadland Northway). The allocation of these uses will also improve the sustainability of the Site overall by providing services and facilities for all future employees.



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#### **4. To provide flexibility to respond to demand**

- 6.7 There has been no uptake of aviation uses since the original planning permission was granted in 2013. National planning policy states that policies should be flexible enough to enable changes in economic circumstances. This has been highlighted during the Covid-19 pandemic. Objective Evidence undertaken by York Aviation has demonstrated that the Airport can provide for its operational needs up to 2090 with only a 20% retention of Site 4. Dialogue between the Airport and NCC during the determination process of the extant consent agreed a 50/50 split of the employment floorspace between aviation and non-aviation uses. The allocation should include a review mechanism at five yearly intervals, which allows for a greater proportion of non-aviation floorspace to come forward, supported by Objective Evidence.

#### **5. Commit to the preparation of a Surface Access Strategy prior to the occupation of Phase 2**

- 6.8 The extant consent has a condition that specifies that a surface access strategy should be endorsed prior to the occupation of Phase 2. Norwich Airport considers this a reasonable request rather than the current policy wording of prior to development. The surveys to support the Surface Access Strategy have commenced but have been delayed due to Covid-19. Therefore, it would be unreasonable to prohibit any development prior to the Strategy being approved. In addition, the Surface Access Strategy relates to Airport operations and therefore non-aviation uses can be considered to be outside the remit.
- 6.9 Norwich Airport welcomes the proposed allocation for Site 4 but recommends a number of changes to make a better and more efficient use of land and support the Greater Norwich area's economy.

#### **6. Statement of Common Ground**

- 6.10 In a meeting between Rigby Real Estate and the Greater Norwich Development Partnership, it was agreed that the policy wording (and the supporting text) should be amended to make provision for Site 4 to be allocated for a 50:50 split between aviation and non-aviation uses without subsequent need for further objective evidence. Both parties agreed to enter into a Statement of Common Ground on this point in advance of the Local Plan Examination.

## **Appendix 1: Site Location Plan**



## **Appendix 2: NCC and BDC Decision Notices**

**Application submitted by:**

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**On behalf of:**

Norwich Airport  
C/o Mr Gareth Wilson  
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TOWN AND COUNTRY PLANNING ACT 1990

**PLANNING PERMISSION**

**Application Number:** 18/01621/VC

**Valid date of application:** 29 October 2018

**Decision date:** 9 April 2020

**Location:** Norwich Airport, Amsterdam Way, Norwich, NR6 6JA

**Proposal:** Variation of conditions 1, 2, 3, 4, 5, 6, 11, 13, 20 and 25 of planning permission 16/00965/VC to allow up to 47,517.5sqm (GEA) of aviation related employment floorspace and 47,517.5sqm (GEA) of general employment floorspace in use classes B1(b), B1(c), B2, B8 and changes to the development parameters, height parameters and phasing plans.

**Conditions and Reasons**

1. Application for the approval of ALL reserved matters for up to 95,035sqm of aviation and non-aviation related B1(b), B1(c), B2, B8 and D1 use floorspace (as detailed on approved drawing number CE-P-9610 Rev G Development Parameter Plan received 11 March 2020) shall be made to the local planning authority not later than 9 August 2021. The development hereby permitted must be begun in accordance with the "reserved matters" as approved not later than the expiration of TWO years from either, the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such reserved matter to be approved.

Reason for condition

As required to be imposed by section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 and to allow sufficient time for submission of reserved matters across the whole of the development site, given the developments scale.

2. Application for the approval of the "reserved matters" shall include plans and descriptions of the:

- (a) details of the layout;
- (b) details of junction form (including tie in) to connect to the Airport roundabout of the Norwich Northern Distributor Road as shown on drawing number CE-P-9610 Rev G Development Parameter Plan received 11 March 2020;
- (c) scale of each building proposed
- (d) the appearance of all buildings including the precise details of the type and colour of the materials to be used in their construction; and
- (e) the landscaping of the site.

Approval of these "reserved matters" must be obtained from the local planning authority in writing before any development is commenced and the development shall be carried out in accordance with the details as approved.

#### Reason for condition

The application is submitted in outline form only and the details required are pursuant to the provisions of Article 5(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

3. The reserved matters shall comply with the parameters as defined within the Development Parameters Plan (drawing number CE-P-9610 Rev G received 11 March 2020), the Height Parameter Plan (drawing number CE-P-9611 Rev C received 10 February 2020) and irrespective of any information set out within the Environmental Statement the planting densities shall comply with the details set out in the letter from Barton Willmore dated 11 March 2020 ref 27293/A5/GW/VY.

#### Reason for condition

For the avoidance of doubt and to ensure a satisfactory form of development in accordance with the parameters which have been assessed, in accordance with policy DM3 of the Development Management Policies Local Plan 2014.

4. Notwithstanding the provisions of Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any Order revoking and re-enacting that Order, with or without modification) and section 55(2)(f) of The Town and Country Planning Act 1990 as amended (or any Act amending, revoking and re-enacting that Act, with or without modification):

(i) up to 47,517.5sqm (GEA) of the floorspace hereby permitted shall only be used for Aviation Related Uses within use classes B1(b), B1(c), B2, B8 and D1 as defined by The Town and Country Planning (Use Classes) Order 1987 as amended (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification) and for no other use or purpose subject to floorspace within use class D1 being limited to a maximum of 16,400sqm.

Aviation Related Uses are defined for the purpose of this condition as:

- (a) Aircraft Maintenance, Supply and Manufacture, including modification, refurbishment and painting;

- (b) Airport and airline administration and ancillary facilities;
- (c) Aircraft fit out;
- (d) Aircraft spray painting and finishing;
- (e) Airport operations and infrastructure;
- (f) Aircraft recycling;
- (g) Hangarage;
- (h) Component (aviation) storage;
- (i) Freight (aviation) storage and handling;
- (j) Aviation and vehicle fuel storage facilities;
- (k) Training Centres including:
  - (i) Airline, aircrew, air traffic, ground crew, fire crew and pilot training centres or raining schools;
  - (ii) Airport training services;
  - (iii) Aircraft engineering and technician training; and
  - (iv) Any other training in support of airport related development;
- (l) Avionics, engine or aircraft parts, maintenance, supply, testing and manufacture;
- (m) Airport equipment and operational infrastructure maintenance supply and manufacture;
- (n) Associated internal highways and infrastructure including roads, carriageways, footpaths, bus terminals, lighting and car parking required in connection with the movement or maintenance of aircraft or the transport of livestock or goods by air;
- (o) Warehousing, cold stores and offices for airfreight handlers, forwarders and agents including parcels or Post Office services;
- (p) Flight packaging, provision services and supply units, including ramp services;
- (q) Businesses that require a location at or adjacent to an airport for the following defined reasons:
  - (i) Due to requirement for immediate access to national or international connectivity for freight;

- (ii) Advanced manufacturing or engineering connected with the airport either through:
  - (1) a direct relationship within an airport occupier or aerospace company through the supply chain; or
  - (2) engineering skills requirements.

Notwithstanding the above and for the avoidance of doubt the following uses are not permitted:

- (a) Air passenger terminal building; and
- (b) Air passenger parking; and

(ii) up to 47,517.5sqm (GEA) of the floorspace hereby permitted shall only be used for non-Aviation Related Uses within use classes B1(b), B1(c), B2, and B8 as defined by The Town and Country Planning (Use Classes) Order 1987 as amended (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification) and for no other use or purpose including within Class B1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

#### Reason for condition

Whilst it has been agreed following a review of available evidence that a proportion of the approved floorspace can be developed for non-aviation purposes, it is necessary to safeguard 47,517.5sqm (GEA) of floorspace for aviation purposes, due to the location of the site which is within Norwich International Airport and the desire to facilitate the growth of the aviation sector in this location, having particular regard to the NPPF, policies 5 and 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014 and policy DM27 of the Development Management Policies Local Plan 2014. It is also necessary to control the use classes given the peripheral location of the site, in accordance with policy DM1 of the Development Management Policies Local Plan 2014.

- 5. No occupation of any part of the development contained within phase 2 of the phasing plan agreed under condition 6 shall take place until a surface access strategy for Norwich International Airport has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The strategy shall apply to aviation related development and cover the entire area outlined in blue on drawing number MP004 Rev A08 received 22 March 2013 and shall include the following:
  - (a) Existing means of access to the airport for both staff and customers including services and facilities provided for those modes;
  - (b) The vision for means of access to the airport over the next 15 years by all modes of transport and for both staff and customers;



- (c) Measures to make non-car modes of access more usable, desirable and accessible;
- (d) Passenger forecasts;
- (e) Targets and monitoring for passenger and employee mode shares which should seek to increase the modal share of non-car modes;
- (f) Review of car parking needs of all employers within the area taking into account the targets for non-car modal share;
- (g) Review of passenger car parking requirements;
- (h) Provision of promotional material for sustainable modes of access to the terminal and connections to the city centre and rail and bus stations, including directional signage within the airport.

The surface access strategy shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented for the full length of the strategy subject to approved modifications as agreed by the Local Planning Authority in consultation with the Highway Authority.

#### Reason for the condition

The Transport Assessment accompanying the application concludes that the primary mode of transport to the site will be the private car, and whilst it will be possible to influence travel behaviour through the proposed Travel plan, the potential for this will be limited by the relative inaccessibility of the site. Access to the airport by sustainable forms of transport is generally poor. Whilst it is acknowledged that the developments location is fixed and appropriate due to its aviation related use (and a lack of alternative locations within the airport), in light of the car based traffic generated by the development and in the absence of sustainable transport improvements and a surface access strategy for the airport, the development would be unacceptable when assessed against policy DM27 of the Development Management Policies Local Plan 2014.

6. With the submission of the first reserved matters application a Design Concept Masterplan for the whole site approved as part of this outline permission shall be submitted to the local planning authority for its approval in writing. The Masterplan shall contain the following information:
- a) phasing plan;
  - b) indicative road layouts and development areas clearly identifying areas for aviation and non-aviation uses;
  - c) landscape and ecology principles and defined areas for strategic landscaping;
  - d) details of provision for pedestrians and cyclists;
  - e) approach to surface water drainage and indicative location of any necessary drainage infrastructure;
  - f) approach to site infrastructure including (where applicable) the provision of water, sewerage, electricity, gas, telecommunications, and broadband including indicative locations of associated plant and equipment;
  - g) location of any new security fencing necessary to safeguard the main airport runway and associated facilities;

h) location of mobility hub as required under condition 26

The development, including all subsequent reserved matters applications shall thereafter adhere to the principles set out within the approved Masterplan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the coordinated planning of the site, in accordance with policy 2 of the Joint Core Strategy for Broadland, Norwich and South Norfolk and policy DM3 of the Development Management Policies Local Plan 2014.

7. Within 6 months of commencement of development of any phase as agreed under Condition no. 6 above, an Interim Travel Plan for that phase shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority, such a Travel Plan shall accord with Norfolk County Council document `Guidance Notes for the Submission of Travel Plans`.

Reason for condition

To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with the NPPF and policies DM27 and DM28 of the Development Management Policies Local Plan 2014.

8. No occupation of any phase as agreed under condition no. 6 shall take place prior to implementation of the Interim Travel Plan for that phase referred to in condition 7 above. During the first year of occupation an Approved Full Travel Plan for the phase based on the Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

Reason for condition

To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with the NPPF and policies DM27 and DM28 of the Development Management Policies Local Plan 2014.

9. No occupation of the development shall take place until a scheme for the provision of a continuous footway between the airport terminal building and the park and ride site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include detailed plans of the path, including details of materials. The footway shall be provided in full accordance with the approved details not later than 6 months following first occupation of the development and shall be retained as such in perpetuity.

Reason for condition

Given that the developments location is fixed due to its aviation use and lack of alternative locations within the airport and given that the site is fairly unsustainable

in terms of non-car modes of access and there is very limited scope to provide enhanced facilities for non-car modes of access to the site, this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved and are likely to be more successful and will ensure the development to complies with the NPPF, policy 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014 and policies DM27 and DM28 of the Development Management Policies Local Plan 2014.

10. No occupation of the development shall take place until a scheme for the provision of a bus pick-up and drop-off area within 100m of the terminal buildings passenger pedestrian entrance has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide detailed plans for a bus pick-up and drop-off point suitable for a 12m rigid vehicle as well as a passenger shelter. The bus pick-up and drop-off area shall be provided in full accordance with the approved details not later than 6 months following first occupation of the development and shall be retained as such in perpetuity.

#### Reason for condition

Given that the developments location is fixed due to its aviation use and lack of alternative locations within the airport and given that the site is fairly unsustainable in terms of non-car modes of access and there is very limited scope to provide enhanced facilities for non-car modes of access to the site, this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved and are likely to be more successful and will ensure the development to complies with the NPPF, policy 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014 and policies DM27 and DM28 of the Development Management Policies Local Plan 2014.

11. Prior to the occupation of phase 2 as agreed under condition no. 6 a scheme for the provision of a bus link and bus gate between the terminal building and Spitfire Road has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide plans and details for the provision of a bus link and bus restrictive access gate between the terminal building and Spitfire Road as well as a timetable for the physical implementation of the bus link and gate. The bus link and gate shall be provided in full accordance with the approved details and timetable for provision and shall be retained as such in perpetuity.

#### Reason for condition

Given that the developments location is fixed due to its aviation use and lack of alternative locations within the airport and given that the site is fairly unsustainable in terms of non-car modes of access and there is very limited scope to provide enhanced facilities for non-car modes of access to the site, this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved and are likely to be more successful and will ensure the development to complies with the NPPF, policy 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014 and policies DM27 and DM28 of the Development Management Policies Local Plan 2014.

12. No development of any phase as agreed under condition 6 shall take place until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason for condition

To ensure adequate off-street parking during construction in the interests of highway safety in accordance with policy DM30 of the Development Management Policies Local Plan 2014.

13. Notwithstanding the details provided in Volume 3 of the Transport Assessment (received on 07 June 2013) the car parking and cycle parking levels for the development shall be agreed at the Reserved Matters stage.

Reason for condition

To ensure the parking levels are appropriate for the final mix and layout of uses proposed and have regard to the likely employment levels for each phase have regard to policies DM27, DM28 and DM31 of the Development Management Policies Local Plan 2014.

14. No development of any phase as agreed under condition no. 6 shall take place until a Construction Traffic Management Plan and Access Route for that phase has been submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council Highway Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic. For the duration of the construction period for each phase all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority in consultation with the Highway Authority.

Reason for condition

In the interests of maintaining highway efficiency and safety in accordance with policy DM30 of the Development Management Policies Local Plan 2014.

15. No works shall commence on site until the details of wheel cleaning facilities for construction vehicles have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. For the duration of the construction period all traffic associated with the construction of the development hereby permitted shall use the approved wheel cleaning facilities. Any variation to the siting or location of the agreed facilities shall be submitted to and approved in writing by the Local Planning Authority.

Reason for condition

To prevent extraneous material being deposited on the highway, in accordance with policy DM30 of the Development Management Local Plan 2014.

16. Prior to the approval of the reserved matters application for each phase of the development, the detailed designs of the surface water drainage scheme for the site, based on infiltration drainage to permeable paving and infiltration basins as outlined in the amended Flood Risk Assessment by RMA Environmental Ltd dated 16 June 2016 and 4th June 2013, Drainage and SUDS Report by Morgan Sindall dated 31st May 2013, and supplementary email and modelling calculations from Matthew Quinn of Morgan Sindall dated 3rd July 2013, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the phase is completed and retained for the duration of the development. The scheme shall also include:
- (a) Infiltration testing in accordance with BRE365 in the location of the infiltration features, and the resulting infiltration rates used in the design of the scheme to ensure that the features will store and drain the volume of surface water generated in the 1 in 100 year rainfall event including climate change, with appropriate half drain times to allow subsequent rainfall events to be accommodated.
  - (b) Modelling of the conveyance network to demonstrate that there will be no above ground flooding in the 1 in 30 year rainfall event and that any volumes of flooding in the 1 in 100 year rainfall event are able to be contained.

Reason for condition

To ensure that the development does not adversely contribute to surface water flooding and contributes towards climate change adaptation, and is maintained in the long term in accordance with section 10 of the NPPF, and policy DM5 of the emerging Development Management Policies Local Plan 2014.

17. Prior to the occupation of each phase of the development as agreed under condition no. 6 a maintenance schedule for each aspect of the surface water drainage scheme and details of who will maintain the surface water drainage scheme for the lifetime of the development and shall be submitted to, and approved by, the Local Planning Authority. The drainage scheme shall thereafter be maintained in accordance with the approved details.

Reason for condition

To ensure that the development does not adversely contribute to surface water flooding and contributes towards climate change adaptation, and is maintained in the long term in accordance with section 10 of the NPPF, and policy DM5 of the emerging Development Management Policies Local Plan 2014.

18. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason for condition

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with paragraphs 120-122 of the NPPF, and policy DM11 of the Development Management Policies Local Plan 2014.

19. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason for condition

To ensure that risks from land contamination to controlled waters are minimised in accordance with 120-122 of the NPPF, and policy DM11 of the Development Management Policies Local Plan 2014.

20. No works shall take place within the site in pursuance of this permission until an Environmental Management Plan setting out a programme of ecological mitigation and biodiversity enhancement during construction and operation has been submitted to and approved by the local planning authority. The Environmental Management Plan must specifically address impacts on protected species, including the following measures:

- (a) Identification of the presence or otherwise of Sandy Stilt Puffball within the site and appropriate mitigation to avoid committing a legal offence and any adverse impact on his species.
- (b) Minimising adverse impacts on bats arising from lighting including the implementation of a vegetated bund (earth bund to be 1.3m high with vegetation to a minimum overall height of 2m) at the north-eastern corner of the site and strategic landscape planting to the north-western and western corners of the site.
- (c) Confirming the absence of reptiles within the development site. Reptile surveys must be carried out prior to the commencement of development. The surveys must be conducted no later than 2 years prior to the date of commencement, carried out between the months of August and September and if it is required, any mitigation agreed in writing with the Local Planning Authority.
- (d) A programme of mitigation associated with Great Crested Newt as set out in paragraphs 15.17A and 15.17B of the Norwich Aeropark, Norwich International Airport, Environmental Statement Addendum - Updated chapters and figures from Volume 1 and appendices from Volume 2, June 2013 as updated by the Biodiversity chapter of the Environmental Statement, October 2018. The requirement for a Great Crested Newt licence should also be addressed.
- (e) A programme of biodiversity enhancements compatible with airport safeguarding requirements

- (f) The programme of mitigation and enhancements works shall be undertaken in accordance with the approved Environmental Management Plan.

Reason for condition

To ensure the ecological interest of the site, in terms of both wildlife and habitat, is fully considered and taken into account during the development of the site and that appropriate ecological mitigation and enhancement is carried out as part of the development process, in accordance with section 15 of the NPPF, and policies DM1 and DM6 of the Development Management Policies Local Plan 2014.

21. No development of any phase as agreed under condition 6 shall take place until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and
- (a) The programme and methodology of site investigation and recording.
  - (b) The programme for post investigation assessment
  - (c) Provision to be made for analysis of the site investigation and recording
  - (d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
  - (e) Provision to be made for archive deposition of the analysis and records of the site investigation
  - (f) Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation.

No development shall take place other than in accordance with the Written Scheme of Investigation for that phase. The written scheme of investigation, site investigation and post investigation assessment for each phase are likely to require investigation beyond the boundaries of the individual phase of development. The exact boundaries of investigation for each phase are to be determined as part of the written scheme of investigation.

The development shall not be occupied until the site investigation and post investigation assessment for each phase has been completed in accordance with the programme set out in the Written Scheme of Investigation and provision has been made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason for condition

To protect potential archaeological remains (Heritage Assets) on the site and to comply with section 12 of the NPPF, policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014 and policy DM9 of the Development Management Policies Local Plan 2014. The condition is pre-commencement as it is essential that the archaeological assets of the site are investigated prior to commencement in order to avoid any harm to those assets.

22. No development of any phase as agreed under condition 6 shall take place in pursuance of this permission until details have been submitted to and agreed in writing by the local planning authority for the provision of fire hydrant/s (served by mains water supply) for that phase. No occupation of that phase of development shall take place until the applicant has provided the hydrant and made it available for use in accordance with the details as agreed and, once provided, it shall be retained as such thereafter.

Reason for condition

To ensure that adequate provision is made for fire hydrant infrastructure required for health and safety purposes as a direct result of the development hereby approved, in accordance with policy 20 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014.

23. No development of any phase as agreed under condition 6 shall take place in pursuance of this permission until a scheme for that phase for the generating of a minimum of 10% of the predicted energy requirement (kWh) of the development from decentralised renewable and/or low carbon sources (as defined in the GNDP Joint Core Strategy, March 2011, Appendix 9) has been submitted to and approved in writing by the Local Planning Authority. No occupation of that phase shall take place until the approved scheme has been implemented and made operational and the approved scheme shall remain operational for the lifetime of the development.

Reason for condition

To secure at least 10% of the site's energy from decentralised and renewable or low carbon sources to accord with policy 3 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014.

24. No aircraft with its engines running is to make use of the development hereby permitted including the taxiways between 23:00 and 06:00 except:
- (a) in an emergency where there is risk of life and limb;
  - (b) an aircraft has landed which for reasons of safety required urgent or immediate landing;
  - (c) a flight scheduled for arrival outside the above hours has been unavoidably delayed.

Reason for condition

In the interests of the amenities of local residents in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

25. Noise emitted from the site shall not exceed the levels quoted in Table 9.11 of Chapter 9 of the Environmental Statement, October 2018, when monitored at or by calculation to the receptors in this table. All measurements shall be taken in accordance with BS4142 (1997) Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas. Prior to the use of the building, details of the plant and machinery shall be submitted in order to demonstrate compliance with these levels.



## Reason for condition

In the interests of the amenities of local residents in accordance with policy DM2 and DM11 of the Development Management Policies Local Plan 2014.

26. With the submission of the first reserved matters application details of an area within the site to enable the provision of a mobility hub by the Highway Authority shall be provided to the Local Planning Authority for its approval in writing. The details shall include the following:
- a) details of a roadway, hardsurfacing, drainage and power connection sufficient to accommodate the hub and provide space for the following infrastructure to be provided by the Highway Authority:
    - Space for a bus stop and turnaround facility with passenger shelter;
    - Space for a bike share scheme bike dock for 12 no. bikes
    - Space for 2 no. car club vehicles
    - Space for the provision of 6 no. cycle stands
    - Space for the provision of a fast/rapid electric vehicle charging point for a minimum of 4 no. vehicles
    - Space to provide adequate lighting for the mobility hub.
  - b) details of the siting and specification of the roadway and hardstanding;
  - c) details of drainage;
  - d) details of power connections for the EV charge points and lighting as required;
  - e) a timetable for delivery and maintenance plan for the roadway, hardsurfacing, associated drainage and power connections.

Prior to the occupation of any development approved as part of phase 2 agreed under condition no. 6, the roadway, hardsurfacing, drainage and power connection in accordance with the approved details shall be provided and made available to allow provision of the mobility hub by the Highway Authority. Once provided the hub shall be made available for use by the public and retained as such for as long as the Highway Authority continues to operate it. The roadway, hardsurfacing, drainage and power connections shall be maintained in accordance with the approved details.

The mobility hub may be relocated to a suitable alternative position within the site if agreed in writing by the Local Planning Authority in consultation with the Highway Authority.

This condition shall not apply in the event that, following a request from the developer, the Highway Authority confirms in writing that it does not intend to deliver a mobility hub at this location OR in the event the Highway Authority does not deliver a hub within 3 years of the roadway, hardsurfacing and power connection being made available by the developer.

Reason: The approved development now includes non-aviation related business uses of a significant scale at a location which is currently not very well served by public transport or sustainable modes of transport. The development should therefore maximise opportunities to allow travel by sustainable modes and be future-proofed to provide infrastructure for demand-led bus services, and a range

of other sustainable modes of transport which may be provided at a future date, in accordance with policies DM1 and DM28 of the Norwich Development Management Policies Local Plan 2014.

27. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any order revoking or re-enacting that order, the floor-space devoted to trade sales, display and ancillary office of the individual non-aviation related B1(c) and B8 building units hereby approved shall be limited to a maximum of 20% of the total internal floor area of each unit and for the individual non-aviation related B2 building units shall be limited to a maximum of 30% of the total internal floor area of each unit. There shall be no amalgamation or sub division of individual units.

Reason for condition

For the avoidance of doubt and in order to safeguard the provision of employment uses with suitable provision of layout, service and parking areas, safe operation and access and designed to accord with the visual amenity of the surrounding area in accordance with policies DM2, DM3, DM16, DM17, DM30 and DM31 of the Development Management Policies Local Plan 2014.

### **Informatives**

1. The applicant/agent/occupier is advised that the development should be operated in strict accordance with the Norwich Airport Operating Framework Agreement dated 1 August 2012 (or as amended by a later version of that document submitted to and approved in writing by the local planning authority).
2. The applicant/developer is advised that condition 21 is anticipated to involve a mitigation strategy and mitigation works which would comprise a strip, map and sample exercise. This will effectively amount to a watching brief over large areas

### **Article 35(2) Statement**

The local planning authority in making its decision has had due regard to paragraph 38 of the National Planning Policy Framework as well as details within the Environmental Statement, the development plan, national planning policy and other material considerations and following negotiations with the applicant has approved the application subject to appropriate conditions and for the reasons outlined in the officer report.

Mark Brown  
Area Development Manager  
Planning Services

## **Appeals to the Secretary of State**

- If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.
- If you want to appeal against your local planning authority's decision then you must do so within 6 months of the date of this notice.
- Appeals can be made online at: <https://www.gov.uk/planning-inspectorate>. If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form on tel: 0303 444 5000.
- The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

## **Purchase Notices**

- If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that the owner can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.
- In these circumstances, the owner may serve a purchase notice on the Council. This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter I of Part VI of the Town and Country Planning Act 1990.



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**Application Number**  
20181762

Barton Willmore  
Attention: Mr Gareth Wilson  
Barton Willmore  
St Andrews House  
St Andrews Road  
Cambridge  
CB4 1WB

**Date Of Decision :** 26 May 2020  
**Development :** Variation of conditions 1, 2, 3, 4, 5, 6, 11, 13, 20 and 25 of planning permissions 20161133 and 16/00965/VC to allow up to 47,517.5sqm (GEA) of aviation related employment floorspace and 47,517.5sqm (GEA) of general employment floorspace in use classes B1(b), B1(c), B2, B8 and changes to the development parameters, height parameters and phasing plans  
**Location :** Site 4, Norwich Airport, Amsterdam Way, NR6 6JA  
**Applicant :** Norwich Airport Ltd  
**Application Type:** Removal/Variation of a condition (S73)

### **Town & Country Planning Act 1990**

The Council in pursuance of powers under this Act **GRANTS PLANNING PERMISSION** for the development referred to above in accordance with the details on the application form and subject to the following **conditions**:-

- 1 Application for the approval of ALL reserved matters for up to 95,035sqm of aviation and non-aviation related B1(b), B1(c), B2, B8 and D1 use floorspace (as detailed on approved drawing number CE-P-9610 Rev G Development Parameter Plan received 11 March 2020) shall be made to the local planning authority not later than 9 August 2021. The development hereby permitted must be begun in accordance with the "reserved matters" as approved not later than the expiration of TWO years from either, the final approval of the reserved matters, or in the case of approval on different dates, the final approval of the last such reserved matter to be approved.

#### Reason for condition

As required to be imposed by section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004 and to allow sufficient time for submission of reserved matters across the whole of the development site, given the developments scale.

- 2 Application for the approval of the "reserved matters" shall include plans and descriptions of the:
  - (a) details of the layout;

- (b) details of junction form (including tie in) to connect to the Airport roundabout of the Norwich Northern Distributor Road as shown on drawing number CE-P-9610 Rev G Development Parameter Plan received 11 March 2020;
- (c) scale of each building proposed
- (d) the appearance of all buildings including the precise details of the type and colour of the materials to be used in their construction; and
- (e) the landscaping of the site.

Approval of these "reserved matters" must be obtained from the local planning authority in writing before any development is commenced and the development shall be carried out in accordance with the details as approved.

#### Reason for condition

The application is submitted in outline form only and the details required are pursuant to the provisions of Article 5(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

- 3 The reserved matters shall comply with the parameters as defined within the Development Parameters Plan (drawing number CE-P-9610 Rev G received 11 March 2020), the Height Parameter Plan (drawing number CE-P-9611 Rev C received 11 February 2020) and irrespective of any information set out within the Environmental Statement the planting densities shall comply with the details set out in the letter from Barton Willmore dated 11 March 2020 ref 27293/A5/GW/VY.

#### Reason for condition

For the avoidance of doubt and to ensure a satisfactory form of development in accordance with the parameters which have been assessed, in accordance with policy GC4 of the Broadland Development Management DPD (2015).

- 4 Notwithstanding the provisions of Schedule 2, Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 as amended (or any Order revoking and re-enacting that Order, with or without modification) and section 55(2) (f) of The Town and Country Planning Act 1990 as amended (or any Act amending, revoking and re-enacting that Act, with or without modification):

(i) up to 47,517.5sqm (GEA) of the floorspace hereby permitted shall only be used for Aviation Related Uses within use classes B1(b), B1(c), B2, B8 and D1 as defined by The Town and Country Planning (Use Classes) Order 1987 as amended (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification) and for no other use or purpose subject to floorspace within use class D1 being limited to a maximum of 16,400sqm.

Aviation Related Uses are defined for the purpose of this condition as:

- (a) Aircraft Maintenance, Supply and Manufacture, including modification, refurbishment and painting;

- (b) Airport and airline administration and ancillary facilities;
- (c) Aircraft fit out;
- (d) Aircraft spray painting and finishing;
- (e) Airport operations and infrastructure;
- (f) Aircraft recycling;
- (g) Hangarage;
- (h) Component (aviation) storage;
- (i) Freight (aviation) storage and handling;
- (j) Aviation and vehicle fuel storage facilities;
- (k) Training Centres including:
  - (i) Airline, aircrew, air traffic, ground crew, fire crew and pilot training centres or raining schools;
  - (ii) Airport training services;
  - (iii) Aircraft engineering and technician training; and
  - (iv) Any other training in support of airport related development;
- (l) Avionics, engine or aircraft parts, maintenance, supply, testing and manufacture;
- (m) Airport equipment and operational infrastructure maintenance supply and manufacture;
- (n) Associated internal highways and infrastructure including roads, carriageways, footpaths, bus terminals, lighting and car parking required in connection with the movement or maintenance of aircraft or the transport of livestock or goods by air;
- (o) Warehousing, cold stores and offices for airfreight handlers, forwarders and agents including parcels or Post Office services;
- (p) Flight packaging, provision services and supply units, including ramp services;
- (q) Businesses that require a location at or adjacent to an airport for the following defined reasons:
  - (i) Due to requirement for immediate access to national or international connectivity for freight;
  - (ii) Advanced manufacturing or engineering connected with the airport either through:

- (1) a direct relationship within an airport occupier or aerospace company through the supply chain; or
- (2) engineering skills requirements.

Notwithstanding the above and for the avoidance of doubt the following uses are not permitted:

- (a) Air passenger terminal building; and
- (b) Air passenger parking; and

(ii) up to 47,517.5sqm (GEA) of the floorspace hereby permitted shall only be used for non-Aviation Related Uses within use classes B1(b), B1(c), B2, and B8 as defined by The Town and Country Planning (Use Classes) Order 1987 as amended (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification) and for no other use or purpose including within Class B1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

#### Reason for condition

Whilst it has been agreed following a review of available evidence that a proportion of the approved floorspace can be developed for non-aviation purposes, it is necessary to safeguard 47,517.5sqm (GEA) of floorspace for aviation purposes, due to the location of the site which is within Norwich International Airport and the desire to facilitate the growth of the aviation sector in this location, having particular regard to the NPPF, policies 5 and 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014 and in accordance with policy TS5 of the Broadland Development Management DPD (2015). It is also necessary to control the use classes given the peripheral location of the site, in accordance with policy GC4 of the Broadland Development Management DPD (2015).

- 5 No occupation of any part of the development contained within phase 2 of the phasing plan agreed under condition 6 shall take place until a surface access strategy for Norwich International Airport has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The strategy shall apply to aviation related development and cover the entire area outlined in blue on drawing number MP004 Rev A08 received 22 March 2013 and shall include the following:
  - (a) Existing means of access to the airport for both staff and customers including services and facilities provided for those modes;
  - (b) The vision for means of access to the airport over the next 15 years by all modes of transport and for both staff and customers;
  - (c) Measures to make non-car modes of access more usable, desirable and accessible;
  - (d) Passenger forecasts;
  - (e) Targets and monitoring for passenger and employee mode shares which

should seek to increase the modal share of non-car modes;

- (f) Review of car parking needs of all employers within the area taking into account the targets for non-car modal share;
- (g) Review of passenger car parking requirements;
- (h) Provision of promotional material for sustainable modes of access to the terminal and connections to the city centre and rail and bus stations, including directional signage within the airport.

The surface access strategy shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented for the full length of the strategy subject to approved modifications as agreed by the Local Planning Authority in consultation with the Highway Authority.

#### Reason for the condition

The Transport Assessment accompanying the application concludes that the primary mode of transport to the site will be the private car, and whilst it will be possible to influence travel behaviour through the proposed Travel plan, the potential for this will be limited by the relative inaccessibility of the site. Access to the airport by sustainable forms of transport is generally poor. Whilst it is acknowledged that the developments location is fixed and appropriate due to its aviation related use (and a lack of alternative locations within the airport), in light of the car based traffic generated by the development and in the absence of sustainable transport improvements and a surface access strategy for the airport, the development would be unacceptable when assessed against policy TS2, TS5 and GC4 of the Broadland Development Management DPD (2015).

6 With the submission of the first reserved matters application a Design Concept Masterplan for the whole site approved as part of this outline permission shall be submitted to the local planning authority for its approval in writing. The Masterplan shall contain the following information:

- (a) phasing plan;
- (b) indicative road layouts and development areas clearly identifying areas for aviation and non-aviation uses;
- (c) landscape and ecology principles and defined areas for strategic landscaping;
- (d) details of provision for pedestrians and cyclists;
- (e) approach to surface water drainage and indicative location of any necessary drainage infrastructure;
- (f) approach to site infrastructure including (where applicable) the provision of water, sewerage, electricity, gas, telecommunications, and broadband including indicative locations of associated plant and equipment;
- (g) location of any new security fencing necessary to safeguard the main airport runway and associated facilities;
- (h) location of mobility hub as required under condition 26



The development, including all subsequent reserved matters applications shall thereafter adhere to the principles set out within the approved Masterplan unless otherwise agreed in writing by the Local Planning Authority.

Reason for condition

To ensure the coordinated planning of the site, in accordance with policy 2 of the Joint Core Strategy for Broadland, Norwich and South Norfolk and policy GC4 of the Broadland Development Management DPD (2015).

- 7 Within 6 months of commencement of development of any phase as agreed under Condition no. 6 above, an Interim Travel Plan for that phase shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority, such a Travel Plan shall accord with Norfolk County Council document `Guidance Notes for the Submission of Travel Plans`.

Reason for condition

To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with the NPPF and policies TS2, TS5 and GC4 of the Broadland Development Management DPD (2015).

- 8 No occupation of any phase as agreed under condition no. 6 shall take place prior to implementation of the Interim Travel Plan for that phase referred to in condition 7 above. During the first year of occupation an Approved Full Travel Plan for the phase based on the Interim Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The Approved Full Travel Plan shall be implemented in accordance with the timetable and targets contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

Reason for condition

To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment in accordance with the NPPF and policies TS2, TS5 and GC4 of the Broadland Development Management DPD (2015).

- 9 No occupation of the development shall take place until a scheme for the provision of a continuous footway between the airport terminal building and the park and ride site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include detailed plans of the path, including details of materials. The footway shall be provided in full accordance with the approved details not later than 6 months following first occupation of the development and shall be retained as such in perpetuity.

Reason for condition

Given that the developments location is fixed due to its aviation use and lack

of alternative locations within the airport and given that the site is fairly unsustainable in terms of non-car modes of access and there is very limited scope to provide enhanced facilities for non-car modes of access to the site, this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved and are likely to be more successful and will ensure the development to comply with the NPPF, policy 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014 and policies TS5 and GC4 of the Broadland Development Management DPD (2015).

- 10 No occupation of the development shall take place until a scheme for the provision of a bus pick-up and drop-off area within 100m of the terminal buildings passenger pedestrian entrance has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide detailed plans for a bus pick-up and drop-off point suitable for a 12m rigid vehicle as well as a passenger shelter. The bus pick-up and drop-off area shall be provided in full accordance with the approved details not later than 6 months following first occupation of the development and shall be retained as such in perpetuity.

Reason for condition

Given that the developments location is fixed due to its aviation use and lack of alternative locations within the airport and given that the site is fairly unsustainable in terms of non-car modes of access and there is very limited scope to provide enhanced facilities for non-car modes of access to the site, this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved and are likely to be more successful and will ensure the development to comply with the NPPF, policy 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014 and policies TS5 and GC4 of the Broadland Development Management DPD (2015).

- 11 Prior to the occupation of phase 2 as agreed under condition no. 6 a scheme for the provision of a bus link and bus gate between the terminal building and Spitfire Road has been submitted to and approved in writing by the Local Planning Authority. The scheme shall provide plans and details for the provision of a bus link and bus restrictive access gate between the terminal building and Spitfire Road as well as a timetable for the physical implementation of the bus link and gate. The bus link and gate shall be provided in full accordance with the approved details and timetable for provision and shall be retained as such in perpetuity.

Reason for condition

Given that the developments location is fixed due to its aviation use and lack of alternative locations within the airport and given that the site is fairly unsustainable in terms of non-car modes of access and there is very limited scope to provide enhanced facilities for non-car modes of access to the site, this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved and are likely to be more successful and will ensure the development to comply with the NPPF, policy 6 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014 and policies TS5 and GC4 of the Broadland Development Management DPD (2015).

- 12 No development of any phase as agreed under condition 6 shall take place until a scheme detailing provision for on-site parking for construction workers for the duration of the construction period for that phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.

Reason for condition

To ensure adequate off-street parking during construction in the interests of highway safety in accordance with policy TS3 of the Broadland Development Management DPD (2015).

- 13 Notwithstanding the details provided in Volume 3 of the Transport Assessment (received on 07 June 2013) the car parking and cycle parking levels for the development shall be agreed at the Reserved Matters stage.

Reason for condition

To ensure the parking levels are appropriate for the final mix and layout of uses proposed and have regard to the likely employment levels for each phase having regard to policies TS3 and TS4 of the Broadland Development Management DPD (2015).

- 14 No development of any phase as agreed under condition no. 6 shall take place until a Construction Traffic Management Plan and Access Route for that phase has been submitted to and approved in writing with the Local Planning Authority in consultation with Norfolk County Council Highway Authority together with proposals to control and manage construction traffic using the 'Construction Traffic Access Route' and to ensure no other local roads are used by construction traffic. For the duration of the construction period for each phase all traffic associated with the construction of the development will comply with the Construction Traffic Management Plan and use only the 'Construction Traffic Access Route' and no other local roads unless approved in writing with the Local Planning Authority in consultation with the Highway Authority.

Reason for condition

In the interests of maintaining highway efficiency and safety in accordance with policies GC4 and TS3 of the Broadland Development Management DPD (2015).

- 15 No works shall commence on site until the details of wheel cleaning facilities for construction vehicles have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. For the duration of the construction period all traffic associated with the construction of the development hereby permitted shall use the approved wheel cleaning facilities. Any variation to the siting or location of the agreed facilities shall be submitted to and approved in writing by the Local Planning Authority.

Reason for condition

To prevent extraneous material being deposited on the highway, in accordance with policies GC4 and TS3 of the Broadland Development Management DPD (2015).

- 16 Prior to the approval of the reserved matters application for each phase of the development, the detailed designs of the surface water drainage scheme for the site, based on infiltration drainage to permeable paving and infiltration basins as outlined in the amended Flood Risk Assessment by RMA Environmental Ltd dated 16 June 2016 and 4th June 2013, Drainage and SUDS Report by Morgan Sindall dated 31st May 2013, and supplementary email and modelling calculations from Matthew Quinn of Morgan Sindall dated 3rd July 2013, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the phase is completed and retained for the duration of the development. The scheme shall also include:
- (a) Infiltration testing in accordance with BRE365 in the location of the infiltration features, and the resulting infiltration rates used in the design of the scheme to ensure that the features will store and drain the volume of surface water generated in the 1 in 100 year rainfall event including climate change, with appropriate half drain times to allow subsequent rainfall events to be accommodated.
  - (b) Modelling of the conveyance network to demonstrate that there will be no above ground flooding in the 1 in 30 year rainfall event and that any volumes of flooding in the 1 in 100 year rainfall event are able to be contained.

Reason for condition

To ensure that the development does not adversely contribute to surface water flooding and contributes towards climate change adaptation and is maintained in the long term in accordance with section 14 of the NPPF, and policy CSU5 of the Broadland Development Management DPD (2015).

- 17 Prior to the occupation of each phase of the development as agreed under condition no. 6 a maintenance schedule for each aspect of the surface water drainage scheme and details of who will maintain the surface water drainage scheme for the lifetime of the development and shall be submitted to, and approved by, the Local Planning Authority. The drainage scheme shall thereafter be maintained in accordance with the approved details.

Reason for condition

To ensure that the development does not adversely contribute to surface water flooding and contributes towards climate change adaptation and is maintained in the long term in accordance with section 14 of the NPPF, and policy CSU5 of the Broadland Development Management DPD (2015).

- 18 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

#### Reason for condition

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with paragraphs 178-179 of the NPPF, and policy EN4 of the Broadland Development Management DPD (2015).

- 19 No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

#### Reason for condition

To ensure that risks from land contamination to controlled waters are minimised in accordance with paragraphs 178-179 of the NPPF, and policy EN4 of the Broadland Development Management DPD (2015).

- 20 No works shall take place within the site in pursuance of this permission until an Environmental Management Plan setting out a programme of ecological mitigation and biodiversity enhancement during construction and operation has been submitted to and approved by the local planning authority. The Environmental Management Plan must specifically address impacts on protected species, including the following measures:

- (a) Identification of the presence or otherwise of Sandy Stilt Puffball within the site and appropriate mitigation to avoid committing a legal offence and any adverse impact on his species.
- (b) Minimising adverse impacts on bats arising from lighting including the implementation of a vegetated bund (earth bund to be 1.3m high with vegetation to a minimum overall height of 2m) at the north-eastern corner of the site and strategic landscape planting to the north-western and western corners of the site.
- (c) Confirming the absence of reptiles within the development site. Reptile surveys must be carried out prior to the commencement of development. The surveys must be conducted no later than 2 years prior to the date of commencement, carried out between the months of August and September and if it is required, any mitigation agreed in writing with the Local Planning Authority.
- (d) A programme of mitigation associated with Great Crested Newt as set out in paragraphs 15.17A and 15.17B of the Norwich Aeropark, Norwich International Airport, Environmental Statement Addendum - Updated chapters and figures from Volume 1 and appendices from Volume 2, June 2013 as updated by the Biodiversity chapter of the Environmental Statement, October 2018. The requirement for a Great Crested Newt licence should also be addressed.
- (e) A programme of biodiversity enhancements compatible with airport safeguarding requirements

- (f) The programme of mitigation and enhancements works shall be undertaken in accordance with the approved Environmental Management Plan.

Reason for condition

To ensure the ecological interest of the site, in terms of both wildlife and habitat, is fully considered and taken into account during the development of the site and that appropriate ecological mitigation and enhancement is carried out as part of the development process, in accordance with section 15 of the NPPF and policy EN1 of the Broadland Development Management DPD (2015).

- 21 No development of any phase as agreed under condition 6 shall take place until a Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of significance and research questions; and

- (a) The programme and methodology of site investigation and recording.
- (b) The programme for post investigation assessment
- (c) Provision to be made for analysis of the site investigation and recording
- (d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
- (e) Provision to be made for archive deposition of the analysis and records of the site investigation
- (f) Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation.

No development shall take place other than in accordance with the Written Scheme of Investigation for that phase. The written scheme of investigation, site investigation and post investigation assessment for each phase are likely to require investigation beyond the boundaries of the individual phase of development. The exact boundaries of investigation for each phase are to be determined as part of the written scheme of investigation.

The development shall not be occupied until the site investigation and post investigation assessment for each phase has been completed in accordance with the programme set out in the Written Scheme of Investigation and provision has been made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason for condition

To protect potential archaeological remains (Heritage Assets) on the site and to comply with section 16 of the NPPF, policy 1 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014. The condition is pre-commencement as it is essential that the archaeological assets of the site are investigated prior to commencement in order to avoid any harm to those assets.

- 22 No development of any phase as agreed under condition 6 shall take place in pursuance of this permission until details have been submitted to and agreed in writing by the local planning authority for the provision of fire hydrant/s (served by mains water supply) for that phase. No occupation of that phase of development shall take place until the applicant has provided the hydrant and made it available for use in accordance with the details as agreed and, once provided, it shall be retained as such thereafter.

Reason for condition

To ensure that adequate provision is made for fire hydrant infrastructure required for health and safety purposes as a direct result of the development hereby approved, in accordance with policy 20 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014.

- 23 No development of any phase as agreed under condition 6 shall take place in pursuance of this permission until a scheme for that phase for the generating of a minimum of 10% of the predicted energy requirement (kWh) of the development from decentralised renewable and/or low carbon sources (as defined in the GNDP Joint Core Strategy, March 2011, Appendix 9) has been submitted to and approved in writing by the Local Planning Authority. No occupation of that phase shall take place until the approved scheme has been implemented and made operational and the approved scheme shall remain operational for the lifetime of the development.

Reason for condition

To secure at least 10% of the site's energy from decentralised and renewable or low carbon sources to accord with policy 3 of the adopted Joint Core Strategy for Broadland, Norwich and South Norfolk 2011 as amended 2014.

- 24 No aircraft with its engines running is to make use of the development hereby permitted including the taxiways between 23:00 and 06:00 except:

- (a) in an emergency where there is risk of life and limb;
- (b) an aircraft has landed which for reasons of safety required urgent or immediate landing;
- (c) a flight scheduled for arrival outside the above hours has been unavoidably delayed.

Reason for condition

In the interests of the amenities of local residents in accordance with policy GC4 of the Broadland Development Management DPD (2015).

- 25 Noise emitted from the site shall not exceed the levels quoted in Table 9.11 of Chapter 9 of the Environmental Statement, October 2018, when monitored at or by calculation to the receptors in this table. All measurements shall be taken in accordance with BS4142 (1997) Method for Rating Industrial Noise Affecting Mixed Residential and Industrial Areas. Prior to the use of the building, details of the plant and machinery shall be submitted in order to demonstrate compliance with these levels.

## Reason for condition

In the interests of the amenities of local residents in accordance with policy GC4 of the Broadland Development Management DPD (2015).

26 With the submission of the first reserved matters application details of an area within the site to enable the provision of a mobility hub by the Highway Authority shall be provided to the Local Planning Authority for its approval in writing. The details shall include the following:

- (a) details of a roadway, hardsurfacing, drainage and power connection sufficient to accommodate the hub and provide space for the following infrastructure to be provided by the Highway Authority:
  - Space for a bus stop and turnaround facility with passenger shelter;
  - Space for a bike share scheme bike dock for 12 no. bikes
  - Space for 2 no. car club vehicles
  - Space for the provision of 6 no. cycle stands
  - Space for the provision of a fast/rapid electric vehicle charging point for a minimum of 4 no. vehicles
  - Space to provide adequate lighting for the mobility hub.
- (a) details of the siting and specification of the roadway and hardstanding;
- (b) details of drainage;
- (c) details of power connections for the EV charge points and lighting as required;
- (d) a timetable for delivery and maintenance plan for the roadway, hardsurfacing, associated drainage and power connections.

Prior to the occupation of any development approved as part of phase 2 agreed under condition no. 6, the roadway, hardsurfacing, drainage and power connection in accordance with the approved details shall be provided and made available to allow provision of the mobility hub by the Highway Authority. Once provided the hub shall be made available for use by the public and retained as such for as long as the Highway Authority continues to operate it. The roadway, hardsurfacing, drainage and power connections shall be maintained in accordance with the approved details.

The mobility hub may be relocated to a suitable alternative position within the site if agreed in writing by the Local Planning Authority in consultation with the Highway Authority.

This condition shall not apply in the event that, following a request from the developer, the Highway Authority confirms in writing that it does not intend to deliver a mobility hub at this location OR in the event the Highway Authority does not deliver a hub within 3 years of the roadway, hardsurfacing and power connection being made available by the developer.

## Reason for condition

The approved development now includes non-aviation related business uses of a significant scale at a location which is currently not very well served by



public transport or sustainable modes of transport. The development should therefore maximise opportunities to allow travel by sustainable modes and be future-proofed to provide infrastructure for demand-led bus services, and a range of other sustainable modes of transport which may be provided at a future date, in accordance with policies GC4 and TS2 of the Broadland Development Management DPD (2015).

- 27 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, or any order revoking or re-enacting that order, the floor-space devoted to trade sales, display and ancillary office of the individual non-aviation related B1(c) and B8 building units hereby approved shall be limited to a maximum of 20% of the total internal floor area of each unit and for the individual non-aviation related B2 building units shall be limited to a maximum of 30% of the total internal floor area of each unit. There shall be no amalgamation or sub division of individual units.

#### Reason for condition

For the avoidance of doubt and in order to safeguard the provision of employment uses with suitable provision of layout, service and parking areas, safe operation and access and designed to accord with the visual amenity of the surrounding area in accordance with policies GC4, TS3 and TS4 of the Broadland Development Management DPD (2015).

#### **Informatives:-**

1. The Local Planning Authority confirms it has taken a positive and proactive approach to reach this decision in accordance with the requirements of the National Planning Policy Framework
2. The applicant needs to be aware that the Community Infrastructure Levy (CIL) will be applied to development on this site. The amount of levy due will be calculated at the time the reserved matters application is determined. Further information about CIL can be found at <https://www.broadland.gov.uk/CIL>
3. The applicant/agent/occupier is advised that the development should be operated in strict accordance with the Norwich Airport Operating Framework Agreement dated 1 August 2012 (or as amended by a later version of that document submitted to and approved in writing by the Local Planning Authority).
4. The applicant/developer is advised that condition 21 is anticipated to involve a mitigation strategy and mitigation works which would comprise a strip, map and sample exercise. This will effectively amount to a watching brief over large areas of the whole site while retaining a contingency for examining more significant deposits as required.
5. It is an OFFENCE to carry out any works within the Public Highway, which includes a Public Right of Way, without the permission of the Highway Authority. This development involves work to the public highway that can only be undertaken within the scope of a Legal Agreement between the applicant and the County Council. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich.

6. Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, which have to be carried out at the expense of the developer.

If required, street furniture will need to be repositioned at the applicants own expense.

7. This development involves a Travel Plan to be implemented within the scope of a legal Agreement between the applicant and the County Council. Please note that it is the applicants' responsibility to ensure that, in addition to planning permission, any necessary Agreements under the Town and Country Planning Act 1990 or Highways Act 1980 are also obtained. Advice on this matter can be obtained from the County Council's Highways Development Management Group based at County Hall in Norwich.

Commuted Sum for Travel Plans - The Highways Authority levies a charge to cover the on-going costs of reviewing and monitoring a Travel Plan annually. The Highways Authority also requires a Bond to ensure that the Travel plan targets are met. Both the Bond and the monitoring charge are secured by a Section 106 Legal Agreement. This is in addition to the sum payable for Planning Obligations covering infrastructure, services and amenities requirements. An online survey tool is available to assist with annual monitoring.

Signed

Assistant Director – Planning  
Broadland District Council,  
Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU

## Information relating to appeals against the decision of the Local Planning Authority

If you are aggrieved by this decision to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990 or Section 20 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

### Time periods to submit appeal

If the application relates to minor commercial development (as defined in Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015) this should be submitted with **12 weeks** of the date of this notice.

If the decision relates to the same or substantially the same land and development as is already the subject of an enforcement notice, any appeal must be submitted within **28 days** of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against the decision on your application, then you must do so within: **28 days** of the date of service of the enforcement notice, or within **6 months** of the date of this notice, whichever period expires earlier.

If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate ([inquiryappeals@planninginspectorate.gov.uk](mailto:inquiryappeals@planninginspectorate.gov.uk)) at least **10 days** before submitting the appeal. Further details are on <https://www.gov.uk/government/publications/notification-of-intention-to-submit-an-appeal>

The Secretary of State can allow a longer period for giving notice of appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State need not consider an appeal if it seems to the Secretary of State that permission for the proposed development could not have been given by the Council or could not have been given without the conditions imposed having regard to the statutory requirements, to the provisions of the development order and to any directions given under a development order and to any directions given under a development order.

In practice, the Secretary of State does not refuse to consider appeals solely because the local planning authority based their decision on a direction given by him.

Appeals can be made online at <https://www.gov.uk/appeal-planning-decision> If you are unable to access the online appeal form, please contact the Planning Inspectorate to obtain a paper copy of the appeal form at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or tel no. 0303 444 5000

### Purchase Notices

If permission to develop land or carry out works is refused or granted subject to conditions, whether by the Council or by the Secretary of State for the Environment, the owners of the land may claim that the land has become incapable of reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve on the Council a purchase notice requiring the Council to purchase his interest in the land in accordance with the provisions of either Part VI of the Town and Country Planning Act 1990.

# **Appendix 3: Chapter 9 of Norwich Airport Masterplan**

## 9.0 Phased Growth

### Introduction

- 9.1 These proposals have been developed from the passenger forecasts included within Chapter 8 of this Masterplan. The forecasts will be regularly reviewed and if growth is higher than anticipated, then the development proposals will be revised. Similarly, if there is a slowdown in the rate of growth, developments will be deferred. Additionally, advancements in technology may mean that these development proposals are subject to change.
- 9.2 Planning approval will be required for certain future developments in accordance with legislation. Planning applications will be made to the relevant local planning authority.

### Development Proposals to 2030

- 9.3 The development proposals to 2030 are shown in Figure 9.1 The proposed facilities will provide the capability of handling the expected 930,000 passengers per year by 2030. However, the pace of development will need to reflect the growth in passenger numbers.

### *Airport Terminal*

- 9.4 Aircraft check-in facilities are moving towards greater automation which will make way for additional capacity in the future within the current terminal building.
- 9.5 In addition, the Airport is in the process of reviewing the internal airside and landside configuration of the terminal building.
- 9.6 Notwithstanding these changes, additional passengers are predicted to use the Airport and allowance should be made for future expansion.
- 9.7 Terminal expansion would take place to the east of the existing terminal building where, at this stage, land has been safeguarded. It is acknowledged that the Regional Freight Building would need to be re-provided.

### *Scheduled and Charter Apron Capacity*

- 9.8 One of the current capacity constraints at Norwich Airport is the available parking area for aircraft both overnight and during the peak operational hours. The current apron for commercial aircraft is located to the north-east of the terminal building. To cope with peak apron demand, additional apron capacity will be sought to the north-east of the terminal. The safeguarding of land for three to four Code D (B757 or smaller) or possible E (B767 or smaller) stands in front of the terminal building and existing stands is proposed.

### *Maintenance, Repair and Overhaul Infrastructure*

- 9.9 MRO operators at Norwich Airport have benefited from the economic conditions which has led to lower costs on the international market, helping to compete with cheaper eastern European operators.
- 9.10 MRO services are a major economic contributor for the Airport and a major regional employer, as set out in previous chapters. The principal MRO operator, KLM UK Engineering (KLMUKE) is also linked to the new International Aviation Academy – Norwich.
- 9.11 Land has therefore been identified and safeguarded for future MRO expansion for both hangar space and apron capacity.
- 9.12 In September 2016, a new Engine Test Facility was opened to the north-east of the Site. This was a £1.4 million investment. The Engine Test Facility comprises a 10m high three-sided acoustic barrier, reducing aircraft noise for local communities. The Facility was built by an East Anglian company and a specialist acoustic company from Germany. This Facility will support the potential MRO expansion.
- 9.13 An area to the west of the Alpha taxiway has been identified for MRO remote parking apron capacity.
- 9.14 An area to the east of the Alpha taxiway has been identified for new hangars for MRO, to the north and south of current MRO facilities.

### *Offshore Oil & Gas Services*

- 9.15 Current predictions for the offshore oil and gas sector point to a decline in gas field activities over time, which could have implications for services for Norwich Airport. However, it is recognised that this is a volatile market that could change, and airport capacity should be

safeguarded to respond to market scenarios in the future as further discoveries in the region could be made. There is also a strong likelihood that much of the oil and gas servicing requirements could be switched to offshore wind installation and servicing and oil and gas decommissioning sectors.

#### *Airport Operating Hours*

- 9.16 Norwich Airport recognises the opportunity to extend its chartered holiday flights schedule during the summer months in order to maximise sector utilisation by based aircraft and tour operators generally which cannot be easily achieved within existing operating hours. This may require flights to arrive later than the current 23:00 restriction. Any change in operating hours will be subject to the planning process and assessments, which will be submitted alongside any application.

#### *Runway and Air Traffic Control Infrastructure*

- 9.17 There is predicted to be an increase in hourly and total aircraft movements at Norwich Airport to service the increased passenger numbers. The single runway is 1,841m long and is capable of handling medium-sized aircraft only. The smaller 1,285m runway running northeast to southwest was closed in 2006 and is now used only as a taxiway.
- 9.18 The Delta taxiway is currently restricted to some Code C aircraft. The Airport may upgrade this taxiway in the future, or a Code D taxiway connection may be made to the adjacent operational main taxiway to improve the efficient use of the aircraft apron and provide improved aircraft access to the main runway.
- 9.19 As part of the general modernisation and safety improvements proposed for the airfield, additional landing and take-off lights are proposed for the western end of the runway to match those provided to the east, and a second Instrument Landing System (ILS) and Area Navigation (RNAV) is to be installed.

#### *Car Parking*

- 9.20 The Airport will encourage a greater use of public transport targeting a shift away from the reliance on private car for journeys to the Airport. The requirement for car parking at the Airport will, however, still increase as passenger numbers grow and is an important part of the Airport's business model.

- 9.21 By 2030 Norwich Airport will need an extra 750 spaces, taking the capacity to 1,734 spaces.
- 9.22 In light of the above potential expansion scenario, allowance should be made for additional airport parking. This could be achieved by either acquisition of the existing Airport Park and Ride (P&R) site if this were to become surplus to existing requirement due to relocation following the NDR completion scheduled for March 2018 or through provision of a multi-deck configuration on the existing car park between 2015 and 2030. Since decking is unlikely to be viable despite offering staged provision, the primary parking expansion solution is proposed to be on the P&R site should that become available.
- 9.23 Norwich Airport will continue to have ongoing engagement with Parish Councils surrounding the Airport in respect of parking proposals in an attempt to discourage passengers from on street parking in Parishes.

#### *General Aviation and Business Aviation*

- 9.24 Norwich Airport has a tradition of providing General and Executive Aviation facilities for a variety of operators and aircraft types. As well as helicopter companies, servicing the offshore oil and gas industry, Norwich Airport is home to company owners of aircraft. In addition, the Airport also provides facilities for visitors, General Aviation and, also, the East Anglian Air Ambulance.
- 9.25 Norwich Airport remains committed to the continuing provision of these services and envisages a rationalisation of land use needs with the predominance of these facilities being located to the south of the runway.

#### *International Aviation Academy – Norwich (IAA-N)*

- 9.26 The new IAA-N was opened on 24 April 2017 and is a collaboration between the Airport, KLMUKE, City College Norwich and University of East Anglia. It is located to the south and in close proximity to the Airport and is a world-class training facility for careers in the aviation industry.

#### *Utilities Expansion*

- 9.27 Norwich Airport has internal services for distribution of telecoms, electricity, wastewater and surface drainage.



- 9.28 A number of these services will need reinforcement / replacement in the future. Norwich Airport is committed to investing in these services to ensure that they have the capacity to support the Airport's future growth.
- 9.29 In addition to these basic services, Norwich Airport has standby electrical generation for essential aviation equipment such as the Air Traffic Control Tower and airfield ground lighting. These key services will be reinforced / expanded as necessary to ensure the continued safe operation of the Airport.

#### *Site 4 – Land North East of the Runway*

- 9.30 In 2013, planning permission was granted on 41 hectares of land to the north of the runway for 95,035 sqm of aviation-related employment uses.
- 9.31 The site is located in the north-east corner of the airport comprising managed grass, taxiway, disused runway and apron. The Ground Run Enclosure used for engine testing is to the south-east of the site and the former fire training area is situated immediately to the east of the site comprising an area of concrete hardstanding, scrub and some trees. The current Fire Training Ground is situated to the west of the site. The location of the site is indicated at Figure 9.1 and totals 46.5ha and is known as 'Site 4'.
- 9.32 This planning permission was subsequently amended in 2016 as the pre-let occupier resolved not to proceed and remain in situ at its existing premises. The amended permission factors in the new access to the site from the new Northern Distributer Road, which is due to open in March 2018.
- 9.33 Site 4 is remote from the main Airport and, with the exception of retaining the required fire training facilities, has not been identified for any future airport operational or expansion requirements. Objective Evidence commissioned by Norwich Airport (Appendix 1) identified that circa 20% of Site 4 should be retained within the operational boundary for aviation-related uses.
- 9.34 Following this, NCC commissioned its own independent evidence which concluded that limiting the aviation use to 20% may be a potential constraint on future long term aviation development at the Airport. As a result of further discussions between Norwich Airport and the City Council, this Masterplan will safeguard 44% of the Site 4 Land (20.5ha) for aviation uses to maximise the opportunity for large scale aviation-related development. Norwich Airport will continue to collaborate with NCC, BDC and the New Anglia LEP.

- 9.35 In order to safeguard Site 4, the Airport expects to relocate the DME (Distance Measuring Equipment), from its current location to a location south of the runway.
- 9.36 This new DME site has been safeguarded and does not affect the land north-east of the runway and the existing and proposed MRO hangars to the south of the runway. The current KLMUKE hangars are acceptable in DME safeguarding terms due to their height and orientation. Any future expansion of operations will have to comply with all airport safeguarding requirements, but similar hangars to the existing MRO ones could be developed within the DME area if the demand arose.
- 9.37 In future, it may be possible to relocate the DME if any future infrastructure and operations come forward to the south of the runway. DME safeguarding is subject to airport procedures.

### Airspace

- 9.38 The 2013 Aviation Policy Framework recognises the need to provide airspace capacity to support airport expansion. It supports the CAA's Future Airspace Strategy<sup>1</sup> (FAS), published in 2011, with the aim of modernising the UK's airspace system.
- 9.39 The FAS's 2030 Vision is to establish:

**"Safe, efficient airspace that has the capacity to meet reasonable demand, balances the needs of all users and mitigates the impact of aviation on the environment."**

- 9.40 The Aviation Policy Framework<sup>2</sup> supports the implementation of the FAS. The Aviation Policy Framework states the following:

**"The implementation of the FAS can also play a significant role in delivering our economic and environmental objectives in relation to aviation. For example, by improving the overall efficiency of our airspace we can also at the same time provide significant opportunities to minimise aircraft emissions and air traffic delays."**

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<sup>1</sup> Civil Aviation Authority: Future Airspace Strategy for the United Kingdom 2011 to 2030

<sup>2</sup> 2013 Aviation Policy Framework

### *Local Airspace Capacity*

- 9.41 The UK has a complex structure to support an extensive network of arrival and departure routes, with the interaction of various airports having an impact in the capacity of the surrounding airspace.
- 9.42 Norwich Airport currently operates in Class D Controlled Airspace consisting of a Control Zone extending to a radius of 6Nm and Control Areas extending to 12Nm from the centreline of the aerodrome up to an altitude of 4,000 feet. Pilots must obtain permission from Norwich Airport Air Traffic Control (ATC) to enter the Controlled Airspace.
- 9.43 It is mandatory for aircraft to call Norwich Airport to enter Class D airspace. In order to provide a comprehensive air traffic service, Norwich Airport actively encourages airspace users to contact Norwich Airport ATC when operating in the local area, outside controlled airspace. The ATC uses a combination of radio instructions and surveillance radar to manage air traffic.
- 9.44 The Airport participates in the CAA sponsored Lower Airspace Radar Service and provides air traffic services to transit aircraft within 30Nm of Norwich Airport.

### *Airspace Routes*

- 9.45 Norwich Airport's ATC uses radio and surveillance radar to assist arriving and departing aircraft to connect with the national airway system.

### **Investment Plan and Phasing**

- 9.46 The work identified within this Masterplan has been carefully planned and phased to ensure that additional capacity and facilities are delivered when passenger demand and other demand are sufficient.
- 9.47 Large-scale capital projects must be meticulously planned to ensure that they do not impede the operational ability of the Airport. Therefore, a large percentage of the major construction works are done either during the quieter off-peak months or at night, adding an additional layer of complexity.
- 9.48 Furthermore, the large-scale works within this document require planning permission from the local regulatory bodies.

## Development Proposals 2030 to 2045

9.49 Given the difficulty of forecasting the volume of traffic so far into the future, Norwich Airport has developed only very provisional plans for the period 2030 through to 2045. The development proposals to 2045 are shown on Figure 9.2.

### *Runway*

9.50 Efficiencies which reduce aircraft CO<sub>2</sub> and noise emissions are being achieved in the industry through a new generation of aircraft and engines. Whilst advances are expected to be applied to all sizes of aircraft, certain efficiencies are gained by a combination of efficiency and size, such as the wide-bodied generation of aircraft.

9.51 These aircraft are currently unable to use Norwich Airport due to its runway length. In addition, although current MRO activities focus on small to medium size aircraft (up to Code D), future contract opportunities could include larger aircraft that would need to land and take off from Norwich Airport. This will also facilitate routes that require larger aircraft to carry more passengers to existing destinations and/or serve new destinations at a greater distance from the Airport.

9.52 It is therefore proposed that a 500m eastern extension to the runway will be safeguarded to accommodate larger aircraft in the future. The proposed extension will be subject to planning permission.

9.53 Although the proposed western extension of the Old Catton Cemetery would bring it closer to the Airport boundary, both the runway extension and taxiway would be designed so as to not affect either the existing or proposed cemetery.

9.54 As a consequence, the Public Safety Zone (PSZ) will be slightly altered to reflect the runway extension. The altered PSZ can be found on Figure 6.1 along with the current PSZs. For more information on aerodrome safeguarding, see Chapter 6.

### *Air Traffic Control (ATC)*

9.55 The current ATC Tower is located on the northern extremity of the airfield, some distance from the terminal and the bulk of the airport operations situated to the south. It is therefore likely that the ATC Tower be relocated to south of the runway. Consequently, land has been safeguarded for such a scenario.

*Car Parking*

- 9.56 By 2045, Norwich Airport is anticipated to require an extra 1,250 spaces, bringing the total capacity to 2,234 spaces. This additional demand will be reviewed periodically, however at this stage a solution is anticipated through a Park & Ride strategy.

*Other Facilities*

- 9.57 An area to the south-east of the runway adjacent to KLMUKE, has been safeguarded for a potential new Fire Station.

**Appendix 4: Broadland District Council  
Endorsement Letter**

Broadland District Council  
Thorpe Lodge  
1 Yarmouth Road  
Thorpe St Andrew  
Norwich, Norfolk  
NR7 0DU

22 February 2021

Richard Pace  
Managing Director  
Norwich Airport Ltd.  
Norwich Airport  
Norwich  
NR6 6JA

Dear Richard

**Norwich Airport Masterplan (Latest Amendments)**

Broadland District Council welcomes the latest amendments to the Norwich Airport Masterplan in that it fully supports the Site 4 allocation changes to allow for 50% Aviation Related Employment Use and 50% General Employment Use i.e. B1(b & c), B2 & B8. This is in line with the decision taken by Broadland District Council's Planning Committee on 20th May 2020 to approve planning application no. 20181762 varying conditions attached to the previous planning permission granted.

In line with previous comments, Broadland District Council recognises the significant economic impact associated with Norwich Airport and therefore offers its full endorsement.

Yours sincerely,

Phil Courtier  
**Director of Place**

# **Appendix 5: York Aviation Objective Evidence Report**





York Aviation

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## Norwich Airport: Imperial Park Development Rigby Group Final Report

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### Introduction

1. In February 2018, York Aviation were commissioned by Rigby Group to provide an objective review of the evidence for the aviation related requirement of Site 4, known as Imperial Park. Imperial Park forms part of the Airport Operational Area and benefits from a planning consent for aviation related commercial development. The site is identified in the ongoing Greater Norwich Local Plan consultation as a potential development site but we understand that Norwich City Council and the neighbouring local authorities are seeking objective evidence that the site should no longer be reserved solely for aviation related uses and that the majority of the site can be designated for non-aviation related uses.
2. This aim of this report is to provide the necessary evidence to Norwich City Council, and the neighbouring authorities, of the scale of land likely to be needed to support the long term growth of the commercial operations of the Airport, and to illustrate the need, or otherwise, for Imperial Park in supporting other aviation related activities, such as business aviation, MRO, cargo and general aviation.
3. Whilst, we appreciate that the draft Master Plan identified that Site 4 was not required for core aviation activity, this was not clearly demonstrated by reference to the land that might need to be safeguarded for the longer term (beyond the forecast period to 2045) to ensure that the Airport can continue to support the full range of potential aviation uses. This report then fills this gap in the evidence as well as substantiating the long term potential scale of aviation related development that might realistically take place associated with an airport of the scale of Norwich.

4. The demonstrative evidence we present is divided into two parts:
  - to provide evidence on the expected scale of the market for aviation related activities, particularly MRO and related activity as envisaged as the main aviation related users of the northern Site 4 in the original planning application;
  - to establish that there is sufficient land within the remainder of the Airport site to accommodate these uses and the longer term potential development of commercial aviation at Norwich on the assumption that 80% of Site 4 is released for non-aviation uses.
5. The report is organized as follows:
  - Long Term Passenger Demand;
  - Market Potential – Non-Passenger Aviation Market;
  - Scope of Facilities;
  - Conclusions.

## Long Term Passenger Demand

### Commercial Passenger Market

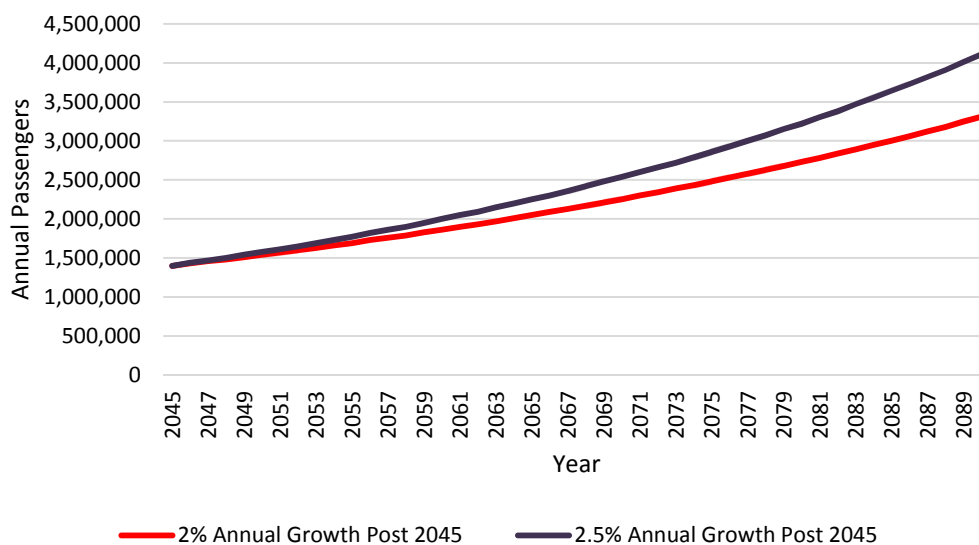
6. We have previously produced long term forecasts for NWI to support the November 2017 Master Plan, covering the period to 2045. In considering the required infrastructure, we have not sought to develop detailed forecasts beyond 2045, but rather to apply simple metrics of growth to give a broad picture of when passenger demand may reach key milestone throughputs.
7. The Master Plan forecast shows the Airport reaching 1.4 million passengers per annum (mppa) by 2045, including around 80,000 passengers flying on offshore helicopters. This would place the Airport on a par with airports like Cardiff Wales and Doncaster Sheffield today
8. From this starting point, we have run two scenarios for a further 45 year period to 2090:
  - Applying a long term growth rate of 2% per annum to all non-offshore helicopter passengers; and
  - Applying a long term growth rate of 2.5% per annum to all non-offshore helicopter passengers.
9. In both cases, these growth rates exceed the long term average projected by the Department for Transport (DfT) which is 1.8% in the 2017 DfT Forecasts<sup>1</sup>. This may be expected however as a small airport such as NWI could be expected to clawback some market leakage as it grows and offers a wider range of services. However, importantly, by presenting growth rates above the DfT figures, we have sought to provide an upper bound projection to ensure that our assessment of the land required for commercial activities will provide for all eventualities over the longer term
10. In both cases, we have assumed offshore passengers would remain around 80,000 as explained below. The results can be seen in **Figure 1** overleaf but, in summary:
  - At 2% annual growth – The Airport would reach 3mppa around 2085, and will not reach 3.5mppa even by 2090; and

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<sup>1</sup> UK Aviation Forecasts, October 2017, Department for Transport

- At 2.5% annual growth – The Airport would reach 3mppa around 2077, 3.5mppa by 2084 and would reach 4mppa by 2089.

**Figure 1: Long Term Passenger Projections**



*Source: York Aviation*

- These are indicative figures only to provide an indication of a realistic long term potential for which land would need to be safeguarded for purely aviation related uses. At the upper end of the scale, NWI would be comparable with Leeds Bradford or London City today. We consider the infrastructure requirements and the timescales over which this may be required later in this report.

### Offshore Market

- Based on the analysis undertaken as part of our Master Plan forecast, we believe that there is unlikely to be significant growth in the offshore helicopter market. We anticipate some switch from Gas to Windfarm usage, but the growth of the latter is likely to just act to offset the former's decline.
- For this reason, we do not, at this time, believe there is a case for increasing the offshore helicopter passenger figures for 2045, and this is why they remain capped within the overall projections shown above. It must be noted however, that this is an assumption based on current thinking and that there could be changes in circumstances which could lead to further growth/decline.

### Market Potential – Non-Passenger Aviation Market

- In this section, we consider the opportunities for other aviation related activities to be attracted to NWI over and above the requirements directly associated with handling passenger flights, albeit that the scale of such activities which could realistically be attracted will be related in large part to the scale of passenger related operations. It is these non-passenger related activities which could generate a need for aviation related facilities to be located in part of Site 4. In this section, we cover:

- Freight Demand
- Business & General Aviation
- Maintenance – MRO
- Airport City type developments

## **Freight**

15. At present, there is a very small throughput of freight at NWI and we understand that this is associated with freight being taken to the offshore gas platforms and with parts being moved between the Netherlands and KLM UK Engineering as bellyhold freight on the scheduled KLM services. Although there is a freight shed, most of the freight going through this is handled by truck and will be handled as bonded freight on the trucks and taken for consolidation at larger airports in the UK.
16. We do not see any reason for this pattern to change or for any significant growth in freight at NWI. The Airport's location away from the main trunk motorway network means that it will be highly unattractive to freight airlines seeking access to the UK freight distribution network, located principally between London and the Midlands. The local market is unlikely to sustain pure freighter operations flights directly.
17. We would not anticipate any need for additional freight handling capacity on this basis.

## **General and Business Aviation**

18. Currently there is a steady, though low scale general and business aviation market at NWI (excluding offshore helicopters). Across this sector the activity will largely be serving the local market, perhaps with some small number of trainee pilots choosing to come to NWI for the flying school. Both the business and general aviation sectors are dominated by the South East of England, with some growth at core cities such as Manchester, but NWI is not located to be able to capitalise on these markets.
19. There has been long term cost pressure on the general aviation market, resulting in some aspects of the sector remaining relatively flat or even declining over the last decade. However, developments in Microlight flying (which covers smaller aircraft now) has led to some regrowth in the sector which may benefit NWI, though the extent of this may be small in overall terms and certainly by nature would not require large areas of hangarage or apron due to the size of the aircraft in question.
20. Whilst larger airports in the UK continue to squeeze out these activities, it is unlikely that NWI will represent a viable alternative for operators to relocate because the nature of general and business aviation is that it should be in convenient locations to maximise the time benefits offered over alternative transport modes. As NWI is not close to any of the Airports which are pricing the sector out, then they will be unable to satisfy the relevant markets.
21. Flying schools in the UK have benefitted from growth in demand from overseas, particularly Asia, and the shortages of pilots more recently in Europe. However, overall the scale of flying school activity remains relatively flat due to the cost and weather benefits of training in other global locations, including Spain and the USA. Furthermore, any boost gained from lack of training facilities in Asia may be reversed as flying schools are established on the continent.
22. Given the limited size of the local market for general and business aviation and its relative remoteness from other markets, e.g. London, we would expect to see only modest growth in this sector over time driven by local demand. Given the levels of activity on the current general aviation apron, we believe that any growth over the medium term could be easily accommodated, and even over the longer term, only minimal expansion of the apron may be required, which would not require a relocation to Site 4.

## Maintenance – MRO

23. Norwich Airport is fairly unique among smaller regional airports in the UK in having substantial active aircraft maintenance facilities, provided by KLM UK Engineering (KUE) and Air Livery (aircraft painting). The location of the KUE facility at NWI is historic, resulting from the formation of Air UK in the 1980s out of Air Anglia, and the subsequent retention of the maintenance facility at NWI when KLM took over Air UK. This explains why NWI has MRO activity when larger regional airports such as Newcastle and Leeds have a very limited offer. The KUE facility provides support not only for KLM and KLM Cityhopper fleets, but also undertakes third party work for other airlines and aircraft owners. The scale of the activity makes this attractive to Air Livery as a secondary activity in support of aircraft maintenance. As a result of the KUE facility, there remains a strong pool of skills in the engineering sector at the Airport supported by the presence of the International Aviation Academy.
24. At present, there remains a buoyant aircraft maintenance market in the UK, supported by a combination of independent providers and in-house capabilities at the key airlines. However, for a number of years a large (and growing) part of the market has seen European airlines, including British Airways, easyJet and others, to send aircraft to Central Europe, the Middle East or further into Asia for heavy maintenance, driven by significantly lower labour costs which offset the costs of moving aircraft further afield for maintenance.
25. This has led to only limited growth in the UK market for heavy maintenance hangarage over recent years, with the most recent example being Monarch's hangar at Birmingham, although this came at the expense of the operator's Manchester facility which was subsequently closed as activity was consolidated into Birmingham. More recently, easyJet opened a new hangar at London Gatwick and this will be supplemented at the Airport by a new Boeing-operated hangar but, in both cases, these facilities are designed almost exclusively for line maintenance, and are only located at Gatwick because of the large based fleets which operate during the day and then go for routine maintenance through the night in the hangars. The same is true for the British Airways and Virgin Atlantic hangars at Gatwick and the Thomas Cook and Jet2 hangars at Manchester. This was also an influencing factor in the decision to locate the Monarch hangar at Birmingham, where value could be added in offering both line support and heavy maintenance in a single location. Such facilities could never be attracted to NWI because the based fleet of aircraft now, and in the future even at 4 mppa, would not be sufficient to require such line maintenance facilities over and above the capability of the KUE hangar to provide required line maintenance support.
26. In considering the future potential for MRO in the UK, we have combined our industry knowledge with consultations with three key MRO providers in the UK, KLM UK Engineering, Chevron and Air Livery. Due to commercial sensitivities, the information provided by these companies has been aggregated, but it is worth noting that the picture painted by all three was consistent. There is some emerging evidence, however, that there will be some re-trenching of heavy maintenance back to Western Europe over the coming years driven by three factors:
  - ➔ The rapid growth of airlines in Asia means that there will be increasing pressure on capacity there which may displace European carriers;
  - ➔ Retention of skilled staff in Central Europe is difficult as many will move to Western Europe on receiving their qualifications to earn a higher salary; and
  - ➔ Costs of sending airline staff to oversee maintenance are increasingly high and seen as offsetting cost benefits.
27. This may present some opportunities for NWI to grow in this sector, but these are unlikely to be widespread and are unlikely to require the whole of Site 4. NWI's strengths, which may make it attractive, include:
  - ➔ Existing MRO cluster, which can generate synergies such as the shared use of ancillary facilities like the paint shop; and

- Existing skills base and aviation academy will be attractive in a market where there are skills shortages.

28. However, there are factors which will limit NWI's attractiveness, including:

- A preference by many operators to be located at bigger airports where there is significant line maintenance and ad-hoc repair demand to supplement any heavy maintenance, driven by based aircraft or those rotating through as part of their normal schedules;
- The current runway length remains restrictive to widebody aircraft and, hence, those MRO providers who want to offer flexibility on the aircraft sizes they maintain, such as Boeing or Chevron, will be unlikely to consider NWI without the extension. Flexibility to cover aircraft of all sizes is likely to be important to MRO providers. The Master Plan safeguards the option of such an extension, but it will be the passenger market that determines whether this is required, not the low number of movements associated with MRO;
- Although clusters have benefits as highlighted above, operators have highlighted to us that they do not like too much immediate competition around them. They try to differentiate on location, otherwise it leaves only price for differentiation, which can drive down returns. Whilst we would not expect the presence of KUE at NWI to act as an impediment to all future MRO operators, it may limit the number that could be attracted to locate at the Airport and compete within the context of a relatively small local 'guaranteed' market and the limitations on the types of aircraft which could be maintained; and
- Having too many operators in a single location can drive up direct costs as salaries escalate in order to attract the same staff.

29. The scale of hangars which would be needed to support narrowbody maintenance would not be as large as they would if they needed to accommodate widebody aircraft, and hangars that are used for heavy maintenance, as opposed to line maintenance, can be smaller for the same number of aircraft because they will tend to stagger aircraft inside, rather than parking them directly side by side. As an example, the easyJet hangar at Gatwick, used for line maintenance, is 5,400m<sup>2</sup> and accommodates two narrowbody aircraft, but the Monarch building at Birmingham is around 10,200m<sup>2</sup>, but can handle up to five narrowbody aircraft despite not even being double the size of the easyJet hangar. We overlay the total land area used by the Monarch hangar at Birmingham (including hangar, offices, car park and apron) onto the NWI Site 4 in **Figure 2** below.

**Figure 2: Overlay of Monarch Maintenance facility onto Site 4**



Source: York Aviation, Google Earth

30. As can be seen, one of the largest new hangars in the UK could be accommodated perhaps 8 times over on the whole of Site 4, generating capacity for 40+ narrowbody aircraft or 16 widebody aircraft. This is far beyond the scale of MRO seen anywhere in the UK and highly unlikely to be achievable in a single location, particularly one where there is little 'line' flying. The proposed reserved strip for aviation related used could potentially accommodate up to 3 such developments, delivering a greater floor area than the combined hangarage at Manchester Airport.
31. Furthermore, there will be intense competition for any new hangar developments in the UK, with airports such as Liverpool and Bristol already preserving land in their emerging Master Plans to attract these operations. In both of these cases, however, there is a recognition that the markets are unlikely to be large enough to fill all available land and so these are viewed as part of mixed-use development.
32. Given the previously identified strengths of NWI, it seems reasonable to preserve a suitable strip of land to allow for some limited long term expansion in the MRO sector. However, on balance with the factors against NWI and the overall space available compared to the smaller areas given over to MRO at comparator airports, it would not be credible in our view to retain the whole of Site 4 for aviation related activity.
33. The timescales over which firms may come to NWI are also uncertain. There could be near-term opportunities for a single hangar, but then it seems likely that future opportunities will be much further out as the Asian market fills and this could be 10-20 years away. This leaves some risk to the short term achievability of the near-term opportunity because it will be hard to commercially justify opening up Site 4 for a single building and operator. This leaves the very real risk that NWI will not be able to capitalise on this opportunity and it will go elsewhere. The loss of such an opportunity in the short term may reduce the benefits of the cluster in the long term when NWI seeks to compete for new operators in the future.

### **Airport City Type Developments**

34. We understand that it has also been suggested that Norwich could attract other aviation related uses to this area, along the Manchester Airport City model. At Manchester, it is proposed to develop some 5 million ft<sup>2</sup> of offices, logistics, hotels and advanced manufacturing space over the next 10-15 years adjacent to the operational airport<sup>2</sup> on two sites totaling some 52.6 hectares. This compares to the Site 4 (imperial Park area) of some 46.5 hectares, i.e. of a similar total scale. This development needs to be seen within the context of:
  - the area's designation as part of an Enterprise Zone;
  - the relative scale of Manchester Airport which handled almost 28 mppa in 2017;
  - the proximity of the sites to the M56 motorway and major markets across the Liverpool/Manchester/Leeds corridor.
35. This zone does not include MRO type activity, which is located on a 9 hectare site within the operational part of the Airport. At present there are only three hangars used for MRO at Manchester, with a total floor area of approximately 28-29,000 m<sup>2</sup>, less than three times the size of the Monarch hangar at Birmingham. The Airport's Sustainable Development Plan 2016 proposes that this area is sufficient for MRO type activity as the airport grows, albeit that some of the older hangarage is likely to require redevelopment. This would suggest that the reservation for hangarage development of 7.1 hectares within Site 4 should be more than sufficient to accommodate any reasonable aviation related activity at NWI given that this is in addition to the existing KUE and Air Livery facilities

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<sup>2</sup> [www.airportcity.co.uk](http://www.airportcity.co.uk)

36. In terms of the uses being attracted to the Airport City site, these, in reality, have little direct connection with the operation of the Airport. Major logistics sheds have been attracted for Amazon and DHL and, whilst there is some connection to cargo activity at the Airport, the principal rationale for the location is proximity to the motorway. Similarly the attractiveness of the northern part of the site to office development is, at least in part, related to the direct rail and tram connections to the rest of Manchester. The scale of passenger activity at the Airport will be the principal driver of hotel requirements.
37. Overall, then, we do not believe that Manchester Airport City provides a relevant comparator for Imperial Park at NWI and to the extent that comparisons are valid, the scale of areas reserved for different activities at Manchester strongly suggest that the principal uses which might be attracted to Imperial Park are likely to be non-aviation related and that a reservation of 7.1 hectares for directly aviation related uses would be more than sufficient even for the longer term.

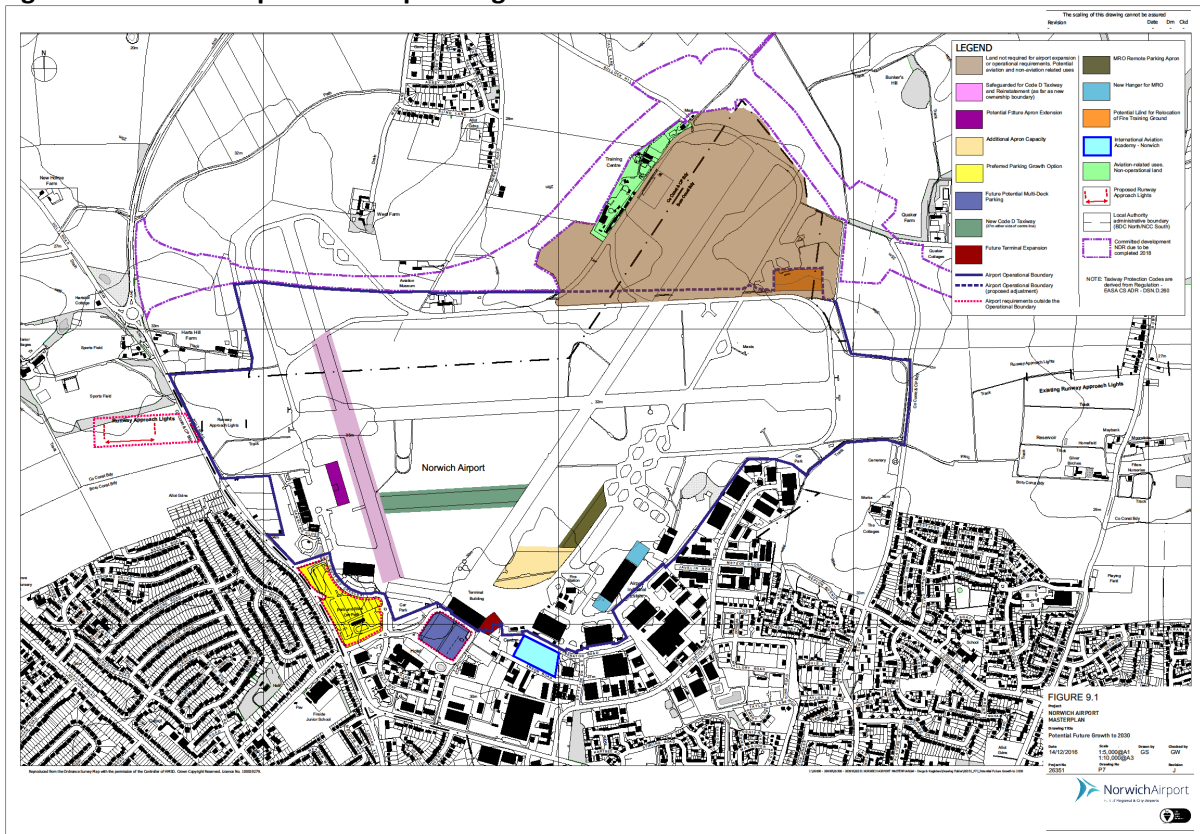
## Scope of Facilities

### Norwich Airport Master Plan

38. The November 2017 Norwich Airport Masterplan sets out the strategy for the development of facilities to meet the requirements of the traffic forecasts for the two key plan periods to 2030 and from 2030 until 2045. The traffic forecasts for these periods are 0.93 mppa by 2030 and 1.4 mppa by 2045. We have commented earlier on these forecasts in the light of the recent traffic performance at NWI and would expect that growth of this magnitude over this timescale to remain a realistic prospect.
39. To meet the requirements of these traffic projections, the Masterplan sets out phased developments to provide targeted new and modified infrastructure including new taxiway, apron, terminal and car parking facilities.
40. It also provides for the ability of other airport operations such as MRO, General Aviation (GA) and the offshore rotary sector to develop, grow and adapt accordingly. It is in these market segments that could give rise to the need to use of part of Site 4 to the north of the runway. Earlier, we have commented on the growth prospects and potential of these other non-passenger commercial market segments and indicated the extent that each of these are expected to perform during the Masterplan periods to 2045 and beyond. We have, as a central component of this report, identified what the longer term prospects are for these sectors beyond 2045 and will return to this later in this section.
41. **Figure 3** overleaf reproduces Figure 9.1 from the Masterplan which sets out the 'Potential Future Growth' developments to 2030. These comprise a range of developments across the southern part of the site in support of apron and terminal growth for commercial passenger flights, apron development in support of MRO, GA and offshore and other rotary operations, car parking and hangar development.



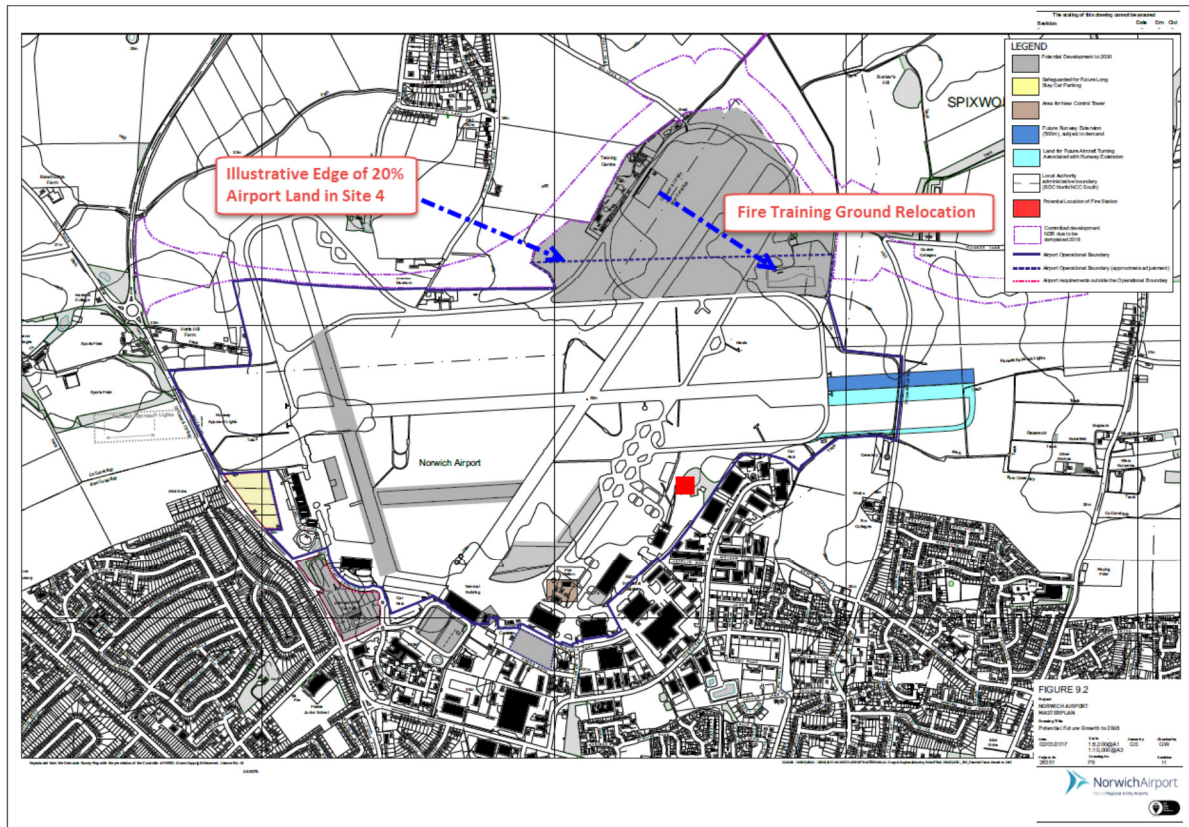
**Figure 3: Norwich Airport Masterplan: Figure 9.1 – Potential Future Growth to 2030**



Source: Norwich Airport Draft Masterplan, July 2017

42. It also highlights the extent of Site 4 to the north of the runway including the relocation of the Fire Training Ground to the south east corner of this site.
43. There is also a proposed new Code D taxiway running east-west to the south of the runway that will facilitate improved ground circulation for the taxiing of aircraft.
44. What is noticeable from this plan is the extent of available and unused land airside between the runway and the terminal apron areas and between the east and west apron zones that support MRO, GA and the offshore sectors.
45. **Figure 4** overleaf goes on to reproduce Figure 9.2 from the Masterplan that sets out the 'Potential Future Growth' developments to 2045. As well as illustrating the proposals set out above to 2030, the additional developments include additional car parking, a new fire station and the safeguarding of a runway extension.

**Figure 4: Norwich Airport Masterplan: Figure 9.2 – Potential Future Growth to 2045**



*Source: Norwich Airport Draft Masterplan, July 2017*

46. The full extent of Site 4 to the north of the runway is illustrated in grey and we have highlighted the relocation of the Fire Training Ground from its original location in the north-west area of Site 4 to its new location to the south-east. This relocation will have taken place during the first plan period to 2030.
47. We have also highlighted the 'blue' dashed line that runs east-west across Site 4. This provides a suitable strip for potential aviation-related hangar development with airside access. Preserving land for three hangars of the scale of the Monarch facility at Birmingham (and more than the MRO facilities at Manchester) and some ancillary activities, as discussed below, would require approximately 20% of the area to be retained for this use, though in reality the demand may never need all of this area as previously highlighted.
48. **Figure 5** overleaf illustrates the Option A 'Illustrative Masterplan' layout for Site 4 taken from the 'Imperial Park, Norwich Vision Document', October 2017. This depicts a range of airport related uses across the southern 20% of Site 4, the area highlighted in Figure 4.

Figure 5: Imperial Park Vision Document – Option A



Source: Norwich Airport

49. In this area we have highlighted the 'Engine Run Up Bay', recently constructed by the airport that will remain in this location long term. To its east is the relocated Fire Training Ground. To the west of this 20% area is a potential new location for the Air Ambulance facility. We understand that the current facility located as part of the complex of hangars and apron to the west of the current airport (south of the runway) is now too small for the Air Ambulance service that wishes to consolidate all of its NWI accommodation in one place (currently it has accommodation at two other locations at the airport in addition to the current hangar and apron).
50. In between these facilities, the Option A layout illustrates a row of hangars and apron.
51. As we have discussed earlier, the potential for additional MRO and other hangar related airport uses at NWI in addition to that that can be accommodated on land to the south of the runway is uncertain and very long term, in spite of the potential gravitation back towards Western Europe of European based MRO from Asia and other regions. Competition from other UK airports for new UK based MRO will be high. The remaining area in the 20% of Site 4 available for potential MRO then serves very much as a 'back stop' in the event that overall MRO, GA, Flying School, etc., activity at NWI outgrows the available land to the south of the runway.

### Growth Beyond 2045

52. We next consider how much land NWI might need to accommodate growth above 1.4 mppa in the very long term beyond 2045. We have considered earlier three growth thresholds, 3.0 mppa (approximately twice the 2045 1.4 mppa traffic forecast) along with a 3.5 mppa and 4.0 mppa throughput based upon growth trends of 2% and 2.5% per year. The 3.0 mppa being reached from 2077 to 2085 and the 3.5 mppa reached from 2084 to 2090, depending on the rate of growth, and 4.0 mppa being reached in 2089 based upon a growth rate of 2.5%. These are all a long way out in the latter parts of this century.
53. Earlier in this section, in relation to Figure 3 and the proposals to 2030, we commented on the apparent extent of available and unused land airside between the runway and the terminal apron areas and between the east and west apron zones that support MRO, GA and the offshore sectors.

54. Our approach to gauge whether NWI will have sufficient land to the south of the runway, along with the 20% of Site 4, is to benchmark how much land is used to support operations at a selection of other UK airports that have a throughout in the 2.0 to 4.5 mppa range and compare this with the size of NWI. The airports selected are Aberdeen, Belfast City, Leeds Bradford and Southampton.
55. The areas we have measured are approximate and for consistency have used 'Google Earth' as a basis for the area measurements. The figures are set out in the **Table 1** below and we have divided the areas for the four benchmark airports in to three categories:
- ➔ total site area excluding the runway and associated 300m wide runway strip;
  - ➔ area of apron and taxiway used for commercial aircraft parking; and
  - ➔ the area occupied by the terminal, forecourt, access roads and car parking.
56. The comparator for NWI in this table has been obtained using a CAD drawing file with the same categories of area, except the area of apron and taxiway is the potential available area between the terminal and the runway strip and, thus, includes the apparent available undeveloped area described earlier as a potential expansion zone for such activities. As a cross check, we have also measured the total site area for NWI south of the runway strip in 'Google Earth' and derived a figure of 804,000 m<sup>2</sup>, a very close match to the more accurate measurement of 807,000 m<sup>2</sup> in CAD. This then provides reasonable confidence that the areas measured for the benchmark airports using 'Google Earth' are sufficiently accurate to make comparisons.
57. Table 1 also combines the total area of the 'Terminal, Forecourt, Access Roads and Car Parking' with the 'Commercial Apron and Taxiway' in the right hand column.

**Table 1: Benchmark Airport Site Areas (m<sup>2</sup>)**

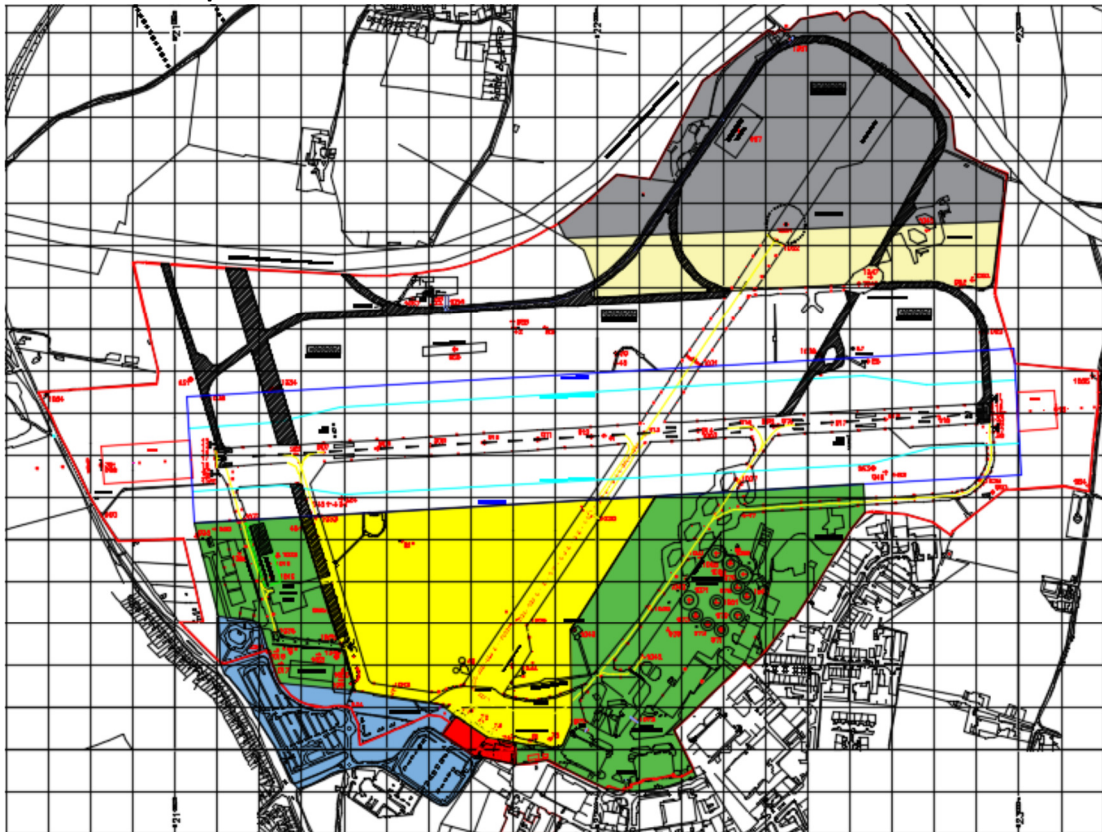
<b>Airport</b>	<b>Mppa (2016)*</b>	<b>Total Site Area</b>	<b>Commercial Apron and Taxiway Site Area</b>	<b>Terminal, Forecourt, Access Roads and Car Parking Site Area</b>	<b>Combined Apron and Terminal Totals</b>
Aberdeen	3	575,000	97,500	103,000	200,500
Belfast City	2.7	187,000***	50,000	137,000	187,000
Leeds Bradford	3.6	454,000	165,000	147,000	312,000
Southampton	2	305,000	54,000	91,000	145,000
Norwich	0.5	807,000	191,000**	111,000	302,000
Notes: *CAA Airport Statistics 2016 **Potential available land at NWI between terminal and Runway Strip ***Excludes extensive site for Bombardier Aerospace complex which has no airside connection					

Source: York Aviation, CAA Statistics, Google Earth

58. Importantly it should be noted that the NWI total site area is only for land south of the 300m runway strip and then excludes any of the Site 4 land.
59. What is striking, is how large the NWI site is at 807,000 m<sup>2</sup> compared to the other airports. Aberdeen with its significantly larger offshore rotary and fixed wing operation, the associated MRO and a commercial passenger throughput of 3.0 mppa is smaller at 575,000 m<sup>2</sup>. Leeds Bradford at 410,000 m<sup>2</sup> is around half the size of NWI with a throughout of 3.6 mppa, although it does not have a significant MRO and GA operation.

60. Belfast City Airport has, for the commercial operations, an area only at 187,000 m<sup>2</sup> - it is a very compact airport. On the opposite side of the runway is the extensive Bombardier Aerospace complex covering an area of 770,000 m<sup>2</sup>. Whilst some of this is adjacent to the Airport, the level of access is limited these days and the vast majority of it is landside. We have excluded this from the benchmarking as the scale and nature of this operation is unique at a British commercial airport. The Southampton Airport site at 305,000m<sup>2</sup> is split between two compact areas for commercial and other activity including GA.
61. The NWI combined area of 302,000 m<sup>2</sup> comprising the 191,000 m<sup>2</sup> of potential airside area and the 111,000 m<sup>2</sup> of the terminal, car parking and forecourt zones is very similar to the combined 312,000 m<sup>2</sup> at Leeds Bradford Airport, which handles 4.5 mppa and has plans to grow to 6.4 mppa by 2030. We understand that Leeds Bradford anticipate being able to handle in the region of at least 5 mppa through their site without the need to encroach too much on to land used by non-passenger related activities. There may be a requirement to relocate some car parking activity onto new sites outside the current airport boundary.
62. This would suggest that the 302,000 m<sup>2</sup> of available space for passenger related and other operations at NWI could support of 4 mppa. This area excludes the use of any part of Site 4 reserved for aviation related uses which would be available in addition to support growth in the other market sectors such as offshore rotary, GA, Air Taxi, Air Ambulance, MRO, Flying school, etc to the extent required
63. **Figure 6** overleaf illustrates, through shaded areas, the key zones of the operation or activity, including Site 4 to the north.

**Figure 6: Norwich Airport Site Block Plan**



**Norwich Airport Site Block Plan Key:**

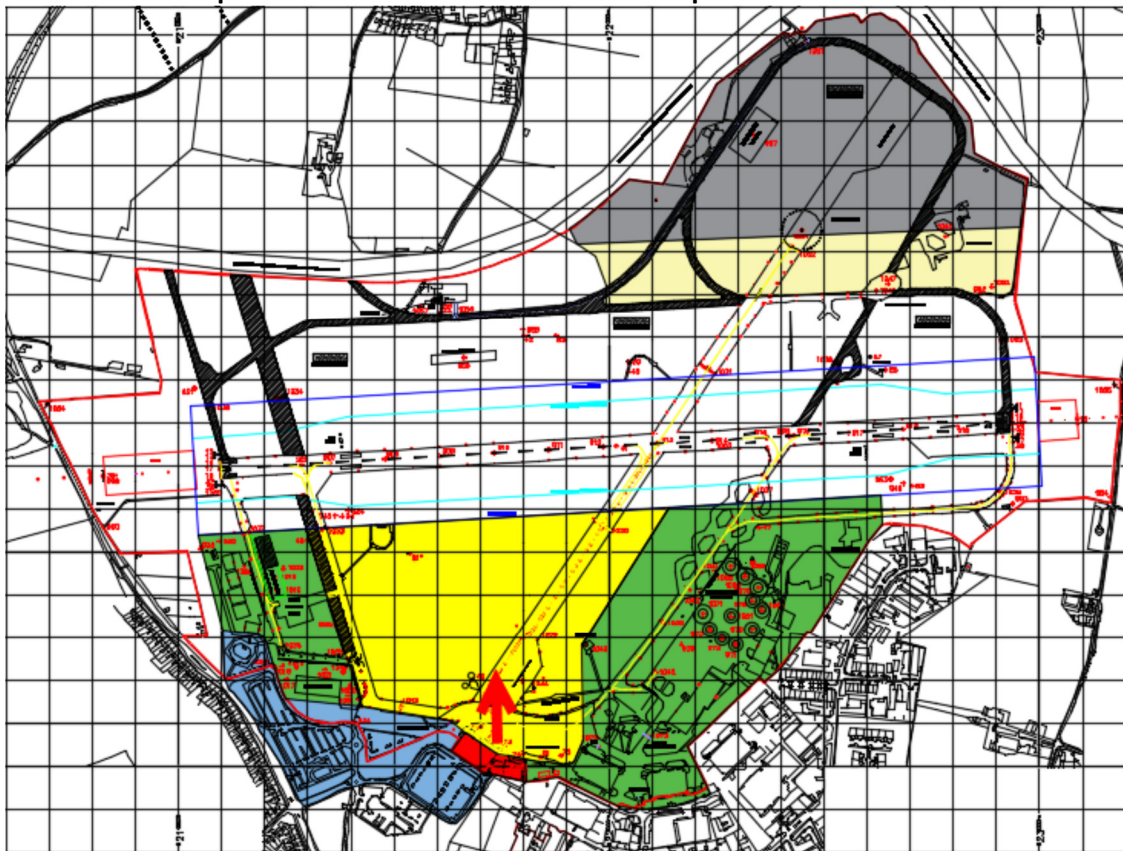
- Potential airside area for commercial apron and taxiways
- Terminal zone including proposed Masterplan extension
- Car parking, forecourt and access roads
- East and West zones for MRO, Off-shore, GA, Air Taxi, Flying Schools, Operational support, etc.
- Site 4 - 20% for Airport related activities
- Site 4 - 80% for non-aviation related developments

*Source: York Aviation*

64. The 'yellow' area is the potential airside area for commercial apron and taxiways, as discussed earlier. At its south is the 'red' terminal zone including the proposed Masterplan extension. Adjacent to this is a 'blue' zone covering the car parking, forecourt and access roads. The 'green' zones to the east and west cover the various MRO, offshore, GA, air taxi and flying school activities, along with other engineering and operational accommodation in support of airport activities. To the north is Site 4 in two colours, the 'beige' strip along its southern edge is the 20% of the site reserved for airport related activities, the remaining 'grey' area being for the non-aviation related developments.
65. This strip of land that constitutes the 20% of potential airfield related activities located along the southern edge of Site 4 will be in the 'line of sight' of the Control Tower located to the west of Site 4 on the northern side of the runway. Any MRO and other airport related development, together with its associated aprons and taxiways, will likely be south facing in any event. Any important localised areas that need to be observed in detail by the Control Tower can be resolved by the use of CCTV coverage, as is normal practice at all airports.

66. The two 'green' zones cover an area that is much larger than currently occupied by the various non-commercial related aviation activities and as such effectively provide significant space for these to grow and develop in the very long term without impeding the growth of the core commercial aviation activity.
67. Clearly, whilst the 'yellow' zone is substantial, with large areas undeveloped, even if all of the Masterplan proposals to 2045 are implemented, the 'red' terminal and 'blue' car parking and roadway zones are fully developed. In order that terminal and associated car parking (over and above Masterplan proposals) and forecourt capacity can be enhanced beyond 1.4 mppa then more land area will be required.
68. Figure 7 illustrates how the terminal could be expanded northwards in to part of the current commercial apron area, with the commercial apron area shifting northwards and expanded accordingly in to part of the very large 'yellow' area to the north.

**Figure 7: Norwich Airport Site Block Plan – Terminal Zone Expansion Northwards**



**Norwich Airport Site Block Plan Key:**

- Potential airside area for commercial apron and taxiways
- Terminal zone including proposed Masterplan extension
- Car parking, forecourt and access roads
- East and West zones for MRO, Off-shore, GA, Air Taxi, Flying Schools, Operational support, etc.
- Site 4 - 20% for Airport related activities
- Site 4 - 80% for non-aviation related developments

*Source: York Aviation*

69. Similarly, the 'blue' area could be expanded northwards in to the 'yellow' zone to create additional car parking and associated road capacity.

70. This will still support the 3.5 mppa to 4 mppa very long term growth potential of NWI given that it is the combined 'Yellow, Red and Blue' areas that make up the 302,000 m<sup>2</sup> of available space.
71. It should be noted that the boundaries between all these areas to the south of the runway are not fixed. The 'yellow' commercial airfield zone could stretch east and west if required and if the 'green' non-commercial areas do not grow significantly beyond the zones they currently occupy.
72. The block plans confirm that NWI will be able to support significant growth beyond 1.4 mppa and still allow land to be available for other non-commercial airport related uses. This in turn endorses the strategy of reserving just 20% of Site 4 for airport related activities to provide a 'flexible' backstop for additional MRO, GA and flying school activity that is not otherwise accommodated to the south of the runway.
73. The KLMUKE and Air Livery expansion, and proposed replacement apron for KLMUKE, outlined in section 3, will form part of the eastern 'green' zone on the block plan. This expansion will only utilise part of the spare land available within this zone.

## Conclusions

74. That long term passenger growth scenario beyond 2045 suggests that NWI could reach 3.0 to 3.5 mppa towards the latter parts of the century, and even up to 4.0 mppa. Within this growth scenario off-shore rotary is not expected to grow beyond current levels. Freight traffic will not require additional facilities on site and GA traffic is likely to see only modest growth beyond current levels.
75. The MRO sector enjoys a high quality presence at NWI with two principal players supported by a strong local skills base. However, in spite of the prospect that some UK and European demand for MRO may return to operators in the UK and Europe, NWI will face stiff competition to attract significant additional new hangar development, over and above expansion of existing facilities. Whilst some of this may be attracted to NWI, the strip of land suggested within Site 4 (20%) for aviation related activities of 7.1 hectares for MRO type development is likely to be more than sufficient for any reasonable scale of new development which might be attracted even over the very long term.
76. We have benchmarked the NWI site and the areas of land to the south of the runway with a selection of other UK airports and from this exercise demonstrate that there is more than sufficient land to accommodate at least 4 mppa of commercial passenger traffic alongside the requirements of all the other airport based operations, including expansion of exiting hangarage.
77. Indeed, the 'green' areas to the east and west for non-commercial operations are much larger than that currently used at NWI for these activities, further endorsing our view that even if NWI were to reach 4 mppa later this century, there will still be sufficient land available for all other uses.
78. With the Engine Run-Up Bay, a proposed relocation of the Fire Training Ground in the vicinity of Site 4 and a potential consolidation of the Air Ambulance operation in to Site 4, there remains substantial areas of land within the remainder of the 20% for additional hangars, or perhaps Flying School and GA activities, over and above the areas already highlighted in 'green' to the south of the runway.
79. In overall terms, then, the existing aviation site south of the runway and a reservation of up to 20% of Site 4 will be more than sufficient to enable NWI to fulfil its realistic aviation potential, including its ability to attract other new aviation related tenants and operators. Realisation of these opportunities will require the site(s) to be readily available, given the competition to attract new hangars from many other airports. Hence, the importance of securing other development on the remainder of Site 4 at an early stage to create the conditions whereby NWI is has a readily serviced site to offer.

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**Checked by: Louise Congdon**

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