

Proposed draft amendment for consideration.

Strategic Allocation: Policy GNLP1061R

Supporting Text:

2.75 Norwich International Airport is located on the northern edge of the city of Norwich and accessed from the A140 Norwich to Cromer Road. The passenger terminal and majority of associated commercial uses are sited towards the southern end of the airport. Site 4, is located at the northern end of the Airport land, immediately to the south of the A1270 Broadland Northway.

2.76 There are residential and commercial/industrial uses on the land to the south-west, south and south-east, whilst the majority of the land to the north, beyond the NDR, is rural and agricultural, except for the villages of Horsham St. Faith and Spixworth which are in reasonably close proximity. Directly adjacent to the site on the north-west boundary is a series of linear buildings, structures and compounds that comprises a safety training facility (Petans) which is access from the north via Bullock Hill.

2.77 With regards to topography, the site rises gently to the north. It is largely featureless with the land largely consisting of a taxiway and grassland within the operational boundary of the Airport. The site is 43.66ha and of this total 28.38 hectares fall within Norwich's administrative boundary and approximately 15.28 hectares is within Broadland District.

2.78 This site provides a unique opportunity as it is the only site that can provide development for aviation related uses. In accordance with the Norwich Airport Masterplan endorsed by both Norwich City Council and Broadland District Council, the site is allocated for aviation related employment, aviation educational uses and general employment with a cap on the amount of non-aviation uses. Following a significant period of marketing the site for aviation related uses to no success, the inclusion of non-aviation employment land may act as a catalyst to development of this site; further to this, securing non-aviation development to this site should provide a serviceable plot more likely to attract future aviation uses. It is important that in line with the masterplan a minimum of 20.5ha of the site is retained for aviation uses (which means that approximately 47% of the 43.66ha site will be safeguarded for aviation related employment and educational uses). This will ensure that there is sufficient land to attract additional large aviation-related businesses. These businesses could be lost to the local area if there is nowhere to suitably locate them.

2.79 Given the evidence set out within the Review of Office Accommodation in Norwich (Ramidus, 2020), it is not considered appropriate to allow non-aviation related office uses due to the potential harm that this could have upon Norwich's city centre and similarly it is not considered that retail and leisure uses would be appropriate in this out of centre location.

2.80 Access to the site should be gained from the A1270 and a surface access strategy will be required in order to promote sustainable travel to the site.

2.81 Preparation and approval of a surface access strategy is required prior to the occupation of more than 30,000sqm (GEA) floor space.

Policy GNLP1061R

Land known as 'Site 4', Norwich Airport (approximately 43.66ha) is allocated for aviation related employment, aviation educational uses and general employment. Aviation related uses shall be those that fall 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). General employment shall be those that fall within use classes E(g)(ii) (the research and development of products and processes), E(g)(iii) (any industrial process), B2 (industrial) and B8 (storage and distribution).

The development will achieve the following site-specific requirements:

1. Provide development of aviation related uses and general employment. Non-aviation development will be limited to no more than 23.16ha of the site. Non-aviation development would be limited to no more than 50% of the floorspace on the development. Non-aviation related office uses (Class E(g)(i), retail and leisure uses will not be accepted.
2. Prior to any development, a Design Concept masterplan shall be agreed which includes an indicative layout (clearly identifying areas for aviation and non-aviation uses), phasing plan and information on the delivery of critical infrastructure, landscaping, ecology, drainage and sustainable transport measures. Development shall adhere to the principles set out within the approved Design Concept masterplan.
3. Prior to the occupation of more than 30,000sqm (GEA) floor space, an Airport Surface Access Strategy for the wider airport operational area, which promotes sustainable transport to the site, shall be adopted and prior to the occupation of development of any phase (as agreed through the Design Concept Masterplan) an Interim Travel Plan for that phase shall be agreed.
4. Provision of a mobility hub on the site to allow for bus drop off/pick up, turnaround space, passenger waiting facilities, electric vehicle charging points, car club vehicle(s) and cycle provision/parking.
5. Prior to the occupation of more than 30,000sqm (GEA) floor space a scheme for the provision of a bus link and bus gate between the terminal building and Spitfire Road shall be agreed. There is limited scope to provide enhanced facilities for non-car modes of access to the site so this can be mitigated by offsetting against the rest of the airport where sustainable access enhancements can be more readily achieved.
6. Provide vehicular access from the existing roundabout Broadland Northway (A1270).

7. 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.
8. 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.
9. Changes of use should normally be restricted by conditions on any future planning applications to prevent units being utilised more broadly, and where aviation related uses have been granted, to prevent the change to non-aviation related uses and to set a limit on the amount of ancillary trade counters, display and office use.

2.82 Notes GNLP1061:

For the purpose of this policy aviation related uses are defined 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:

Airline, crew, air traffic, ground crew, fire crew and pilot training centres or training schools;

Airport training services;

Aircraft engineering and technician training; and

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:

Due to requirement for immediate access to national or international connectivity for freight;

Advanced manufacturing or engineering connected with the airport either through:

A direct relationship within an airport occupier or aerospace company through the supply chain; or

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