<table>
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<tbody>
<tr>
<td>34719</td>
<td>No. 2 Hangar, Norwich Airport</td>
<td>Temp use of part of hangar for storage purposes</td>
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<td>Norwich Airport (Hangar No.2)</td>
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<td>35449</td>
<td>Passenger Holding Building, Norwich Airport</td>
<td>Extension to Airport restaurant to provide storage accommodation</td>
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<td>38095</td>
<td>Hangar No.2 Norwich Airport</td>
<td>Entrance Hall and construction of car park</td>
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<td>4750335/F</td>
<td>Hangar No.3 Norwich Airport</td>
<td>Extension to hangar to provide additional office at Hangar No.3</td>
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<td>4750917/CU</td>
<td>Air Anglia Liberator Road, Norwich</td>
<td>Erection of single storey pre-fab building for use as temporary office</td>
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<td>Erection of four temporary offices</td>
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<td>4751528/F</td>
<td>Adjacent to terminal building, Norwich Airport</td>
<td>Erection of temporary offices</td>
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<td>4751913/F</td>
<td>Adjacent to Hangar No. 2, Norwich Airport, Liberator Road</td>
<td>Erection of building for use as welding shop</td>
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<td>Internally illuminated projecting sign</td>
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<td>Cromer Road (adjacent Fifers Lane</td>
<td>Use of Airport perimeter land as allotments</td>
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<td>4760515/SU</td>
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<td>Alterations and extension</td>
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<td>Erection of &quot;portakabin&quot; for use as cargo office</td>
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<td>Norwich Airport Restaurant</td>
<td>Erection of temporary building for use as offices</td>
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<td>Adj. Terminal Building Norwich</td>
<td>Portable building for use as office, staff kitchen and toilets</td>
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<td>4771364/SU</td>
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<td>Extension of vehicle storage building</td>
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<td>Erection of offices and layout of car park</td>
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<td>47718985/F</td>
<td>Air Agency Office, Liberators Road</td>
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<td>4780213/F</td>
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<td>Construction of first floor offices</td>
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<td>4780282/A</td>
<td>Liberators Road</td>
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<td>4780307/F</td>
<td>Adj. Hangar No.2, Norwich Airport</td>
<td>Relocation of three portakabins for use as offices</td>
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<td>Erection of fire service and vehicle maintenance building</td>
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<td>Hangar 3, Terminal Road</td>
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<td>Hangar 2, Liberator Road</td>
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<td>Erection of &quot;portakabin&quot;</td>
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<td>21.07.77</td>
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<td>Norwich Airport</td>
<td>Erection of accommodation for fire crew to replace existing caravan</td>
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<td>4790798/F</td>
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<td>4791138/F</td>
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<td>4801176/F</td>
<td>Adj. Airport Gatehouse</td>
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<td>4810120/SU</td>
<td>Norwich Airport Terminal Building</td>
<td>Erection of canopy over main entrance</td>
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<td>4810392/F</td>
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<td>4810755/F</td>
<td>Norwich Airport Restaurant</td>
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<td>4810810/F</td>
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<td>Erection of additional side bay</td>
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<td>Adj. Terminal Building, Norwich Airport</td>
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<td>Linerator Road</td>
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<td>Terminal Car Park, Nowich Airport</td>
<td>Re-siting of car park kiosk and erection of boundary fence.</td>
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<td>28.05.82</td>
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<td>Norwich Airport</td>
<td>Retention on accommodation for fire crew originally granted in pursuance of 4771080/SU</td>
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<td>4820961/F</td>
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<td>4830035/F</td>
<td>Adj. Terminal Building, Norwich Airport</td>
<td>Erection of portable office building originally granted in pursuance of 4771668/D</td>
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<td>4830836/F</td>
<td>Customs Compound, Liberator Road, Norwich Airport</td>
<td>Siting of pre-fab office building</td>
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<td>13.09.83</td>
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<td>4830996/F</td>
<td>Adj. Hangar No.2, Norwich Airport</td>
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<td>4831176/F</td>
<td>Airport Gatehouse</td>
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<td>4831250/F</td>
<td>Adj. Terminal Buildings, Norwich Airport</td>
<td>Retention of extension to temp. office originally granted in pursuance of 4791138/F</td>
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<td>4841269/SU</td>
<td>Norwich Airport</td>
<td>New Airport Terminal Building, car parking and ancillary facilities with access from the A140</td>
<td>Outline</td>
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<td>4850554/F</td>
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<td>Use of area as temp. car park</td>
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<td>4851079/SU</td>
<td>Norwich Airport</td>
<td>New Airport Terminal including duty free shop with total floor area of 36,000ft and access road and carpark</td>
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<td>Hangar No.3, Norwich Airport</td>
<td>Use of site for overnight mini-bus parking and erection of shed</td>
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<td>New terminal building, revised design to increase permitted floor space from 36,000 sq.ft to 39,000 sq.ft</td>
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<td>19.06.86</td>
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<td>4861253/F</td>
<td>Hangar No.2, Norwich Airport</td>
<td>Retention of 3 portakabins for use as offices originally granted in pursuance of 4780450/F</td>
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<td>4870037/SU</td>
<td>Part of Eastern Apron, Norwich Airport</td>
<td>Use of area as car park for holiday makers travelling from Norwich</td>
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<td>04.02.87</td>
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<td>Retention of accommodation for fire crew, originally granted in pursuance of 4771080/SU</td>
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<td>4871163/F</td>
<td>Private Aviation Company, Liberator Road</td>
<td>Retention of pre-fab building</td>
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<td>Norwich Airport</td>
<td>Erection of cargo centre and car wash garage. Conversion of old terminal to business centre</td>
<td>Outline</td>
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<td>Tamegable Hangar, Norwich Airport</td>
<td>Continued use of light aircraft hangar originally granted in pursuance of 4810932/F</td>
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<td>4910780/D</td>
<td>Site at new terminal, Norwich Airport</td>
<td>Details of an earth bank and landscaping along A140 frontage, and condition 3; details a space for loading unloading and manoeuvring for prev. permission 900528/F</td>
<td>Refusal of reserved matters</td>
<td>28.02.92</td>
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<td>4950557/F</td>
<td>Terminal Building, Amsterdam Way,</td>
<td>2 Storey staircase and lift enclosure at west end of terminal building</td>
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<td>4950283/A</td>
<td>Amsterdam Way</td>
<td>3 free standing plinth mounted direction signs</td>
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<td>4950515/A</td>
<td>Hangar E, Gambling Close,</td>
<td>Display of 3.05m x 0.9m (10ft x 3ft) non-illuminated sign on each end of hangar</td>
<td>Consent to display advertisment</td>
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<tr>
<td>4950990/A</td>
<td>Hangar E, Gambling Close,</td>
<td>Erection of signs on building</td>
<td>Consent to display advertisment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Norwich Airport</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4970628/F</td>
<td>Hangar 13D, Gambling Close</td>
<td>Erection of single storey front extension (comprising portable classroom/welfare buildings for Zero 9 Flying School Ltd.)</td>
<td>Approved</td>
<td>25.09.97</td>
</tr>
<tr>
<td>APP. NO</td>
<td>ADDRESS</td>
<td>PROPOSAL</td>
<td>DECISION</td>
<td>DECISION DATE</td>
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</tr>
<tr>
<td>4980067/F</td>
<td>Terminal Building, Norwich Airport Amsterdam Way</td>
<td>Alterations and extension to terminal building Erection of two storey front extension to provide classrooms and ancillary facilities for flying school</td>
<td>Approved</td>
<td>20.08.98</td>
</tr>
<tr>
<td>49800531/F</td>
<td>Hangar 13D, Gambling Close</td>
<td>Alterations and extensions (for baggage handling and air crew accommodation) to terminal building</td>
<td>Approved</td>
<td>23.11.98</td>
</tr>
<tr>
<td>49800733/F</td>
<td>Terminal Building, Norwich Airport Amsterdam Way</td>
<td>Alterations and extensions (for baggage handling and air crew accommodation) to terminal building</td>
<td>Approved</td>
<td>22.03.99</td>
</tr>
<tr>
<td>49800899/F</td>
<td>Site proposed Hangar 11, Gambling Close</td>
<td>Redaction part front elevation, new reception and entrance</td>
<td>Approved</td>
<td>17.05.99</td>
</tr>
<tr>
<td>4/1999/0067/F</td>
<td>Hangar No. 2, Liberator Road</td>
<td>Retention of temp car park for passengers using Norwich Airport</td>
<td>Approved</td>
<td>02.12.99</td>
</tr>
<tr>
<td>4/1999/0364/F</td>
<td>Norwich Airport, Amsterdam Way</td>
<td>Variation of Condition No.3 p/p no. 49800581/F to permit use of extension solely by an occupier in connection with related</td>
<td>Approved</td>
<td></td>
</tr>
<tr>
<td>APP. NO</td>
<td>ADDRESS</td>
<td>PROPOSAL</td>
<td>DECISION</td>
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<tr>
<td>4/1999/0808/F</td>
<td>Norwich Airport, Amsterdam Way</td>
<td>Variation of Cond. No. 7 of p/p no. 4980733/F to permit one flight per week between the hours of 2300 and 0600 for the months of May to October inc. in the year 2000</td>
<td>02.12.99</td>
<td></td>
</tr>
<tr>
<td>4/2001/0584/F</td>
<td>Norwich Airport, Amsterdam Way NR6 6JA</td>
<td>Variation of Con. No. 7 of p/p no. 4980733/F to permit flights between 2300 and 0600 on a max. of 14 nights between Aug 2001 and May 2002 by aircraft carrying supporters for UEFA Cup football matches</td>
<td>Refused</td>
<td>06.09.01</td>
</tr>
<tr>
<td>4/2002/0016/F</td>
<td>Premier Flight Training Ltd, Gambling Close, Norwich NR6 6EG</td>
<td>Retention of temp. building for flying school</td>
<td>Approved</td>
<td>15.04.02</td>
</tr>
<tr>
<td>4/2002/0224/O</td>
<td>Land NE of Holt Rd and West of Gambling Close</td>
<td>Retention of temp. building for flying school</td>
<td>Withdrawn</td>
<td>25.06.02</td>
</tr>
<tr>
<td>04/00696/T</td>
<td>Land to West of Airport Terminal Norwich Airport, Amsterdam Way</td>
<td>15m Monopole, 6 No. panel antenna, 2 No. microwave dishes, radio equipment housing &amp; mains meter cable</td>
<td>Approved</td>
<td>29.07.04</td>
</tr>
<tr>
<td>04/01399/F</td>
<td>Norwich Airport, Terminal Building, Amsterdam Way, Norwich</td>
<td>Retention of temp. building for flying school</td>
<td>Withdrawn</td>
<td>16.05.05</td>
</tr>
<tr>
<td>APP. NO</td>
<td>ADDRESS</td>
<td>PROPOSAL</td>
<td>DECISION</td>
<td>DECISION DATE</td>
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</tr>
<tr>
<td>05/00697/F</td>
<td>Norwich Airport, Terminal Building, Amsterdam Way, Norwich, NR6 6JA</td>
<td>Refurbishment and extension to existing terminal building to provide improved passenger facilities</td>
<td>Approved</td>
<td>28.07.05</td>
</tr>
<tr>
<td>07/00250/U</td>
<td>Land rear of 47A, Hurricane Way, Norwich</td>
<td></td>
<td>Withdrawn</td>
<td>07.08.07</td>
</tr>
<tr>
<td>07/01028/F</td>
<td>Transit Shed, Amsterdam Way, Norwich, Norfolk, NR6 6BS</td>
<td>Installation of roller shutter doors to replace sliding doors.</td>
<td>Approved</td>
<td>24.10.07</td>
</tr>
</tbody>
</table>
NORWICH AIRPORT APPLICATIONS

APPENDIX 2.
Outline planning permission

Name and address of applicant

Norwich Airport Joint Committee

Name and address of agent (if any)

City Architect,
City Hall,
NORWICH, NR2 1NH.

Date of application: 26.11.84.
Application No. 4842269/84

Particulars and location of development:

New airport terminal building, car parking and ancillary facilities with access road from the A140 at Norwich Airport.

Part II—Particulars of decision

The Norwich City Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1971 that outline planning permission has been granted for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following conditions:

1) Application for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission and the development must be begun not later than whichever is the later of the following dates:
   (a) the expiration of five years from the date of this permission; or
   (b) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

2. No development shall be commenced on the site which is the subject of this permission until application for approval of the following reserved matters, namely details of the siting, design and external appearance of the proposed buildings(s) and the means of access has been submitted to and approved by the Council as Local Planning Authority, and the development shall not be carried out otherwise than in full accordance with such approved details.

3. - 16. on separate sheet.

The reasons for the conditions are:

1. Required to be imposed pursuant to section 42 of the Town and Country Planning Act 1971.

2. To ensure the proper planning of the area.

Date: 2nd April, 1985.

Council Officers
City Hall,
NORWICH, NR2 1NH.

on behalf of the Council

Note: This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.
3. The information submitted under condition 2 above shall include details of
(a) the walls or fences to be erected;
(b) car parking, landscaping, planting, surfacing and site treatment;
(c) the materials to be used on all external parts of the building which is
the subject of this permission;
(d) the access road and its junction with the A140 at Middleton Lane.

4. The use of the access road shall be confined to airport traffic only in that
the only means of access between the industrial estate and the new terminal other
than via the airfield, will be via a lockable gate in the terminal service yard,
the purpose of which will be to facilitate access between the existing cargo
centre etc., and the terminal.

5. The access road shall be constructed and completed prior to the coming into
operation of the new terminal.

6. The floor area of the terminal building shall be limited to 35,000 sq.ft.

7. Within 3 months of the commencement of the use of the new terminal the use
of the existing building shall cease for "terminal" purposes.

8. Engine testing shall only be carried out on the area at present used for
the purpose and defined on the approved plan and the present level of such engine
testing shall not exceed that achieved in 1984, without the prior consent in writing
of the Local Planning Authority.

9. No aircraft shall use the new terminal facilities between the hours of 11 p.m.
and 6 a.m. without the express permission of the Airport Manager being obtained
and reported to the next meeting of the Airport Joint Committee, such permission
shall not be granted except in emergency, or in the case of unavoidable delay and
save flights approved by the Airport Joint Committee for the transmission of mail.

10. All aircraft arriving at the terminal building shall close down their auxiliary
power units as soon as possible after passengers have disembarked, and obtain any
necessary power supplies from ground power units.

11. All departing aircraft shall not start their auxiliary power units earlier
than 45 minutes prior to the planned departure time.

12. No turbo-jet aircraft, except small business jet aircraft such as the Beech
Citation and HS 125, shall use the subsidiary runway 04/22 save in an emergency
or the event of closure of the main runway, when the express permission of the
Airport Manager must be obtained and reported to the next meeting of the Airport
Joint Committee.

13. Other than the routine servicing of aircraft on turnround, no aircraft maintenance
work which involves the running of aircraft engines shall be permitted except in
the area designated as approved for engine testing.

14. The testing of aircraft engines for maintenance purposes shall be prohibited
between the hours of 11 p.m. and 6 a.m. except in an emergency when the express
permission of the Airport Manager must be obtained and reported to the next meeting of
the Airport Joint Committee.

15. There shall be no testing of turbo-jet aircraft engines unless the case are
positioned correctly in relation to appropriate mufflers to minimize any noise
level; except in emergency when the express permission of the Airport Manager must be obtained and reported to the next
meeting of the Airport Joint Committee.

16. The height of the proposed building shall not exceed 45 m above Ordnance
Datum.
3. (a) To ensure the satisfactory visual appearance of the development.
   (b) To ensure satisfactory access to the development.

4. To keep to a minimum the volume of industrial traffic using Middletons Lane as an access route to and from the Airport Industrial Estate.

5. To ensure an adequate means of vehicular access to and from the new terminal facility.

6. and 7. To limit the size of the terminal facility to ensure that the airport only caters for the natural growth in air travel for the region.

8. In order that noise from engine testing does not exceed the 1984 level to protect the amenities of nearby residents.

9. - 15. In order to protect the amenities of nearby residents.

16. To satisfy the requirements of the Safeguarding Section of the Civil Aviation Authority.
Planning permission

Name and address of applicant  
Airport Joint Committee.

Name and address of agent (if any)  
City Architect,  
City Hall,  
NORWICH, NR2 1NE.

Part I—Particulars of application

Date of application:  
4th October, 1986.

Application no.  
4851079/SU.

Particulars and location of development:

New Airport terminal including duty free shop with total floor area of 50,000 sq.ft, including access road from A140 and car parking space for 600 cars at Norwich Airport.

Part II—Particulars of decision

THE NORWICH CITY COUNCIL

hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1971 that planning permission has been granted in the case of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following conditions:

1. Samples of the roofing and external facing materials proposed to be used shall be submitted for approval to the Council prior to the commencement of building operations and all such materials to be used in the construction of the building hereby permitted shall conform to the samples so approved. No building the subject of this permission shall be erected with any material until the samples/detailed mentioned above have been approved.

2. Before the building, the subject of this permission is first occupied, the proposed access road on its junction with A140 shall be completed, the car park shall be constructed and the drainage legions provided, in accordance with schemes to be first approved by the Council as local planning authority.

3. The site (including the access road, car park and drainage legions) shall be landscaped, planted, bounded and seeded, in accordance with a scheme to be first approved by the Council as local planning authority, within six months of the first use of the building hereby permitted.

4. The floor area of the building, as constructed within the external face of the external wall shall not exceed 50,000 sq.ft. and any extension to the building shall be the subject of a separate planning application.

5. — 10. see separate sheet.

The reasons for the conditions are:

1. To ensure a high standard of building design.
2. To ensure satisfactory access, parking and drainage facilities are available before occupation of the building.

7th January, 1986.

Council Officers
City Hall,  
NORWICH, NR2 1NH.

Note: This permission is subject to that required under the Town and Country Planning Act and does not include any matters regulated otherwise by the Town and Country Planning Act.

[Signature]
Chairman of the Council.
5. The external covered areas of the terminal building (i.e. the picking-up and setting-down areas and the baggage make up area) shall not be used for any other purpose than that specified on the submitted plans without planning permission.

6. The use of the access road shall be confined to airport traffic only. In that the only access of access between the industrial estate and the new terminal other than via the airfield, will be via a lockable gate in the terminal service yard, the purpose of which will be to facilitate access between the existing cargo centre etc., and the terminal.

7. Within 3 months of the commencement of the use of the new terminal the use of the existing building shall cease for 'terminal' purposes.

8. Engine testing shall only be carried out on the area at present used for the purpose and defined on the approved plan and the present level of such engine testing shall not exceed that achieved in 1984, without the prior consent in writing of the Council as local planning authority.

9. No aircraft shall use the new terminal facilities between the hours of 11 pm and 6 am without the express permission of the Air Traffic Manager, and such permission must be obtained and reported to the next meeting of the Airport Joint Committee, or in the event of the airport becoming a Public Limited Company the Air Traffic Manager must report the matter to the Norwich City Council as local planning authority. Such permission shall not be granted except in emergency, or in the case of unavoidable delay and no flight shall be approved by the Airport Joint Committee, or in its absence the Council as local planning authority for the termination of that.

10. All aircraft arriving at the terminal building shall close down their auxiliary power units as soon as possible after passengers have disembarked, and obtain any necessary power supply from ground power units.

11. All departing aircraft shall not start their auxiliary power units earlier than 45 minutes prior to the planned departure time.

12. No turboprop aircraft, except small business jet aircraft such as the British Aircraft Corporation 150D, shall be used on the main runway 06/24 except in an emergency or the event of the closure of the main runway, then the express permission of the Air Traffic Manager must be obtained and reported to the next meeting of the Airport Joint Committee, or in the event of the airport becoming a Public Limited Company the Air Traffic Manager must report the matter to the Council as local planning authority.

13. Other than the routine servicing of aircraft on the apron, no aircraft maintenance work which involves the running of aircraft engines shall be permitted except in the area designated as approved for engine testing.

14. The testing of engines of aircraft engines for maintenance purposes shall be confined between the hours of 11 pm and 6 am, except in emergency, or the express permission of the Air Traffic Manager must be obtained and reported to the next meeting of the Airport Joint Committee, or in the event of the airport becoming a Public Limited Company the Air Traffic Manager must report the matter to the Council as local planning authority.

15. There shall be no testing of turbojet aircraft engines unless the noise is positioned correctly in relation to appropriate ambient levels of ground noise level with a 15 dB(A) attenuation capability, except in emergency, or the express permission of the Air Traffic Manager must be obtained and reported to the next meeting of the Airport Joint Committee, or in the event of the airport becoming a Public Limited Company the Air Traffic Manager must report the matter to the Council as local planning authority.

16. The height of the proposed building shall not exceed 25m above Ockleton Datum.

17. Traffic signs and carriageway markings for the access road, car parking areas and service yard shall be provided in accordance with a scheme to be first approved by the Council as local planning authority before the building is first occupied.

18. Further details of the treatment of the roof at every level shall be submitted to and approved by the Council as local planning authority before the construction of the building commences.
3. To enhance the amenity of the area.

4. To limit the size of the terminal facility to ensure that the airport only enters for the natural growth in air travel for the region.

6. To prevent industrial traffic using the airport access road as an access route to and from the airport industrial estate.

8. In order that noise from engine testing does not exceed the 1964 level to protect the amenity of nearby residents.

9.-15. In order to protect the amenity of nearby residents.

16. To satisfy the requirements of the Safeguarding Section of the Civil Aviation Authority.

17. To promote the interests of road safety.

18. To ensure a high standard of building design.

7th January, 1966.
Planning permission

Name and address of applicant:  
Airport Joint Committee

Name and address of agent (if any):
City Architect,  
City Hall,  
Norwich,  
NR2 1NH.

Part I—Particulars of application

Date of application:  
30.05.86

Note of application no.  
4960430/SU

Particulars and location of development:

New terminal building revised design to increase permitted floor space from 36,000 sq. ft. to 39,000 sq. ft. at Norwich Airport.

Part II—Particulars of condition

THE NORWICH CITY COUNCIL

hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1971 that permission has been granted for the carrying out of the development referred to in Part I hereof in accordance with the application and plans submitted subject to the following conditions:

1. Samples of the roofing and external facing materials proposed to be used shall be submitted for approval to the Council prior to the commencement of building operations and all such materials to be used in the construction of the building hereby permitted shall conform to the samples so approved. No building the subject of this permission shall be clad with any materials until the samples details mentioned above have been approved.

2. Before the building, the subject of this permission is work complete, the proposed access road and its junction with A 140 shall be completed, the car park shall be constructed and the drainage lagoon provided, in accordance with schemes to be first approved by the Council as local planning authority.

3. The site (including the access road), car park and drainage lagoon shall be hand seeded, planted, seeded and sowned, in accordance with schemes to be first approved by the Council as local planning authority, within six months of the final use of the building hereby permitted.

4. See attached sheet.

The reasons for the conditions are:

1. To ensure a high standard of building design.
2. To ensure satisfactory access parking and drainage facilities are available prior to the occupation of the building.

Date 15th June, 1986.

Councillor Office  
City Hall,  
Norwich.

NR2 1NH

Note: This permission refers only to that required under the Town and Country Planning Act and does not include any building or approval which this other than

ELA.: 6 74 1NH
Conditions continued

4. The total floor area of the building, as contained within the external face of the external walls shall not exceed 39,000 sq. ft. and any extension to the building shall be the subject of a separate planning application.

5. The floor space for passenger handling shall not exceed that shown on plan No. 8103/15 for that purpose.

6. The use of the access road shall be confined to airport traffic only in that the only means of access between the industrial estate and the new terminal other than via the airfield, will be via a lockable gate in the terminal service yard, the purpose of which will be to facilitate access between the existing cargo centre etc., and the terminal.

7. Within 12 months of the commencement of the use of the new terminal the use of the existing building shall cease for 'terminal' purposes.

8. Engine testing shall only be carried out on the area at present used for the purpose and defined on the approved plan and the present level of such engine testing shall not exceed that achieved in 1984, without the prior consent in writing of the Council as local planning authority.

9. No aircraft shall use the new terminal facilities between the hours of 11 p.m. and 6 a.m. without the express permission of the Airport Manager being obtained and reported to the next meeting of the Airport Joint Committee, or in the event of the airport becoming a Public Limited Company the Airport Manager must report the matter to the Norwich City Council as local planning authority. Such permission shall not be granted except in emergency, or in the case of unavoidable delay and save flights approved by the Airport Joint Committee, or on its cessation the Council as local planning authority for the transmission of mail.

10. All aircraft arriving at the terminal building shall close down their auxiliary power units as soon as possible after passengers have disembarked, and obtain any necessary power supplies from ground power units.

11. All departing aircraft shall not start their auxiliary power units earlier than 15 minutes prior to the planned departure time.

12. No turboprop aircraft, except small business jet aircraft such as the Cessna Citation and HS 115, shall use subsidiary runway 3/22 more than in an emergency or the event of the closure of the main runway, when the express permission of the Airport Manager must be obtained and reported to the next meeting of the Airport Joint Committee or in the event of the airport becoming a Public Limited Company the Airport Manager must report the matter to the Council as local planning authority.

13. Other than the routine servicing of aircraft or work on essential maintenance work which involves the running of aircraft engines shall be permitted except in the area designated as approved for said testing.

14. The testing of Aircraft engines for maintenance purposes shall be prohibited between the hours of 11 p.m. and 6 a.m. except in an emergency when the express permission of the Airport Manager must be obtained and
Conditions continued

reported to the next meeting of the Airport Joint Committee, or in the event of the airport becoming a Public Limited Company the Airport Manager must report the matter to the Council as local planning authority.

15. There shall be no testing of turbo-jet aircraft engines unless the same are positioned correctly in relation to appropriate mufflers of a performance not less than a 15 db(A) attenuation capability, except in emergency when the express permission of the Airport Manager must be obtained and reported to the next meeting of the Airport Joint Committee, or in the event of the airport becoming a Public Limited Company the Airport Manager must report the matter to the Council as local planning authority.

16. The height of the proposed building shall not exceed 43 m above Ordnance Datum.

17. Traffic signs and carriageway markings for the access road, car parking areas and service yard shall be provided in accordance with a scheme to be first approved by the Council as local planning authority before the building is first occupied.

18. Further details of the treatment of the roof at eaves level shall be submitted to and approved by the Council as local planning authority before the construction of the building commences.

Reasons for the Conditions continued

3. To enhance the amenity of the area.

4/5/7. To limit the size of the terminal facility to ensure that the airport only caters for the natural growth in air travel for the region.

6. To prevent industrial traffic using the Airport access road as an access route to and from the Airport Industrial Estate.

8. In order that noise from engine testing does not exceed the 70db level to protect the amenity of nearby residents.

9-15. In order to protect the amenity of nearby residents.

16. To satisfy the requirements of the Safeguarding Division of the Civil Aviation Authority.

17. To promote the interests of road safety.

18. To ensure a high standard of building design.

- 7 -
Application submitted by: Carter Design Group
Maple Road
Kings Lynn
Norfolk. PE34 3AF

On behalf of: Norwich Airport Ltd

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING PERMISSION

Date of application: 16th July 1998
Decision Date: 23rd November 1998
Application No.: 4980607/F

Location and Proposal:
Terminal Building, Norwich Airport, Amsterdam Way

Alterations and extension to terminal building

Conditions:

01 The development must be begun within five years of the date of this permission.

02 The facing and roofing materials to be used on the extension shall match those on the existing building.

03 Within six months of the completion or first occupation of the development hereby permitted (whichever is the earlier), landscaping, planting and site treatment works shall be carried out in accordance with a scheme to be first approved by the Council as Local Planning Authority and shall be permanently retained thereafter.

04 Any trees or plants which comprise part of the approved landscaping scheme and within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the City Council gives written consent to any

Continued on following page

City Planning Officer

Chief Officer: Brian Smith
City Planning Officer

- Planning Applications
- Forward Planning
- Conservation
- Traffic & Transport
- Car Parks
- Architects
- Quantity Surveyors
- Landscape
05 The only means of vehicular access between the industrial estate and the extended terminal other than via the Airport Operation Area will be via a lockable gate in the terminal service yard, the purpose of which will be to facilitate vehicular access between the existing cargo centre, etc., and the terminal.

06 Aircraft engine testing shall take place in the area presently approved for such testing (as shown on plan No. AAA) or in any other such area subsequently approved by the Council as Local Planning Authority for that purpose and shall be limited to between the hours of 0600 and 2300. Exceptionally, aircraft engine testing may take place outside these hours provided it is an emergency which is defined for these purposes as any sudden or unforeseen event needing prompt attention and is authorised by a Norwich Airport Executive Director and does not involve the testing of Turbo Jet Engines.

07 No aircraft, other than Royal Mail flights, shall use the extended Airport Terminal facilities or associated apron and taxiway as defined by extract from plan No. 8310-18 to facilitate a take-off or landing between 2300 and 0600 hours except:

(i) in an emergency where there is risk to life and limb;
(ii) an aircraft for reasons of safety requiring urgent or immediate landing;
(iii) diversion from another Airport by reason of bad weather or an accident where, in the opinion of the Captain of the diverting aircraft, no other suitable airport is available;
(iv) provision of essential safety services to North Sea Oil and Gas Installations, required to prevent risk to life and limb and/or preclude a damaging environmental incident, which cannot reasonably be operated between 0600 and 2300 hours;
(v) the unavoidable delay to local passengers of scheduled and charter flights. Such movements will only be authorised by a Norwich Airport Executive Director.

08 The operation of Royal Mail flights using the extended Airport Terminal facilities between 2300 and 0600 hours is permitted subject to:

(i) the number of take-offs and landings reflecting the operation and positioning of an approved mail flight aircraft;
(ii) the type of aircraft to be used will be notified and agreed by

Continued on following page.
the Council as Local Planning Authority as part of that approval;
(iii) the running of aircraft engines, auxiliary power units (APUs)
and ground power units (GPUs) associated with mail flight
operations is kept to a minimum

09 All aircraft arriving at the extended terminal building shall close down
their auxiliary power units as soon as possible after passengers have
disembarked, and obtain any necessary power supplies from ground
power units.

10 All departing aircraft shall not start their auxiliary power units
earlier than 45 minutes prior to the departure time.

11 Use of the subsidiary runway by turbo jet aircraft shall be restricted
to small business aircraft such as the Cessna Citation and Bae 125 only,
save in an emergency or in the event of the closure of the main runway.
On such occasions the Managing Director must report the matter to the
Council as Local Planning Authority.

12 Other than the routine servicing of aircraft on turnaround, no aircraft
maintenance work which involves the running of aircraft engines shall be
permitted except in the area designated as approved for engine testing.

13 The Airport shall provide full details of all aircraft night-time
movements between 2300 hours and 0600 hours and all aircraft engine
testing, irrespective of the time it occurs, as a weekly return to the
City Council as Local Planning Authority. The Airport shall also provide
details of any requests for aircraft movements between 2300 and 0600
hours which have been refused.

Reasons for Conditions:

01 Required to be imposed pursuant to Section 91 of the Town and Country
Planning Act 1990.

02 To ensure the satisfactory appearance of the development.

03 To enhance the visual amenity of the area.

04 To protect the visual amenity of the area.

05 To prevent industrial traffic using the Airport access road as an access

City Planning Officer

Brian Smith
City Planning Officer

Chief Officer:

Planning Applications
Forward Planning
Conservation
Traffic & Transport

Car Parks
Architects
Quantity Surveyors
Landscape
route to and from the Airport Industrial Estate.

06 To protect the amenities of nearby residents.
07 To protect the amenities of nearby residents.
08 To protect the amenities of nearby residents.
09 To protect the amenities of nearby residents.
10 To protect the amenities of nearby residents.
11 To protect the amenities of nearby residents.
12 To protect the amenities of nearby residents.
13 To protect the amenities of nearby residents.

NOTE; This notice applies to the following drawings:-
3995.5000: Scheme elevations (existing & proposed) 1:200.
3995.5001: General arrangement plan as existing 1:200.
3995.5002: Scheme general arrangement as proposed 1:200.
3995. LP : Location plan.
AAA : Plan showing location of aircraft engine testing area 1:2500.

Extract from drawing No. 8310-18: Plan showing terminal apron and taxiway subject to condition No. 7.

INFORMATIVE: This permission is subject to a unilateral obligation under Section 106 of the Town and Country Planning Act 1990 (As Amended).

City Planning Officer

Chief Officer:
Brian Smith
City Planning Officer
Application submitted by:
Carter Design Group
Maple Road
Kings Lynn
Norfolk. PE34 3AF

On behalf of:
Norwich Airport Ltd

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING PERMISSION

Date of application: 28th August 1998
Decision Date: 23rd November 1998

Application No.: 4980733/F

Location and Proposal:
Terminal Building, Norwich Airport, Amsterdam Way
Alterations and extensions (for baggage handling and air crew accommodation) to terminal building

Conditions:

01 The development must be begun within five years of the date of this permission.

02 The facing and roofing materials to be used on the extension shall match those on the existing building.

03 Within six months of the completion or first occupation of the development hereby permitted (whichever is the earlier), landscaping, planting and site treatment works shall be carried out in accordance with a scheme to be first approved by the Council as Local Planning Authority and shall be permanently retained thereafter.

04 Any trees or plants which comprise part of the approved landscaping scheme and within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar

Continued on following page.
size and species, unless the City Council gives written consent to any variation.

05 The only means of vehicular access between the industrial estate and the extended terminal other than via the Airport Operational Area will be via a lockable gate in the terminal service yard, the purpose of which will be to facilitate vehicular access between the existing cargo centre, etc., and the terminal.

06 Aircraft engine testing shall take place in the area presently approved for such testing (as shown on plan No. AAA), or in any other such area subsequently approved by the Council as Local Planning Authority for that purpose and shall be limited to between the hours of 0600 and 2300. Exceptionally, aircraft engine testing may take place outside these hours provided it is an emergency which is defined for these purposes as any sudden or unforeseen event needing prompt attention and is authorised by a Norwich Airport Executive Director and does not involve the testing of Turbo Jet Engines.

07 No aircraft, other than Royal Mail flights, shall use the extended Airport Terminal facilities or associated apron and taxiway as defined by extract from plan No. 8310-18 to facilitate a take-off or landing between 2300 and 0600 hours except:

(i) in an emergency where there is risk to life and limb;
(ii) an aircraft for reasons of safety requiring urgent or immediate landing;
(iii) diversion from another Airport by reason of bad weather or an accident where, in the opinion of the Captain of the diverting aircraft, no other suitable airport is available;
(iv) provision of essential safety services to North Sea Oil and Gas Installations, required to prevent risk to life and limb and/or preclude a damaging environmental incident which cannot reasonably be operated between 0600 and 2300 hours;
(v) the unavoidable delay to local passengers of scheduled and charter flights. Such movements will only be authorised by a Norwich Airport Executive Director.

08 The operation of Royal Mail flights using the extended Airport Terminal facilities between 2300 and 0600 hours is permitted subject to:

(i) The number of take-offs and landings reflecting the operation and positioning of an approved mail flight aircraft;

City Planning Officer

Brian Smith

Chief Officer:

Planning Applications
Forward Planning
Conservation
Traffic & Transport

Car Parks
Architects
Quantity Surveyors
Landscape
(ii) the type of aircraft to be used will be notified and agreed by the Council as Local Planning Authority as part of that approval; 
(iii) the running of aircraft engines, auxiliary power units (APUs) and ground power units (GPUs) associated with mail flight operations is kept to a minimum.

09 All aircraft arriving at the extended terminal building shall close down their auxiliary power units as soon as possible after passengers have disembarked and obtain any necessary power supplies from ground floor power units.

10 All departing aircraft shall not start their auxiliary power units earlier than 45 minutes prior to the departure time.

11 Use of the subsidiary runway by turbo jet aircraft shall be restricted to small business aircraft such as the Cessna Citation and BAE 125 only, save in an emergency or in the event of the closure of the main runway. On such occasions the Managing Director must report the matter to the Council as Local Planning Authority.

12 Other than the routine servicing of aircraft on turnaround, no aircraft maintenance work which involves the running of aircraft engines shall be permitted except in the area designated as approved for engine testing.

13 The Airport shall provide full details of all aircraft night-time movements between 2300 hours and 0600 hours and all aircraft engine testing, irrespective of the time it occurs, as a weekly return to the City Council as Local Planning Authority. The Airport shall also provide details of any requests for aircraft movements between 2300 and 0600 hours which have been refused.

Reasons for Conditions:

01 Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

02 To ensure the satisfactory appearance of the development.

03 To enhance the visual amenity of the area.

04 To protect the visual amenity of the area.

Signature

City Planning Officer

Chief Officer:
Brian Smith
City Planning Officer
05 To prevent industrial traffic using the Airport access road and as an access route to and from the Airport Industrial Estate.

06 To protect the amenities of nearby residents.

07 To protect the amenities of nearby residents.

08 To protect the amenities of nearby residents.

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10 To protect the amenities of nearby residents.

11 To protect the amenities of nearby residents.

12 To protect the amenities of nearby residents.

13 To protect the amenities of nearby residents.

NOTE: This notice applies to the following drawings:

- 3995.5000A - Scheme elevations (existing and proposed) 1:200.
- 3995.5001 - General arrangement plan as existing 1:200.
- 3995.5002E - Scheme general arrangement plan as proposed 1:200.
- 3995.LP - Location plan.
- AAA - Plan showing location of aircraft engine testing area 1:2500.

Extract from drawing No. 8310-18 : Plan showing terminal apron and taxiway. Subject to condition No. 7.

INFORMATIVE This permission is subject to a unilateral obligation under Section 106 of the Town and country Planning Act 1990 (As Amended).
Application submitted by:  
Eversheds (Ref: RJC)  
Paston House  
Princes Street  
Norwich  
NR3 1BD

On behalf of:  
Norwich Airport Ltd.  
Amsterdam Way  
Norwich  
NR6 6JA

TOWN AND COUNTRY PLANNING ACT 1990
PLANNING PERMISSION

Application no: 4/1999/0808/F  
Valid Date: 15/10/1999  
Decision Date: 02/12/1999

Location and Proposal:
Norwich Airport, Amsterdam Way  
Variation of Condition No. 7 of planning permission no. 4980733/F to permit one flight per week between the hours of 2300 and 0600 for the months of May to October inclusive in the year 2000.

Conditions and Reasons:
1. The variation hereby permitted shall be solely for one flight per week, consisting of the landing and subsequent take-off for re-positioning of the Corfu to Norwich flight, between the hours of 2300 and 0600 for the months of May to October inclusive in the year 2000.

Reason
This permission is granted solely having regard to the special circumstances relating to the application and the temporary nature of the proposal.

2. The aircraft used for the flight shall be certificated to Chapter 3 Standards, being an Airbus 320 or similar aircraft capable of achieving the same or better noise reduction standards.

Reason
To minimise noise disturbance arising from the proposal.
3. A noise monitoring scheme shall be agreed in writing with the Local Planning Authority prior to the flight commencing and such a scheme shall be carried out by Norwich Airport Ltd. throughout the period to which the permission relates.

Reason
To assess the overall impact of the flight.

NOTE: This notice applies to the following drawings:-

NA/90/11A – site plan, scale 1:5000

Head of Planning (Acting)
Planning Services
City Hall
NORWICH NR2 1WP
TOWN AND COUNTRY PLANNING ACT 1990

REFUSAL OF PLANNING PERMISSION

Application Number: 4/2001/0584/F

Valid date of Application: 04/07/2001

Decision date: 06/09/2001

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

Proposal: Variation of Condition No. 7 of Planning Permission No. 4980733/F to permit flights between 2300 and 0600 on a maximum of 14 nights between August 2001 and May 2002 by aircraft carrying supporters for UEFA Cup football matches.

Reasons for refusal:
1. Having regard to the specific nature of the proposal and the potential for a significant number of night time flights on any one occasion, the proposal would give rise to an unacceptable level of noise and disturbance at unsocial hours, both from aircraft flights and associated activity on the ground.

2. The proposal would be contrary to Policy E16 of the City of Norwich Local Plan and Policy EP25 of the City of Norwich Replacement Local Plan (Deposit Version July 2001).

DECISION SENT - 8 OCT 2001

Head of Planning
Planning Services
City Hall
NORWICH NR2 1WP
NORWICH AIRPORT APPLICATIONS

APPENDIX 3.
Application submitted by:
The Manser Practice
Bridge Studios
167a Hammersmith Bridge Road
London
W6 9DA

On behalf of:
Norwich Airport Ltd
Norwich Airport
Amsterdam Way
Norwich
Norfolk
NR6 6JA

TOWN AND COUNTRY PLANNING ACT 1990

PLANNING PERMISSION

Application Number: 05/00697/F

Valid date of application: 28th July 2005

Decision date: 19th September 2006

Location: Norwich Airport, Terminal Building, Amsterdam Way, Norwich, Norfolk, NR6 6JA

Proposal: Refurbishment and extension to existing terminal building to provide improved passenger facilities.

Conditions:

1. The development must be begun within three years of the date of this permission.

2. Unless otherwise specified on the drawings hereby approved, the facing and roofing materials to be used on the extensions shall match those on the existing building.

3. Prior to the first occupation of the extended terminal, or such other time period as may be agreed, a Travel Plan for Norwich Airport shall be submitted to and approved by the Council as Local Planning Authority. The Plan, which shall incorporate pedestrian and cycling audits, shall include a programme for implementation and monitoring.

This permission is subject to a legal agreement under SECTION 106 of the TOWN AND COUNTRY PLANNING ACT 1990

DECISION SENT 13 SEP 2006
4. The extended terminal shall not be occupied until:

(a) a footway/cycleway link between the terminal and the existing footway/cycleway link between Amsterdam Way and Fifers Lane, and

(b) an improved pedestrian link between the terminal and the existing long stay car park,

have been provided in accordance with details to be submitted to and approved in writing by the Council as Local Planning Authority.

5. Prior to the first occupation of the extended terminal cycle and motor cycle parking shall be provided in accordance with details to be submitted to and approved in writing by the Council as Local Planning Authority.

6. Within six months of the completion, or first occupation, of the extended Terminal hereby permitted (whichever is the earlier) landscaping, planting and site treatment works shall be carried out in accordance with a scheme to be submitted to and approved in writing by the Council as Local Planning Authority, and shall be permanently retained thereafter.

7. Any trees or plants which comprise part of the approved landscaping scheme and within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Director of Development gives written consent to any variation.

8. With the exception of the proposed Airport bus link, the only means of vehicular access between the industrial estate and the extended terminal, other than via the Airport Operational Area, will be via a lockable gate in the terminal service yard, the purpose of which will be to facilitate vehicular access between the existing cargo centre, etc. and the terminal.

9. Aircraft engine testing shall only take place in the area presently approved for such testing, (as shown on Plan No. AAA attached to Planning Permission No. 4980733/F), or in any other such area that may be granted planning permission for that purpose, and shall be limited to between the hours of 0600 and 2300. Exceptionally, aircraft engine testing may take place outside these hours providing it is an emergency, which is defined for these purposes as any sudden or unforeseen event needing prompt attention and is authorised by a Norwich Airport Executive Director and does not involve the testing of Turbo Jet Engines.
10. No aircraft shall make use of the extended Airport terminal facilities or associated apron or taxiway to facilitate a take-off or landing between 2300 and 0600 hours, except:

(a) in an emergency where there is risk to life and limb;
(b) an aircraft for reasons of safety requiring urgent or immediate landing;
(c) diversion from another Airport by reason of bad weather or an accident where, in the opinion of the Captain of the diverting aircraft, no other suitable airport is available;
(d) provision of essential safety services to North Sea oil and gas installations, required to prevent risk to life and limb and/or preclude a damaging environmental incident which cannot reasonably be operated between 0600 and 2300 hours;
(e) the unavoidable delay to local passengers of scheduled and charter flights. Such movements will only be authorised by a Norwich Executive Director.

11. All aircraft arriving at the extended terminal building shall close down their auxiliary power units as soon as possible after passengers have disembarked and obtain any necessary power supplies from ground floor power units.

12. All departing aircraft shall not start their auxiliary power units earlier than 45 minutes prior to the departure time.

13. Use of the subsidiary runway by turbo jet aircraft shall be restricted to small business aircraft such as the Cessna Citation and Bae 125 only, save in an emergency or in the event of the closure of the main runway. On such occasions, the Managing Director must report this matter to the Council as Local Planning Authority.

14. Other than the routine servicing of aircraft on turnaround, no aircraft maintenance work which involves the running of aircraft engines shall be permitted except in the area designated as approved for engine testing.

15. The Airport shall provide full details of all aircraft night-time movements between 2300 and 0600 hours and all aircraft engine testing, irrespective of the time it occurs, as a weekly return to the Council as Local Planning Authority. The Airport shall also provide details of any requests for aircraft movements between 2300 and 0600 hours which have been refused.
Reasons:

1. Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990 and Section 51 of the Planning and Compulsory Purchase Act 2004.

2. To ensure the satisfactory appearance of the development

3. To reduce car use, in the interests of sustainability.

4. To improve access and in the interests of highway safety.

5. To comply with the Council's parking standards and to improve facilities for cyclists and motorcyclists, in the interests of sustainability.

6. To enhance the visual amenity of the area

7. To protect the visual amenity of the area.

8. To prevent industrial traffic using the Airport access road and as an access to and from the Airport Industrial Estate, in the interests of the safe and free flow of traffic on the adjacent road network.

9. To protect the amenity of nearby residents

10. To protect the amenities of nearby residents.

11. To protect the amenities of nearby residents

12. To protect the amenities of nearby residents

13. To protect the amenities of nearby residents

14. To protect the amenities of nearby residents

15. To enable the Council to monitor night time activity, in the interests of protecting the amenity of nearby residents.

Reasons for Approval

The proposal would improve facilities at Norwich Airport and support its development as a regional airport of significant importance to the local economy. In design terms, the alterations and extensions will enhance the appearance of the terminal building. The range of transport improvements proposed as part of the scheme will mitigate the impact of any additional traffic numbers associated with the expansion of passenger numbers at the Airport, and improve access to the Airport itself. As such, the proposal would comply with Policies HBE12, TRA1, TRA2, TRA10, TRA11 and TRA12 of the City of Norwich Replacement Local Plan Adopted Version, November 2004.
Note: This notice applies to the following drawings:

1032 034 V - Land Ownership Plan
1032 002 V - Existing Site Plan
1032 003 V - Existing Ground and First Floor Plans
1032 005 V - Existing Roof Plan
1032 006 V - Existing Elevations
1032 011 V - Proposed Site Plan
1032 012 V - Proposed Ground and First Floor Plans
1032 014 V - Proposed Roof Plan
1032 015 V - Proposed Elevations

Anna Graves
Strategic Director Regeneration and Development.
NORWICH AIRPORT APPLICATIONS

APPENDIX 4.
AVIATION DEVELOPMENT

PART 18

AVIATION DEVELOPMENT

Class A

Development at an airport

Permitted development A. The carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport.

Development not permitted A.1 Development is not permitted by Class A if it would consist of or include—
   (a) the construction or extension of a runway;
   (b) the construction of a passenger terminal the floor space of which would exceed 500 square metres;
   (c) the extension or alteration of a passenger terminal, where the floor space of the building as existing at 5th December 1988 or, if built after that date, of the building as built, would be exceeded by more than 15%;
   (d) the erection of a building other than an operational building;
   (e) the alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.

Condition A.2 Development is permitted by Class A subject to the condition that the relevant airport operator consults the local planning authority before carrying out any development, unless that development falls within the description in paragraph A.4.

Interpretation of Class A A.3 For the purposes of paragraph A.1, floor space shall be calculated by external measurement and without taking account of the floor space in any pier or satellite.

A.4 Development falls within this paragraph if
   (a) it is urgently required for the efficient running of the airport, and
   (b) it consists of the carrying out of works, or the erection or construction of a structure or of an ancillary building, or the placing on land of equipment, and the works, structure, building, or equipment do not exceed 4 metres in height or 200 cubic metres in capacity.

[“Class B

Air traffic services development at an airport

Permitted development B. The carrying out on operational land within the perimeter of a relevant airport by a relevant airport operator or its agent of development in connection with the provision of air traffic services at an airport.]

[“Class C

Air traffic services development near an airport

Permitted development C. The carrying out on operational land outside but within 8 kilometres of the perimeter of a relevant airport, by a relevant airport operator or its agent, of development in connection with the provision of air traffic services.]
metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus, if greater.

["Class D
Development by an air traffic services licence holder within an airport

Permitted development  D. The carrying out by [an air traffic services licence holder] or its agents, within the perimeter of an airport of development in connection with the provision of air traffic services.

["Class E
Development by an air traffic services licence holder on operational land

Permitted development  E. The carrying out on operational land of an air traffic services licence holder by that licence holder or its agents of development in connection with the provision of air traffic services.

Development not permitted E.1 Development is not permitted by Class E if—
(a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic services;
(b) any building erected would exceed a height of 4 metres; or
(c) it would consist of the installation or erection of any radar or radio mast antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus, if greater.

["Class F
Development by an air traffic services licence holder in an emergency

Permitted development  F. The use of land by or on behalf of an air traffic services licence holder in an emergency to station movable apparatus replacing unserviceable apparatus.

Condition  F.1 Development is permitted by Class F subject to the condition that on or before the expiry of a period of six months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.

["Class G
Development by an air traffic services licence holder involving moveable structures etc.

Permitted development  G. The use of land by or on behalf of an air traffic services licence holder to provide services and facilities in connection with the provision of air traffic services and the erection or placing of moveable structures on the land for the purpose of that use.

Condition  G.1 Development is permitted by Class G subject to the condition that, on or before the expiry of the period of six months beginning with the date on which the use began, the use shall cease, and any structure shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
Class H
Development by the Civil Aviation Authority for surveys etc.

Permitted development

H. The use of land by or on behalf of the Civil Aviation Authority for the stationing and operation of apparatus in connection with the carrying out of surveys or investigations.

Condition

H.1 Development is permitted by Class H subject to the condition that on or before the expiry of the period of six months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.

Class I
Use of airport buildings managed by relevant airport operators

Permitted development

1. The use of buildings within the perimeter of an airport managed by a relevant airport operator for purposes connected with air transport services or other flying activities at that airport.

Interpretation of Part 18

J. For the purposes of Part 18—

[“air traffic services” has the same meaning as in section 98 of the Transport Act 2000 (air traffic services);
“air traffic services licence holder” means a person who holds a licence under Chapter 1 of Part 1 of the Transport Act 2000;]
“operational building” means a building, other than a hotel, required in connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods at a relevant airport
“relevant airport” means an airport to which Part V of the Airports Act 1986 (status of certain airports as statutory undertakers etc.) applies; and
“relevant airport operator” means a relevant airport operator within the meaning of section 57 of the Airports Act 1986 (scope of Part V).

[THE NEXT PARAGRAPH IS 3B–2151]

DERIVATION

Town and Country Planning General Development Order 1988 (SI 1988/1813), Sch 2, Pt 18. Minor drafting amendments were made in the 1995 consolidation, including the subdivision of Class A.3 and renaming of Class J as Class I (which had not been used in the 1988 Order).

In Pt 18, the text of Classes B, C, D, E, F and G and para.(J) were substituted by the Transport Act 2000 (Consequential Amendments) Order 2001 (SI 2001/4050), from December 21, 2001.

DEFINITIONS

“operational building”: Class K.
“relevant airport”: Class K.
“relevant airport operator”: Class K.

GENERAL NOTE

This Part grants permission for development by:

(1) relevant airport operators, at and (Class C) within 8km of, relevant airports; and

(2) the Civil Aviation Authority in connection with air traffic control services, air navigation and monitoring services.
“Relevant” airports and operators

Pt V of the Airports Act 1986 applies to all airports permitted under Pt IV to levy airport charges (or for which an application is pending) and any airport owned or managed by any subsidiary of the CAA. A “relevant airport operator” means the airport operator in the case of an airport to which Pt V applies (1986 Act, s.57(4)).

The Civil Aviation Authority

The CAA provides air traffic control services at Heathrow, Gatwick, Stansted, Birmingham, Cardiff and Manchester airports, and air navigational aids on other scattered sites. The permission under Class D allows the CAA to carry out development in connection with its operations at those airports.