

APPENDIX Ai

Responses received to consultation through website and reply forms posted or handed in to Council independently				
Address/ Organisation	Opinion	Comments	Suggested changes	Council response
City Way	Strongly disagree	Paving the runway will lead to an increase of air traffic as more planes could be landed in all weathers these planes. Landing in all weathers could also be an increase of crashes and as the area is heavily populated. This would be a massive disaster if a plane came down onto a building or a road. Also heavier planes could be landed which will be an increase of noise	Leave the runway as it is	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Pattens Lane	Strongly disagree	Aircraft using runway 02/20 pass over my house at quite a low level. Using your figures, that means some 24,500 movements a year. Quite often they circle passing overhead a number of times. In the summer, it is often impossible to hold a conversation in my garden because of the noise. The proposal for 50,000 movements, all using 02/20 means the number of aircraft flying over my house will more than double. Again, using your figures, 500 movements a day in summer implies one every two minutes over an 16 hour period. I am afraid that the noise pollution under the proposed plan will be unbearable, even given that some aircraft will be able to rise more quickly from the concrete airstrip.	Reduce the maximum number of flights	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
MAIN ROAD, COOLING, ROCHESTER	Strongly support			Noted.

Common Road, Blue Bell Hill, Chatham	Strongly disagree	My safety as there has been a number of accidents with the aircrafts over the years, so more planes more accidents. The value of my property will go down with planes flying over at all times and in larger volumes. Noise pollution at the moment it is unbearable at times so it will only get worse.	The application withdrawn.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. No evidence has been produced to support a negative impact on property values.
Chieveley Drive	Support	As there will be no facility to mitigate crosswinds then careful planning will required to limit turbulence An improved access, especially from the North, would help boost the airfields image I am very much in favour of this proposal. Moving the cafe/facilities towards the entrance and in view of the runway would attract more members of the public to the airfield with subsequent increase in usage and potentially new airfield users without the encroaching on the operational area. As a pilot whose home airfield is Rochester I am very much in favour of the plan. The airfield is need of a long term plan if it is going to improve and, therefore, attract incoming interest and income. The hard runway would aid all weather flying without encouraging the noisier, heavier aircraft. Having most of the "industry" and access to the West would reduce the effect of the increased road traffic. All in all an acceptable compromise.	I note that consultations are to be included at the planning stages.	Noted.
King George Road, Chatham	Strongly disagree	Can you tell me how the elderly residents are going to benefit		The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.

Eagle Close	Strongly support			Noted.
Prospect Place	Strongly disagree	There is absolutely no need for this proposal.	Scrap the whole idea. It is a complete waste of public money. To spend £4 million on this 'play-boy' idea is the height of stupidity, but as this council is renowned for wasting public money I guess that anything I say will be a complete waste of my time, This "dynamic" council opposed any idea of a proper airport within about 50 miles yet suddenly wants an airport of its own to prove some sort of a point. To expand this airport would be a complete travesty of justice. If you have the power to stop it, please do so. Let the people who want it, fund it, but definitely not out of the public purse.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
MAIN ROAD, COOLING	Strongly support			Noted.
Romney Road, Walderslade, Chatham	Strongly support	A very well thought out proposal that I back for the future of Rochester Airport and Medway regeneration.		Noted.
Fallowfield	Strongly support	Its good to see something positive happening with Rochester Airport at last. It can and should be a great asset to Medway.		Noted.
	Strongly support	As a younger user of the airfield, I wish to show my support of the Masterplan and potential developments of the airfield. Without the airfield and those who run it and use it, I would not be as close as I am to my career goal of commercial pilot. I believe the future of the airfield is important to the local people as well as those using the airfield or working at the airfield.		Noted.

		Although it is a shame to lose runway 16/34, keeping and improving runway 02/20 is very important. I strongly agree with the extra access points to the airfield as it will encourage local people/outside visitors to the airfield and facilities. In addition, the bus stops are a great way to encourage people from slightly further away to use airfield or easily gain access to the new areas of employment. I approve of this page as it outlines many of the issues and questions that local people will ask. In particular the aircraft using the airfield, as naturally people outside of aviation do not have the understanding of aircraft performance and hence need the assurance that airliners or jets will never be able to operate from Rochester, even with a concrete runway.		
Caldew Avenue	Support	Good ,but why build on part of the land when there is other land available		Noted. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Business - Bailey Drive, Gillingham Business Park, Gillingham	Strongly support	"Smaller but better" is a sensible compromise. Medway benefits from having a local airport in terms of communications and attracting visitors. It also provides a base for 70+ aircraft, many operated by local business people. The plan seeks to preserve this while releasing land for job creation. Medway Aircraft Preservation Society has an international reputation for restoration of our aviation heritage (much of which originated from this site) and desperately needs to enhance its facilities. This plan provides for this and the retention of a parallel grass runway suitable for		Noted. Plans provide for improved facilities for MAPS and increased public access.

		use by vintage aircraft. Current public access is poor. The plan would improve this and help build a tourist attraction. Non flying members of the public would be able to view movements, educate their children and visit the MAPS Heritage Centre.		
Business - Chapel Road, Smallfield, Surrey	Strongly support	I fully support these proposals in that it will provide a much-needed all weather hard runway. Pilot training which in some case may lead to a future as an airline pilot are very necessary if the UK is to maintain a supply of future pilots from this country, otherwise it is likely that most will be from outside the UK where training is much cheaper and supported by better facilities that allow continuity without big gaps due to unusable runways. Furthermore there have been in the past a number of fatal accidents where the aircraft has failed to gain flying speed due to the soft nature of the ground and has crashed. The lower rolling resistance of a hard runway also means that the aircraft gains height quicker thus reducing noise disturbance as well as giving the pilot more time and scope to deal with any problems. A hard runway is desperately needed in the SE corner of England and those living near West Malling may well regret their opposition to continued aviation where they now have housing and a massive industrial estate.		Noted.
Business - Maidstone Road Chatham Kent	Strongly support	Support for the 25 Year Lease Support for the Major Improvements to existing facilities Support for a new home for MAPS Support for the new parallel paved runway Would prefer to keep 34/16 runway	Use another company, more user friendly site, to gain more information	Noted.

		keep 34/16 runway Support junction improvement to airport, Holiday Inn etc Against using Surveymonkey, very poor website.		
The Platters, ME8	Strongly support	The council are quite right to up grade the old buildings, after all they belong to the council and should not be allowed to become dilapidated. The airfield suffers from being unusable during wet periods when the runways become too soft and to use them would leave ruts when they dry out. Currently the wear can be spread out using the relief runway but that is limited. It is however important to retain a grass strip for aircraft that cannot use a hard surface or require good piloting skills to use one. Equally it will be very useful for some types with small wheels to have the option to use a hard runway and would otherwise not consider landing at Rochester. As an occasional user of the airport facilities (aircraft is based on a grass farm strip near Paddock Wood) it would be an advantage to use Rochester during winter months when our grass strip is unusable. As a Medway resident who originally learnt to fly at Rochester in 1971 I am very much in favour of the Medway towns having an airport. It does bring employment to the towns - consider would the Range have come to Dockside if the owner could not fly into 'our' airport! There have been several offensive letters to the politically biased local rag accusing the council of providing facilities for the rich. Of course there are flyers with a bob or two, just like in a marina or on the roads with expensive cars but the truth is many aircraft are worth no more than a private car which all supports the industry. Small aircraft such as those found at Rochester are often owned by groups to share the cost, some,	None, the plan has got it right.	Noted.

		like mine are built and maintained by the owners and modern engines are quiet and efficient returning fuel consumption similar to a small car - but at 100mph!		
Granville Road, Walmer Kent	Support	Noise management	Planning condition giving power to RAL to manage noise	The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Campleshon Road, Rainham, Gillingham	Strongly support	There will be an increase in road traffic primarily due to the proposed Business Park and also resulting from the housing development on the site of the former Mid Kent College which will significantly outweigh any increase in traffic due to operations at Rochester Airport. Any other plan which closes the airport and permits the whole area to become industrial or residential would further increase traffic in the area. Maidstone Road, Rochester, B2097, will require upgrading to handle access to the Business Park, as it is already dangerous. The safety of the airport will increase as a result of the proposal. None of the incidents that have occurred since 2000 has caused any risk to persons or property outside the limits of the airfield and comments made by persons or groups to that effect are totally unjustified. The Civil Aviation Authority and the Air Accident Investigation Board remain very happy with the operation of Rochester Airport and favour the addition of a paved runway as significantly enhancing capability. Rochester Airport has recently been awarded the "Best Aerodrome" Award by the Aircraft Owners' and Pilots' Association, underlying how the operators treat all aspects of airport operations, with a significant emphasis on safety. The road improvements identified will be necessary primarily to handle the increase in traffic that result from the change of use of the	Medway Council should quantify the impact of traffic flows for the three alternatives: (a) no change, (b) as proposed and (c) full closure with change to industrial or residential use. Medway Council should highlight the fact that safety of aircraft operations will increase as a result of the proposed developments. Medway Council should quantify the impact of traffic flows for the three alternatives: (a) no change, (b) as proposed and (c) full closure with change to industrial or residential use. Medway Council should identify the environmental improvements resulting from the proposal. Medway Council should clarify the relationship between MAPS and Rochester Airport Ltd and the proposal for an Aviation Heritage Centre, and emphasise the advantages of an Aviation Heritage Centre as part of the plan. Medway Council should add requirements to ensure that planning policies can be maintained to prevent the whole area becoming a run-down business area, as is happening generally throughout the country. Medway Council should identify and add the benefits of an operational Rochester Airport to	Noted. See information in Cabinet report. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures. Plans provide for improved facilities for MAPS and increased public access.

		areas identified as A and B and also from any additional developments in areas D, E and F that are not related to the operation of Rochester Airport. Maidstone Road, Rochester, B2097, will also require upgrade between Bridgewood Roundabout and the point identified by Junction Improvement 3, as this stretch of road is already very dangerous. Many of the facilities at Rochester Airport are life expired and replacement by more modern facilities will reduce operating costs, maintenance costs and power consumption. Improved facilities should also attract more owners. Many of the existing buildings contain what are now prohibited materials, e.g. asbestos, lead-based paints. Although the Medway Aircraft Preservation Society welcomes visitors to see restoration work in progress, it foresees a trust being established to create an Aviation Heritage Centre as part of the longer-term developments at Rochester Airport. Such a centre was proposed several years ago, including independent assessment of the benefits to Medway and Kent that would result. MAPS would operate closely with the trust, centre and airport, to the benefit of all parties. North Kent has an unbroken history of aviation from the earliest days of the Short Brothers on the Isle of Sheppey, through two World Wars to the current BAE Systems operations; much of this history has involved Rochester in particular. I appreciate the words that have been used regarding buildings, included frontage, height, use and parking. It is essential that even if buildings are built to meet these requirements, they are maintained to a similar standard, and the usage cannot be downgraded. Guarantees regarding safe heights for airport operation must	the Masterplan.	
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		be contractual. The value of the Rochester Airport as an asset to Medway is not fully explained, but the Masterplan tends to concentrate on the redevelopment of the north-western section of the airport as a Business Park. A paved runway with less likelihood for the airport being closed during wet weather could lead to the increased use of air taxis making it easier for multi-national companies to operate in the area. BAE Systems, in Elliott, Marconi and GEC days, used to operate their own or hired air taxis directly from Rochester for that purpose.		
Mansion House Close	Strongly support	Safer aircraft operations especially in winter months The old hangers and buildings are showing their age		Noted.
Business - Blue Chalet Ind Pk, London Rd, West Kingsdown	Strongly support	I am totally in favour of the proposed developments at Rochester Airport		Noted.
Business	Strongly support			Noted.
Business - Broadlands	Strongly support	As a local resident and pilot, I support the airfield development, especially the proposed hard runway (the current grass airfield is often waterlogged in the winter). The airport has long historical links to the area, and it is great news that its future is assured. As a local manufacturer supplying aerospace, we	What a shame we cannot retain Runway 16/34 too! It is a powerful force for good in the community, and extremely useful for BAe, Helimed, Police, Network Rail, and local industry.	Noted.

		believe that Rochester Airport is a vital local asset.		
Business - Calico House Plantation Wharf, SW11	Strongly support			Noted.
Cloisterham Road, Rochester	Strongly disagree	I strongly disagree with the masterplan because: There is No evidence that this Medway Council has considered alternative options for the future use of the airfield land for Medway and North Down's residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be NO protection whatsoever for Medway and North Down's residents from the Environmental Protection act 1990, Noise Act 1996 or statutory laws to control or prevent noise nuisance and pollution from a commercialised Rochester airport. The masterplan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values. It will severely impair the quality of life for thousands of Medway and North Down's families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools,	Medway Council should scrap the masterplan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection for residents through to development with green space and leisure Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the ME postcode area) to choose their favoured option for Medway Council adoption and implementation	See responses to pre-printed text.

		(within 1600 metre radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling Carbon Emission footprint in blatant disregard to Government carbon emission reduction targets.		
Wildman Close	Strongly support			Noted.
Shirley Ave	Strongly support			Noted.
Business - Bonham Drive, Eurolink Industrial Estate, Sittingbourne	Strongly support	I use Rochester Airport for both business and leisure flying. As a business with customers and suppliers throughout Europe I find Rochester Airport ideally placed to serve my needs. I can fly to Germany, France, Holland and Belgium in just a few hours and return again the same day without all the delays and long check in procedures at airports such as Gatwick or Stansted, it is also more cost effective for me to fly from Rochester allowing me to invest more money in my business and continue to employ staff. A tarmac runway would make the airfield much more commercially viable enabling me to fly more frequently. Rochester Airport is steeped in aviation history. It is such a shame that the plan does not include a small museum/educational/ visitors centre. Chatham Dockyard celebrates our seafaring heritage, I would argue that Rochester Airport has the same important status as that of the Dockyard albeit on a much smaller scale.		Noted.

Dickens Close Langley Maidstone	Strongly support	The plan represents a good and viable way forward to preserve and protect the aviation facility (which provided a vital start in the profession for me and many other local people). In addition it is of immense recreational benefit, with significant business benefits also. In addition it makes Medway practically unique in the South East in terms of offering this facility.	It would be good to see 16/34 retained from the aviation and amenity standpoint.	Noted.
Teston Road, Offham, Kent.	Support			Noted.
Manor Lane Terrace	Support	You need to determine which side of the hard runway the grass runway will go - it is shown in 2 different places! The destruction of rwy16/34 will reduce the airport availability on many occasions due to prevailing wind conditions Junction on East side of airport MUST be improved - ? a roundabout? Rebuilding of the infrastructure - particularly the hangars - is an urgent priority		Noted. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
	Support	I think the plan is generally good, but not lifting some of the planning restrictions or allowing business aircraft to use the new facilities could limit the income and long term viability of the airport. GPS or instrument approaches should be included	Loosen the planning to allow more commercial traffic	Noted.

School Lane, Bapchild, Sittingbourne	Strongly support	We strongly support the improvement and upgrading of the airport facilities. Rochester Airport has recently received a national award from AOPA for 'Best Aerodrome' 2013 for friendly, helpful service so modernisation of the buildings and infrastructure will encourage even more visitors. We strongly support the proposal for a new aviation development to include MAPS as this will provide improved heritage facilities for visitors		Noted.
Carvoran Way	Strongly support	I support the develop as I believe a 'city' or conurbation the size of the Medway Towns should take pride in all its assets, not just Cathedrals and parks great as they are but should have some civic pride in keeping the towns alive with proper skilled workforce (like we used to have through aviation related activities/jobs. I can not think that Southampton, Bournemouth or Newcastle would even consider closing their airports. Should be designed to be user friendly and inviting.	If all goes ahead jobs (and revenue to pay back the council investment will result in more traffic congregating at the flyover. This will need to be developed or improved. With a Heritage centre in place, the airport should be linked to the open top bus tours and possibly events such as the sweeps festival, transport festivals at the dockyard etc	Noted. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Business - Littlebourne Road, Canterbury	Strongly support	Is the runway alignment wrong i.e.16/34?	20/02	Noted – annotation to be reviewed.
Radleigh Gardens, Rochester	Strongly disagree	I strongly disagree with the masterplan because: There is No evidence that this Medway Council has considered alternative options for the future use of the airfield land for Medway and North Down's residents as a whole which do not exploit	Medway Council should scrap the masterplan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection for residents through to development with green space and	See comments made to pre-printed response form text.

		or endanger the lives of thousands of families and their enjoyment of life. There will be NO protection whatsoever for Medway and North Down's residents from the Environmental Protection act 1990, Noise Act 1996 or statutory laws to control or prevent noise nuisance and pollution from a commercialised Rochester airport. The masterplan is financially unsound without a huge increase in commercial and leisure air activity. It will severely impair the quality of life for thousands of Medway and North Down's families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools, (within 1600 metre radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling Carbon Emission footprint in blatant disregard to Government carbon emission reduction targets.	leisure. Medway Council should scrap the masterplan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection for residents through to development with green space and leisure.	
	Strongly support			Noted.
Business - Harestone Hill Caterham	Strongly support	As an airport user it is a good compromise. The loss of one runway is more than balanced by the far greater use of the other once it has a hard surface encouraging far greater use of the whole Airport facility for all local businesses than has been available before, and should significantly		Noted.

		increase business and employment in the area.		
Business - Rochester Airport, Maidstone Road, Chatham	Strongly support	A modern airport will bring people from all walks of life into Medway which can only better all who live and work in Medway.		Noted.
Rochester Airport, Maidstone Road	Strongly support	The Blue shaded section is obviously a concern for us. I believe the only answer to improving the access issue is installing another roundabout outside the Holiday Inn.	Allow us to develop our site, as I believe we are also an important part of the airfield's structure.	Noted. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Upper Grosvenor Tunbridge Wells, Kent	Strongly support	Please note I visit the airport with my children. If there were updates to improve the site as a family it would be very beneficial. We love the family days out they organise with the Holiday Inn hotel. We would also bring more custom to the airfield if it was updated. I hope you will invest time and money into this airfield, it really is a great place to go.		Noted. Plans provide for improved facilities for MAPS and increased public access.
Maidstone Road, Chatham	Strongly disagree	Rochester Airport LTD having enjoyed the lease on the airport for 14 years have failed to make any improvements to the airport. They are a company of very little substance and little capital backing. Public money will be squandered on this proposal.	Provision of new "greenfield" recreational hard surfaced airfield on low value isolated land on the Isle of Grain. To be operated as a non profit making members co-operative. This to be funded by development of the whole of the present publicly owned airfield site. Spending of £4 million of public money on the very safety challenged existing site at a time of stringent public expenditure cuts is very questionable to the point of being misfeasance with public money.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.

Business - Rochester Airport	Strongly support	My business is growing and with the airport expansion I could move into bigger premises and employ several additional staff.		Noted.
Sutton Heights	Strongly support			Noted.
Kit Hill Ave	No opinion	Who is to pay for this development? Will funds be raised by increasing Rates? What costs are to be met by the airport users? Will all the costs be met by the airport users? How long will it take?	Details showing where the money is coming from. I should not have to be required to pay towards the cost of improvements for a facility that is not, I believe, for the general ratepayer.oving a facility that I do not use and few of the users pay rates to Medway.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Hallsfield Rd	Strongly disagree	There is No evidence that this Medway Council has considered alternative options for the future use of the airfield land for Medway and North Down's residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. The masterplan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values. It will severely impair the quality of life for thousands of Medway and North Down's families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the	There will be NO protection whatsoever for Medway and North Down's residents from the Environmental Protection act 1990, Noise Act 1996 or statutory laws to control or prevent noise nuisance and pollution from a commercialised Rochester airport. Medway Council should scrap the masterplan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection for residents through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the ME postcode area)	See comments made to pre-printed response form text.

		concentration of air traffic onto a single runway heightens the danger for 18 nearby schools, (within 1600 metre radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling Carbon Emission footprint in blatant disregard to Government carbon emission reduction targets.	to choose their favoured option for Medway Council adoption and implementation	
	Strongly support	Overall, well thought out and good to see support for aviation activities by a council. Aviation brings huge input to the local economy.		Noted.
Horsted Way	Strongly disagree	I strongly disagree with the masterplan because: There is No evidence that this Medway Council has considered alternative options for the future use of the airfield land for Medway and North Down's residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be NO protection whatsoever for Medway and North Down's residents from the Environmental Protection act 1990, Noise Act 1996 or statutory laws to control or prevent noise nuisance and pollution from a commercialised Rochester airport. The masterplan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values. It will severely impair the quality of life for thousands of Medway and North Down's families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools, (within 1600 metre radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling Carbon Emission footprint in blatant	Medway Council should scrap the masterplan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection for residents through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the ME postcode area) to choose their favoured option for Medway Council adoption and implementation I commend to the Council, and particularly the Conservative Councillors, the philosophy of the management guru Peter Drucker (1909- 2005) who advocated the following first rule in decision making – “one does not make a decision unless there is disagreement”. In other words, unless there is sufficient disagreement during consideration of an issue there can be no serious discussion and no realistic decision can be reached. . Decision-making involves choices between various courses of action, comparison between the alternatives, and an evaluation of	See comments made to pre-printed response form text.

		disregard to Government carbon emission reduction targets. What changes (if any) would you like to see to resolve these comments? The fact that the entire Conservative Councillor membership is supporting this plan with not a single dissenting voice gives rise to serious concern and suspicion. Conservative Councillors are claiming that they are simply supporting their party's manifesto pledge of some 13 years ago. This is based on a false premise. The Conservative pledge was "to protect Rochester Airfield". Nowhere in the manifesto is there any mention of closing down one runway, building on a third of the site, or turning the airfield into a commercial airport. Far from "protecting" the airfield the Masterplan quite blatantly redefines it - potentially endangering the lives of local residents, and causing a negative environmental impact. For democratically elected Councillors to unanimously adopt a "party" line without question is neither democratic nor sustainable. This Council has adopted some very questionable planning proposals in the recent past against strong public objections. These include the much maligned Chatham Bus Depot and the new development at Horsted Park. I urge the Council not to add Rochester Airfield to the list of planning disasters.	the outcome. The Rochester Airfield Masterplan proposal sadly lacks all of the above. I therefore recommend that the Council rejects the Masterplan and returns to the drawing board.	
The Street, Preston Canterbury Kent	Strongly support			Noted.
The Laurels	Strongly support			Noted.

London Road, Faversham	Strongly support	This development would be a major contribution to the infrastructure of Medway. The overall benefits far out way any critical comments A hard runway, as proposed, would be more environmentally friendly, more efficient, and more productive.		Noted.
St Williams Way	Strongly support			Noted.
Pilgrims Way	Strongly support	Support - This location is a key part in aviation history and ever effect should be made to develop this site. I feel it is a shame to lose part of the open area to other development but safe guarding the future must be included. Over development Review other locations for such large industrial development.	I feel the area as a whole is over developed, with huge buildings been erected. This includes the building down the length of Chatham Rd etc. By developing further on the site with such large industrial size buildings the whole location will appear as a large industrial site, not what any resident wants to see on their doorstep.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. Open aspect and key views over site will be retained.
MAIDSTONE ROAD, CHATHAM	Strongly support	Please expedite the actions proposed in the plan I fully support the proposals The Plan makes for a great improvement and facilitates the continuation of aircraft preservation. I support the proposed changes to site access	I would like to see a definite plan to house MAPSL in a more modern facility and to accommodate the projected Medway Aviation & Heritage Centre, as a revenue-earning tourist attraction of value to the whole of Medway. It is wrong to suggest that the Airport Plan is for the benefit of a few. With the right positive attitude, everyone will benefit, especially the local taxpayers. I fully support the intention to provide an Airport that Medway can be proud of whilst seeking to improve the economy and employment potential of the area. Replacement of aged buildings very much at the end of their useful life is a necessary and welcome part of the plan.	Noted. Plans provide for improved facilities for MAPS and increased public access.

Grange Road	Strongly support			Noted.
Faversham	Support			Noted.
Rectory Road, Beckenham, Kent	Strongly support	Excellent plan - and long overdue		Noted.
Crowhurst Rd. Borough Green, Kent	Strongly support	This will be of great help in the winter months when often the grass is waterlogged. However as an operator of a tail wheel aircraft we are better suited to grass. Developing the North West part of the airport will therefore hinder us when there are strong cross winds. The development must be restricted in height to prevent turbulence in strong winds. The new Tarmac runway must be connected to the apron area.	Research required to compare with other similar developments. An increased taxiway system to prevent bottle necking	Noted.
City Way	Strongly disagree			Noted.
Woodville Gardens	Support			Noted.
Business - Nathan Way	Strongly support	Rochester airport is extremely important for our business and the hundreds of jobs associated with our manufacturing business. A hard runway at Rochester will improve the operating base for our aircraft which has already benefited our	From my experience you would be better off with smaller industrial units with flexible "in and out" leases	Noted.

		company, Headcorn is not an alternative		
ME17	Strongly support	Access from the airport to the B2097 would be useful, if only as an exit. No mention in Economic Development of the Leisure potential, which the current short term lease is holding back.	Examination of the leisure potential and economic benefits	Noted.
	Strongly support	Good idea to keep the airport as an airport - not any other use Good move to generate own income to support the redevelopment Good for educating children on the history of the area and the importance of planes in history		Noted.
TN15	Strongly support	Very necessary		Noted.
Victorian Heights	Strongly support	Highly desirable to keep the airport functioning in the winter Closure of 16-34 - undesirable	But maybe a necessary evil to allow progress	Noted.
The Queen Mother Court	Strongly support			Noted.
	Strongly support			Noted.

Prince Avenue	Strongly support	I believe that it does not go far enough. Area F on the maps could be also utilised for Industrial with the Aviation Facilities hangars, Control tower etc being redeveloped In the Area along the Eastern side of the airfield backing on to the Hotel and Toys r us.		Noted.
	Strongly disagree	A poorly thought-out plan which does nothing to sustain the long term aviation prospects of the aerodrome. A single hard runway with no hard parallel taxiway is a huge oversight and safety issue. Rather than build industrial units, why not build a large apron and hangars instead? Support aviation, not the back pockets of city boys who deal in property.	Reject entire plan or develop the aerodrome for direct aviation use only.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Mayfair Gardens	Support			Noted.
Business - London Road Newington Sittingbourne	Strongly support	I agree entirely I approve the need to increase the value of the Airport site as a public asset. This will far outweigh the investment planned. The Plan makes for a great improvement and facilitates the continuation of aircraft preservation. I agree especially the improved public access. I agree and welcome the attention to detail I think this points the way towards an Airport which befits such an important Unitary Authority.	Please act as soon as possible I would like to see a definite plan to house MAPSL in a more modern facility and to accommodate the projected Medway Aviation & Heritage Centre, as a revenue-earning tourist attraction of value to the whole of Medway. It is wrong to suggest that the Airport Plan is for the benefit of a few. With the right positive attitude, everyone will benefit, especially the local taxpayers. Reference could be made to the dilapidated state of the 1930s buildings, which are well overdue replacement.	Noted. Plans provide for improved facilities for MAPS and increased public access.

Sussex Drive, Walderslade, Chatham	Strongly support			Noted.
Business - Rochester Airport	Strongly support	It is imperative to allow the airport to be overhauled to bring it in line with other airports and airfields. Rochester airport is in a prime position to attract many visitors and business alike. The infrastructure of Rochester Airport ideally place it onto the European stage with train stops for Eurostar and easy access from London for visitors. The historic town of Rochester provides a very welcoming backdrop to the airport where hotels, activities and history play a huge part in supporting the other. I am very much for the possibility in creating further work possibilities for younger people as well.	None, I would like to point out that all your hard work will see the airport and the surrounding area revitalised. Your slogan smaller but better is very apt as with all those improvements the airport and area will not only generate a lot of interest but also be looked upon as an area and airport to invest in. The stability of a 25year lease is very attractive to outside businesses and workforces.	Noted.
Sheldwich Lees, Kent	Support	Loss of second runway, will restrict facilities available to pilots Both potential development area to East of site seem to remove the current outside parking area available to aircraft who are not hangared. Concerned about taxiing to the dominant runway 20. Presumably there will be a grass taxiway along eastern edge to avoid having to backtrack runway. If not need to backtrack would severely restrict movements and increase waiting time and therefore costs to resident pilots.	As long as funding is ensured to build the hard runway, it is a fair exchange. Were the hard runway to fail, residents would have lost out in many ways. There needs to be space available for those aircraft. Not just what is currently the relief parking area (outside Holiday Inn) but somewhere with access (the current area has adjacent parking) Ensure that there is enough space between new grass runway and Toys R Us corner to allow safe clearance to 20 threshold.	Noted.
ME5	Strongly support			Noted.

Boreham Airfield	Strongly support			Noted.
Beaulieu Rise	Strongly support	Nice to see development at last, and the creation of jobs		Noted.
Rainham Rd	Support	In general the plan to revitalise Rochester airport is to be highly commended. However the investment by the council in this invaluable Medway Towns asset is long overdue and should be made in the infrastructure (buildings and runway) as soon as possible. It should not be dependent on the development of part of the whole airfield.		Noted.
Business - Woodstock Road	Strongly support	The masterplan seems well thought out and necessarily addresses several questions. In the context of traffic I am sure that the level of road traffic caused by the airport will not change significantly because of these changes and that the current level of traffic due to the airport is very minor when considered in relation to through traffic and traffic going to the nearby hotel, retail parks and supermarket. The attraction of a high quality general aviation facility which is proposed is significant to a high proportion of entrepreneurs. It is likely that the proposed facility will help to add to the attraction of the area when business owners make decisions on where to locate.		Noted.
Cobbs Close, Watlingbury	Strongly support	This is what the City of Medway and its residents have been waiting for, for years. Every major conurbation needs a proper airport. The provision of a year-round, hard runway will attract yet more business to the area. This MUST go ahead.	None, it's just right	Noted.

Pixton Way, Croydon, Surrey.	Strongly support			Noted.
Haredale Close	Support	Will there be extra noise as a result of the aircraft landing on a hard surface? A gentleman came round saying planes had hit his trees and his neighbour's chimney	Will planes need a shorter landing area as the result of the concrete runway? Will it be safer?	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The CAA advises that paved runways are safer.
The Ridgeway	Support	I would support this plan provided adequate provision is made for wildlife.	Suggest removal of the B2 area to the south and its restoration to woodland. A lot of trees have been taken out of this area in recent years, it would be good to put some back.	Noted.
Ballens Road, Lordswood, Chatham	Strongly support	Fully support the proposals being made by Medway Council		Noted.
Cromwell Terrace	Strongly disagree	Don't sell the runway	There's plenty of brown building space available in Medway, I don't think it's necessary to sell off one of the runways. And since it's an airfield site, building's heights would presumably have to be restricted so any development potential is limited. Lay the parallel concrete runway -fine. Refurb or rebuild older buildings - fine. But just GO build ELSEWHERE.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Sussex Drive	Strongly disagree	The land may be owned by the council but the businesses on it are private. I object to taxpayers money being spent to benefit private businesses at a time when public services are being cut.	Spend the money on public services (which is what it is raised for)	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.

CHALFONT DRIVE RAINHAM	Strongly support	THE LOCAL NEGATIVE OBJECTIONS IGNORE THE OVERALL STRATEGIC BENEFIT TO THE IMAGE OF MEDWAY		Noted.
Coverdale Close, Walderslade	Strongly support			Noted.
	Strongly disagree	Don't agree with Medway spending any money on this project whilst cuts to other services are made Do not agree with paved runway.		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
	Strongly support			Noted.
Wemmick Close	Strongly support			Noted.
Wemmick Close	Strongly support			Noted.
Purbeck Road	Strongly support	I would like to reduce the number of air movements allowed per annum to 40,000 from the proposed 50,000 I would like to further restrict the opening times	Start operations from 8.00 during the summer months and 8.30 during the winter months with certain exemptions but not a general exemption for aircraft based at Rochester Airport	See information in Cabinet report. The Masterplan will be revised to cap annual flight movements below levels already experienced.
Wemmick Close	Strongly support	Pleased to see commitment to enhance the heritage and public airside facilities increasing public access and usage alongside the key aim of safeguarding and creating further employment opportunities at the high end of the job spectrum.	To ensure the employment ideals are not compromised by warehousing and delivery yards.	Noted.

Haig Avenue	Support	Potential junction improvement (No 4) is a good idea, but further road and traffic light/junction improvements along the Maidstone Road (A229) needs urgent consideration.	Consideration needs to be given to the new housing estate at Horsted and the proposed siting of a Fire station in the old Park and Ride car park area, and at Davis Estate and Horsted Retail Park round about. The need for traffic lights that work to keep the traffic flowing up and down the main Maidstone Road most of the time, but then stop that traffic should cars wish to exit Davis Estate or the Retail Park. These considerations need very careful thought as with more people moving into the Horsted housing site something needs to be organised. Whatever is considered I feel needs to be in place before the developments begin for the airport.	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Watling Street Gillingham Kent	Strongly support	As a user of the airport it will be nice to see it develop and prosper. The airport is very helpful to the sqn providing facilities. The development will ensure their continued presence and hopefully allow the area to prosper.		Noted.
Radleigh Gardens	Strongly disagree	Your summary of the previous consultation does not suggest that there was an overwhelming support for the proposed new runway. People were happy to see the MAPS facilities improved and for additional employment opportunities but they did not say that they agreed with the changes to the runways. You state that more information was requested. This does not suggest support. A 25 year lease means that the council will have no control of what is happening to this area for this length of time. The plan says that there will be the creation of a paved runway. Residents were not given the choice about whether they wanted this. What about the environment. Once the land is paved the area will have lost the grass and the wildlife which relies on it. You state that you are unable to give any details	More alternatives need to be offered for the site not a focus on the runway changes. Your plan currently focusing on the runway changes. A shorter lease period to allow greater control. Keep grass runways only. Provide a draft outline of the proposed airport. Keep grass runway and keep smaller aircraft using the airport and keep the number of flights to the current level. Keep only privately owned aircraft, do not allow any commercial aircraft. Keep the number of flight movements to current levels.	The planning application process will consider environmental impacts, in accordance with national and local policy requirements. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Further information to be provided at planning application stage. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will

		of the new airport. How can we as residents make any informed decisions until we know what the airport will look like. You say that there will an increase in air movements and show larger aircraft than currently use this airport. For the leaseholder to make money they are going to use these larger aircraft. This is going to increase the noise pollution of residents which are under the flight path, which includes myself. Am I going to be compensated for this . My safety is going to be compromised with more flight movements, my noise pollution levels are going to increase and therefore my health will be affected as well as the possible value of my home. When I purchased my house 20 years ago I was aware and happy for the small local aircraft to fly over my house but not the larger Caravan plane shown. You say that you expect that the main flights will be for leisure. That could mean anything. Flights to Le Touquet with a branded airline can be classed as leisure. You say that the new airport will be safe but with more flights there will be an increase in the possibility of a crash. Only last week there was a crash at the airport. You say that land will be available for development as the result of one paved runway. Where is the feasibility study for a technology centre. You have not developed area D yet and this could provide employment as it was previously industrial land so would be no change of land use. The other areas you are proposing are currently grassed areas. What about the environment? This area is going to lose its current character of grassland and its associated wildlife as most of the area will be either paved runway or buildings.	Only build on area D. Keep grass runways only and not pave, reduce building to only land which is currently designated for industrial use. Drop this plan totally and offer REAL options for residents to be consulted on.	contribute to the management of noise. Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements.
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		Looking at the map on this page, very little land is left to grass. Most is either paved runway or buildings. I have more comments to make but your form does not allow for this. The way in which this has been presented is very biased. It is presented as a done deal with only lip service paid to resident consultation. We have been offered no alternatives and the presentation assumes that the paved runway is going ahead. A more in depth consultation should be presented to affected residents offering REAL alternatives.		
Broomhill Road	Support	Keep the airport as it is with one runway tarmaced		Noted.
Cloisterham Road, Rochester	Disagree	If there are increased flights or size of aircraft it will make it extremely noisy for local residents, as it is the noise ruins many a sunny day	Stay as it is/reduce noise/avoid take-off over housing	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Davy Court, Rochester	Strongly disagree	No return on investment argument, No rational reason to subsidise £4.4m on airport improvements, airport is not commercially viable, money better spent on purely commercial/job/business related activity, airport is not sustainable investment with peppercorn rent charged by Council	Business park should continue but no subsidy for recreational airport; no concrete runway	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Blenheim Avenue	Strongly disagree			Noted.

Blenheim Avenue	Strongly disagree	WE KNOW THAT THIS IS CUT AND DRIED AND WHAT EVER YOU SAY YOU WILL DO i WAS AT THE FULL COUNCIL MEETING AND I DID NOT BELIEVE A WORD THAT JANE CHITTY OR ALAN JARRET SAID THE COUNCIL HAVE KILLED CHATHAM, NOW THEY WILL KILL THE AIRPORT	IF YOU HAVE TO ASK YOU SHOULD NOT BE DOING THIS GET THEM TO REPRESENT THE PEOPLE THAT VOTED THE COUNCILORS IN	Noted.
West Drive	Strongly disagree	WE DON'T NEED MORE FUEL SMELL OR NOISE, SOME DAYS SPENT IN THE GARDEN HAVE TO BE HALTED DUE TO THE HOVERING HELICOPTERS AND THE SMELL OF FUEL. SLEEP SOMETIMES SPOILT BY NIGHT FLYING.	RECREATION FACILITY FOR YOUNGSTERS AND US OLDIES...PARK LAND WHERE WE CAN WALK AND FEEL SAFE...A PARK TO CELEBRATE THE BIRTH OF THE ROYAL BABY.....A LEISURE AREA.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
	Support			Noted.
Pattens Place	Strongly disagree			Noted
Radleigh Gardens	Strongly disagree	This panel depicts the masterplan as a 'fait accomplie' and assumes that the scheme will go ahead with mere lip service to the residents affected. There should be a far deeper consultation into what development should take place. This should have been done BEFORE a Masterplan was presented to the public. Much of this panel can only be conjecture. With an input of investment from private companies, who need to make a profit to survive, it is unrealistic to make statements on the projected air and road traffic. Frankly, this 'consultation' exercise is simply an	Dropping of the current Masterplan and a full public consultation on the wishes of the residents and businesses of Medway. Stop making things up using dubious statistics. A proper consultation and discarding of ridiculous response forms such as this - it is too rigid and could quite easily allow my comments to go unheeded because they do not conform to the system create. Unfortunately, I think that's deliberate.	See information in Cabinet report. Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.

		insulting sales puff for the Masterplan. All through it makes the assumption it will go ahead with the support of most people, albeit with a few tweaks. Furthermore, this Response Form is biased to the Masterplan because it pushes respondents to comment solely on the panels. I have a huge objection to the Council leasing land that belongs to all of us to private companies, injecting £4 million into the scheme while cutting staff in services, Councillors responding to petitions and emails in a dismissive manner (presumably believing it is the work of a pressure group and I have no mind of my own) and the disgraceful non-appearance at the 'consultation' of any Councillors to answer these questions. My home and family will be directly affected by these developments for 25 or more years, and the money spent could provide residents with facilities and services to enhance the well-being of residents and communities.		
Wilson Avenue	Strongly disagree	The plan is financially unsound without a huge increase in commercial and leisure air activity	The range of options should be offered through a Public Consultation for Medway residents and those neighbouring Tonbridge and Malling within the ME postcode area to choose their favoured option for Medway Council to adopt and implement Please listen to residents Discuss and listen to residents Listen to residents	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements.
Wilson Avenue, Rochester	Strongly disagree	Council has constantly referred to the survey held in 2003 which unanimously asked for the airport to be retained. True, but the issue it was referring to was close the airport completely and redevelop totally against the retention of a "green space" airfield. As a resident of thirty years living under the flight path of the 20/02 runway I would at that time had no preference detailed in the survey, indeed I was not consulted	A personal survey on a door-to-door basis to ascertain the opinions of all residents living under the flight paths and adjacent areas explaining in an unbiased format what is proposed on the site and the implications both fore and against. On the Shirley Way roundabout a full set of traffic lights are needed to manage this very busy	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.

		as I was considered to be too far away to be affected by any changes as proposed. However, now that the proposals are for a change of use that do affect me I am seriously concerned on several fronts, yet there has been no formal approach to me in any form by the council regarding any changes in use at the airport. To say that the previous survey in 2003 gave the green-light of the public opinion for the change is completely wrong. It has been stated "there will be no appreciable increase in the vehicle traffic along the A229 to the east of the airport". The two major junctions in the form of a roundabout at the junction with the retail-park and Shirley Avenue and the junction with City Way at the site of the old college to the north of the site are already heavily congested and subject to minor traffic incidents on an almost daily basis. This coupled with the residential development of the old college site which will in itself generate more traffic flow along with any projected development to the west of the airport will vastly increase flow levels. The Shirley Way junction is a constant source of incidents where vehicles for whatever reason run into the barriers on the northern quadrant , only time will tell before a pedestrian is involved ! There is no sign on any plans indicating what road changes are being considered to deal with these issues, is it a case that wait and see? How many peoples lifes will be seriously affected before the council implements some serious road traffic management to deal with this situation ! The implementation of the concrete runway plan and its benefits are welcome to me in that it will decrease take-off length therefore allowing planes to start their climb earlier and reducing noise locally. If this is one of the main benefits why then are the proposals to lengthen the runway in place? To the lay-man this indicates that larger aircraft can be accommodated resulting in more noise pollution etc. The council	junction. On the college/city way junction a further set of lights to manage vehicular movement into and out of Pilot View onto what is already a difficult and busy junction. Leave the existing runway 20/02 at its existing dimensions. Find out if any private investors would be interested in contributing to the council to finance this project.	There are no plans to lengthen the runway. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
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		have constantly stated that there is no plan for any larger aircraft to use the facility at the what will be a greatly enhanced site so why provide for larger aircraft for now or in the future. Whilst I agree that the council is responsible of the wellbeing both commercially and financially of the area I find it irresponsible of them to contemplate the spending of a considerable amount of money in a financially difficult time on a project that will at best give a minimal return over a long period of time. The major beneficiary would seem to me to be the airport operator who is being reward for a less than mediocre operation with a major injection of public monies with no real consultation of the hard pressed tax-payers of Medway		
ME5	Disagree	An expansion of the use of the airport is obviously sought, but up to 500 movements a day! This means every 1.5 minutes which is busier than Heathrow. Up to 1000 jobs to be created. Even though it is envisaged that public transport and cycling will be encouraged, it could mean at least 500cars journeys at peak times. This to be concentrated on just 2 roads, the A229 and, more concerningly, the B2097. With all this potential industrial development the houses in the triangle of land, from the airport to the Bridgewood roundabout, will become very isolated. As the boxes do not expand as you type, it is difficult to retread what you have said,	A daily cap put on the number of aircraft not just an annual cap. Consideration over the type of aircraft using the airport. The gyro copters can be very annoying as they hover over the gardens waiting to land. A rethink of access as the B2097 is a busy road now, from the Bridgewood roundabout down to Laker Road it is very narrow, no room for cycle lanes, and unlimited. Please, at least consider, putting a speed limit on this section. Should the caravan park become an industrial site the traffic situation would be worse. Has thought been given to their future...possible purchase to industrialise the whole area?	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Maidstone Road	Disagree	Safety of ALL low flying aircraft I want Medway Council to present a range of options for the future of the airfield land which do	Retain the aircraft to that which is currently permitted. Detailed information on air traffic control systems	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of

		not endanger the lives of local residents or their enjoyment of life. Safety of ALL low flying aircraft The residents must be allowed through public consultation to choose the final option for the airfield rather than the current dictatorial single option approach of Medway Council, which is totally unacceptable	currently in use and what is proposed to manage the inevitable advent of aircraft capable of carrying 12 or more passengers. Interference from radio transmissions be detailed indicating likely disruption to residents	larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.
ME19	Support.	I support the proposals for the redevelopment of Rochester Airport to safeguard it's future and promote sustainable development.		Noted
Concord Avenue Chatham	Disagree	I am unhappy to note that aircraft movements will be increased. It is bad enough at the moment. The paved runway will be even closer to the housing that it there at the moment. If a paved runway means shorter take off times, why is the runway longer? I note that much of the development area lies within the boundaries so most of the business rates will be going there (assuming they actually pay them!!!) So how will the Council recoup its costs!!!	No comment. No comment. No comment.	There are no plans to lengthen the runway. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Innovation Centre	Support	Interested to discuss hangar / building opportunities		Noted.
Wilson Avenue, Rochester	Strongly Disagree	I do not agree with the Rochester Airport Masterplan. It endangers people's lives and unfairly burdens residents living close to the airfield. The plan should not be approved.	Listen to the residents	The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.

Appleby Close	Strongly Disagree	Why continue with an airport in this location? Increased movements will lead to more noise and risk The exhibition is so woolly around protecting the environment from noise	Develop an airport on a new site + Develop existing site as Green Space and High Tech Do not move forward with this plan. Put a study in place with recommendation before considering signing a new lease.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
City Way, Rochester	Strongly Disagree	I do not agree with the Rochester Airport Masterplan. It endangers people's lives unfairly burdens people's lives living near the airport and I'm sure it would de-value my house and if it does I would be seeking compensation. Therefore in my opinion the plan should NOT be approved. There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation	See comments made to pre-printed response form text.

		for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets. Do not build it - noise, safety, traffic		
Highview Drive	Support	Aircraft movements - Increase of nearly 50% unacceptable - How long will cap last? Cont. Place all access/egress on Rochester Maidstone Rd to reduce already busy traffic flow. Potential for dedicated (wide) cycle lanes, excellent idea to extend around periphery	Dreadful increase in noise/irritation/vibration to homes - particularly helicopters	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Berkeley Close, Rochester	Strongly Disagree	It is wrong to take green space of which is already part of the airport and create a concrete runway for larger planes Leave the airport as it is! In general!	Leave airport as it is. The council already get business rates from the organisation that took parts of the airport.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Open aspect and key views over site will be retained.
Wilson Avenue Rochester	Support	Use the 'Tiger Moth' roundabout for access to the airport by taking a road behind the retail complex and hotel. This would relieve the need for access on the A249 coming south and the congestion on		Noted.

		this road. I believe the overall plan for the airport and vacant land will improve the town and produce employment to the area.		
Radleigh Gardens, Rochester	Strongly Disagree	Strongly disagree with spending £4 million pounds of OUR money to develop airport which could potentially be used for commercial purposes	Leave it all as at present. £4 million in this day and age is a disgrace, merely to benefit the few privileged lucky enough to have a plane.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Maidstone Road	Strongly Disagree	I consider this to be no more than a land grab.	Abort the plan.	Noted.
City Way, Rochester	Strongly Disagree	No noise boundary mapping shown Putting in proposal to potentially overburden residential areas without firstly investigating and informing residents of the worst case scenarios of quality and enjoyment of life effects could AND WILL result in significant compensation claims! Especially if property sales and market values are in any way detrimentally affected.	Immediate noise boundary mapping using actual noise management as per Heathrow/Gatwick etc.	The planning application process will consider environmental impacts, in accordance with national and local policy requirements. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
City Way, Rochester	Strongly Disagree	No Noise mapping boundaries shown for largest anticipated aircraft No predicted aircraft movement figures? Increase percentage of planes I do not agree with the Rochester Airport	Noise Mapping is important Noise Mapping ahead of Thursday's council meeting. What hours of operation are envisaged?	The planning application process will consider environmental impacts, in accordance with national and local policy requirements. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will

		masterplan. It endangers peoples lives and unfairly burdens residents living close to the airfield. The plan should NOT be approved. Specific Info on what cargo new larger (twin turbo) planes will be carrying Council putting in proposal to potentially overburden residential areas without firstly investigaing and informing residents of the worst case scenarios of quality and enjoyment of life effects could and will result in significant compensation claims.		contribute to the management of noise.
Highview Drive		50 % increase in aircraft movements - not acceptable. Also this includes the use of microlights and helicopters. Traffic increase in and out of the facility.	I think that the aircraft movements should remain the same with the helicopter and microlight flights being directed towards the M2 Motorway where they would not be an intrusive as they are at the present time. I think that the entrance to the airport and surrounding areas in the masterplan should be made from Laker Road/B2097.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
City Way	Support	Can the proposed runway be funded from other means and so not lose areas "A" and "B" to development Have no problem or comment, providiing the further development is built to the same standard as the Innovation Centre. Now Standing. May lead to "development" providing subject to trees are kept and a safe entrance way on to Rochester - Maidstone Road can be formed??? The traffic flow at peak times on to City Way has traffic queues of some length now so any traffic increase will compound the problem. "NO DEVELOPMENT" on area "A" or "B". To be	Can a graph be formed to show the take off heights and distance. 1. On the Existing Grass Strip 2. New, Asphalt Runway ie. With this help to understand noise level changes if any? View any development with consideration of the location and access and its use. No increase in traffic flow, from further developments to the area	Noted. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.

		kept green/open space of airport.		
Reed St, Cliffe, Rochester		I am firmly in favour of any innovations which will attract business/employment/visitors to the Medway Towns. As and when details become available, I shall be eager to find out about any employment opportunities associated with the developing airport.		Noted.
City Way, Rochester	Strongly Disagree	The proposed paved runway suggests to me that it will be used for commercial activities, under the umbrella of a taxi service. I live 350 metres from the end of the subject, on City Way, the flight path will direct every aircraft over my property, in forty years I have rarely seen a Spitfire, Cheyenne, Socata, caravan, or the number of aircraft you are claiming currently use the airport	The grass runways to remain in place for private aircraft use only, the numbers and type of aircraft claimed to be using the airfield in the future would create noise pollution beyond what would be acceptable to our household	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Thorndale Close, Chatham	Strongly support	Blue colour site A - the plan would be a lot better if this site was still used as it is at present for a second runway for aircraft use	That sites B, D and E be used for employment and development in lieu of site A and also develop the area on the other side of the B2097 in lieu of lost area between M2/B2097	Noted.
Toddington Crescent		Planes frequently fly over our property. They are noisy*. They are pollutants and our health and safety hazard. The airport should be (a) closed or (b) made to confine flights to Medway Council jurisdictions and avoid Tonbridge and Malling Council areas! Today (1st August) has been a nightmare of constant antiquated aircraft overfly the house like Norton motorbikes with wings	*Check noise abatement Society. Check friends of the Earth regarding pollutant hazard	The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Wilson Avenue, Rochester	Strongly support	Control tower - at present this is poorly sited as the south westerly view is blocked by main hangar	Control tower to be resited so controllers have full review of all aircraft landing and taking off from runway 02/20	Noted.

Wilson Avenue, Rochester	Strongly support	From Rochester and Chatham Access is via the Bridgewood roundabout	A new roundabout constructed at the Innovation Centre access for easy access to airport, Innovation Centre and Holiday Inn hotel	Noted.
Amethyst Avenue, Chatham	Support	Bearing in mind the new fire station, Horsted Park and the new employment area(s), which would roundabout will be intolerable as will the roundabout fronting Marconi Wway. There is no mention of this in peak times	Congestion could be eased by providing access parallel to the proposed runway area. Access to City Way and which would in particular needs are very serious consideration. Access from City Way to Rochester Maidstone Road is essential to ease congestion. The roads across the Davis Estate will be rat runs.	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Park Crescent	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets.	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation Scrap the airport Scrap the airport and use our money to better use Leave things alone – no airport wanted	See comments made to pre-printed response form text.

		Not to go ahead Not To go ahead scrap the whole idea		
Bedwin Close, Rochester	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets.	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation	See comments made to pre-printed response form text.
Hallsfield Road, Bridgewood, Chatham	Strongly Disagree	We have lived here and been actively interested in the airfield since 1965. My husband and I strongly disagree with any of these proposals	Everything - please leave masterplan as it is None	Noted.

The Ridgeway, Chatham	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets.	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation Traffic (road) research to assess the impact of increased traffic and any suggested improvements	See comments made to pre-printed response form text. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Innovation Centre Medway, Maidstone Road, Chatham	Strongly support	I am in favour of the regeneration of the airport , which is an excellent facility for the area and the redevelopment will give more potential to the area without any real change to the local area		Noted.
Cloisterham Road, Rochester	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of	See comments made to pre-printed response form text.

		or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets.	options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation	
Business	Strongly support	With reference to the masterplan for Rochester Airport, I would like to register our interest as pilots who regularly use this airfield. Air Search is an organisation that supplied pilots and observers entirely free of charge to the emergency services for Kent and other local authorities. We frequently fly in and out of Rochester, working with KCC Resilience Forum and other emergency services such as RNLI,, the Coastguard, Search & Rescue and the Maritime Volunteer Service. Rochester is very important to our operations and we are more than grateful for the support we receive from Kelvin Carr, the Airport Manager, and his staff. As an organisation we wish to support the airport and the plans for the improvements and alterations to the airfield, which we feel can only be of benefit to all concerned. For your information, we have between 40 and 60 pilots and observers in London and the south east, many of whom regularly use Rochester		Noted.

Faraday Close, Rochester	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets. I do not see 30,000+ flights per year from my house position in flight path. I believe many flights are across retail, Buckmore Park and in Bluebell Hill direction, Which direction will new runway go? Strongly against if traffic flow over residential area How can residents claim for loss in value of house? I have asked politely by email - no response! Why? Overall seems if local opinion is irrelevant and decision is political and already decided. Will be interested to see voting numbers by party, which	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets. Severely question 35,000 movements per year and therefore 50,000 take off / landing direction specified as towards / from M2 direction	See comments made to pre-printed response form text. See information in Cabinet report on aircraft movements. No evidence has been produced to support a negative impact on property values.
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		will say it all		
City Way, Rochester	Support			Noted.
Wilson Avenue, Rochester	Strongly Disagree	A runway 3000 ft long by 80ft wide will take some massive planes, I understand that USA are designing STOL Planes to land on this length that take up to 100 people Why are you using the short runway to metalize? It will direct flights over the most populated area Bringing all flights will increase the traffic flow over the populated area 2 fold plus with a cap of 50,000 manoeuvres per year - so much annoyance Flights from 7am to 7.30pm stated in one document but there have always been flights coming in after that time . 10pm at times and helicopters How much are you going to depreciate my house value by - £30k plus perhaps? A large aircraft flew in last week very loud - when it took off south away from me I could not believe it was actually an aeroplane I had to go into the garden to see if something had blown up. Now and again the excess of noise is OK but to have it on a continuous basis I can only say NO! With only one runway and a cross wind how are the small aircraft going to land? They won't like flying to another airfield, such as Headcorn	A shorter runway and less wide on both runways 2 x 2500 ft would cost the same amount Use the longer runway to metalize, you will not have to pull down the hangars with the extra cost of new hangar The Council will need to save a lot of money to cover the claims that will be made against them. People near me are already talking about the cost of solicitors and fighting funds Do not upgrade the runway at all - leave it as it stands I have been told that people like buying houses near airports, 'yes' that's because they are so cheap to buy The small aircraft will give up using Rochester leaving it to the larger aircraft, revenue from landing fees will fall and the airport will close Do not build a runway. Reduce the Council Rates then make the airfield into a public park	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. No evidence has been produced to support a negative impact on property values. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.

		From what I understand you have spent £400,000 of Council money on this plan and you want to spend £4 million of Council money on a runway Occasionally we have had fumes from unburnt fuel as the aircraft fly over. Also the occasional smut on our washing. It happens very rarely so it's not worth making a fuss about. More planes, more pollution, claims will start for the inconvenience of it. Many times I have seen planes struggle at take off. You can see the pilot is searching for a suitable landing spot before the engine roars into life again. Sometimes planes completely disappear from view before popping up into the sky again. I hate to imagine how low they get. Most fields near us are now built on so I suppose the landing place will be City Way if they have a problem. OK for small planes but what about the larger new planes? A friend of mine whose house will now come directly under the new flight path as intended has now sold the house and is moving out of Rochester before the value of the house is blighted by the new one runway operation. They believe that the council will not change the intention of this runway, having spent so much money.		
Wopsle Close, Rochester	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in	See comments made to pre-printed response form text.

		plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impair quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets. Increased noise and decreased safety for local residents	neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation	
Robin Hood Lane, Bluebell Hill, Chatham	Strongly support	I am an aircraft operator, not at Rochester, who may bring his business to Rochester if conditions, hard runway etc prove suitable. The document is too much of a planners document with minute details of triviality while not appreciating, in the sense of underestimating, the amount of business that a well designed hard runway airport could bring. Similarly regarding conservation; manicured boulevards are shown where existing and encouraged undergrowth, such as indigenous trees and bushes could be allowed to flourish, e.g blackberry bushes growing along the boundary fencing and an RSPB sponsored grass cutting programme in the large areas in the centre of the airfield. No reference to the aspect of inclusion in Europe. Meaning accessing EU part funding for at least but not limited to, the runway. Lacks emphasis on improved usage and resultant wealth creation by the airport itself. No reference to conservation or wildlife. Perhaps an	A wider scope, background and imagination behind the author team. Find someone with experience of accessing EU funding. The form filling may appear tiresome but could be very worthwhile Provision and recognition for visitors, business and tourists using the airport as an entry / point of departure from the Medway towns. Also provision for public viewing of movements. Break the planners mindset and include a positive statement re nature and wildlife conversation. At the expense (and cost saving) of manicured lawns and fancy lines of trees. Any screening of the buildings along the boundary should be on the A side of the boundary. The buildings immediately next to the boundary should be limited to a single storey. The bank should be reduced or eliminated and a safety barrier installed along the boundary instead (possibly, ideally, hidden by undergrowth	Noted. See information in Cabinet report on proposed changes to draft masterplan.

		over emphasis on the MAPS, as, although important, it is but just another airport user without day to day need for runway access. Re single runway safety. The plan shows a bank shielding the view into the new business area A. (TPS) Following any given rules can in itself be a danger. Such a bank and any buildings above one storey height, immediately alongside the boundary at A will cause changes and blustery wind effects when the prevailing wind is in certain, cross wind conditions. The close proximity of such a bank will increase turbulence and hence difficulty for landing and take off traffic and, in extreme, if a wing tip was too close to the closely placed bank a ground loop could / will ensue.. This will cause the opposite wing to lift up and the aircraft to slew towards the bank, possibly lifting over it. It is not understood by the general public, nor perhaps planners, just how far an aircraft can travel away from the runway if even a small thing such as a wing tip touch onto a bank occurs The plan underestimates the amount of business the airport would attract from aviation related businesses, such as maintenance business, different from and not part of the airport operator's service. The hard runway 02/20 is shown at its north end, elsewhere p17, with just a widening for turning with none on the map shown on page 9. Either way the TPS plan is totally inadequate The main statement in 3.7 is incorrect, as the 16/34 runway will be closed. As stated on page 6 there is expected to be no appreciable increase in road traffic due to the airport changes. So why change the main entrance layout? It is perfectly suitable and any 'congestion' from the innovation centre will occur at any site where employees	- see comment re wildlife conservation Make provision for this in area A by arranging wide gated and hard access to A from the hard runway such that aircraft may be towed into A immediately adjoining maintenance, painting or other facilities The northern end of hard runway 02/20 needs to have a loop placed such that aircraft can safely sit outside the runway markers awaiting either permission to take off (operations towards the south) or to hold awaiting other aircraft to land before back tracking the runway after landing (operations towards the north). This will considerably improve the utility of the airfield to 'normal', otherwise operations will be hamstrung by the continual delays needed for single aircraft to either backtrack after landing on 02 or taxiing out to take off from 20. A loop able to hold three or four aircraft will enable aircraft to be taxied and to be handled in batches. Many airports I have used use this type of arrangement. An alternative, at greater cost, would be to place a hard taxiway back to the apron along the boundary of Toys R Us and Homebase (see following comment / suggestion) Do not change the main entrance. It is actually attractive and adequate as it is. Further there is suggestion in the document to develop around the entrance area. This is totally wrong, particularly a reference to a 'drinking establishment' area 'F'. Drink whether drink and drive or drink and fly are totally to be avoided / discouraged within the airport and airport entrance. There are adequate places nearby in the Tiger Moth pub and local hotels. Area 'D' would be a good location for MAPS with a showcase site alongside the main road but accessible to the airport facilities. Leave the entrances along Laker Road until a	
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		leave at around the same time. There are some rather pc silly statements in this but some need attention and comment. E.g. why have a transport assessment when the current B2097 has non existent footpath and cycle ways along a large part of this route? The footpath up to the A220 beside the old college site has no means to cross the road ahead. So a TA, although job creating in itself, could create significant increased cost for the larger scheme when the extent and form of the businesses which will use the business areas is as yet totally unknown. In particular the figure 5.2 on page 22 shows no understanding of the mathematics of traffic flow (where the shortest distance to a destination is not necessarily the shortest in time) The only mention of public access is briefly in 1.4. A public viewing area, without the necessity to but food in a café, is important to tomorrow's youth. Encouragement for the young and not so young to just view the comings and goings of the airport its a vital aspect that needs to be seriously addressed There is opportunity here by simple and sometimes cost saving ways to encourage wildlife by allowing hedges and bushes, many already in place, to thrive and avoid the above referenced manicured grass and lines of unnatural trees. A grass cutting schedule referred via the RSPB cold help save the skylarks and lapwings once profuse in the airfield. There used to be a red backed shrike living in / near Area B the BAE Systems car park. There is no danger to aircraft if unwitting driving into flocks is avoided. If larger airports can do this so can Rochester. Stansted has an award for its wildlife conservation measures and Brest Airport in Brittany has an area of grass between the main runway and taxiway set aside where corncrakes nest without decimation by inappropriate grass	true understanding of need is established. Re Fig 5.2, A traffic light controlled access will disrupt the flow along A229, already extremely busy. The additional traffic for the airport from the north, as now and with added signage, will easily find its way around under the fly-over roundabout. Thus no further constriction to A229 flow is necessary or need occur. So the Fig. 5.2 disruptive and delaying traffic lights / crossing are a major No Say, an area in the eastern tab of area F. Car parking at the back for viewers only, grass and a suitable fence.	
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		cutting		
Estelle Close, Rochester	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets.	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation	See comments made to pre-printed response form text.
Wemmick Close, Rochester	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public	See comments made to pre-printed response form text.

		commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets.	consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation	
Sir Evelyn Road, Rochester	Strongly Disagree	We don't want it built!		Noted.
Lordswood Close	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation Don't build it	See comments made to pre-printed response form text.

		pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets. Built up area too close Too much, it is bad enough now	Don't build it	
Chatham Grove	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets.	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation Don't build it	See comments made to pre-printed response form text. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.

		Too close to houses Too much traffic and more accidents		
Gun Tower Mews	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets. I don't think it's safe Noise Traffic	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation Don't build Don't build Don't build	See comments made to pre-printed response form text.

Mount Road, Rochester	Strongly Disagree	Safety, Noise, Pollution, Traffic	Don't build it	The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The planning application process will consider environmental impacts, in accordance with national and local policy requirements. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Kingfisher Drive	Strongly Disagree	Don't build it		Noted.
Maidstone Road	Strongly Disagree	With amount of aircraft, I don't think it will be safe in a built up area		The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.
Sturdee Avenue, Gillingham	Strongly Disagree	I do not agree with the airport proposal due to the safety of residents living close by. Rochester Airport's location is a very built up area and the disruption to roads and traffic volume would be huge. The close proximity of houses to the		The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond

		proposed runway puts residents at risk.		levels already experienced.
Littlebourne Avenue, Gillingham	Strongly Disagree	Safety issues with airfield being so near a main road and houses, also BAE Systems Aircraft coming over houses, noisy - wouldn't want the noise / pollution More traffic means higher risk of accidents and pollution	Not to be built Not to be built	The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Achilles Road	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes,	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation Don't build it	See comments made to pre-printed response form text.

		and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets. too close to residents		
Pear Tree Lane, Shorne	Strongly Disagree	Will cause extra traffic and impact on local journeys - and will cause more pollution in surrounding areas	Do not build it.	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Holly Road, Wainscott, Rochester	Strongly Disagree	Don't do it There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation	See comments made to pre-printed response form text.

		aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets.		
Wemmick Close, Rochester		There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets. The increase in air traffic will impact on the quality of our life due to noise of larger planes. I believe house values will reduce because of this. Safety is a concern for me. I would like the airport to remain as it is. More planes, bigger planes, more noise, more pollution- surely a recipe for disaster for the locals.	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation The Council needs to think again about these proposals and properly consult with local people	See comments made to pre-printed response form text.

Maidstone Road, Rochester	Strongly Disagree	There is no evidence that Medway Council has considered alternative options for the future use of the airfield land for Medway and North Downs residents as a whole which do not exploit or endanger the lives of thousands of families and their enjoyment of life. There will be no protection whatsoever for Medway and North Downs residents from the environmental protection act 1990, noise act 1996 or statutory laws to control or prevent noise nuisance and pollution from commercialised Rochester airport. The master plan is financially unsound without a huge increase in commercial and leisure air activity. By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values it will severely impaired quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise. Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools (within 1600 m radius), nursing homes, and thousands of local residents from stricken aircraft. It increases Medway and Tonbridge and Malling in blatant disregard to government carbon emission reduction targets.	Medway Council should scrap the master plan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection from residents, through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively Advantages and disadvantages for each option. The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the M E postcode area) to choose their favoured option for Medway Council adoption and implementation	See comments made to pre-printed response form text.
Madden Avenue, Chatham	Strongly support	Access to the airport should stay as it is A café would be a good idea	No traffic lights at the junction to the airport A public viewing area should be included as it would encourage people to see the planes	Noted. Plans provide for improved facilities for MAPS and increased public access.

APPENDIX Aii

Comments received in conjunction with reply forms with pre-printed text				
Address	Opinion	Comments	Suggested changes	Council response
City Way, Rochester	Strongly Disagree	Noise, Pollution, Increased airport traffic, property values decreasing, are Medway council going to compensate local residents. We live less than 1000metres from the take off and landing. Every aspect of our quality of life will be affected from hanging clean washing to dry to sitting in our garden, surely we have a right to this.	Keep the existing grass runway. I have no objection to developing the airfield, this is progress and will benefit the local community, affordable housing for young and business opportunity for others. No concrete runway. Thanks.	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. No evidence has been produced to support a negative impact on property values.
City Way, Rochester	Strongly Disagree	May I say that I have no agenda or financial interest in Rochester airport. I do however have a problem with the 4.4 million pounds to concrete the runway, which would probably escalate to around 10 to 12 million pounds by the time the work is complete. When my own road (City Way) has been resurfaced twice and is still crumbling away, like many other roads in the Medway towns. It also concerns me about the safety of the local residence, not to mention my own property, with the present small aircraft low level landings (which incidentally has been reported to the tower on numerous occasions) not to mention the probability of larger and noisier ones using a concrete runway, adding to more anxiety and pollution. On the subject of money, we have witnessed a complete waste of council tax money with the park and ride, used only once a week with virtually empty buses. The fiasco of the Chatham flyover and the so-called state of art bus station. On the subject of noise, it has now been proposed to build a new fire station hub on the not so old park and ride area, with the inevitability of		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment

		causing endless siren noise all hours of the day and night, only 100 yards from my house. Therefore, I am opposed to the Masterplan of Rochester airport on the grounds of cost, safety and sanity.		will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
City Way, Rochester	Strongly Disagree	Already have problems with amount of air activity over my rear garden and at times the noise is unbearable.	The £4 million of taxpayers money will not give many local people jobs. So why spend it? Medway Council seem to think they can use taxpayers money for their ideas and not the public they serve. Note: The public will remember all of this on voting day.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
City Way, Rochester	Strongly Disagree	Medway Council can't be certain that 1000 new high tech jobs will be created. This is NOT a sustainable amount of high tech jobs together with BAE more will be needed. The safety of the proposed fire station hub at Marconi way will be compromised.	Medway Council should look into alternative brownfield sites. Or scrap the plan. Medway Council should scrap the plan.	The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
City Way, Rochester	Strongly Disagree	No more improvements to the airport site that will encourage extra traffic. City Way and surrounding area is already over developed with regards to traffic. No more	Build a new hub airport in the Thames Estuary with new road and rail links to the north, if you wish to achieve anything useful.	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.

		jobs/businesses required.		
City Way Rochester	Strongly Disagree	This is a waste of money + does not benefit local residents. At a time when more and more houses are being built this money needs to be invested in schools, hospitals, local doctors, not some playboy playground for a handful of rich individuals who own a plane.	We live in the direct flight path and already experience issues with planes coming in too low. The noise is too much and this plan will have a serious impact on the value of properties. What compensation is being planned for this loss of value!?	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. No evidence has been produced to support a negative impact on property values.
Collingwood Road, ME20	Strongly Disagree	Noise + Air Pollution Extra traffic in and around airport, already too much due to new estate etc	Look for another site	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.

Cloisterham Rd	Strongly Disagree	I fully support the comments listed on previous page. (Pre-printed text)		See responses set out.
City Way Rochester	Strongly Disagree	I think it should go to a public enquiry and let the residents decide what happens to the airport	The council should leave the airport alone and spend the money on local schools and homes for the elderly.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
City Way, Rochester	Strongly Disagree	Unable to do so (comment) as I did not see it (masterplan)		Noted.
Appleby Close, Rochester	Strongly Disagree	I do not believe that the 1000 additional jobs promised by developing part of the airfield will be created. The current innovation centre, though fully occupied has not created many 'new' jobs as most businesses were already located in the area and have only moved in because the offices are cheaper than most others in the area. I am very concerned about the impact any increased usage of the airport will have on the value of my property. Will the Council compensate me for any financial losses i may incur? Will the Council constantly telling taxpayers that they have to cut front line services due to budgetary restraints with the inevitable associated redundancies, the proposed input of £4.4m of Council taxpayers money is a total waste of money. Very few local people will benefit from the development of the airfield and the money would be much better spent elsewhere.		The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. No evidence has been produced to support a negative impact on property values.
Robin Hood Lane, Upper Bluebell Hill, Chatham	Strongly Disagree	Totally disagree with future development site		Noted.
Toddington Crescent, Bluebell Hill Village, Chatham	Strongly Disagree	The Council have made no provision for a swimming pool or any other leisure facilities for residents in the area. Why would a Council spend rate payers money to	A new Council!	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.

		benefit directors of a private company? - Curious?!		
Manor Drive, Ivybridge, S.Devon	Strongly Disagree	We had exactly the same experience with Plymouth airport and it wasted millions of pounds of local money at the expense of the taxpayer. Area too densely populated. Pollution, Noise levels. Total disruption of normal everyday life to thousands of voters. De-valuing of local property.	It should be scrapped. Leave airport as is.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. No evidence has been produced to support a negative impact on property values.
Manor Drive, Ivybridge, S.Devon	Strongly Disagree	The same thing happened at Plymouth Airport and shut down. A waste of Local Government money and lack of funds to start with. Don't be silly, as a business person (Ex.Medway man, I travel back and forth, but this plan is short sighted. This for the business man. Travelling to far destinations. Purely to save on TAX (evasion)	Keep AS is and move appropriate size planes to Manston (Invest in other project) Change the site.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Maidstone Rd, Bluebell Hill Village	Strongly Disagree	Make best use of the existing facility keeping it green (unpaved) and in keeping with existing infrastructure. Local roads etc are at more than capacity. Use the money to improve the M2/Walderslade/Chatham	Council should scrap the masterplan for the safety of residents. If the Council can make jobs. Do it. But not here.	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.

		Junc.		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. Infrastructure at airport in need of improvements.
City Way, Rochester	Strongly Disagree	How can the Council do all this without more opinion from the residents of Medway? No protection for Medway residents from noise and pollution It increases pollution, the council is not acting for the resident's protection The paved runway overburdens the area with aviation activity to the detriment of the local property values. The Council should have a public consultation with all Medway and neighbouring Tonbridge and Malling Council and all M.E Postcode. A single runway will heighten the danger for schools within 1600 meters and local residents. There will be no jobs and if there was it would only make more pollution and noise.		Consultation carried out to seek views of residents, including households and businesses in TMBC area. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. Air quality impacts to be assessed through planning applications. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The site has an important value for aviation and

				employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Patterns Gardens, Rochester	Strongly Disagree	What about local residents? Motorway accessibility Will be very costly do all	Infrastructure Improve traffic flow to ease congestion None. A lot more thought is needed.	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Radleigh Gardens, Rochester	Strongly Disagree	Too much noise already	Close airport altogether	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Radleigh Gardens, Rochester	Strongly Disagree	The noise is intolerable from light planes	No new runway at all. Close the airport!	
Blenheim Avenue, Chatham	Strongly Disagree	I don't want to see any changes in the way that the airport is used now. If there is £4 million of our money going spare, how about spending it on something that will benefit all residents.		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.

Blenheim Avenue, Chatham	Strongly Disagree	Medway Council should scrap the masterplan and explore a range of options for the future use of the Rochester Airport site from continuation in its current form with protection for residents through to development with green space and leisure.	Scrap the masterplan to develop the site as a large airport.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Blenheim Avenue, Chatham	Strongly Disagree	They should leave it the way it is. Just small planes. There will be more noise than there is already. Kids cannot play outside.	Scrap the idea.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Blenheim Avenue, Chatham	Strongly Disagree	Too much noise and pollution. Leave the airport as it is.	Do not change anything. Leave it for small airplanes, not big ones.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.

Blenheim Avenue, Chatham	Strongly Disagree	I strongly disagree with the master plan and I do not think this airport needs to be enlarged due to air pollution and the noise. There will be no protection from the Environmental 1996 Noise Act and Pollution from commercialised etc Rochester Airport. It increases Medway and Tonbridge and Malling carbon emission footprint, in blatant disregard to Government carbon emission reduction targets. It will severely impair the quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise.	Medway Council should scrap the masterplan The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council within the ME postcode area to choose their favoured options for Medway Council adoption and implementation. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively advantages and disadvantages for each option.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The planning application process will consider environmental impacts, in accordance with national and local policy requirements. Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements.
Blenheim Avenue, Chatham	Strongly Disagree	Keep the airport as it is now. At least we can make use of our gardens at the moment.		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Blenheim Avenue, Chatham	Strongly Disagree	I strongly disagree with the master plan as there will be NO protection whatsoever for Medway and North Downs residents from the Environmental Protection Act 1990, Noise Act 1996 or statutory laws to control or prevent noise nuisance and pollution from a commercialised Rochester Airport.	The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling Borough Council (within the ME Postcode area) to choose their favoured option for Medway Council adoption and implementation.	See responses to pre-printed text forms.

		It increases Medway and Tonbridge and Malling carbon emission footprint, in blatant disregard to Government carbon emission reduction targets. It will severely impair the quality of life for thousands of Medway and North Downs families for at least 25 years through increased air pollution and noise.	Medway Council should scrap the masterplan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection for residents through to development with green space and leisure. Any future Medway Council publicity material should not seek to persuade public opinion and only present objectively advantages and disadvantages for each option.	
Blenheim Avenue, Chatham	Strongly Disagree	Do not think this airport is needed to be enlarged	As above (<i>pre-printed text</i>)	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Wilson Ave, Rochester	Strongly Disagree	I fail to see how the plan can improve the quality of life in the local area. The house prices will fall, the noise level will be far higher and cannot see how it will bring in extra money into the local area.		The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. No evidence has been produced to support a negative impact on property values. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Wilson Ave, Rochester	Strongly Disagree	It will destroy what we have, noise will be louder. How can extra moneys etc be improved? House prices will be dropped. It will lower what we have.		No evidence has been produced to support a negative impact on property values. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning

				application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Wilson Ave, Rochester	Strongly Disagree	Do not/cannot see how it would make a good improvement?		The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Wilson Ave, Rochester	Strongly Disagree	It will become very noisy and reduce the quality of what we have in Rochester		Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Blenheim Avenue, Chatham	Disagree	Explore a range of options	Weigh up advantages & disadvantages.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. Development impacts to be considered through planning application process.
Wilson Ave, Rochester	Strongly Disagree	What about a rail link to Manston Airport in Margate?		The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.

Wilson Ave, Rochester	Strongly Disagree	Changing everything as it is will be a disaster. The noise level will be terrible for a start!		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Wilson Ave, Rochester	Strongly Disagree	No further improvement	Stay as it is	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Airport infrastructure in need of improvements.
Pattens Close, Chatham	Strongly Disagree	My property value will be affected. My neighbour across the street cannot sell due to the proposal. She has dropped her price significantly and still can't sell. Wastage of council money/taxpayer's money. This smells of council backhanders on profiteering at expense of taxpayers and residents affected. £4-5M would be better spent on crime reduction and more police. My children walk to school and on several occasions have seen stricken low flying aircraft. This masterplan allows for more commercial traffic and increases risk.	Drop the masterplan proposal ASAP. Medway is the densest populated area in south east. Drop the masterplan. Drop the masterplan. The current councils decision on this will affect mine and my extended family and friends voting in future! If this goes ahead.	No evidence has been produced to support a negative impact on property values. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.

St. Leonards Avenue Chatham	Strongly Disagree	I feel that a wider range of choices should have been presented.	A fresh range of proposals to give residents and other interested parties a genuine say in the outcome.	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements.
Barling Close, Chatham	Strongly Disagree	When I attended the exhibition, I enquired about the increase in air traffic. I was told it would be negligible which is not the case. I am very concerned about the effect on property prices and quality of life.	Both sides of issues should be fairly represented and my objections should be taken seriously. Clear, specific, financial suggestions to address residents concerns should be made.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. No evidence has been produced to support a negative impact on property values.
City Way, Rochester	Strongly Disagree	As a local resident, I do not agree with the plans to increase the usage of Rochester Airport for larger aircrafts.	To keep the airport usage as it is now.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Primrose Close, Chatham	Strongly Disagree	Leave it as it is	No change at all	Noted. Airport infrastructure in need of improvements.
Wilson Avenue, Rochester	Strongly Disagree	Page 3 - Busier Airport and more noise. My property is under the flight path for the main runway and I already suffer a lot of noise pollution. When 16/34 is closed, I gather the traffic which would normally use that runway will use the concrete runway and all traffic will be over my property. (Mr Carr has confirmed this) If there is an increase in traffic overall the noise will be untenable. Cost Implications. Since the council seem to be cutting back on local amenities I think it is a disgrace that are proposing spending so much money on something that has limited use by residents.	I do not want a concrete runway and would rather the airport was closed entirely since the proposed changes will adversely affect my enjoyment of my home and garden. I would like to see the money spent on facilities for local people.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The value of the Council's land for disposal will exceed the contribution towards airport

				improvements, with additional long term value through job creation from new business.
Wilson Avenue, Rochester	Strongly Disagree	Page 3 - Busier Airport and more noise. Having spoken to the airport manager, it was made clear that following the closure of 16/34 the volume of traffic over my property will increase by a minimum of 30-35%. That is assuming no increase in the volume of traffic and as the runway will be used more there will be less days of peace and quiet. I do not find this an acceptable outcome. Cost Implications. It has been reported that the council are expecting to contribute around £4M to this redevelopment. With a budget deficit of over £3M, the closure of local amenities due to the lack of funds. We cannot afford this!!!	Do not pave over 02/20. It would be preferable to close the airport completely rather than have to endure potential increase in noise levels.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Argyle Close, Rochester	Strongly Disagree	The concrete runway will entice more air traffic with larger aircraft than those currently using the airfield. Industrial Park - I have no major objections to this part of the plan. Noise & Safety - Take off will still create more noise for local residents around the airfield. Also pilot error due to crosswinds could be fatal.	An assurance from Rochester Airport Ltd that flight numbers and type of aircraft will not increase above its present level and that assurance be cast in stone at Rochester Cathedral. Improvements to B2027 Maidstone Road surface, lighting and junctions. Also intersection City Way and Chatham Maidstone Road. Obviously less flights and even tougher safety protection measures.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.

				A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Argyle Close, Rochester	Strongly Disagree	It has been tried before to make Rochester a commercially viable airport and such attempts have failed miserably.	It has been tried before to make Rochester a commercially viable airport and such attempts have failed miserably.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Argyle Close, Rochester	Strongly Disagree	The new hard runway we don't want as it means more noise for us and pollution. We have enough noise at the moment. It will be awful. New hard runway not good	Keep the same as it is now.	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The CAA advises that paved runways are safer.
Argyle Close, Rochester	Strongly Disagree	The new hard runway we don't want as it means more noise for us and pollution. We have enough noise at the moment. It will be awful. New hard runway not good	New hard runway not good	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The CAA advises that paved runways are safer.
Maidstone Road, Blue Bell Hill	Strongly Disagree	It would increase noise pollution over my house	No change to present.	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The Masterplan will be revised to cap annual flight

				movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Maidstone Road, Chatham	Strongly Disagree	I agree with the use of site for residents' leisure. Focus on parents and children.	Children's play area, activities for children throughout the holidays	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Toddington Crescent, Bluebell Hill Village	Strongly Disagree	Why spend so much money when there are other things needed more ie. facilities for children etc. this airport will only be of benefit to very few people - a massive waste of money!		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
City Way, Rochester	Strongly Disagree	The airport is not in need of that amount of money The airport has been sustainable for years as it is, why throw money away?	Money would be better spent on other areas of Medway, ie.education, health Just renew the lease as it is without investing £4.5 million of Medway's money	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Highview Drive	Strongly Disagree	There will be a huge risk of noise and pollution not to mention the danger of impact on our homes, schools and businesses.	To leave it as it is	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase

				in air traffic beyond levels already experienced.
Maidstone Road, Chatham	Strongly Disagree	I have lived in the Maidstone Road, Chatham since January 1959. Obviously seen many changes during those years	More consideration given to the increase in population in the area - especially pollution from cars, Rochester Airport as it is, at least provides an open green space.	Airport plans will retain open aspect and key views across site.
Maidstone Road, Chatham	Strongly Disagree	We already have enough traffic and sirens in the area without more air traffic. Medway Council seem to please themselves. Listen to the people - nobody wants it. Air traffic at weekends in the summer months is at maximum tolerable noise level Medway Council Serving You? Who actually wants the redevelopment? The local people certainly do not	Leave well alone The Council keep the area very nice and pleasant, which doesn't go unnoticed. Don't waste money and spoil what we have Leave the airfield as it is but create some park areas and greenspaces for local people. There are enough empty units at Gillingham Business Park and Medway city Estate Stop wasting millions of pounds on pointless schemes and do the job you are employed to do.	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Wilson Avenue, Rochester	Disagree	Lack of thought for local property Financial outlay Cost of running a business at Rochester Airport. The café and MAPS will not be able to afford to operate at Rochester Airport location	Airport to be left same This figure of 4 million plus could be spent more wisely.	No evidence has been produced to support a negative impact on property values. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Maidstone Road, Blue Bell Hill, Chatham	Disagree	Denne area of housing and schools very dangerous	Left as it is	Noted.

Maidstone Road, Chatham	Disagree	The current roads around this area struggle already - this would make it even worse. There is little provision for cycle ways and not even a pavement	Avoid any development that would encourage more cars We don't wish to see further development at the airport	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures.
Wilson Avenue, Rochester	Disagree	There is no protection for residents from noise nuisance or pollution. Impairs quality of life and devalues local properties		Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The planning application process will consider environmental impacts, in accordance with national and local policy requirements. No evidence has been produced to support a negative impact on property values.
Wilson Avenue, Rochester	Strongly Disagree	Single runway over 18 schools at a miniscule risk is a miniscule too much. Add in all the family homes and hospice within one mile of this runway is too much risk	Keep both runway as is and spend a small amount on buildings to update	The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.
Valley View Road, Rochester	Strongly Disagree	Increase in air traffic if this goes ahead. Financially unsound. Just look at Manston and Lydd airports Increase in traffic. Roads are overcrowded now. Increased air pollution and noise	Look at alternatives without the large cost financially to Medway residents Reduce the plan Continue in its current form with protection for residents	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.

				The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Highview Drive	Strongly Disagree	I object to the runway because I live opposite the airport. The planes taking off and landing would raise the noise level, which would be horrendous. Plus the pollution level over the years, the air traffic would build up		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Jiniwin Road, Rochester	Strongly Disagree	Leave the airport as it is today (Sept 2013)		Airport infrastructure in need of improvements.
Maidstone Road, Chatham	Disagree	we oppose unsubstantiated growth of aeroplane traffic See previous comments	Rochester Airport to continue to be used for low level activity plus additional leisure and recreational uses	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.

Blenheim Avenue	Disagree	We are concerned about the potential for more noise pollution, as a direct result of more and larger aircraft using the airfield on a daily basis	For the airfield to remain a non commercial airfield	The planning application process will consider environmental impacts, in accordance with national and local policy requirements. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Wilson Avenue, Rochester	Disagree	No consideration for property or safety / noise, the fact that take off and landings will use same direction (one runway) Finance - when the Council has little to no money for general repairs and service If the masterplan goes ahead, private pilots who at present use the airport will no longer be able to afford the cost of flying from Rochester and be forced to go elsewhere.	Keep existing runways (two directions) to spread noise levels to residents Spend up to four million on the infrastructure of the area to improve and keep the airport as it is, with only the necessary maintenance expenditure	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Blenheim Avenue, Chatham	Disagree	Explore a range of options	Explore a range of options	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Keefe Close, Bluebell Hill	Disagree	Scrap the plan		Noted.
Wemmick Close, Rochester	Disagree	The concern is that in the longer term the airport will be used for commercial flights. The council's commitment to spend vast amounts on this project imply that a return would have to be of a commercial user nature. The fact that an increase of about 30% of	A resolve from the council that the above will not occur. A commitment that there will be no commercial flights at any time in the future.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.

		movements (as proposed) would necessitate further movements being of a commercial nature.		
Wilson Avenue, Rochester	Disagree	Medway Council should scrap the plan	Expand Stansted or Manston	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Blenheim Avenue	Disagree	We are concerned about the potential for more noise pollution, as a direct result of more and larger aircraft using the airfield on a daily basis	For the airfield to remain a non commercial airfield	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Maidstone Road, Chatham	Disagree	We already have enough traffic and sirens in the area without more air traffic Medway Council seem to please themselves. Listen to the people - nobody wants it Air traffic at weekends in the summer months is at maximum tolerable noise level Medway Council Serving You? Who actually wants the redevelopment? The local people certainly do not	leave well alone The Council keep the area very nice and pleasant, which doesn't go unnoticed. Don't waste money and spoil what we have Leave the airfield as it is but create some park areas and greenspaces for local people. There are enough empty units at Gillingham Business Park and Medway city Estate Stop wasting millions of pounds on pointless schemes and do the job you are employed to do	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.

The Ridgeway, Chatham	Strongly Disagree	The planes fly over quite low and an increase of noise and pollution is not acceptable		The planning application process will consider environmental impacts, in accordance with national and local policy requirements. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
The Ridgeway, Chatham	Strongly Disagree	Scrap the plan, prevent noise nuisance Medway Council should scrap the plan and keep it as an airfield not an airport	No changes unless for leisure. Do not commercialise the airfield No changes, leave it as a green space	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Open aspect and key views over site will be retained.
The Ridgeway, Chatham	Strongly Disagree	Scrap the plan, prevent noise nuisance Medway Council should scrap the plan and keep it as an airfield not an airport	No changes unless for leisure. Do not commercialise the airfield No changes, leave it as a green space.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Open aspect and key views over site will be retained. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.

The Ridgeway	Strongly Disagree	The airport to remain as is for light aircraft. Improve the workshops used for restoration of old historic aircraft	Increase access to the public by creating leisure activities making the area a place of recreation. Increase opportunities for young people to become involved in restoration - gaining a skill - providing apprenticeships	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Plans provide for improved facilities for MAPS and increased public access.
The Ridgeway	Disagree	Support keeping the airfield with new buildings onsite		
Maidstone Road	Disagree	There are plenty of sites for industry in Medway all derelict eyesores	Scrap it	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Maidstone Road	Strongly Disagree	Too much use of the area		Noted.
Park Crescent, Chatham	Strongly Disagree	What about emergency services if there is an accident. Too near schools etc This is a big joke, all our lives would be in danger with the aircraft flying over these populated areas Leave Rochester alone	Not to go ahead. Use our council money on something more sensible Scrap the idea Leave Rochester alone	The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Pattens Lane	Strongly Disagree	I do not believe that another hotel on the site would prove to be a profitable venture, as there are 2 existing hotels within a few hundred yards. A premier Inn on the site could severely affect the Holiday Inn and Bridgewood Manor Hotels	Scrap the hotel plan - consider other options!	Operations will be subject to CAA licensing requirements. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in

		New runway layout reduces pilot options for takeoff and landing. Safety margins are reduced in the event of pilot error or mechanical failure. I understand that pilots are concerned about these matters. I feel that the potential for use of new buildings and job creation is overstated. We already have a number of empty business units on the adjacent site The inevitable unexpected increased costs may push up the overall cost of the project by a significant amount. Like HS2 this project may attract the description "a grand folly" and, like HS2, exaggerated claims made for the benefits of the scheme!		Medway.
Main Road, Hoo, Rochester	Strongly Disagree	Scrap this now Move your ideas to Manston which has all you need	Leave Rochester as it is Don't waste rate payers money on this	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Ironside Close, Chatham	Strongly Disagree	Airport not wanted	Leave Rochester Airport as it is	Noted.
Maidstone Road, Chatham	Disagree	We oppose unsubstantiated growth of aeroplane traffic See previous comments	Rochester Airport to continue to be used for low level activity plus additional leisure and recreational uses	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.

Maidstone Road, Chatham	Disagree	We oppose unsubstantiated growth of aeroplane traffic See previous comments	Rochester Airport to continue to be used for low level activity plus additional leisure and recreational uses	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Valley View Road, Rochester	Disagree	Increase in air traffic if this goes ahead. Financially unsound. Just look at Manston and Lydd airports Increase in traffic. Roads are overcrowded now. Increased air pollution and noise.	Look at alternatives without the large cost financially to Medway residents Reduce the plan Continue in its current form with protection for residents.	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
City Way, Rochester	Strongly Disagree	The whole inquiry to determine residents' wishes.	Ask residents what they would like, not what the council wants.	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements.
Jiniwin Road, Rochester	Strongly Disagree	Medway Council have repeatedly ignored the safety concerns raised by residents. Medway Council appear to recognise that the future of the airport should be safeguarded but do not want to safeguard the safety of residents. Accidents do occur and an incident has occurred since the Council meeting in July. The masterplan is not safe and other options should be explored that will safeguard the safety of		The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.

		residents. Medway Council are evading their responsibility to safeguard the lives of residents and therefore the Mayor and Councillors should be held individually accountable should lives be lost as a result of the implementation of the masterplan. Replace Medway Councillors who do not fully represent residents' views as they clearly do not "serve" the community and are intransigent in their attitude.		
Wilson Avenue, Rochester	Strongly Disagree	This council is endangering the lives of residents for commercial gain. It is about time you thought about the community! No CAA or AAB at the public consultation is a disgrace. Is this council in bed with Rochester Airport Limited? If this plan goes ahead I will never vote Conservative again!	Scrap this plan and start again with full options for the future use of the airfield offered through a public hearing. Scrap this plan and take an objective view for the site, which protects the community and their enjoyment of life. Scrap the masterplan and start again with proper public consultation.	The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements.
The Ridgeway, Chatham	Strongly Disagree	New runway - Would increase noise and pollution in the area. Decreased house prices and quality of life.		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.

				No evidence has been produced to support a negative impact on property values.
The Ridgeway, Chatham	Strongly Disagree	It must remain for the public for aviation purposes only Keep it as an airfield, as we won't get another one	Demolish Toys R Us, PC World etc etc, as they are not aviation. Put it all back to an airfield.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
The Ridgeway, Chatham	Strongly Disagree	It must remain for the public for aviation purposes only Keep it as an airfield, as we won't get another one	Demolish Toys R Us, PC World etc etc, as they are not aviation. Put it all back to an airfield.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Wilson Avenue, Rochester	Strongly Disagree	I don't want more air activity e.g. noise and nuisance. I feel I would not enjoy my garden so much	Consider alternative airfields	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Wilson Avenue, Rochester	Strongly Disagree	Concerned that increased air activity heightens the danger of air accidents over our family home and daughter's school No protection from air and noise pollution. What happened to reducing carbon footprint?	Scrap the idea and use the money to put back into the community to make Medway a better place to live. As a young family we feel our main concerns are for the safety and wellbeing of our children and having extra aircraft circling over our home and schools goes completely against this. From Media reports Medway is the worst place to live in the UK. Surely the money that would be going into Rochester Airport would be a lot better spent on making Medway a safer and better place to live	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.

Wilson Avenue, Rochester	Strongly Disagree	Concerned that increased air activity heightens the danger of air accidents over our family home and daughter's school No protection from air and noise pollution. What happened to reducing carbon footprint?	Scrap the idea and use the money to put back into the community to make Medway a better place to live. As a young family we feel our main concerns are for the safety and wellbeing of our children and having extra aircraft circling over our home and schools goes completely against this. From Media reports Medway is the worst place to live in the UK. Surely the money that would be going into Rochester Airport would be a lot better spent on making Medway a safer and better place to live	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Wilson Avenue, Rochester	Strongly Disagree	Medway should forget this plan altogether	Expansion of Manston Airport	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Wilson Avenue, Rochester	Strongly Disagree	Leave as airfield not airport	Leave as is	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Wilson Avenue, Rochester	Strongly Disagree	Leave as airfield not airport	Leave as is	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Wilson Avenue, Rochester	Strongly Disagree	Leave well alone		Noted.

Wilson Avenue	Strongly Disagree	Leave the airport as it is. My house is under the flight path and aircraft pass overhead at a very low height - sometimes as low as approx 75 feet Rochester Airport should remain in its present form. Although considerable noise pollution is at time caused, it increases the size of aircraft and the number of take offs / landings would be intolerable to us in the close vicinity	Keep as is	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Wilson Avenue, Rochester	Strongly Disagree	Air traffic - already too noisy and busy	Quieter aircraft	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
City Way, Rochester	Strongly Disagree	Too much noise when planes fly	Too much noise when planes fly.	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Pattens Close, Chatham	Strongly Disagree	My property already has low and frequent aircraft noise as we are close to end of runway / flight path. The enjoyment of my property would be compromised and value would drop should the plans go ahead. My neighbour is already unable to sell her house due to the proposal. Commercial flights would ruin the natural habitat of the many squirrels, badgers, foxes Why is there a need for commercial usage? I can't help but feel this is a cosy deal between the airline and council. Why should £5m of taxpayers' money help commercial interests. As a taxpayer and voter	The airport would serve more purpose as a retail or housing development which would better suit the needs of the area No to the draft masterplan	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.

		this infuriates me. Waste of public funds.		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Blenheim Avenue, Chatham	Strongly Disagree	I strongly disagree with developing Rochester Airport and agree with all 7 points mentioned in the 1st lot of masterplan points	All three of these however feel most strongly with the first point. So many new housing developments mean more people needing more leisure areas, not more travel facilities which there are enough already.	See responses to comments made in pre-printed text.
The Ridgeway, Chatham	Strongly Disagree	The site is so overcrowded. It looks like a child's drawing with a wish list thrown in though with a scale rule	Suggest alternative consideration to put the site to better use, e.g. aviation museum with existing facilities for flights on grass, additional landmark features like flight simulator, aviation virtual reality playground, showrooms for RAF, Google aviation branch etc Use the site for the new Medway maritime Hospital. Let the existing lease run until NHS looks for alternative site. Gillingham may agree to industrial development on the hospital's vacation. This will create far more jobs than Rochester Airport and also save £4.4 million. Please lower the Council tax	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
The Ridgeway, Chatham	Strongly Disagree	The site is so overcrowded. It looks like a child's drawing with a wish list thrown in though with a scale rule	Suggest alternative consideration to put the site to better use, e.g. aviation museum with existing facilities for flights on grass, additional landmark features like flight simulator, aviation virtual reality playground, showrooms for RAF, Google aviation branch etc Use the site for the new Medway maritime Hospital. Let the existing lease run until NHS looks for alternative site. Gillingham may agree to industrial development on the hospital's vacation. This will create far more jobs than Rochester Airport and also save £4.4 million. Please lower the Council tax	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.

Haredale Close, Rochester	Strongly Disagree	Who actually benefits from the enlarged runway? Certainly not local residents! How can you justify spending four million pounds of taxpayers' money?	Spend the money on the road surfaces - City Way is a death trap for cyclists and motorbikes	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
City Way, Rochester	Strongly Disagree	I strongly disagree with the proposals as they appear financially unsound, ill prepared and ignore the views of a substantial number of local residents likely to be most affected by the changes. Rather than a 'smaller but better' airport, the proposals outlined for closing the current 16/34 runway and upgrading the 02/20 runway, appear likely to make it a 'busier airport' with resulting safety considerations, increased air and noise pollution, plus possible property price devaluation for residents living near the north end of the new runway. The proposed paved 02/20 runway will encourage more and possibly larger aircraft to use the airport and the RAL suggested cap of 50,000 movements per year (board 3) perhaps indicates that they too, anticipate an increase in number of flights. The summer day prediction of up to 500 movements, taken over the 12 hour period suggested, averages over 40 movements per hour. This number of movements will undoubtedly mean increased noise disturbance and air pollution for nearby residents. In this respect it should also be noted that among the noisiest aircraft currently using the airport are some helicopters, microlights and older MAPS aircraft, a lot of which will not likely be using the paved runway and therefore gaining no height advantage to offset noise It appears that overall safety will not really be improved as 1) a new grass runway is deemed necessary running parallel to the paved runway for use by some aircraft and 2) the alternative existing 16/34 runway will be lost, which means that cross winds are likely to have greater effect on the remaining single directional runways	Whilst personally I would be happier to see Rochester Airport continue in its existing form, I suggest Medway Council should reconsider the masterplan and explore further all options for the future use of the airport. Whilst the current proposals appear advantageous to RAL and other existing tenants, there is little evidence provided in the masterplan to suggest that the new development area gained will prove to be beneficial to ratepayers and justify the expense of the changes proposed. It is clear that there is considerable local support for the airport to remain as a green open space but little evidence of a comparable demand for increased air activity.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. Open aspect and key views over site will be retained. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. Noisier aircraft mentioned are small proportion total users.

Jiniwin Road, Rochester	Strongly Disagree	Leave the airport as it is today (Sept 2013)		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Wilson Avenue, Rochester	Strongly Disagree	I have lived in Rochester since 1981 but lived in Medway all my life. Rochester Airport makes this area unique as all towns appear to be cloned. However that is in its present format - changes proposed would make it into something that damages our area not enhances. It also saddens me that this amount of money can be found for this project We know how squeezed the budget is. We have a disabled daughter who has no care manager due to funding and are also aware of many other budget cuts within the area!!! The airport is huge funding that will benefit just a minority group but adversely affect thousands		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Radleigh Gardens, Rochester	Strongly Disagree	It also increases Medway and Tonbridge & Malling carbon emission footprint in blatant disregard to Government carbon emission reduction targets		The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Highview Drive, Rochester	Strongly Disagree	My house value will fall while the council again earn more money. It's a risk to residents in the area if more flights are scheduled more weekly then the risk is increased. Also noise and pollution will almost be treble in the area	Leave alone	No evidence has been produced to support a negative impact on property values. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of

				noise.
Long Catlis Road, Rainham	Strongly Disagree	The boundary as I believe for Tonbridge & Malling is through the airport. So they take money from future activities. If this is true, why is Medway wasting all these millions of pounds?		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Maidstone Road	Strongly Disagree	As a nursery manager, I feel that if something went wrong it could be awful.		The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced
Roman Close, Blue Bell Hill, Chatham	Strongly Disagree	The plan doesn't seem financially sound. Further details should be provided. Also the noise is a serious concern for local residents	Alternative options should be explored and presented to Medway residents. In its current form the plan should be scrapped	The planning application process will consider environmental impacts, in accordance with national and local policy requirements. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Robin Hood Lane, Blue Bell Hill, Chatham	Strongly Disagree	Larger aircraft, more noise, high levels of pollution, more flights. No open land or fields if larger aircraft have problems. Rochester Airport suffers from low cloud, fog, heavy snow and ice. Not large enough for commercial aircraft. Resident since 1961.		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.

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Toddington Crescent, Chatham	Strongly Disagree	No to Masterplan		Noted.
Roman Close, Blue Bell Hill Village, Chatham	Strongly Disagree	Concerned with increased noise and pollution As a parent and teacher I am very worried about the air traffic, plus increased noise I feel strongly against that increased carbon emission footprint	Scrap masterplan Explore alternative options for future use of site Protect residents and focus on green space and leisure	The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Roman Close, Blue Bell Hill Village, Chatham	Strongly Disagree	Concerned with increased noise and pollution As a parent and teacher I am very worried about the air traffic, plus increased noise I feel strongly against that increased carbon emission footprint	Scrap masterplan Explore alternative options for future use of site Protect residents and focus on green space and leisure	The planning application process will consider environmental impacts, in accordance with national and local policy requirements.

Toddington Crescent, Blue Bell Hill	Strongly Disagree	To be left as a leisure airport, no commercial planes at all	Leave runway as it is	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime
Jarrett Avenue, Wainscott, Rochester	Strongly Disagree	Too expensive, better use could be made of the monies involved The whole project is too expensive in these difficult times		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Jarrett Avenue, Wainscott, Rochester	Strongly Disagree	Too expensive, better use could be made of the monies involved The whole project is too expensive in these difficult times		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Keefe Close, Bluebell Hill Village	Strongly Disagree	Leave it as it is		Noted.
Maidstone Road	Strongly Disagree	As a nursery manager, I feel that if something went wrong it could be awful.		The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.
Maidstone Road	Strongly Disagree	As a nursery manager, I feel that if something went wrong it could be awful.		The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.
Binnacle Road, Rochester	Strongly Disagree	Noise, pollution and safety for residents and wildlife	Leave well alone. The local area has been destroyed enough. Kent is meant to be the Garden of England	The planning application process will consider environmental impacts, in accordance with national and local policy requirements.

Keating Close, Rochester	Strongly Disagree	The effects of noise and pollution to the local area The council despite what they may promise will not take responsibility for any detriment to local house prices	None because I strongly disagree with the whole proposal The council despite what they may promise will not take responsibility for any detriment to local house prices	The planning application process will consider environmental impacts, in accordance with national and local policy requirements. No evidence has been produced to support a negative impact on property values.
The Ridgeway	Strongly Disagree	Have not seen masterplan Don't want any extra runways causing more air noise over houses	Don't extend runways	There are no plans to extend runways, or for additional runways.
City Way, Rochester	Strongly Disagree	No protection for Medway residents on noise and pollution The runway will overburden the local area to detriment of property values in City Way and ME postcode	Medway Council should scrap the masterplan and spend money on something useful In future Medway Council should not seek to persuade public opinion and present the disadvantages of each option	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. No evidence has been produced to support a negative impact on property values. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Haredale Close, Rochester	Strongly Disagree	This area is continually being developed and is over populated already Medway Council should look to maintain and improve open spaces and leisure spaces	Leave some open space without increased air traffic and development. Medway Council should look to improving air quality not increase air pollution	The planning application process will consider environmental impacts, in accordance with national and local policy requirements. The planning application process will consider environmental impacts, in accordance with national and local policy requirements,
Golding Close, Rochester	Strongly Disagree	There should be a public survey, votes for / against the plan. It's what the people want, not what the Council wants My house is directly in the flight path. I work nights,	The airport is fine as it is. Any green space should be used for the benefit of the local residents.	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The Masterplan will be revised to cap annual flight

		as many people do. I awake from flights already. If more flights, it will affect my quality of life and many more people		movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close, Rochester	Strongly Disagree	1000 jobs over 25 years seems like a poor investment whilst ruining the price of property and personal lives. This cannot be carried out. Not to mention a substantial carbon footprint! As a resident, the masterplan in my opinion will not create enough jobs over the time frame. Bigger aircraft will result in more frequent noise, along with the impact on infrastructure of roads in the immediate locality. This is not what the area needs	Scrap the masterplan and build a business park instead. Jobs are needed in Medway not aircraft	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
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Golding Close, Rochester	Strongly Disagree	I would like ward councillors to stop the current proposal and talk to residents who live in the community around the airport Consideration should be given to the number of additional flights and the increased noise levels Why is Medway Council not exploring alternative options?	It feels like the plan was a definite and any opinion of local residents is immaterial. Listen to what people have to say. Greater research and honesty regarding additional flights and impact on residents and additional traffic on what are already heavily congested roads Consider alternative options	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The planning application process will consider environmental impacts, in accordance with national and local policy requirements. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close	Strongly Disagree	The Deputy Leader stated at Full Council that Medway Council are relying on the results of a public consultation (14 years ago) circa 1999. What right has the council to rely on the results when the question asked is not pertinent to current proposal. In any case any results are clearly out of date. The number of flights proposed in the masterplan varies from 137 to 500 per day. At the upper end this means a flight every 1.8 minutes (over the proposed 12 hrs period) This has safety and quality of life issues	The council to explore a range of options for the future use of the airport To leave the airport as it is with two grass runways. I don't feel it is fit for purpose to turn it into a commercial airport as your literature delivered to our home expressed.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close, Rochester	Strongly Disagree	I am particularly concerned that the increased aviation activity will greatly increase air and noise pollution in our residential area Increased flight movements expected every 1-5 minutes on average will greatly impact on air safety, putting 4000 homes, schools and businesses etc in danger	Scrap this masterplan and seek other options for the future use of the Rochester Airport site Reconsider the necessity of this project . Human safety and preservation should be at the core of the Council's work for the residents.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The planning application process will consider environmental impacts, in accordance with national and local policy requirements

Golding Close, Rochester		The current flight numbers of 35000 per annum do not appear accurate given the prevailing weather conditions for example over the last 18 months. Having spoken to pilots using the airport they approximate 10,000 - 11,000. I can accept 15,000 per annum. 35,000 of which 70% apparently use the proposed flight path RAL currently possess equipment to measure noise. The consultative committee minutes record that the equipment is not used therefore the masterplan's attempts to reassure readers that the noise will not adversely affect residents in the flight path is not based on any reassurance or assurance. The proposed number of flights as detailed vary from 137 to 400-500 movements per day (with the vast majority being within the 12 hour window offered by RAL). This means planes will affect residents under the flight path between every 5.7 minutes to every 1.8 or 1.4 minutes (using RAL data). If the proposals come to fruition I have severe concerns about air safety, noise and the associated deterioration of quality of life.	Review the data (seriously) within the masterplan as this information indicates the masterplan is supporting a commercially viable airport - which is not what is actually feasible unless the masterplan details re the type of craft that the airport is not true (?) and it brings the question whether the plan is viable. Stop the masterplan and review and consult widely on all options	See information in Cabinet report. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Haredale Close, Rochester	Strongly Disagree	Listen to local residents we live here! Less noise and air pollution, no increase in commercial activity	Less noise and air pollution, no increase in commercial activity Change the runway for take off / landing to go over the M2 motorway away from residential area	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Haredale Close, Rochester	Strongly Disagree	Why pave the runway that would mean all flights take off and land over residential areas	Take off and land from flight path facing over M2 away from residential areas	The CAA advises that paved runways are safer and aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area.
Blenheim Avenue	Strongly Disagree	Kent already has two airports, Manston and Lydd. Both are being expanded we don't need a third We moved here from Hounslow 10 years ago to escape aircraft noise If you want to improve our transport infrastructure,	Scrap plans	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The Masterplan will be revised to cap annual flight

		lobby for our station to be reinstated on the high speed line - at Cuxton or Blue Bell Hill. It is ridiculous that the largest conurbation that the line passes through has been bypassed - in favour of a station in a chalk pit in the middle of nowhere – Ebbsfleet.		movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Mooring Road, Rochester	Strongly Disagree	I cannot see how it will improve at all, it will be a crime.		Noted.
Mooring Road, Rochester	Strongly Disagree	The noise will be awful, houses will decrease in price and value of Rochester will be declined		No evidence has been produced to support a negative impact on property values. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Wilson Avenue, Rochester	Strongly Disagree	Extra noise due to huge increase in air activity	The area is built up enough, traffic etc - we don't need extra noise	Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Sturdee Avenue, Gillingham	Strongly Disagree		None. The local residents that currently own homes in the Medway towns did not know of these plans before they purchased homes in the area. I disagree with all plans currently being discussed	Noted.
Appleby Close, Rochester	Strongly Disagree	Extending the use of the airport in view of the number of buildings that have been allowed	Reduce airport use	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.

Patten Gardens, Rochester	Strongly Disagree	Not enough consideration of local residents Motorway accessibility The area will not be able to sustain growth to make the changes viable	Increase infrastructure New roads to improve traffic flow and ease expected congestion Scrap the whole plan	A comprehensive Traffic Impact Assessment will accompany the airport operator's planning application, with recommendations to advise improvement or mitigation measures. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Blenheim Avenue, Chatham	Strongly Disagree	If this council goes ahead with this masterplan, you will remove our right to complain about noise, safety, pollution etc. How many Conservative councillors are for it?	When you were elected, it was to represent the people that voted you in. Please try to remember that.	The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Barling Close, Blue Bell Hill	Strongly Disagree	drop plan		Noted.
Barling Close, Blue Bell Hill	Strongly Disagree	drop plan		Noted.
Keating Close, Rochester	Disagree	Selected pre-printed bullet points 1,2, 5, 6 & 7 only.	Selected pre-printed bullet point 1 only.	Noted.
Wilson Avenue, Rochester	Disagree	Selected pre-printed bullet point 1only.	Selected pre-printed bullet point 1 only.	Noted.
Primrose Close, Chatham	Disagree	Selected pre-printed bullet points 1, 2, 4, 5 & 6 only.		Noted.

Primrose Close, Chatham	Disagree	Selected pre-printed bullet points 1, 2, 4, 5 & 6 only.		Noted.
South Avenue, Gillingham	Strongly Disagree	It is a waste of public money.		The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Horsted Way, Rochester	Disagree	Selected preprinted bullet point 1 only.		Noted.
Horsted Way, Rochester	Disagree	Selected preprinted bullet point 1 only.		Noted.
Golding Close, Rochester	Strongly Disagree	Quality of life will be impacted (noise) for local residents. Local house prices are likely to be de-valued. Safety for local residents will be put at risk due to increase air traffic.	Restrict air traffic to current levels. Reject proposal Restrict air traffic to current levels.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. No evidence has been produced to support a negative impact on property values.
Golding Close, Rochester	Strongly Disagree	Stop expansion		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime
Golding Close, Rochester	Strongly Disagree	Explore and consult widely.		Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements.

Golding Close, Rochester	Strongly Disagree	Too loud and disturbing.	Reduce size.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close, Rochester	Strongly Disagree	Local house values will be adversely impacted. Quality of life for many local people will be impaired by noise and possible air pollution. Will increase a risk associated with air traffic accidents - flight paths are over local housing.	A - plan scrapped; B- local house prices assessed with full financial compensation payable (independently managed) If runway is to be continued only maintain current levels of usage. Scrap current plans and consider other options for development.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The planning application process will consider environmental impacts, in accordance with national and local policy requirements. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close, Rochester	Strongly Disagree	Safety of local residents will be put at risk House prices will be adversely affected. Concern that noise and air pollution will impair local quality of life.	Reject proposal. The airport is too near high density population. The business case should include guarantee that local house prices will not be adversely affected. Full compensation to be paid to local residents if prices affected. (compensation assessment and payment to be managed independently)	The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. No evidence has been produced to support a negative impact on property values.
Jiniwin Road, Rochester		Too much air traffic creating noise, pollution and danger.	Leave runway as it is, do not concrete it.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through

				CAA's licensing regime.
Jiniwin Road, Rochester		Too many aircraft, noisy, pollution and danger House prices	No concrete runway for commercial use No runway.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. No evidence has been produced to support a negative impact on property values.
Jiniwin Road, Rochester		Moneys could be better spent to improve social care. Flight path - planes will fly less than 100ft directly over my house blighting it. Safety - a major accident just waiting to happen - and it will.	Close the airport and build affordable housing. Compensation to improve noise reduction and to relocate.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. No evidence has been produced to support a negative impact on property values. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Barling Close, Blue Bell Hill		Would increase noise levels and pollution	Seek public opinion on how to make best use of the airport	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.

Barling Close, Blue Bell Hill		Will have too much noise added pollution. Local wildlife will suffer	Seek public opinion on what should be done	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Wopsle Close, Rochester, Kent		I strongly object to the proposed re-development of our airport, leave it alone, we have other sites in Medway with as good access look at the City Estate Tesco proposed site.	Stop spending our money on this, start looking after those in more need the sick and elderly, more low cost homes etc.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Golding Close, Rochester		Details on the 35,000 per annum current movements to support this data as this appears highly excessive.	Credible data on current activities, detailed feasibility/analysis on proposed increase of flights and the effects and impact in relation to quality of life, noise and property/asset values for local residents in the flight path	See information in Cabinet report. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Golding Close, Rochester		Leisure facilities only, no commercial flights.		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close, Rochester		Leisure facilities only, no commercial flights.		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
City Way, Rochester		Having read the draft masterplan I am very concerned indeed that the single paved runway goes ahead, the impact on the residents close to Rochester Airport will be catastrophic. The runway		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of

		could possible accommodate a wide range of larger jet engine aircraft which would not only be very noisy, but would cause an increase in pollution and there is always the fear of a stricken aircraft crashing on nearby houses. By commercialising Rochester Airport with a single paved runway, it will most certainly have a detrimental impact on the local property values as not many people would willingly want to live in such an environment.		planes using the airport will be regulated through CAA's licensing regime. No evidence has been produced to support a negative impact on property values.
Barling Close, Blue Bell Hill		Scrap the masterplan and explore alternative options. I am very concerned about the increases in aircraft noise and pollution.	Scrap the plan and explore options that would not increase noise and pollution.	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Toddington Crescent		Waste of money I can't believe with Medway needing jobs. We are now classed as a deprived area we need more jobs for our youth. I oppose all this airport idea. Total waste of our money with jets flying low to land over our roofs. Scrap all of it why you can. Build factories. It's in the wrong part of Medway to have a busy airport. I can't stress we need work for our young school leavers. Not jet runways.	Build factories producing modern day needs. The only work in this town is shelf stackers in all the stores we need more employment. Pull back from this and look where you could either build factories then keep grass runway and build around it, what good will 2 engine jets do for Medway. This is not rocket science it is common sense. Total rethink. Who come up with this obviously does not see how low this town has fallen. We need more jobs.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Barling Close, Blue Bell Hill		Living at Blue Bell Hill will be greatly affected by the proposed expansion of Rochester Airport. The money could be better spent to assist residents eg. Schools etc...	Medway Council to scrap the masterplan and explore more other options for the use of the Rochester Airport.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The Masterplan will be revised to cap annual flight movements below levels already experienced. The

				runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
	Strongly disagree	There is no evidence that this M.C has considered alternative options for the future use of the airfield lane for Medway and North Downs residents as a whole that do not exploit or endanger families and their enjoyment of living in this area. By commercialising Rochester Airport with a single paved runway M.C will intentionally and knowingly overburden the area with aviation activity to the detriment of local property values.		See responses to pre-printed text.
Barling Close, Blue Bell Hill	Strongly Disagree	Would increase noise levels and pollution	Seek public opinion on how to make best use of the airport	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Barling Close, Blue Bell Hill	Strongly Disagree	Will have too much noise added pollution. Local wildlife will suffer	Seek public opinion on what should be done	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Robin Hood Lane, Blue Bell Hill, Chatham, Kent	Strongly Disagree	Living at Blue Bell Hill will be greatly affected by the proposed expansion of Rochester Airport. The money could be better spent to assist residents eg. Schools etc...	Medway Council to scrap the masterplan and explore more other options for the use of the Rochester Airport.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.

Robin Hood Lane, Blue Bell Hill	Strongly Disagree	There is no evidence that this M.C has considered alt. options for the future use of the airfield lane for Medway and North Downs residents as a whole which do not exploit or endanger families and their enjoyment of living in this area. By commercialising Rochester Airport with a single paved runway M.C will intentionally and knowingly overburden the area with aviation activity to the detriment of local property values. It increases Medway and Tonbridge and Malling carbon emission footprint in blatant disregard to government carbon emission reduction targets.	Scrap the whole plan	See responses to pre-printed text.
Robin Hood Lane, Chatham	Strongly Disagree	I feel that the change of use for the airport is not necessary and inappropriate.	The whole plan scrapped.	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Robin Hood Lane, Chatham	Strongly Disagree	Around 1950, a commercial transport company (I think they were called Silver City Airlines) used Rochester Airfield. These were noisy and flew dangerously low over my house 3 feet above my neighbour's roof. Heathrow Airport started off as a small field, what is to prevent Rochester Airfield becoming the same. We are disturbed by aircraft flying to/from Heathrow or Gatwick day & night times already. Noise from M2 motorway is bad enough without additional noise from low flying aircraft.		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Toddington Crescent	Strongly Disagree	Waste of money I can't believe with Medway needing jobs. We are now classed as a deprived area. We need more jobs for our youth. I oppose all this airport idea. Total waste of our	Build factories producing modern day needs. The only work in this town is shelf stackers in all the stores we need more employment. Pull back from this and look where you could either build factories then keep grass runway and build	The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.

		money with jets flying low to land over our roofs. Scrap all of it why you can. Build factories. It's in the wrong part of Medway to have a busy airport. I can't stress we need work for our young school leavers. Not jet runways.	around it, what good will 2 engine jets do for Medway. This is not rocket science it is common sense. Total rethink. Who come up with this obviously does not see how low this town has fallen. We need more jobs.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business.
Barling Close, Blue Bell Hill, Chatham	Strongly Disagree	The exhibition board did not detail alternative options which I think should be explored and discussed with residents. I am very concerned about the increases in aircraft noise and pollution.	Scrap the masterplan and explore alternative options. Scrap the plan and explore options which would not increase noise and pollution.	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
City Way, Rochester	Strongly Disagree	Having read the draft masterplan I am very concerned indeed that the single paved runway goes ahead, the impact on the residents close to Rochester Airport will be catastrophic. The runway could possible accommodate a wide range of larger jet engine aircraft which would not only be very noisy, but would cause an increase in pollution and there is always the fear of a stricken aircraft crashing on nearby houses. By commercialising Rochester Airport with a single paved runway, it will most certainly have a detrimental impact on the local property values as not many people would willingly want to live in such an environment. My other comments are that if the proposed commercialisation of Rochester Airport goes ahead, there will be absolutely no protection for residents from the environmental protection or noise act to		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. No evidence has been produced to support a negative impact on property values. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.

		control noise nuisance or pollution.		
Wopsle Close, Rochester	Strongly Disagree	All of the points leave as it is or close completely. I strongly object to the proposed re-development or our airport, leave it alone, we have other sites in Medway with as good access look at the City Estate Tesco proposed site.	Stop spending our money on this, start looking after those in more need the sick and elderly, more low cost homes etc.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.
Golding Close, Rochester	Strongly Disagree	Details on the 35,000 per annum current movements to support this data as this appears highly excessive.	Credible data on current activities, detailed feasibility/analysis on proposed increase of flights and the effects and impact in relation to quality of life, noise and property/asset values for local residents in the flight path.	See information in Cabinet report.
Golding Close, Rochester	Strongly Disagree	Written confirmation that movements will be capped. Suggested hours of operation 7:30am - 7:30pm unreasonable for residents living in flight path. What evidence is there to back up the claim that aircraft will be quieter due to taking off earlier on a paved runway and therefore climb more quickly.	Suggest this is reduced from 50,000 to 40,000 pa. Suggest raised to 9:00am to 7:30 pm. An independent noise assessment should be carried out.	See information in Cabinet report. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The planning application process will consider environmental impacts, in accordance with national and local policy requirements. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.

Golding Close, Rochester	Strongly Disagree	Will there be more noise? What evidence can the council provide to substantiate their claim that aircraft will be quieter as they will be able to take off earlier on a paved runway. Will the airport be busier? Written confirmation that movements will be capped. Hours of operation. 7:30am is an unacceptable core time for residents directly in the flight path.	Will a noise assessment be carried out by an independent organisation to verify the above claim? Suggest that this is a maximum of 40,000 per annum and not 50,000 as suggested. Suggest 9:00 - 7:30pm	See information in Cabinet report. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The planning application process will consider environmental impacts, in accordance with national and local policy requirements. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Golding Close, Rochester	Strongly Disagree	Leisure facilities only, no commercial flights.		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close, Rochester	Strongly Disagree	Leisure facilities only, no commercial flights.		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close, Rochester	Strongly Disagree	Quality of life will be impacted (noise) for local residents Local house prices are likely to be de-valued. Safety for local residents will be put at risk due to increase air traffic.	Restrict air traffic to current levels. Reject proposal Restrict air traffic to current levels.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. No evidence has been produced to support a negative impact on property values.

				The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.
Golding Close, Rochester	Strongly Disagree	Stop expansion.		The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close, Rochester	Strongly Disagree	Explore and consult widely.		Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements
Golding Close, Rochester	Strongly Disagree	Too loud and disturbing.	Reduce size.	The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Golding Close, Rochester	Strongly Disagree	Local house values will be adversely impacted. Quality of life for many local people will be impaired by noise and possible air pollution. Will increase a risk associated with air traffic accidents - flight paths are over local housing.	Plan scrapped and local house prices assessed with full financial compensation payable (independently managed) If runway is to be continued only maintain current levels of usage. Scrap current plans and consider other options for development.	No evidence has been produced to support a negative impact on property values. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning

				application. The Council seeks to revise the cap on annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Golding Close, Rochester	Strongly Disagree	Safety of local residents will be put at risk House prices will be adversely affected. Concern that noise and air pollution will impair local quality of life.	Reject proposal. The airport is too near high density population. The business case should include guarantee that local house prices will not be adversely affected. Full compensation to be paid to local residents if prices affected. (compensation assessment and payment to be managed independently) Restrict air traffic to current levels.	No evidence has been produced to support a negative impact on property values. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime. The planning application process will consider environmental impacts, in accordance with national and local policy requirements.
Jiniwin Road, Rochester	Strongly Disagree	Concrete runway - Too much air traffic creating noise, pollution and danger.	Leave runway as it is, do not concrete it.	The runway will not be concreted. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Jiniwin Road, Rochester	Strongly Disagree	Air traffic - Too many aircraft, noisy, pollution and danger House prices	No concrete runway for commercial use. No runway.	The runway will not be concreted. The Masterplan will be revised to cap annual flight movements below levels already experienced. The runway will not be extended, and its length prohibits landing and take-off of larger aircraft. The class of planes using the airport will be regulated through CAA's licensing regime.
Jiniwin Road, Rochester	Strongly Disagree	Moneys could be better spent to improve social care. Flight path - planes will fly less than 100ft directly over my house blighting it. Safety - a major accident just waiting to happen - and it will.	Close the airport and build affordable housing Compensation to improve noise reduction and to relocate.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase

				in air traffic beyond levels already experienced.
Appleby Close, Rochester	Disagree	All of it		Noted.
Bligh Way, Strood	Strongly disagree	All		Noted.
Jiniwin Road, Rochester	Strongly disagree	It is a complete waste of Tax payers money to spend all of these millions on a 'white elephant' a rich sport These planes fly straight over our house, it will be blighted, and drive us to distraction, or sitting in the garden with ears plugs on. Another plane nose dived on runway (few days ago) we saw it, another 'accident' it is only a matter of time.	Well, if the airport is to remain, keep it as it is, or close it to redevelop it - ie affordable housing. Please change your mind on having a concrete runway, it will ruin everything, and our lives. Stop it now that's what I would do.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. No evidence has been produced to support a negative impact on property values. The CAA advises that paved runways are safer. The airport has a good safety record and meets stringent reviews annually to meet the requirements of the CAA licensing regimes. The revised cap on annual movements means that there will not be an increase in air traffic beyond levels already experienced.
Park Crescent, Chatham	Strongly disagree	Concerns about noise pollution and risk of crashes Waste of money	If there is this amount of money available there are higher priorities eg infrastructure, support local businesses.	The value of the Council's land for disposal will exceed the contribution towards airport improvements, with additional long term value through job creation from new business. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway. Aircraft will gain height more quickly as a result of the paved runway, thus reducing noise impacts in the surrounding area. A Noise Impact Assessment will accompany the airport operator's planning application. The Council seeks to revise the cap on

				annual aircraft movements and operating hours at weekends will contribute to the management of noise.
Wemmick Close, Rochester	Strongly disagree	Residents were not given any alternative ideas with regards to the next 25 years	Varying ideas need to be explored before the council railroad these proposals through.	Consultation carried out with residents in Medway and TMBC area in accordance with national planning and MC planning policy requirements. The site has an important value for aviation and employment uses, and its accessible location and links to surrounding businesses offer specific advantages to successful economic growth in Medway.

APPENDIX Aiii

Comments received to consultation from organisations by email

Organisation/Business	Comments	Council response
Natural England	Welcome recognition of environment and seek further opportunities to enhance green infrastructure.	Masterplan to reflect GI opportunities.
Highways Agency	No specific objections to the draft Masterplan or the principle of development at the Airport. Advise that any Transport Assessment in support of a planning application must give full consideration to the impacts on the M2 J1-5, and in particular the J3 interchange	Council to work with HA through planning process.
Environment Agency	No objection. Promote use of SuDS, management of groundwater and contaminated land and waste treatment.	Noted. Greater reference to be made to environmental context in masterplan. Further work at planning application stage.
St James, Isle of Grain Parish Council	Agreed unanimously to support the proposals	Noted.
Cobham Parish Council	Support hard runway and other improvements on site. Consideration of specific design.	Noted.
Marine Management Organisation	No comments	Noted.
NLP for London Biggin Hill Airport	Reference to lack of adopted Core Strategy policy; information sought on noise, need for improvements visual impacts and traffic management. Possible implications for London Biggin Hill.	Masterplan to be adopted as policy by full Council in advance of approved Core Strategy. Masterplan revisions to more clearly address issues raised.
Kent Downs AONB Unit	Impact on setting and tranquillity of Kent Downs Area of Outstanding Natural Beauty	Masterplan to reflect proximity of AONB

Harrisons for Equity Estates/ AXA/CIS	Support Masterplan and seek the opportunity to consider the future of the Horsted Retail Park as a Gateway Scheme	Retail Park not part of Masterplan and to be discussed separately.
Kent County Council	Local aviation diversification and employment growth in Medway is supported. Advise to review number of aircraft movements and cap level.	Support noted and annual cap and operating hours to be reviewed.
BAE Systems	BAE Systems support the council's vision for Rochester Airport for 'smaller but better', and the opportunities to deliver the council's vision to create a major hub for high-quality technology and knowledge-based employment in the area	Support noted - ongoing dialogue with this key stakeholder to be undertaken to underpin the requirement for higher value employment at the site.

Our ref:

Development Policy and Engagement Team
Housing and Regeneration
Medway Council
Gun Wharf
Dock Road
Chatham
Kent
ME4 4TR

Kevin Bown
Asset Manager
4C
Federated House
London Road
Dorking
Surrey
RH4 1SZ

For the attention of Catherine Smith

Direct Line: 01306 878621

By email only to: ldf@medway.gov.uk 16 September 2013

Dear Ms Smith,

**HIGHWAYS AGENCY RESPONSE RE:
ROCHESTER AIRPORT MASTERPLAN CONSULTATION DRAFT**

Thank you for consulting the Highways Agency (HA) regarding the above proposed document that on adoption will form part of/ will support the local development framework for Medway.

As you are aware the HA, on behalf of the Secretary of State for Transport, is responsible for managing and operating a safe and efficient Strategic Road Network (SRN): ie the all-purpose Trunk Road and Motorway Network in England.

Our primary concern in the vicinity of Medway is the impact of any planning documents or development management decisions on the A2/M2 corridor, principally between M25 and M2 J7, Brenley Corner. This is because the impacts of plans adopted and planning decisions made will be felt beyond individual district boundaries.

Our assessment of the draft Masterplan takes into account national policy such as the National Planning Policy Framework, DfT Circular 02/13 *The Strategic Road Network and the Delivery of Sustainable Development (Sept 2013)* (that has replaced the previous C02/07 guidance) and the recently published *Action for Roads: A Network for the 21st Century (July 2013)*. It also takes account of local circumstances, including those pertaining at those times in the past when the HA has been consulted on previous iterations of Medway LDF documents. On this basis we would comment as follows:

Policy Basis: Principle of Development

We note the on-going discussions between Medway and the Core Strategy inspector regarding the potential to progress or need to withdraw the Core Strategy (mainly due to

matters relating to the proposed settlement at Lodge Hill, rather than anything in connection with Rochester airport). If the Core Strategy is unable to proceed, the policy basis for, and the status of, the draft Masterplan will need to be reviewed.

We note that the proposals at the Airport are referenced in the emerging Core Strategy. *Policy CS17: Economic Development* sets out the opportunities at and in close proximity to Rochester Airfield to develop a technology and knowledge based cluster. We note that no specific infrastructure measures with respect to the SRN are set out in the Core Strategy document to support the intensification of the site.

However, we also note that *Policy CS24: Transport and Movement* of the emerging Core Strategy sets out a series of actions in relation to the transport network. For the proposals at Rochester Airport, this should include the preparation of a Transport Assessment which should seek to encourage modal shift towards sustainable modes of travel. A Travel Plan will also need to be a key part of any planning application, including demonstrating how sustainable modes of travel can be utilised to and from the site. Given the close proximity of the Airport to the SRN, and in order to reduce car trips, we would in particular be seeking to understand how travel by non car modes could be made, and also enhanced to the Medway towns.

The policy also notes that the Council will continue to work with the operator of Rochester Airport to objectively consider the future of the general aviation facility, bearing in mind its co-location with a strategic employment opportunity. The HA would request to be party to any discussions or scoping work prior to a planning application.

Development Management: Practical Issues

The HA's evidence indicates that M2 J1-5, junctions and links, are currently operating at or near to capacity and experience congestion at peak hours. Rochester Airport can be accessed via M2 J3 which is located in close proximity to the site; although it is recognised that travellers may make use of other junctions, particularly where they believe it will reduce journey time. As a result, any increase in traffic, or change in its distribution and/or timing, on these sections of the SRN would be of concern to the HA.

The proposals at Rochester Airport seek to enhance the facilities at the airport and to cater for larger aircraft, and also will release new land with the potential to create up to 1,000 jobs. It is the intensification of use on the site and environs that is of concern to the HA, given the additional trips which will travel via the SRN.

The Access section of the Draft Masterplan presents a plan to open the site up to the wider area and significantly enhance access. Whilst this appears to represent an improvement to the existing access arrangements, the draft Masterplan presents no consideration or overview of the potential impact on the SRN.

Overall Conclusions:

In summary, although at this stage, the HA has no specific objections to the draft Masterplan or the principle of development at the Airport, the Council should note that any Transport Assessment in support of a planning application must give full consideration to the impacts on the M2 J1-5, and in particular the J3 interchange.

Yours sincerely,

Kevin Bown

Kevin Bown
Asset Development Team
Email: Kevin.Bown@highways.gsi.gov.uk

From: Dr N D Haig [ndh.rcck@tesco.net]

Sent: 06 September 2013 15:03

To: ldf

Cc: sally keep; Alan Rowe; Bernard Glenister; Julian Giles; Nigel D Haig; Kerry Smith

Subject: Cobham Parish Council comments on Rochester Airport Proposals

These comments constitute the official response of Cobham Parish Council to the proposals for the development of Rochester Airport, a location that is clearly visible from Cobham, hilltop to hilltop.

As a member of Cobham Parish Council planning committee, I have been asked to comment on Medway Council's proposals for the future of Rochester Airport. As it happens, I also qualified as a pilot (Licence number UK/NP/434965B/A) and have flown many times from Rochester Airport, and am thus familiar with airfield needs and requirements.

My comments are very general, since I am not familiar with the financial underpinning associated with the selling or leasing out of so-called surplus land.

The hard-surfacing of RW 02/20 will be a great step forward, permitting operations when the grass surfaces are either muddy or dusty. Surely, however, paragraph 1.2 is incorrect when it refers to "...hard-surfaced runway.....on the alignment of the existing 16/34 runway." The true proposal is clear in Fig.2.1, and in para 2.5.

The proposed "Raised green bank" should be quite low, with a very gentle rise, in order to allow emergency landings on the north side of RW 02/20, particularly in the case of EFATO, or Engine Failure after Take-Off. There is also the possibility of cross-winds over the raised bank generating turbulent air across the main runway, which could be dangerous. On the other hand, it is unusual to fly light aircraft in strong crosswind conditions.

I am particularly pleased to see the support for MAPS, as I have seen at close quarters how superbly they have restored derelict aircraft of wartime vintage.

It seems a great pity that RW16/34 must go in order to pay for the improvements, although the location of the access road beneath the final approach of RW34 has always struck me as unhappy, in spite of the traffic lights which could possibly be ignored by impatient drivers.

The suggestion to cap the aircraft movements at 50,000 per annum seems very reasonable indeed.

Para 3.34 and 5.15 rightly draw attention to the need for nearby buildings/masts to be limited in height. There should be some statutory means of enforcing this for a long time into the future.

The potential junction improvements suggested in Fig 5.2 are a great improvement on the existing arrangements.

Yours faithfully,

(Dr) Nigel Haig, Cobham Parish Council planning committee..

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Ms Catherine Smith
Development Policy and
Engagement team
Housing and Regeneration
Medway Council
Gun Wharf
Dock Road
Chatham
Kent ME4 4TR

Our ref: KT/2006/000047/OR-02/PO1-L01
Your ref:
Date: 20 September 2013

Dear Catherine

Rochester Airport Masterplan

Thank you for consulting us on the above masterplan. We have no objection but we do have the following comments to make.

Flood risk

We would recommend that surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDs). SuDs are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SuDs involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, ponds and wetlands. SuDs offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity.

The variety of SuDs techniques available means that virtually any development should be able to include a scheme based around these principles.

The applicant should also note that any development greater than 1 hectare in size would require a Flood Risk Assessment at the planning application stage.

Yours faithfully

Groundwater and Contaminated Land

The masterplan deals with many issues comprehensively. However it is disappointing that the airfield is not set within the context of its wider natural environment. From the point of view of groundwater protection the airport sits in a sensitive setting over a principle aquifer and within a Source Protection Zone (SPZ) for a public water supply abstraction borehole, largely within SPZ2.

The masterplan makes mention of the issues of contamination and the opportunities to address historic sources is welcomed in re-development of the airport and its environs. The issues related to use of fuels at the site needs to be carefully addressed, as indicated facilities are out-dated and pose a risk to the aquifer. As indicated in GP3 the EA will work with developers of existing sites to ensure that fuel storage facilities are brought up to relevant standards and operated and

maintained in a manner that recognises the sensitive setting of an SPZ.

In addition the use of a hard runway and associated grass taxiways will bring different management requirements for dealing with chemicals such as de-icing and vegetation management chemicals such as herbicides. Drainage will need careful design to ensure any SuDs design incorporates relevant protection for the underlying aquifer, standard designs are not necessarily applicable in this instance. This will apply to the airport land and adjacent development land too, which is indicated to fall almost wholly within SPZ2 and near SPZ1. It is likely there will be restrictions on infiltration into the chalk in some areas.

in relation to the proposed soil bund the following information may be applicable, but use of imported soils will need to be carefully controlled by a materials management plan and import criteria agreed under planning conditions for soils/fill materials to ensure protection of the aquifer body.

Advice to applicant

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution;
- treated materials can be transferred between sites as part of a hub and cluster project; and
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to our:

- Position statement on the Definition of Waste: Development Industry Code of Practice and;
- website at www.environment-agency.gov.uk for further guidance.

If you have any queries, please do not hesitate to contact me.

Yours sincerely

Ms Jennifer Wilson
Planning Specialist

Direct dial 01732 223272

Direct e-mail jennifer.wilson@environment-agency.gov.uk



Oasis House • Ambley Green • Gillingham Business Park • Kent • ME8 0NJ
Tel: 01634 265900 • Email: info@harrisons-surveyors.com • www.harrisons-surveyors.com

Mr Richard Kidd
Business Development & Projects Manager
Housing, Development & Transport Division
Medway Council
Gun Wharf
Dock Road
Chatham
Kent
ME4 4TR

Our Ref: BPC/KEH
Your Ref:
Date: 20th September 2013
e-mail: bcox@harrisons-surveyors.com

Dear Richard

Re: Rochester Airport Consultation

Further to our meeting / discussions in relation to the above, to confirm Harrisons Chartered Surveyors are instructed by Equity Estates GB Ltd to respond to the Consultation Draft of the Rochester Airport Masterplan June 2013 on behalf of AXA Investment Managers, the asset managers of the Horsted Retail Park for its owners CIS.

Our client supports the overall concept for the Rochester Airport Masterplan and believes this raises the opportunity to consider further investment in Horsted Retail Park to create an updated gateway scheme both in terms of the airport itself and the Medway Towns. This would be very much in keeping with both what has been achieved to date by the Council in the development of the Innovation Centre and the Masterplan proposals currently under consideration.

It is considered that there is unsatisfied retail demand and lack of capacity within the Medway Towns which cannot readily be accommodated elsewhere and a limited expansion of the Horsted Retail Park could meet that demand whilst providing circumstances and potential funding to help deliver and support the wider vision of the Masterplan.

Our clients would be keen to have the opportunity to expand upon their thoughts and ideas, building upon our previous meeting, and to put forward some indicative proposals for discussion.

I look forward to hearing from you, with a view to setting up the suggested meeting.

Kind regards
Yours sincerely

Brian P. Cox.
Director

PROPERTY & DEVELOPMENT CONSULTANTS • AGENTS • VALUERS • SURVEYORS

Kent County Council has the following comments to make regarding the proposed masterplan for the Draft Rochester Airport, consultation September 2013;

- As there are no plans for passenger flights, the changes to the aviation capacity and type will not have implications for Manston or Lydd's aspirations and also does not conflict with KCC (and Medway's) position opposing a passenger airport in the Thames Estuary.
- The alignment of the new paved runway should mean that during the prevailing wind most flights will take off and climb over the Downs and rural areas, e.g. Monk Wood. When the wind changes direction, aircraft will approach over these areas for landing. There are no flight path or noise contour maps, KCC is not in a position to comment as to whether this will have implications for Wouldham or settlements in the Medway Valley or not. Moreover, KCC is not aware of any issues regarding noise from Rochester Airport, unlike with Manston and Gatwick. Arrivals will mainly descend over the Medway Towns and at other times when the wind is blowing in the opposite direction, flights will then ascend over parts of Chatham, so Medway Council will need to assess the implications of this.
- The current level of air traffic movements (35,000 per year, an average of 96 per day, stated in the document) is fairly high and the master plan forecasts this to increase to 50,000 per annum or 137 per day. Putting this into context, according to Civil Aviation Authority (CAA) data, in 2012, Manston had just 1,004 annual movements and Lydd just 625. Movements are comparable to Liverpool John Lennon Airport (36,493). Although the movements at Rochester are made up of only very small light aircraft and helicopters. The Master Plan suggests a cap of 50,000 movements per year (currently there is no cap). KCC suggest that it (a cap) might be a good idea for Medway Council to consider, although it would be useful to see what this suggested level for a cap is based on. The master plan states that a cap would be imposed if Planning Permission was granted for the improvements; it is therefore presumed it would be at this time that a limit would be negotiated? The Master Plan states that careful monitoring would be in place to check the number of flights, but without a defined limit (which the master plan states would be in place) and penalties for breaching that limit, the action of monitoring seems rather academic. Further analysis on the impacts of these additional flights may well need to be done in order to make a judgement on what the movement limit should be, it is suggested. There should also be a commitment to noise monitoring, if this is indeed an issue.

- Night flights would not be an issue if the master plan's suggested hours of opening are confirmed (07:00 to 19:30) with home based aircraft retaining the current right to operate until dusk or 21:00 as they do currently.
- KCC Highways and Transportation have no comments on the highway implications of the master plan proposals.

In broad terms local aviation diversification and employment growth in Medway is supported by KCC.

Bryan Geake
Principle Planning Officer
Planning Policy

From: Jenny Bate [Jenny.Bate@kentdowns.org.uk]
Sent: 10 October 2013 15:01
To: smith, catherine
Cc: Hammond, David (NE); 'Hanna, Sean (NE)'; Gill Bell
Subject: RE: Rochester Airport Masterplan

Importance: High

Dear Catherine

Thank you for consulting us on the Rochester Area Masterplan.

The area is separated from the AONB by the M2 but on the flight path of the airport. Any intensification of use of the airport will therefore have some impact on the tranquillity of the AONB to the West and south of the site. The impact of the height of new buildings on views out of the AONB should also be taken into account at the planning applications stage. It would be helpful if these two issues arising from the proximity of the AONB were mentioned in the Masterplan.

I apologise for the tardiness of our response.

Best wishes

Jenny

Jennifer Bate
Planning Officer
Kent Downs AONB

I work 3 days a week, normally Tuesdays, Wednesdays and Thursdays. At other times if your query is urgent please contact the office on 01303 815170 or mail@kentdowns.org.uk

Kent Downs AONB Unit
West Barn
Penstock Hall Farm
East Brabourne
Ashford
TN25 5LL

Tel: 01303 815170

Conserving and enhancing the Kent Downs Area of Outstanding Natural Beauty

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From: Hammond, David (NE) [mailto:David.Hammond@naturalengland.org.uk]
Sent: 08 October 2013 15:14
To: smith, catherine
Cc: Jenny Bate
Subject: Rochester Airport Masterplan {Scanned by ADM Mail Safe}

Dear Ms Smith,

Thank you for your Council's consultation in respect of the above policy document seeking the views and comments of Natural England, which has been passed to me for response. Having agreed by telephone on Friday 4th October 2013 that Natural England could have until 8th October 2013 to respond I am now issuing our response to the above consultation document.

I trust that this is sufficient for your purposes, but should you have any questions or queries in respect of this response please do not hesitate to contact me.

Yours sincerely

David Hammond
Lead Advisor
Tel: 0300-060 1373
Fax: 0207 932 2201

E Mail: david.hammond@naturalengland.org.uk

**Natural England,
Area 1C Nobel House,
17 Smith Square, London SW1P 3JR**

We are here to secure a healthy natural environment for people to enjoy, where wildlife is protected and England's traditional landscapes are safeguarded for future generations.

In an effort to reduce Natural England's carbon footprint, I will, wherever possible, avoid travelling to meetings and attend via audio, video or web conferencing

From: smith, catherine [<mailto:catherine.smith@medway.gov.uk>]
Sent: 02 October 2013 17:48
To: Jennings, Nigel (NE)
Subject: Rochester Airport masterplan

Dear Nigel

I'm just checking to see if Natural England wish to submit any comments on the draft masterplan for Rochester Airport that we have recently consulted on. I've set out details below of how to view the content of the proposals:

Medway Council has produced a draft masterplan for land at and around Rochester Airport. It retains the airport facility, and identifies opportunities for freeing up land around the airport for new employment uses. This is a key ambition for Medway's economic development. The purpose of the masterplan is to provide guidance on the design and development principles to achieve effective planning of the site.

I would like to inform you that Medway Council is consulting on this draft masterplan until **20 September 2013**.

An electronic version of the document can be viewed online at:

<http://www.medway.gov.uk/pdf/Rochester%20Airport%20Masterplan%20Consultation%20Draft.pdf>

Background information and further details of the proposals are also available on the council's website at:
www.medway.gov.uk/rochesterairport

A Sustainability Appraisal to consider the wider impacts of the proposals has also been carried out on the draft masterplan and this is available to view at:

<http://www.medway.gov.uk/pdf/Rochester%20Airport%20Masterplan%20Sustainability%20Appraisal%20draft.pdf>

Although the formal consultation period has now closed, if NE wish to make comments, or you would like to discuss further, please let me know.

regards

Catherine

Catherine Smith
Development Policy & Engagement Manager
Housing & Regeneration Division
Regeneration, Community and Culture
Medway Council, Civic Headquarters, Gun Wharf, Dock Road, Chatham, Kent ME4 4TR
Tel: 01634 331358
Fax: 01634 331729
Email: catherine.smith@medway.gov.uk

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Marine
Management
Organisation

Lancaster House
Hampshire Court
Newcastle upon Tyne
NE4 7YH

T +44 (0)300 123 1032
F +44 (0)191 3796 2689
www.marinemanagement.org.uk

By email: ldf@medway.gov.uk

Our reference: 328

05 September 2013

Dear Sir/Madam,

Re: Rochester Airport consultation on draft masterplan

Thank you for inviting the Marine Management Organisation (MMO) to comment on the above consultation. I can confirm that the MMO has no comments on this document as the geographical area it covers does not include any area of the sea or tidal river and is therefore not within our remit.

If you have any questions or need any further information please just let me know. More information on the role of the MMO can be found on our website www.marinemanagement.org.uk

Yours sincerely

Angela Atkinson
Stakeholder and Networks Officer

E angela.atkinson@marinemanagement.org.uk



INVESTORS
IN PEOPLE

Date: 8 October 2013
Our ref: 96665
Your ref:



Ms Catherine Smith
Development Policy & Engagement Manager
Housing & regeneration Division
Medway Council
Civic Headquarters
Gun Wharf
Dock Road
Chatham
Kent ME14 4TR

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6JC

T 0300 060 3900

BY EMAIL ONLY

Dear Ms Smith,

Rochester Airport Masterplan

Thank you for your correspondence in respect of the above consultation document, seeking the views and comments of Natural England on the above dated.

Natural England is the Government agency that works to conserve and enhance biodiversity and landscapes, promote access to the natural environment, and contribute to the way natural resources are managed so that they can be enjoyed now and by future generations.

Given that the Airport may increase capacity of flights by up to a third per annum, we would encourage you to contact and liaise with the Kent Downs Area of Outstanding Natural Beauty (AONB) to discuss the potential for impacts of increased flights over the AONB, or to discount the potential for affects.

Overall the Masterplan has covered the areas that Natural England would expect to see in such a document, and has referenced appropriate and relevant legislation.

References to the various Sites of Special Scientific Interest (SSSI's) – Wouldham to Dettling Escarpment and Halling to Trottiscliffe Escarpment, together with the reference to Peters Pit Special Area for Conservation (SAC) are welcomed and acknowledged.

Opportunities to enhance and or increase biodiversity as art of sustainable development should be encouraged and promoted. This could be emphasised more in the document, not merely references to Tree Preservation Orders and green bunds, there is potential to consider inclusion of green infrastructure such as green/brown roofs as well as living walls to help enhance the ecology and biodiversity of the area.

The Council having identified areas of deprivation and potential for improvement, should seek to link green spaces, alleviating fragmentation and enhance where possible green/open space provision. This will help reduce potential for impact on designated sites and help strengthen as well as be in line with the Council's policies.

We really value your feedback to help us improve the service we offer. We have attached a feedback form to this letter and welcome any comments you might have about our service.

For clarification of any points in this letter, please contact David Hammond on 0300 0601373. For any new consultations or issues, please contact consultations@naturalengland.org.uk.

Yours faithfully

David Hammond
Lead Advisor
Land Use Ops Team

CC Jennifer Bates Kent Downs AONB

Planning and Environment

Medway Council

Gun Wharf

Dock Road

Chatham

Kent ME4 4TR

Email: richard.kidd@medway.gov.uk

14 Regent's Wharf

All Saints Street

London N1 9RL

020 7837 4477

london@nlplanning.com

nlplanning.com

Date 19 September 2013

Our ref 10500/02/MS/JB/5530536v1

Your ref

Dear Mr Kidd

Representations on behalf of London Biggin Hill Airport Rochester Airport Masterplan

We are writing on behalf of London Biggin Hill Airport (LBHA) to comment on the Rochester Airport Masterplan Consultation Draft (June 2013). The masterplan proposes the closure of the 16/34 grass runway and the creation of two new parallel paved and grass runways to replace the existing 02/20 grass runways as well as improvements to navigation. We also note that the masterplan proposes new land for employment uses with the potential to create up to 1,000 new skilled jobs. We understand that the airport operator Rochester Airport Limited (RAL) has suggested that the total annual movements be capped at 50,000 per annum; this is 15,000 more movements than the airport currently handles per annum according to section 2.9 of the masterplan, suggesting that the airport is proposing to expand.

Biggin Hill Airport

LBHA is one of London's busiest business aviation airports and currently handles in excess of 40,000 movements per annum. It is also a major employment location focused on aircraft and maintenance and associated activities. It has seen major investment take place over the past few years in airport infrastructure and in two international Fixed Based Operators, namely Rizon and Jet Aviation. The economic importance of the airport has been recognised by the Mayor of London when he designated Biggin Hill as a Strategic Outer London Development Centre in the adopted London Plan. This is now being taken forward by LB Bromley who have identified as a preferred option "realising the full potential of the Biggin Hill SOLDC".

The draft Masterplan for Rochester Airport

The draft masterplan seeks the creation of an all weather runway which LBHA believes will enable the airport to cater for a wider range of movements including those in business aviation and charter.



LBHA would therefore make the following comments on the masterplan proposals:

- a The masterplan notes in paragraph 1.5 that *“there are no specific planning policies that protect the Airport”* and *“This document is intended to set out clear policies for both the airport and the surrounding area by providing a masterplan”*.

We note that the Submission draft of the Core Strategy recognises that facilities at the Airport need reinvestment and upgrading and that Policy CS24 states that the Council will continue to work with the operator of Rochester Airport to objectively consider the future of the general aviation facility, bearing in mind its co-location with a strategic employment opportunity. In addition, Policy CS17 seeks to continue opportunities at, and in close proximity to, Rochester Airfield to develop a technology and knowledge based cluster.

However, the emerging Core Strategy contains no strategic policy to guide the future development of the Airport. The recently published National Planning Practice Guidance advises that Supplementary planning documents (SPDs) should be prepared only where necessary and in line with paragraph 153 of the National Planning Policy Framework. They should build upon the policies in the Local Plan, and cannot be used to introduce new policies or revise existing policies; nor should they add unnecessarily to the financial burdens on development. Although not technically an SPD, the masterplan should build upon policies within the Core Strategy. It is therefore difficult to understand how such significant proposals to upgrade the facilities at the Airport can be dealt with through a masterplan which will not be subject to an independent examination. Nor should the masterplan be given significant planning weight in the consideration of any future planning applications – this should be reflected in the masterplan.

- b The masterplan suggests that the introduction of a paved runway will reduce aircraft noise around the airport. There is no evidence to demonstrate that existing noise measurements have been taken in the local area and predictions made of changes in noise levels following the introduction of a tarmac runway. The introduction of a tarmac runway in its proposed location, and predicted potential increase in movements, along with the aircraft proposing to use the new runway (which do not appear to be quieter business jets) indicate that noise levels could increase with the introduction of the new tarmac runway. With the closing of runway 16/34 all aircraft will be using the runways 02/20 and there may be changes to the aircraft flightpaths which could result in noise impacts. No assessment of the noise impact on residents or other sensitive receptors under the flightpath as a result of the new tarmac runway in its proposed location has been undertaken.
- c The introduction of the tarmac runway and new employment development will increase traffic on the local road network. The masterplan recognises in paragraph 3.6 that access onto the airport is limited and is congested at peak times. No transport assessment has been undertaken to demonstrate that the proposals within the masterplan would have no impact on the local highway network or Junction 3 of the M2. We note that the Highways Agency has raised concerns regarding the strategic allocation of Rochester Airport as an employment site in the Core Strategy, in terms of the impact increased development will have on the highways network and what approach there is to managing these impacts. The masterplan identifies (paragraph 5.7) junctions which may require further improvement, but does not indicate how and if these improvements can be funded.



- d The construction of a hard runway with navigational improvements such as landing lights, could be more visually intrusive than a grass runway, especially if lit. No visual impact assessment work has been undertaken.
- e If, as the masterplan envisages, the type of aircraft are expected to be similar to those that currently use the airport (with the airports core business remaining as leisure users, helicopters and air taxis (paragraph 2.9)) then there is no evidence to suggest that there is a need for a hard runway. There is no evidence to suggest that the existing grass runways are insufficient for the current aircraft and operations and therefore that a tarmac runway is required. There is no evidence to suggest that there is a need for a hard runway in order that Rochester can fulfil a strategic role of providing for more business general aviation in the south east. Spare capacity exists at existing airports such as LBHA in the South East. It could therefore be inferred that a tarmac runway is required to accommodate a wider range of aircraft. Under its lease with the London Borough of Bromley, LBAH is able to operate a total of 125,000 movements per annum. It currently only uses 32% of this and hence sufficient authorised business capacity already exists in the South East. There is no robust evidence of new demand that will support the new runway at Rochester Airport. The introduction of such a new facility might have the effect of diluting the clear offer that currently exists in the London airport system for business and general aviation, notably at Biggin Hill. Given Biggin Hill is recognised in policy terms by the SOLDC policy of the London Plan, the capacity of Biggin Hill should be taken into account in determining the need for development at Rochester Airport.

In the absence of a strategic policy relating to the future of the Airport and the lack of technical studies and robust evidence to support the proposals for upgrading the operational infrastructure at the Airport, there is no clear need for the proposals, and it would appear premature to adopt the masterplan in its current status.

We trust the above will be taken into consideration in the process and would be grateful if you could keep us updated on the status of the masterplan and any future planning applications at Rochester Airport.

Yours sincerely


P.P. **Jill Bell**
Senior Planner

Copy

From: Christine Gurr [stjames@iog-pc.freeseve.co.uk]

Sent: 20 September 2013 18:21

To: ldf

Subject: Rochester Airport Consultation

I refer to email dated 3rd September 2013 from Catherine Smith giving details of the above consultation.

My members discussed the proposals at a meeting on 17th September and agreed unanimously to support the proposals outlined in the Rochester Airport Masterplan.

Regards

Christine

Parish Clerk

St James, Isle of Grain, Parish Council

Email: stjames@iog-pc.freeseve.co.uk

Tel/Fax: 01634 271412

crayford, ross

From: Craddock, Michael (UK) [Michael.Craddock@baesystems.com]
Sent: 15 November 2013 16:49
To: kidd, richard
Subject: RE: Rochester Airport masterplan - consultation feedback

Richard,

Short line for your cabinet paper:

“BAE Systems support the council’s vision for Rochester Airport for ‘smaller but better’, and the opportunities to deliver the council’s vision to create a major hub for high-quality technology and knowledge-based employment in the area.”

Kind regards

Mike

From: kidd, richard [mailto:richard.kidd@medway.gov.uk]
Sent: 06 November 2013 16:07
To: Craddock, Michael (UK)
Subject: Rochester Airport masterplan - consultation feedback

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Dear Michael

I hope you're well. I sent you an email a couple of weeks ago (copied to Allan Dowdy) to request your feedback on the Rochester Airport masterplan, but have not received a reply as yet. I would be very grateful if you could do so based on the final documents sent with my last email. Your reply doesn't have to be too long, but we are fast progressing towards writing the next Cabinet Paper on the masterplan proposal and it would be very good to include your opinion.

Thanks and regards

Richard

Richard Kidd
Business Development & Projects Officer
Housing and Regeneration Division
Regeneration, Community & Culture Directorate
Medway Council
Gun Wharf
Dock Road
Chatham
Kent

18/11/2013

ME4 4TR

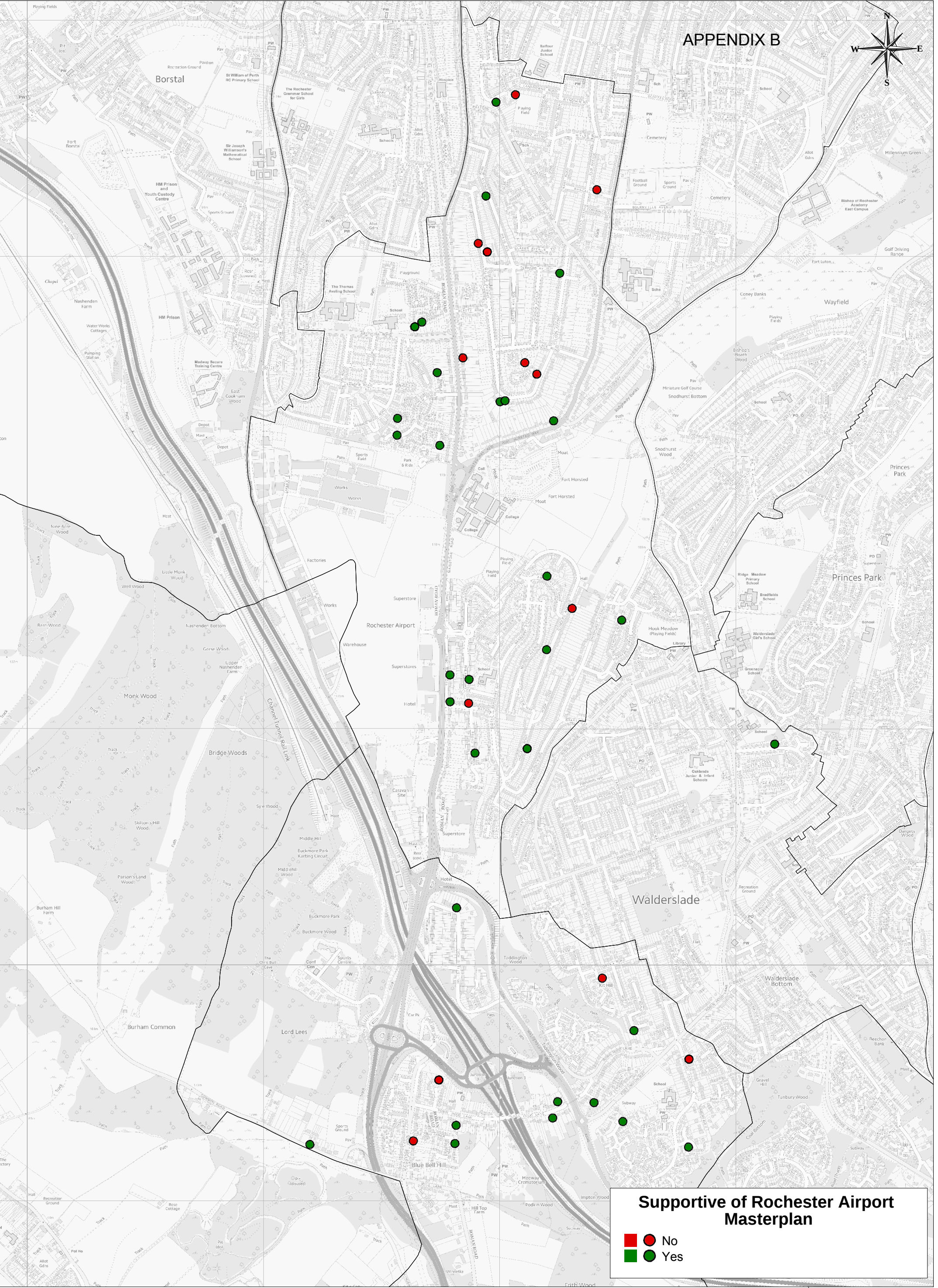
T: 01634 338177

E: richard.kidd@medway.gov.uk

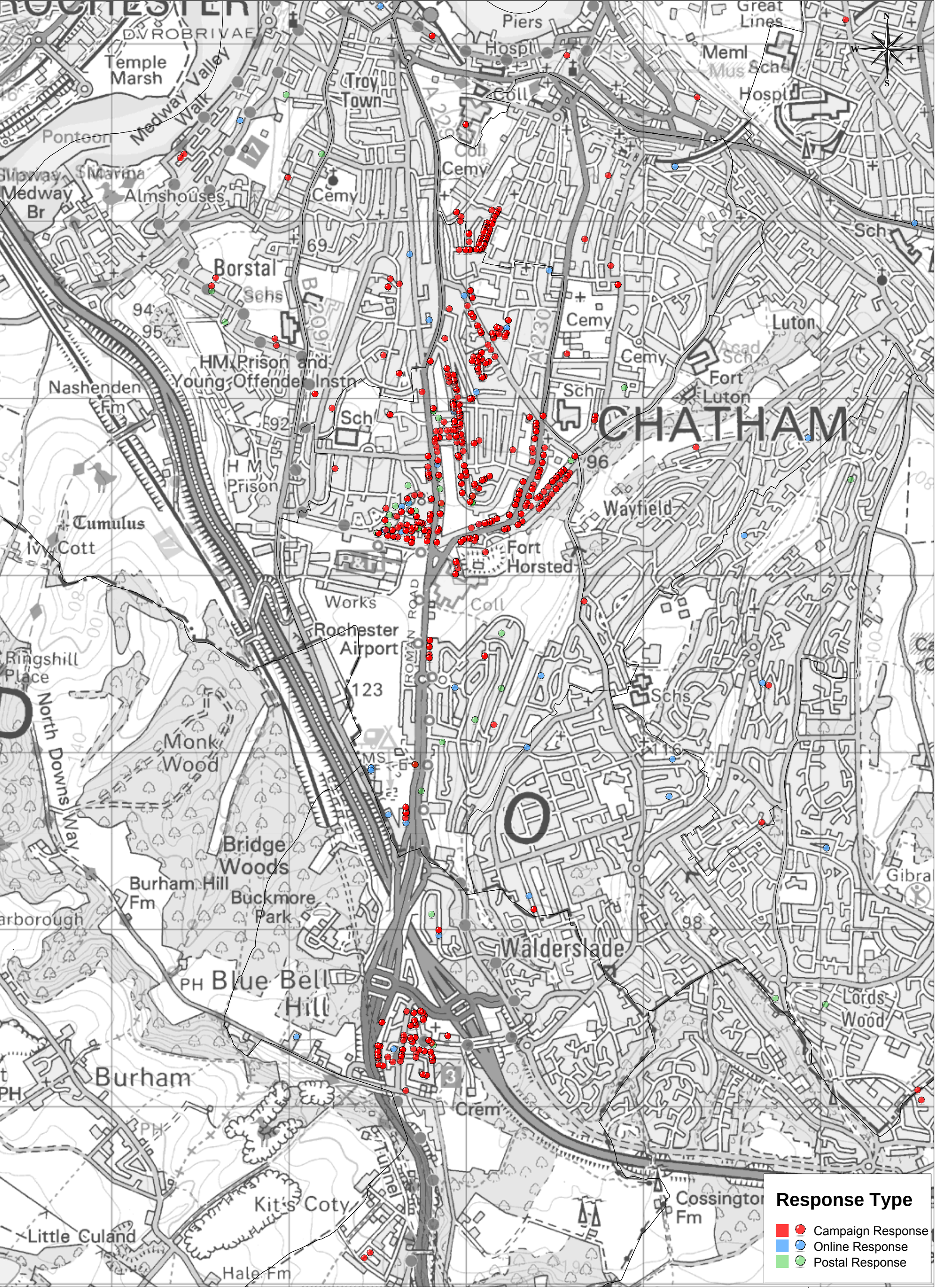
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Location and Opinion of Initial Rochester Airport Location Consultation Respondents in Close Proximity to the Site



Location & Type of Rochester Airport Consultation Responses in Close Proximity to the Site

Issues set out in pre-printed response forms.

Your comments

I strongly disagree with the masterplan because:

- There is No evidence that this Medway Council has considered alternative options for the future use of the airfield land for Medway and North Down's (sic) residents as a whole which do not exploit or endanger the lives of thousands or families and their enjoyment of life.
- There will be NO protection whatsoever for Medway and North Down's (sic) residents from the Environmental Protection act 1990, Noise Act 1996 or statutory laws to control or prevent noise nuisance and pollution from a commercialised Rochester airport.
- The masterplan is financially unsound without a huge increase in commercial and leisure air activity.
- By commercialising Rochester airport with a single paved runway Medway Council will intentionally and knowingly overburden the local area with aviation activity to the detriment of local property values.
- It will severely impair the quality of life for thousands of Medway and North Down's (sic) families for at least 25 years through increased air pollution and noise.
- Increased air activity coupled with the concentration of air traffic onto a single runway heightens the danger for 18 nearby schools, (within 1600 metre radius), nursing homes, and thousands of local residents from stricken aircraft.
- It increases Medway and Tonbridge and Malling Carbon Emission footprint in blatant disregard to Government carbon emission reduction targets.

What changes (if any) would you like to see to resolve these comments?

- Medway Council should scrap the masterplan and explore a range of options for the future use of the Rochester airport site from continuation in its current form with protection for residents through to development with green space and leisure.
- Any future Medway Council publicity should not seek to persuade public opinion and only present objectively advantages and disadvantages for each option.
- The range of options should be offered through a public consultation for Medway residents and those in neighbouring Tonbridge and Malling (within the ME postcode area) to choose their favoured option for Medway Council adoption and implementation.

Appendix D

List of Consultees to draft Rochester Airport Masterplan

7300 households and businesses within the vicinity of Rochester Airport, including properties in the administrative area of Tonbridge and Malling Borough Council,

Businesses and Universities across Medway

Locate in Kent

Tonbridge and Malling Borough Council

Maidstone Borough Council

Gravesham Borough Council

Swale Borough Council

Dartford Borough Council

Kent County Council

Allhallows Parish Council

Cliffe and Cliffe Woods Parish Council

Cooling Parish Council

Cuxton Parish Council

Frindsbury Extra Parish Council

Halling Parish Council

High Halstow Parish Council

Hoo St Werburgh Parish Council

St James Isle of Grain Parish Council

Stoke Parish Council

Cobham Parish Council

Upchurch Parish Council

Wouldham Parish Council

Aylesford Parish Council

Burham Parish Council

Boxley Parish Council

Birling Parish Council

Bredhurst Parish Council

Higham Parish Council

Snodland Town Council

Environment Agency

Natural England

Highways Agency

English Heritage

Kent Fire and Rescue Service

EDF Energy

E.ON UK

Southern Gas Networks

South East Water

Sport England

Design Council

Marine Management Organisation

Health and Safety Executive

Kent Downs AONB Unit

Kent Wildlife Trust

Thames Gateway Local Nature Partnership

Kent Air Ambulance

APPENDIX E

Notes of Business Focus Group, September 2013

The meeting was attended by Medway Council officers, a representative from Rochester Airport Limited and representatives of local businesses and the Medway Economic Partnership.

Council officers outlined the background and proposals for the draft masterplan for land at Rochester Airport. The Rochester Airport (RAL) representative explained plans for investment in the airport facility.

A key aim of the Medway economic development strategy was to provide higher value skills opportunities. Experience was that there was difficulty in retaining skilled people in the area, and there was a need to bring forward sites that have potential to retain skilled jobs in the local area.

Medway GVA was £13,100 per person; compared to £21k in Kent, and £28k in higher value areas. Rochester Airport was a key site to realising the ambitions to narrow the gap. Medway Innovation Centre was successful in offering a quality location with good access, ICT and flexible terms on leases at unit sizes in demand.

There had been an assessment of what would be viable to develop on the site. At the southern end, this would be more B1 business/office uses, and perhaps some light manufacturing, and a hotel. The building heights would be determined with reference to the safeguarding area.

There were opportunities for aviation related businesses, with a focus on higher technical/value uses linked to BAE and the airport. There was also potential to build on links to education and skills sectors. The airport operator had already received interest from businesses wanting to work at the airport, ie, aviation engineering, and expansion of a flying school operation to develop into airline pilot training. The company was speaking to local universities about offering this training. There was also interest in setting up a showroom for aircraft.

Heritage was another aspect of the proposals, particularly in developing a base for MAPS. The society had an excellent reputation and it was in need of better accommodation, which could be developed into a heritage centre. MAPS would like to run an apprenticeship scheme, training in specialist manufacturing skills. The plans also consider an enhanced food and drink offer linked to the airport, and visitor access to MAPS.

The paved runway was considered vital to the airport operations, and it addressed the difficulties experienced with waterlogging. There had been concerns raised about the closure of one runway and concentration on the other runway. The paved runway would allow for quieter take off and landings. There would not be larger aircraft using the airport. RAL would like to encourage more air taxi business, which could be a useful service for local

businesses. It was a time saving means of travel, and was competitively priced when compared against train fares and hotel accommodation for 3-4 employees travelling. This was considered a good offer to attract businesses to the area.

The volume of traffic and the scale of operations in relation to the Masterplan proposals was queried. RAL confirmed that the airport would not be accommodating jet aircraft, due to the length of the runway, and the higher costs that would be required for air traffic control and fire cover. The market would continue to be turbo-prop aircraft serving the UK and near Europe and there were opportunities to expand the air taxi business. The airport would keep around the same market and potentially attract quieter aircraft. The general view from the group was that the noise/traffic associated with the airport was not that noticeable. Runway 02/20 would see a 30% increase in use. RAL challenged the view that suggested a poor safety record at the airport. This was not borne out in records and there were strong safeguarding measures at the airport to ensure safety. It was noted that Rochester Airport had recently been awarded Best Aerodrome of the Year.

Traffic concerns had been raised by local residents and they sought opportunities to improve roads, particularly the B2097. It was noted that there were often speeding issues on the B2097, and that there can be an issue with lorry access on Lankester Parker Road, particularly in association with traffic for the Temple. It can be difficult exiting the industrial estate at the end of a working evening. This was also an issue on the A229, exiting from the Innovation Centre.

The impact of further pilot training on traffic levels was queried. This would be limited and involve small numbers of vehicles. There could be some impact with increased traffic at weekends related to heritage/visitor activities at MAPS. There was greater potential for training operations at Rochester now, given that Biggin Hill was developing as a business jet base, and Southend had increased its passenger operations with Easy Jet. A hard runway was needed for commercial pilot training. RAL is working with Universities locally with potential for further business developments.

There was seen to be a limited supply of quality and flexible commercial space in Medway, and businesses were interested in establishing/expanding in the local area. It was also difficult to find suitable warehousing sites. Businesses want freehold sites, but they are not available. Laker Road was considered a good location, close to the airport and M2. There are not many sites with good motorway access. There were also good links to London by train. The issue of the time taken to exit the airport/MIC site at peak times onto the A229 could impact on the perceptions of accessibility. It was important that the proposed development does not create congestion for existing and new businesses.

It was considered that the reference to the airport in the name of the industrial estate was an enhancement to businesses. There were seen to be opportunities for airside businesses with access to the airport.

Were there any learning opportunities from Manston's experience? It was RAL's view that it was correct to keep Rochester airport's operations and business mix as existing. Southend Airport has ejected a number of flying schools to accommodate EasyJet.

There is demand from young people in local education and training for higher quality jobs locally. The Medway Innovation Centre is now fully occupied with a waiting list with much interest for more space here. There is a clear demand for small offices on a flexible and serviced basis. The MIC had a significant impact on GVA, with some businesses working on high tech products. Some companies are expanding and moving on

The differentiation of the airport site as a business location was linked to the quality of transport, location, skills and quality of building. A key issue for land disposal was to have a list of potential clients with an interest in the site.

Key messages:

- Interest in good quality business location
- Support for links with airport
- Motorway access and airport location attraction
- Ensure congestion does not detract from accessibility
- Opportunities for further business development linked to airport operation.
- Potential for greater use of taxi services at airport by local businesses

Glossary

CAA	Civil Aviation Authority
MAPS	Medway Aircraft Preservation Society
SPD	Supplementary Planning Document

Rochester Airport Masterplan

January 2014

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The Vision

Rochester Airport and adjoining land will be developed as a strategic gateway and economic hub. The existing general aviation airport will be retained and improved and high value economic activities provided on surplus land to create skilled employment opportunities. This will capitalise on the presence of the existing BAE facility. An opportunity to enhance working aviation heritage facilities as a public visitor attraction will also be achieved. The open outlook provided by the airport will be retained and improved. Over the longer term reinvestment will be encouraged on the Laker Road and Airport industrial estates and other adjoining sites. This will establish Rochester Airport as an economic location of real significance and a model for the area.

1 Introduction

1.1 Rochester Airport is owned by Medway Council and is a vital part of Medway's future economic prosperity. The Council wants the airport and adjoining land to provide a strategic gateway to Medway and an economic hub. This hub will create skilled employment opportunities that will capitalise on the presence of the existing BAE facility, so establishing Rochester Airport as an economic location of real significance and a model for the area.

1.2 Medway Council is committed to retaining and improving the airport. The airport's facilities are nearing the end of their economic lives, and investment is needed to secure the airport's medium to long-term future. Medway has developed a strategy of making the airport 'smaller but better' with improved facilities for users and visitors. The main change will be removing one of the two grass runways, and constructing a new hard-surfaced runway and parallel grass runway on the alignment of the existing 02/20 runway. The proposed changes are explained in more detail in chapter 2.

1.3 These changes will free up land for employment-led development next to the airport. New development provides the opportunity to:

- meet Medway Council's aspirations for the area by creating a hub for knowledge-based employment; and
- release value from Council-owned land, so helping to fund improvements to the airport.

1.4 In addition to new employment, the development of the area will:

- enhance working aviation heritage facilities as a public visitor attraction;
- retain the open outlook westwards across the airport; and
- over the longer term, encourage reinvestment on the Laker Road and Airport industrial estates.

1.5 Whilst there are planning policies identifying the area as a hub for high quality employment, there are no specific policies that protect the airport. This document is intended to set out clear policies for both the airport and the surrounding area by providing a masterplan. It has been subject to public consultation and Sustainability Appraisal, and so has followed appropriate planning procedures for the masterplan to be given significant planning weight.



Figure 1.1: Location of the masterplan area

1.6 This document provides guidance on the principles of development, including land uses, access and building heights. However, as it is a masterplan for the long-term, it does not dictate the detail of exactly what buildings will look like and where they will be located. This level of detail will be set out in planning applications that come forward after this masterplan is adopted.

1.7 Planning applications that come forward in the future will be required to clearly explain the impacts of environmental issues such as traffic generation and noise, and how the proposals will address any impacts. Local people will be consulted on any planning applications.

2 The future of the airport



Figure 2.1: Extract from Medway public information leaflet, December 2012

Introduction

2.1 First established in 1933, the Rochester Airport site is owned by Medway Council and has been leased since 2000 to an airport operator - Rochester Airport Limited (RAL). Many of the buildings and facilities on the airport are reaching the end of their useful life. This means that Medway needs to consider how to safeguard the important aviation activity that happens at the airport and help improve community access to this unique facility.

2.2 Rochester Airport is important to many people living in Medway and is something that Medway Council has committed to securing a long-term future for. The Council has been working for a number of years to identify a financially viable way to protect the airport and provide greater public access for aviation and heritage/leisure use.

2.3 Working with airport specialists and neighbouring businesses including BAE Systems, the Council has evaluated a number of different options for the future of Rochester Airport. The proposals shown in Figure 2.1 above show Medway's preferred approach to improving the airport. This was set out in a leaflet that was circulated to local people in December 2012.

2.4 Following on from the publication of the leaflet, Medway has worked to safeguard the future of the airport by:

- completing a process of inviting tenders for an airport operator to work in partnership with the Council to carry out improvements to the airport, and to manage it long-term. RAL has been selected as the preferred operator, and is working closely with Medway to develop detailed plans for the airport; and
- producing this masterplan to provide a clear vision for the future of the airport area.

The proposals for the airport

2.5 This masterplan is not intended to provide a detailed masterplan for the future development of the airport. Instead, it sets out broad principles for the airport and the areas next to it. These broad principles provide a balance between certainty as to what will happen and flexibility to allow for detailed design decisions to be made later. However, improving the airport will involve:

- major improvements to existing airport facilities on their current location on the airfield;
- better public access to the site for heritage, leisure and tourism;
- a new permanent home for the nationally recognised Medway Aircraft Preservation Society (MAPS);
- creation of new parallel paved and grass runways to replace the existing 02/20 grass runway, as well as improvements to navigation aids and outdated facilities; and
- closure of the old 16/34 grass runway.

2.6 The benefits of these improvements will include:

- safeguarding Rochester Airport as a 'smaller but better' sustainable airport with improved facilities for Medway residents and visitors;
- releasing new land for job creation - with the potential to eventually create up to 1,000 new skilled jobs;
- providing a new aviation heritage attraction to encourage more visitors to Medway;
- preserving the existing green view of the airport from Maidstone Road, as well as reducing aircraft noise around the airport through the use of a paved runway; and
- creating opportunities to attract private sector investment into Rochester Airport by offering a 25 year lease alongside a Council contribution to the overall development.

Consultation

Process

2.7 The Council sought to carry out broad consultation in the development of the Masterplan for Rochester Airport. This included wide publicity on the proposals to consider changes at land at and around the airport from late 2012. An initial consultation was held in Spring 2013 to discuss the emerging plan and issues with residents and wider stakeholders. Details of this first stage of consultation have been published in a Consultation Feedback Analysis Report¹

2.8 A formal consultation was held from 22 July to 20 September 2013. This was carried out in line with the Council's Statement of Community Involvement that sets out the standards by which consultation on planning policy are conducted. The length of the formal consultation made allowance for the summer period, by extending the time in which people could make responses. The Council sent a leaflet to 7300 households and businesses in the local area outlining the Masterplan proposals and encouraging people to respond to the consultation.

2.9 The consultation sought to provide a range of options in how people could respond.

2.10 Medway Council officers and representatives of Rochester Airport Limited staffed an exhibition held over two days on 22 and 23 July 2013 at Medway Innovation Centre. The venue was selected for its proximity to the airport, and therefore convenience for local people. 222 people attended the exhibition. Consultation feedback forms and copies of the proposals were available for visitors at the exhibitions. The exhibition display panels remained on display at the Innovation Centre for the duration of the consultation period.

2.11 Information on the proposals and the draft Masterplan were published on the Council's website. People were able to submit comments on line. Copies of the Masterplan were available to view at each library in Medway, and at the reception desk at the Council's offices at Gun Wharf.

2.12 Statutory organisations, neighbouring Councils, parish Councils, interest groups, and businesses were notified of the consultation on the Masterplan and invited to make their comments. A focus group was organised to seek the views of businesses on the proposals, as part of the consultation process.

1 www.medway.gov.uk/rochesterairport

Responses

2.13 The Council received 908 responses to the consultation held from 22 July to 20 September 2013. The majority of the responses (over 80%) were received in association with a campaign set up to object to the Masterplan proposals. Just under 80% of all responses were strongly opposed to the Masterplan, reflecting the high proportion of replies submitted in support of the campaign against the Masterplan. In considering the responses received independently, more mixed views are seen, with a small majority in support of the Masterplan.

2.14 90% of the responses received were from local residents. 3% were submitted by businesses, and 7% from others, including statutory organisations invited to make comments on the consultation. Many of the local residents lived in locations directly under the flight path connected to the runway 02/20, which would see an increase in use following the closure of runway 16/34.

2.15 The Council analysed the comments made in response to the consultation.

2.16 It is noted that the responses received to the formal consultation on the Masterplan from July to September showed a stronger objection to the proposals than the views expressed at the earlier stage. A number of people who had engaged in the Spring consultation chose not to participate again in the formal consultation process.

Concerns raised

2.17 Assessment of all the responses that raised concerns with the Masterplan identified a number of commonly recurrent matters:

- Increase in air traffic activity, associated with a commercialisation of the airport
- Noise, particularly in association with increased activity
- Increased risks to safety, particularly in relation to increased activity
- Road traffic impacts
- Specific aspects of the design components of the Masterplan
- Limited consideration of options for the site
- Negative impact on property values
- Use of public funding

2.18 In proposing changes to the Masterplan, respondents frequently asked for the Masterplan to be abandoned and for a new consultation to be carried out. With regard to the airport, some sought its closure, and

relocation of the facility or operations to another site. Others wished it to remain operating on its present arrangements.

Grounds of support

2.19 In reviewing the comments made in support of the Masterplan, there were also a number of common themes. These were:

- Securing the role of the airport as an important asset for Medway, supporting community services, recreational users and businesses.
- Much needed improvements to the infrastructure and facilities at the airport, including the benefits arising from a paved runway
- Promoting local heritage assets, particularly supporting the work of the Medway Aircraft Preservation Society
- Economic development and regeneration

2.20 The Council considered the concerns raised through the consultation and made a number of amendments to the draft masterplan:

- a reduction to the annual cap on aircraft movements and operating hours for flying at weekends
- further information on the anticipated markets from leisure, public service, training and commercial uses, including the restrictions on the type of aircraft that would be able to land at Rochester.
- additional information to clarify the distinctive characteristics and offer of the site for employment and aviation purposes
- higher promotion of the heritage value of the site, and its reflection in the marketing of the site for high quality employment
- greater consideration of the site's environmental and wider context, the need to protect key views, and residential amenity
- outline of the process for seeking planning permission, and other consents for development at the airport and employment land, including the areas in which detailed information will be provided, the consultation and assessment requirements.

2.21 More details on the consultation process, including full copies of the responses received and the Council's consideration of the issues raised are available on the Council's website.²

2 <http://democracy.medway.gov.uk/mgconvert2pdf.aspx?id=21903>

Key airport questions answered

2.22 Through consultation sessions, a number of questions were raised about the future operations of the airport, with people wanting to know the detail of the types of aircraft, numbers of flights as well as understanding where new facilities may go. As RAL is developing its plans for the future of the airport in parallel with the process of producing this masterplan, it is not possible to provide detailed information on the airport at this stage. However, improvements to the airport will need planning permission. Local residents and businesses will be consulted on the planning application and will have the opportunity to put forward views about the proposals.

2.23 However, it is possible to answer some of the questions raised by local people at this stage:

What kind of aircraft will use the airport? The type of aircraft are expected to remain similar to those that currently use the airport, with the airport's core business remaining as leisure flyers, along with helicopter and air taxi uses. It will not become a busy passenger or cargo airport as the runway is not long enough. Examples of aircraft are shown overleaf.

Will the airport be busier? Over the past ten years, the airport has handled an average of over 31,500 aircraft movements per year or 86 movements per day. This varies from year-to-year, and the variation is due to a number of factors - fluctuating demand for emergency services and how economic conditions affect leisure movements, for example. There are currently no restrictions on the number of movements. If planning permission is granted for the improvements, it is likely that a restriction on the number of movements to 40,000 per annum or an average of 109 per day is considered appropriate and in line with, but not exceeding, the airport's busiest years. The cap on movements would be subject to review to allow flexibility. This would be subject to evidenced data being provided by the operator to justify doing so. Consideration of the impact on local amenity would also need to be considered carefully. Careful monitoring will be in place to check the number of movements.

The paved runway will mean that - in the case of inclement weather - movements can be spread throughout the day rather than concentrated in 'weather windows'.

Will having just one runway reduce safety? The paved runway will improve safety - a grass runway is slippery when wet and can be boggy. Runway 02/20 is currently used for around 70 per cent of the time, as it has a better alignment in relation to wind direction than runway 16/34.

Civil Aviation Authority guidance confirms that a hard runway can increase safety. AIC (127/2006)³ issued by the CAA discusses aircraft performance. The document shows a comparison between grass and hard surfaced take offs, with planes on the latter needing 20-30% less runway and landing aircraft 15-35% less. By definition, if a departing aircraft needs less runway it will be higher at the boundary, which provides a positive safety message.

It is anticipated that less than 10 per cent of the time the airport will be unusable due to high crosswinds. Each aircraft (and some operators) has individual crosswind limits. It is down to the individual pilot or operator to assess wind conditions at the time of flight. This is one of the many calculations made by all pilots prior to getting in their aircraft. It has been assessed that the airport will lose far fewer flights to crosswinds than currently to unsuitable field conditions.

The airport operator has a very good safety record. Rochester Airport will continue to be licenced by the Civil Aviation Authority, who take matters of safety very seriously. The airport will be subject to full annual inspections and re-assessments. The development works to the airport will also be subject to CAA licensing review, in addition to the assessments made through the planning application process.

Will there be more noise? Having a paved runway means that aircraft will be able to accelerate more quickly than on grass and take off earlier, a view that is supported by the CAA and the General Aviation Safety Council. This means that they will have climbed much higher before they pass over homes near the airport - which will result in less noise than at present.

In addition, the number of aircraft movements will be restricted at the airport, to within levels recorded in previous years.

What about hours of operation? There are currently no restrictions on when the airport can be used. It is likely that a restriction will be imposed if planning permission is granted. RAL have suggested maximum core operating hours of 7:30 am to 7:30 pm during the week and 8.30am – 5.30pm at weekends. Aircraft based at Rochester will retain the right to operate up until dusk or 9.00 pm as now. Emergency services and military will be able to use the airport 24 hours per day (as is the case at present). This matter will be addressed through the planning application process.

3 <http://www.caa.co.uk/docs/33/20130121SSL07.pdf>

Will there be more road traffic to/from the airport?

Leisure road traffic at weekends and bank holidays may increase but it is not envisaged that this will increase substantially during the working week from current levels.

The Masterplan recognises the importance of careful planning for transport movements, in the context of the wider area. A traffic impact assessment will be carried out at the planning application stage, and further details for management schemes proposed. This approach has been supported in the consultation response made by the Highways Agency.

Will the airport transform into a commercial aviation facility? There are no plans to transform the facility into a commercial airport, with regular scheduled and/or chartered passenger flights. Currently the airport operations consist of a mix of operations, including:

Leisure aviation	Helicopter sightseeing (London and Kent), Private Pilots Licence training, Microlight, Autogyro, fixed wing light aircraft and helicopters.
Public Service	Police, Air ambulance, Medivac fixed wing, Network Rail, Royal Navy, Army and Royal Air Force. Operating on a 24/7 basis.
Training	Training for a one off experience or to qualify for a licence, Microlight, Autogyro, Fixed wing and Helicopters and any conversion of different types. Including advanced training to Commercial Pilots Licence.
Business	Small business and Charter flights (single or twin engine), Fixed wing or Helicopters. In bound from UK/Europe for day trips or longer.

The runway will not and cannot be extended due to the airport's physical size, therefore its length prohibits the landing and take-off of larger aircraft. The types of planes that currently use the airport and that will use it in the future will not increase in size.

Rochester Airport is currently a Category 2c code runway. It will change to a 2b code runway, which limits the type of non-military aircraft to the airport (CAA CAP168⁴ Chapter 3, pages 2 and 3). The runway's coding defines the width of the runway, and the types of planes accessing the airport based on wingspan and wheelspan.

What type of employment will be generated on the masterplan site? The airport's direct operations have the opportunity to protect current jobs and the potential to provide some new ones with the development of more modern and diverse facilities.

Within the airport operator's lease boundary, there is also a commitment and opportunity to create aviation related employment that could diversify and benefit the airport's traditional operations.

The airport site is very well placed to create higher value employment on the land that will be released for development at the south and north of the site with the closure of Runway 16/34. This is due to a number of factors,

Examples of smaller aircraft



Figure 2.2: Cessna C-180



Figure 2.3: Spitfire



Figure 2.4: Eurocopter EC-135

⁴ <http://www.caa.co.uk/docs/33/CAP168.PDF>

Examples of larger aircraft



Figure 2.5: Piper PA-42



Figure 2.6: Socata TBM-700



Figure 2.7: Cessna Caravan C-208

including its excellent accessibility, visibility, access to superfast broadband, hotel availability, and co-location with existing prominent employers such as BAE Systems, Aeromet and several businesses based at the Innovation Centre.

Working with local academia and existing employers provides an excellent opportunity to attract and grow a prominent industry sector that is rooted in Medway.

What are the future plans for enhancing heritage facilities at the airport? Rochester Airport is home to the valued Medway Aircraft Preservation Society (MAPS), which has an illustrious history of rebuilding historical aircraft. Many of these have seen service during World War II.

There is a clear opportunity to maximise the positive contribution that MAPS brings to the airport site with its redevelopment. There is potential to enhance its working infrastructure at a gateway point to the airport and therefore diversify the airport offer into the tourism and visitor market.

MAPS could also provide valuable training opportunities in engineering for young people in Medway – there are clear linkages with Medway’s engineering focussed University Technical College.

Are the airport’s development plans subject to planning consent? Planning consent for the airport’s development proposals will be required. There will be an initial screening of the potential environmental impacts. The planning process may involve more than one planning application, with outline consent sought for an overall masterplan and detailed planning applications to follow for specific aspects of proposed development. The applications will be submitted with evidence and information on a number of technical matters. These include a range of environmental and amenity impacts, air quality, pollution, noise, ecology, landscape, flood risk and drainage, infrastructure and services, heritage, safety, details of operations, transport and traffic impact assessments, topographical and structural surveys as required, an economic statement.

Any planning application formally submitted will be consulted upon in accordance with the Council’s adopted consultation procedures. This will include statutory consultees and local residents and businesses. Given the nature of the development, the applicant will be expected to arrange public consultation on the proposals prior to the submission of a planning application. All material planning considerations raised as a result of representations received will be considered in the processing of the planning application.

In addition to the planning application process, the airport operator will need to seek licensing consents from the Civil Aviation Authority.

3 The masterplan area



Figure 3.1 Aerial view

Introduction

3.1 This chapter provides a description of the area covered by this masterplan and the technical issues that the masterplan will need to address. The chapter is organised under the following headings:

- land ownership;
- urban design;
- engineering and environmental issues; and
- safeguarding.

Land ownership

3.2 Creating one parallel runway opens up land surrounding the improved airport for development. The masterplan area encompasses several areas of land around the airport, and these are shown in Figs 3.1 and 3.2.

- A** Land currently occupied by part of the 16/34 runway.
- B** Land on a long lease to BAE Systems, partly used by BAE Systems for car parking.
- C** The Innovation Centre - there may be opportunities to extend this successful business location.
- D** Vacant land to the south of the Innovation Centre owned by Medway Council.
- E** Woolmans Wood Caravan Park. This is in private ownership.
- F** Potential for some new development within the airport area beyond its operational facilities, mainly providing new heritage facilities for the Medway Aircraft Preservation Society.

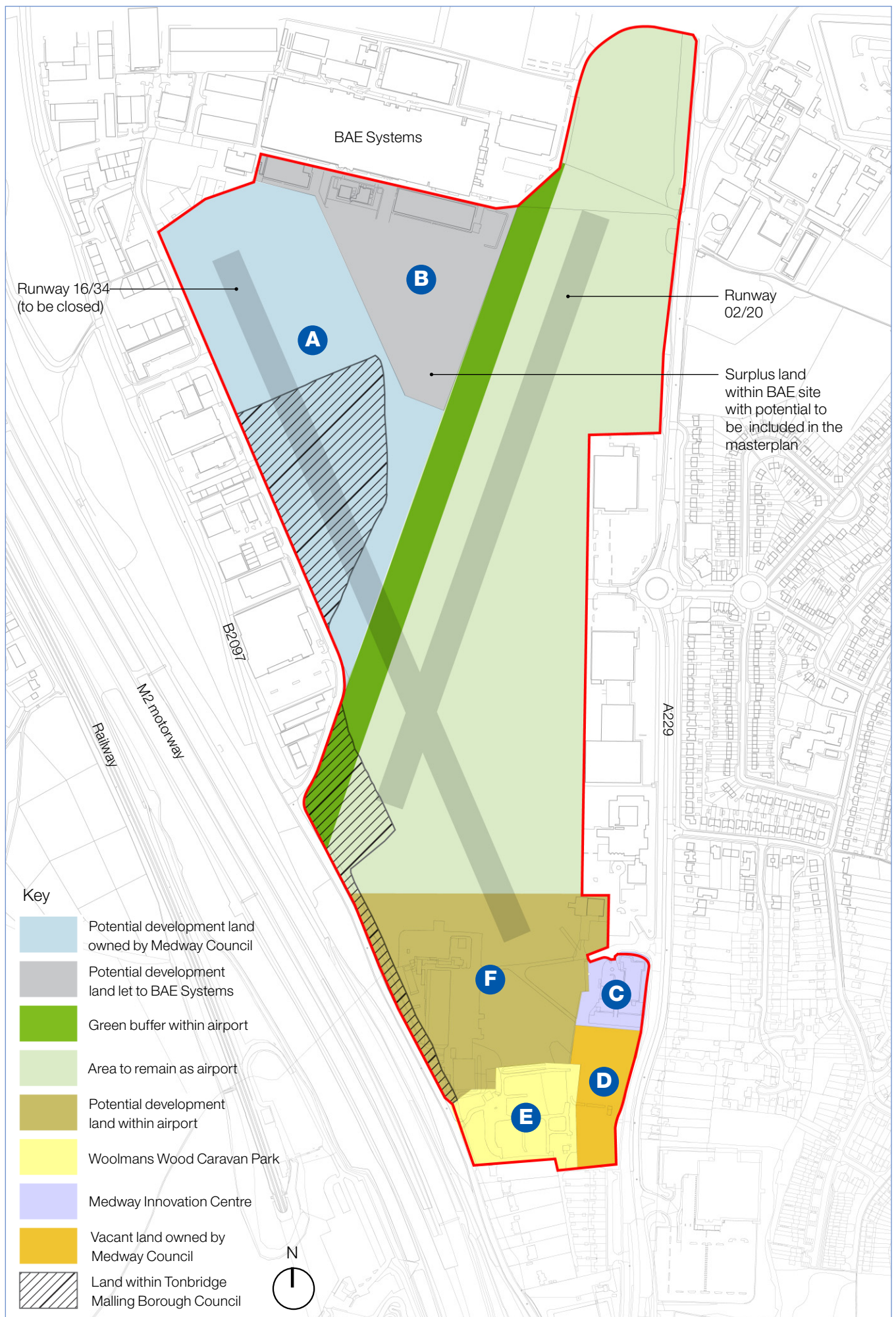


Figure 3.2: Plan showing the masterplan area

Urban design

3.3 It is important to understand the character of the masterplan area and its immediate context. This helps to guide the masterplan - are there areas where character is special and needs to be preserved? Is there an opportunity to improve the character of the area through new high quality development? Are there opportunities to improve the quality of the existing employment areas over time, so that the area as a whole is improved?

3.4 How the masterplan area connects with the local area is also important - where can vehicular access be provided? Where do pedestrians need to get to?

3.5 This urban design section addresses these two issues: character and access.



1: BAE Systems

- Mixture of industrial sheds and office accommodation.
- Between one and five storeys.
- Surrounded by perimeter fence. No public access in to or through this area.
- No uniformity between building styles and ages, varying heights, between one and five storeys.



2: Horsted Retail Park

- Double height retail units with parking - set back from Maidstone Road, Chatham.
- Holiday Inn Hotel - low rise between one and three storeys- separate access from retail units.
- Frontages vary - central part fronts on to A229 and forms relatively strong relationship with road.



3: Airport

- Varied accommodation including: 2 Hangars, Flight School, Aircraft Preservation Society, gun club, cafe, control tower, museum, function room.
- Some accommodation in poor condition and in need of replacement.
- Two grass runways.



4: Laker Road Industrial Estate

- Variety of varying office and industrial/ manufacturing uses. No frontage to B2097.
- Accessed along Laker Road.
- No uniformity in building types, materials, heights or forms.
- Frontages along Laker Road are not uniform a - variety of fronts and backs overlook the airfield. This gives a somewhat untidy appearance.





5: Rochester Airport Industrial Estate

- Variety of building types including offices and industrial. Some leisure and retail uses along B2097 (above). More formal frontage makes this part of the site seem more organised.
- No uniformity in building types, materials, heights or forms - results in a somewhat untidy appearance.



6: Southern area

- Heavily treed Woolmans Wood has 'private' character with limited views from outside the site.
- Vacant land presents unattractive frontage to the A229.

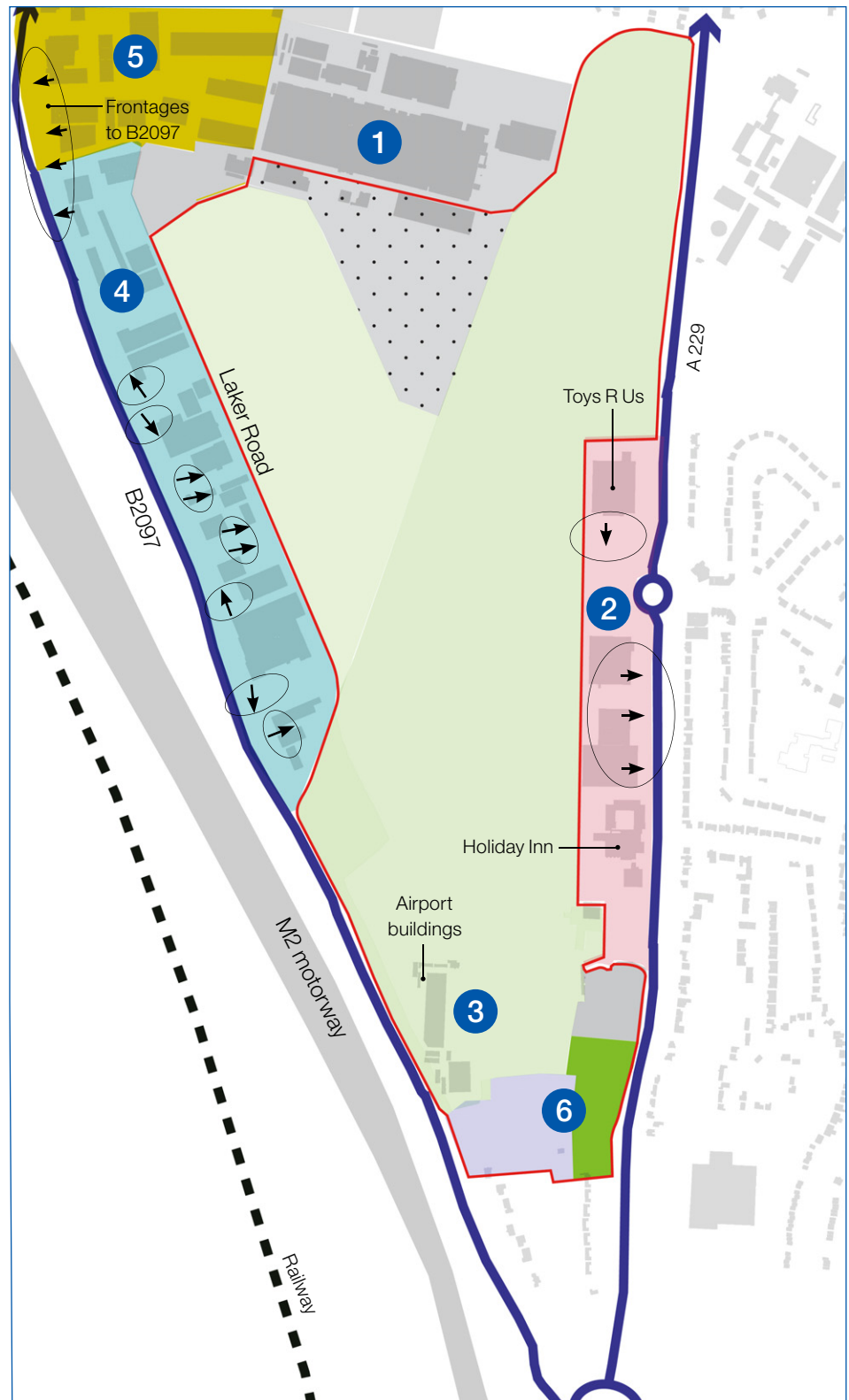


Figure 3.3: Plan showing character areas

Access and circulation: urban design issues

3.6 In its wider context, the site is well-connected to the road network. However, access onto the airport is limited. The main access is from the Maidstone Road, Chatham, which is poorly signed and is shared with a hotel at the southern end of the airport's eastern boundary and Medway's Innovation Centre, the latter of which hosts in excess of 250 jobs. The main access becomes busy at rush hour times and can cause delays to vehicles leaving the site.

3.7 As the main airport accommodation is located on the southwestern side of the field, access to this area is taken close to the southern end of runway 16/34. As this is crossed by aircraft, the road is controlled by a traffic light system operated from the control tower. Queues can build up here when there is a high level of runway usage. Emergency access points are located at the southwestern, eastern and western boundaries.

3.8 The aim of the masterplan is to deliver new employment-led development that can meet Medway's aspirations for high quality jobs, along with improved access to the airport facilities, particularly those to which the public wish to gain access (such as MAPS). An essential part of the masterplanning process is therefore to create high quality, legible access points (or 'gateways') to the new development. The site is challenging in this regard. Figure 3.4 opposite highlights the key opportunities, and these are:

- **8:** the existing primary access to the airport from the A229;
- **4:** from the southern corner of Laker Road, which has the advantage of taking drivers straight into the development area; and
- **3:** direct access via Lankester Parker Road.



1: Entrance to Rochester Airport Industrial Estate

- No access to development land and no visual connection with airfield.



2: Entrance to Rochester Airport Industrial Estate

- No access to development land - potential to connect to Laker Road?



3: Entrance to Laker Road Industrial Estate

- Public access to industrial and business space along Laker Road.
- Visual connection to airfield.



4: Entrance to Laker Road Industrial Estate

- Visual connection to airfield, although obstructed by trees.
- Potential to develop buildings as gateway.



5: Airport (back door)

- Not currently legible as a point of entry.



6: Entrance to caravan park

- Secluded entry point amongst heavy planting.



7: Entrance to freehold development land (not used)



8: Primary access

- Innovation Centre naturally marks entry.
- Access from A229 Road is difficult.
- Visual connection to the airport is weak.



9: Marconi Way

- Public access to existing park and ride.
- Access to BAE Site (private /secure only).
- No access to airfield currently.



Horsted Retail Park

- Serves retail units.
- Visual connections with airfield.
- No potential for vehicular access to airport land.

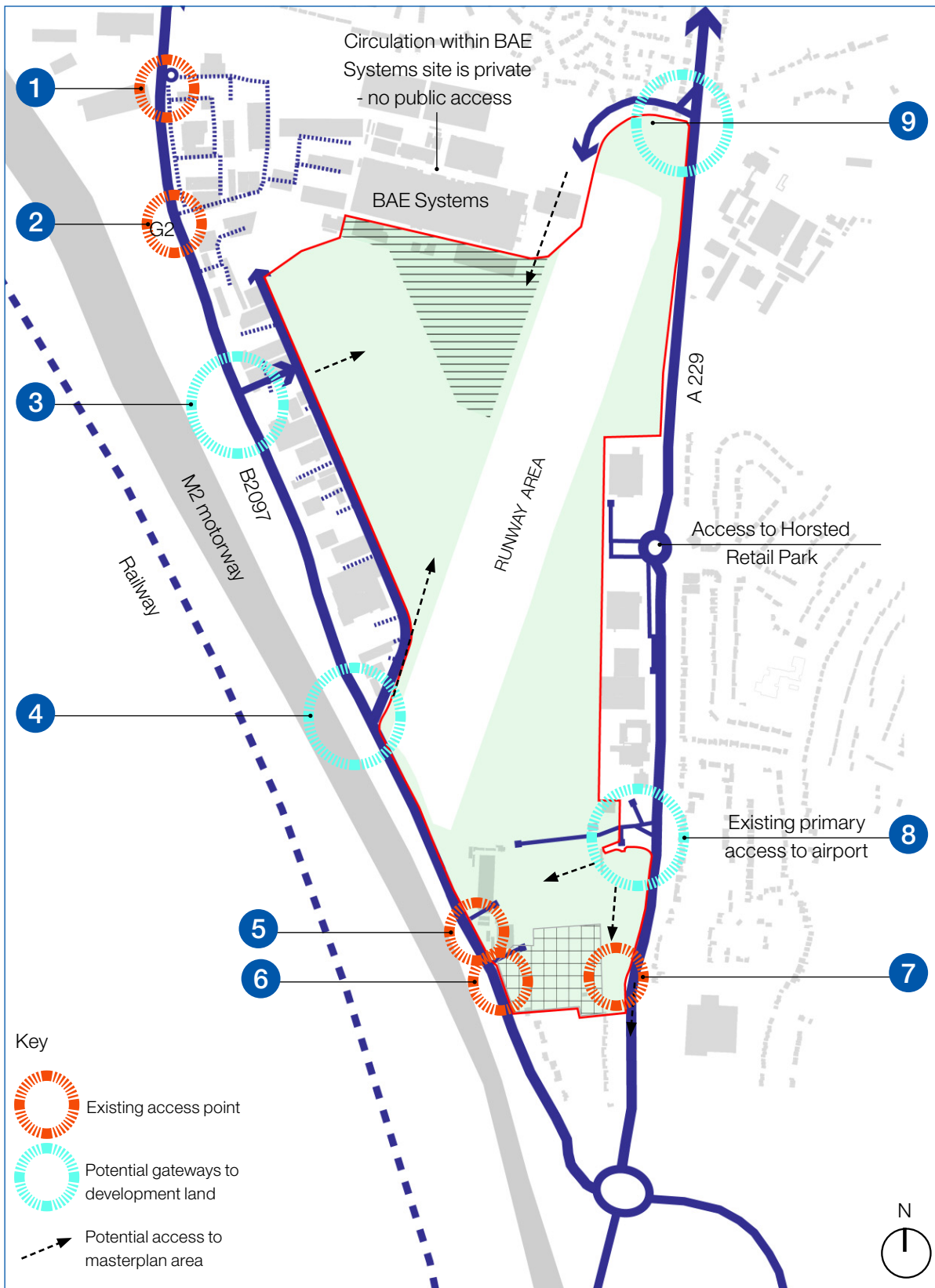


Figure 3.4: Access and circulation plan

Engineering and environmental issues

3.9 The key engineering and environmental issues considered at this high-level masterplanning stage are:

- access and circulation: technical issues;
- site history, and in particular the potential for ground contamination, unexploded ordnance and underground features from the Second World War; and
- ecology, trees and landscape.

3.10 Noise has been considered in relation of the proposed uses - that is, checking that employment, hotel and cafe/restaurant uses and the airport are compatible. Detailed technical issues, including noise, will be considered at planning application stage.

Access and circulation: technical issues

3.11 **Existing road network:** The masterplan area is bounded by the A229 Maidstone Road to the east and the B2097 Rochester Road to the west. These roads meet to the south of the site at the Bridgewood roundabout interchange with the A229 continuing to the south via a grade-separated flyover and a signalised roundabout giving access to the B2097 and the A2045 Walderslade Woods which runs to the south and east of the junction.

3.12 To the south of the Bridgewood roundabout is another grade-separated junction which connects the A229 to the link road leading east to the M2 motorway. The M2 grade separated interchange also gives access to the A2045 to the east meaning that there is some route choice available for drivers travelling between the A229, M2 and A2045.

3.13 Towards the north, the B2097 Rochester Road, Rochester becomes the B2097 Maidstone Road, Chatham as it approaches Rochester town centre. The A229 Maidstone Road continues north and meets the Horsted Gyratory where the A229 City Way continues north to Rochester town centre and the A230 Maidstone Road, Chatham continues northeast to Chatham town centre.

3.14 **Walking and cycling:** The majority of the existing pedestrian and cycle facilities are to the east of the airport with limited facilities in the vicinity of the B2097. There are no footways on a section of the B2097 to the south of Laker Road. Existing pedestrian facilities include a signalised crossing on the A229 providing access to the Davis Estate

area and southbound bus stops on Maidstone Road. There is a cycle route along the A229 consisting of both on-street and off-street paths. This route connects the Walderslade area with Rochester town centre.

3.15 **Public transport:** The area is served by a number of bus routes, primarily service 101 which runs via the A229 to Maidstone in one direction and Chatham and Gillingham in the other direction. In addition to this route there is service 185 which runs between Chatham and Lordwood and Walderslade. On the western side of the site, service 142 operates via Warren Wood between Blue Bell Hill village and Rochester and Chatham.

	Peak	Daytime	Evening
101	4 per hour	4 per hour	1/2 hourly / hourly
185	hourly	hourly	-
142	-	hourly	-

Table 3.1: Weekday frequency of local bus services

3.16 Most buses used on the 101 carry a distinctive colour scheme to create awareness of the frequent service. The 101 buses are fully accessible with ramps at the entrance to allow those in wheelchairs to board and alight with ease. The buses are fitted with free Wi-Fi capability.

3.17 The bus stops closest to the Innovation Centre are located adjacent to and opposite the Holiday Inn. Facilities comprise only a bus stop flag on the southbound stop and a bus stop flag and shelter with seating on the northbound stop. The southbound stop is accessible via the signalised pedestrian crossing further to the north across the A229.

3.18 **Potential transport improvements:** The location of the site means that it is most accessible by private car. Whilst there are opportunities for improvements to walking, cycling and public transport, a key consideration is the operation of major junctions in the local area. The key junctions are:

Horsted Gyratory: Medway Council has developed a three mini-roundabout improvement scheme. This is being tested and the geometric layout fine-tuned. There may be a need to explore traffic lights to assist:

- BAE traffic exiting the site in a southbound direction, although major delays have not been observed; and
- egress from the proposed new fire station which is to be located at the currently disused park and ride site.

The potential for safeguarding a strip of land around the airport boundary for any future highway improvements / pedestrian or cycleway should be explored.

Retail Park access: At busy times there is sometimes congestion within the retail park which can block back to the main road. Similarly there were times when exiting the retail park was thought to be difficult. The roundabout takes a lot of Asda traffic with traffic approaching Asda from the south having to make a u-turn at this roundabout. The same applies to traffic heading south from the Innovation Centre / hotel. There are proposals for a new Asda at Chatham Docks which is likely to change the catchment area of this store and may have the effect of reducing traffic on this section of the road network.

Innovation Centre / Hotel access: This is currently a left-in / left-out junction. There is potential for fully signalised 'all-movements' junction, which could relieve the retail park junction by also taking the u-turning Asda traffic. This masterplan recommends that this is explored at detailed design stage.

Bridgewood Roundabout: No issues were identified in terms of capacity or operation of this junction. This junction was not included in the Highways Agency study of the M2 junction as it was not deemed to interact with the roundabouts or traffic signal junctions leading to the motorway. There is potential that, if required, there was room to further increase capacity at the roundabout by adding flares/lanes.

3.19 Overall, whilst there are some existing issues of congestion, there would appear to be opportunities to improve capacity.

3.20 The majority of new development is proposed on the western side of the site, where access by public transport and walking and cycling is currently poor. There is an opportunity to work with the operator to improve the 142 bus service. This service currently diverts into Laker Road, where there are stops but no shelters. Opportunities could include improving the frequency of services, improving bus shelters and routing the bus through the new development area.

3.21 There are limited opportunities to improve pedestrian and cycle access along the B2097 south of Stoney Lane. However, there is an opportunity for this masterplan to provide a pedestrian / cycle route along Laker Road. This could then be linked to pedestrian / cycle improvements to the B2097, to the north of the masterplan area.

3.22 Should the Marconi Way access road be improved in the future, there is an opportunity to incorporate better pedestrian / cycle access into this.

3.23 Individual planning applications that come forward in line with this masterplan will need to include a Transport Assessment (TA) and provide improvements, if required. This assessment will include consideration of the impact of the development on the strategic road network, and particularly Junction 3 of the M2.

Site history and ground conditions

3.24 The 1938/39 maps show the airport and buildings. These consisted of hangars and a flying training school were constructed in this period. The Shorts Brothers factory is not shown at the northern end of the site although the three main hangars were constructed in this period for the manufacture of Shorts Stirling Bombers, it was normal not to identify military targets on the 1930's OS series maps. Also built at this period was the Pobjoys factory towards the northwest corner of the BAE site.

3.25 Little development of the airfield is shown post-war until the addition of a new hangar at the southern end of the site between 1990 and 2002. The BAE works to the north of the site grew progressively post war. The only other significant change to the site is the construction of the Rochester Airport Industrial Estate to the West and recent construction of the Innovation Centre in the Southeast corner.

3.26 The site was a major strategic target in World War Two and was bombed three times in August 1940 leading to extensive damage of the Shorts factory at the northern edge of the site. A plan has been obtained showing the location of bombs but no information has been obtained indicating that there are any known unexploded bombs. Any development will require appropriate risk assessment as there is clearly a residual risk.

3.27 The site is recorded as having been mined with pipe mines (Source: Brief History of Rochester Airport by Preston and Moulton; October 1992). These were long pipes laid transversely under runways and filled with explosives. Designed to deny the runways in the event of invasion, they were reported as having been removed but caution needs to be taken. There are at least two other sites in the UK where residual live pipemines have been located needing removal and suitable precautions need to be taken in any development to ensure that all mines have been removed.

3.28 There is generally a higher risk of contamination in areas of World War Two usage particularly the old fuel filling point and ARP shelters. Asbestos is likely to be found locally in made ground. It is likely that low level Radium 226 contamination could be found on site in areas of old incineration. Radium 226 is typically found in luminescent paint on old aircraft dials. Investigations will be required and remediation may be needed as part of any development.

3.29 Generally it is not expected that the site will contain extensive obstructions and ground bearing on the head or underlying chalk should be adequate for normal foundations. There are reports about underground solution features which should be considered by developers.

Ecology, trees and landscape

3.30 There is no ancient woodland within the masterplan area and no rare plant species. Some of the trees within Woolmans Wood Caravan Park are subject to Tree Preservation Orders (TPOs). Any masterplan should aim to retain these trees and, if any are required to be removed, replace them with appropriate species elsewhere on the site. The wooded character of this part of the masterplan area must be maintained.

3.31 Peters Pit Special Area of Conservation (SAC) covers an area of 70 acres (28.3 hectares) and is located approximately 1.8 miles (3km) to the south-west of the masterplan area. It is designated on the basis that large great crested newt populations have been recorded breeding here. There are two Sites of Special Scientific Interest (SSSI) reasonably close to the masterplan area. These are:

- Wouldham to Delting Escarpment (SSSI) covers 768 acres (311 hectares) and lies approximately 1 mile (1.5km) south west from the site.
- Halling to Trottiscliffe Escarpment SSSI covers 1,494 acres (605 hectares) and lies approximately 2.8 miles (4.5km) north west of the site.

3.32 Local Nature Reserves (LNRs) that lie within the vicinity of the site include Baty's Marsh 26 acres (10.4 hectares) and is located approximately 1.5 miles (2.5km) north of the site, and Boxley Warren 205 acres (83 hectares) is located approximately 1.8 miles (3km) south of the site.

3.33 Development of the masterplan is unlikely to impact upon these designated sites due to the distances and barriers (major roads and the railway) that exist between the site and these areas, which mean that accessing these sites is difficult.

3.34 The airport is an elevated site, making it prominent from a distance. The Kent Downs Area of Outstanding Natural Beauty is on the flight path of the airport. Any intensification of use of the airport will therefore have some impact on the tranquillity of the AONB to the west and south of the site. The impact of the height of new buildings on views out of the AONB should be taken into account at the planning applications stage.

3.35 The airport site is close to residential and commercial areas. There are valued local views across the open frontage on the northern part of the airport's boundary with the A229, providing wider views to the setting of the Kent Downs AONB to the south west.

Safeguarding

3.36 The height of any proposed development must take account of a continued use of the airport as an operational airfield.

3.37 In 2012 Medway Council and BAE Systems appointed TPS to carry out an option study to study potential aerodrome layouts to enhance the viability of Rochester Airport.

3.38 This study developed the Council's intentions to close runway 16/34 and the construction of a paved runway. Two layout options were presented, one on the existing runway alignment and the other on an alignment which is slightly rotated relative to the existing.

3.39 The cost difference between the two options was very little and both had both advantages and disadvantages. Although the rotated option made better use of the shape of the airfield and provided longer runways with fewer obstacles, it required changes to aircraft routes, which may be difficult to achieve. The existing runway alignment option released substantially more land in the vicinity of the Innovation Centre. This masterplan is based on the existing runway alignment - the precise alignment will be the subject of agreement with the operator, but it is expected to be broadly as set out by TPS.

3.40 TPS's study provides 'safeguarding' plans which define the areas of land that may be released for development and the maximum height of buildings and other structures that may be accommodated. Figure 3.5 opposite provides a simplified version of TPS's safeguarding plan, showing the developable areas as being defined by the five metre height contour, with permissible height increasing with distance from the runways.

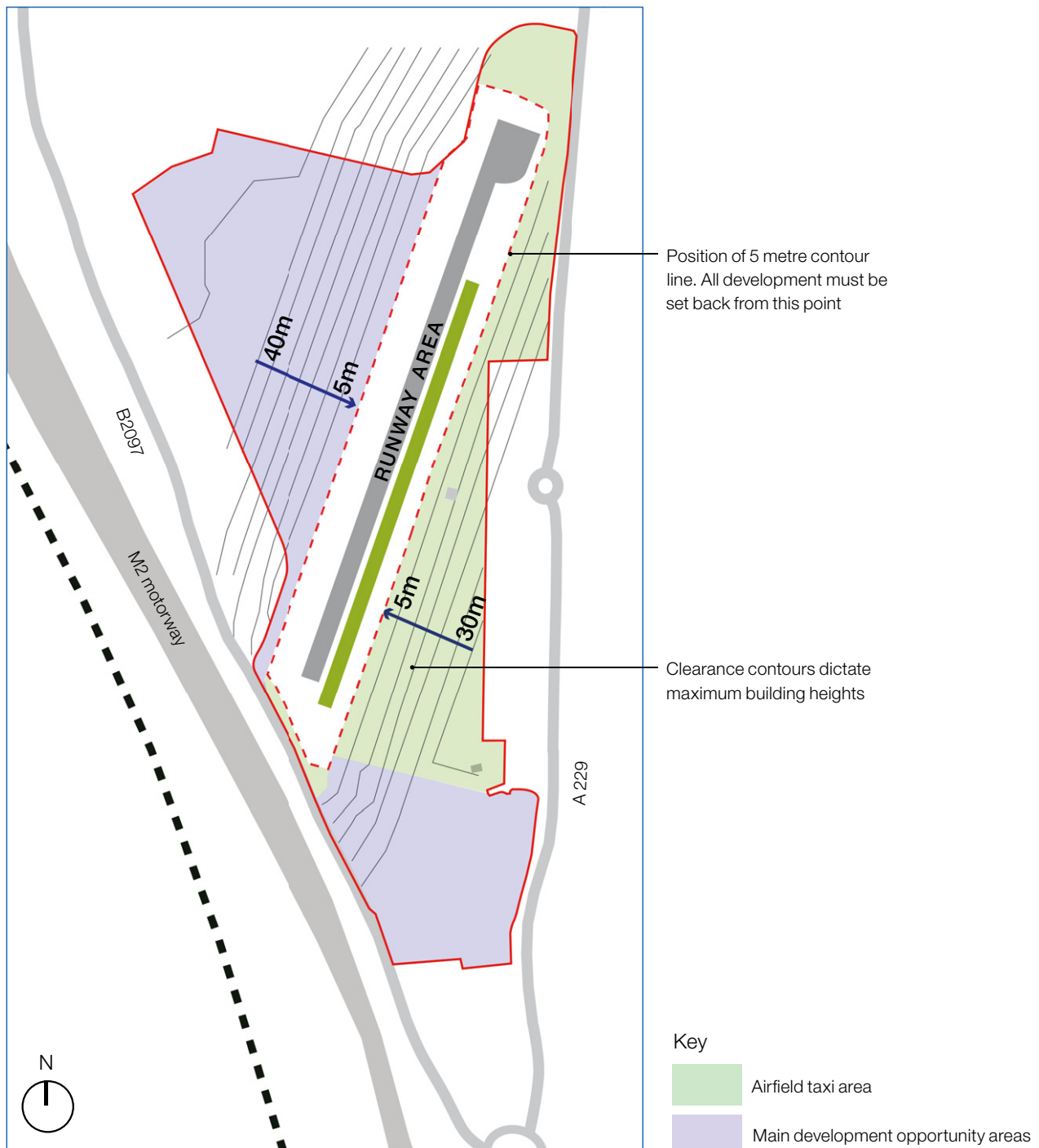


Figure 3.5: Safeguarding showing developable areas

4 Policy context

Introduction

4.1 The planning authorities for the airport are Medway Council and Tonbridge and Malling Borough Council (TMBC). As landowner, Medway liaises closely with TMBC on airport-related issues. The planning policy context for the masterplan area is set by:

- the National Planning Policy Framework (NPPF);
- the saved policies of the Medway Local Plan (2003);
- the Tonbridge and Malling Council Core Strategy (2007); and
- the Tonbridge and Malling Development Land Allocations DPD (2008).

4.2 In addition, the following documents are of relevance to the masterplan:

- the Medway Economic Development Strategy for 2009 – 2012; and
- the Medway Employment Land Review Consolidation Study 2010.

4.3 In late 2013, Medway Council had to withdraw a well advanced draft Core Strategy from the Examination process. This resulted from a decision to designate a Site of Special Scientific Interest on land proposed for strategic development in the draft plan. The draft policies therefore have no planning status. However the policy framework that was emerging through the Core Strategy process expressed the Council's vision for the Rochester Airport site.

Economic development

4.4 The Medway Sustainable Community Strategy, 2010-2026¹, set as economic development as one of its key ambitions: 'Medway to have a thriving, diverse and sustainable economy matched by an appropriately skilled workforce and supported by a higher and further education centre of excellence'. Actions to achieve this ambition include a focus on sector development and ensuring the

availability of employment space. The Rochester Airport site contributes to these activities.

4.5 The work that was carried out for the production of the Core Strategy entailed assessments of employment land supply and need in Medway. This analysis was used to inform the development of policies. Through this work on the evidence base, the Council confirmed the importance of the Rochester Airport site as a location for quality employment. This recognised the specific local opportunities generated by the presence of BAE Systems at this site, and particularly for development of a technology and knowledge based cluster of operations of considerable significance.

4.6 The Council's approach to the Rochester Airport site accords with the NPPF in relation to building a strong, competitive economy, particularly:

- the requirement in paragraph 20 for local planning authorities to plan proactively to meet the development needs of business and support an economy fit for the 21st century; and
- the requirements in paragraph 22 to: set out a clear economic vision and strategy: identify strategic sites for local and inward investment to meet anticipated needs over the plan period; and plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries.

4.7 The Medway Employment Land Review Consolidation Study identifies the amount of land and floorspace required to provide for 21,500 jobs up to 2026. This work is to be reviewed as part of the evidence base for a new local plan. For the moment, the requirements for the 'M2 Access Sub Area' are set out as 183,747 square metres (sqm) on 32.25 hectares of land. There is sufficient floorspace overall to meet the identified employment requirements. However, within the M2 Access Sub Area there is a deficit of potential employment land of some 134,000 sqm. From a planning perspective, therefore, land at Rochester airfield is important to meeting the M2 Sub Area's need for employment land.

4.8 Medway Council's Economic Development Strategy 2009-12 sets out its ambition, vision and strategic priorities for Medway's economic growth. Rochester Airport's future development accords directly with several of Medway's strategic economic priorities:

1 http://www.medway.gov.uk/pdf/sustainable_com_strategy_web.pdf

SP1 – sector development: This priority highlights a need to “*explore opportunities for inward investment that play to the area’s particular strengths...*” and also “*promote sector-specific interests in relation to other priorities, not least Skills Development and Employment Space*”.

4.9 Particular strengths at Rochester Airfield include BAE Systems and the Innovation Centre. The potential for opportunities for growth that relate to these two existing uses are explored in the property market chapter of this report.

SP2 and SP3 – skills development / higher education: These strategic priorities identify specific actions to “*link skills development with proposed physical developments and related short and longer term job opportunities*”, and to “*Encourage much higher numbers of graduates to stay within the area, whether to establish businesses or seek employment*”.

4.10 Development of new commercial infrastructure aimed at producing goods and services that demand higher levels of skills will increase the opportunity to retain locally trained graduates from Medway’s universities and Mid Kent College. A flexible masterplan can set a framework for a range of opportunities, including a mix of commercial and potentially some educational development.

SP4 – employment space: This strategic priority directly identifies Rochester Airport for future development consideration, recommending that an appraisal of the airfield and neighbouring sites is undertaken to identify any additional opportunities for employment space that do not prevent aviation use and are complementary to existing co-located businesses. This masterplan study provides this appraisal.

4.11 Tonbridge and Malling planning policy does not include specific policies relating to the airport. In terms of employment, the borough’s Employment Land Review indicates that:

- B1 office requirements are expected to increase, but existing supply already exceeds this need (although this is concentrated at Kings Hill);
- B2 requirement are set to decline, and there will be surplus of land for this sector across the borough; and

- requirements for B8 are expected to increase. However, this is expected to be accommodated on existing sites that become vacant as B2 demand decreases.

4.12 The main thrust of Tonbridge and Malling employment-related planning policy is therefore around retaining existing employment sites. The Laker Road Estate is identified on the Proposals Map as Safeguarded Employment Land. Those areas of the airport falling within TMBC’s area are identified as ‘Urban Areas’ - Policy CP11 of the Core Strategy seeks to direct new development to these areas.

Transport and movement

4.13 Policies T1 to T6 in the Medway Local Plan, 2003, promote management of the impact of development on the highway network and provision for pedestrians, cyclists and public transport travel opportunities.

Summary

4.14 This masterplan has been produced in order to meet the requirements of the above policies to secure high quality employment within the Rochester Airport area.

5 Design framework and guidance

Introduction

5.1 The purpose of this masterplan is to provide clear guidance on Medway Council's aspirations for the future of the area, setting out parameters for the type of development that will be encouraged and supported. The development of the area is likely to take place over several years and, as such, it is important that the masterplan is sufficiently flexible to accommodate changes in market demand, transport modes and building technology.

5.2 This chapter provides a series of design framework plans that set out the key parameters for future development. These are:

- Land use;
- Access;
- Building heights; and
- Urban design.

5.3 The chapter also provides design guidance for buildings and landscape. The framework plans and the design guidance will be used to inform future detailed designs for each part of the overall masterplan. These detailed designs will go forward as planning applications, each supported by a Design and Access Statement (DAS). Each DAS must demonstrate how the proposals accord with the principles set out in this masterplan.

Land use

5.4 Figure 5.1 sets out the Land Use Framework Plan. This plan sets out the land uses that will be permitted within each parcel. Land uses not identified on the plan and below will not be permitted.

- A** B1 and/or B2 employment uses will be permitted. B8 will only be permitted if it is ancillary to predominantly B1 and/B2 development.
- B** B1 and/or B2 employment uses will be permitted. B8 will only be permitted if it is ancillary to predominantly B1 and/B2 development.
- C** The existing Innovation Centre (use class B1) will be retained.
- D** Mixed-use development that supports the employment function of the wider masterplan area is encouraged in this area. Development that comprises two or more of the following uses will be permitted: B1 employment, C1 hotel, ancillary A3 (restaurant or cafe) and A4 gym.
- E** Woolmans Wood currently operates as a successful caravan park. Should the landowners wish to bring it forward for development, B1 and/or B2 employment uses will be permitted.
- F** The refurbishment and / or redevelopment of existing airport buildings will be permitted. New airport-related facilities will be permitted. B1 and/or B2 employment uses that are ancillary to airport operations (eg aircraft maintenance) will be permitted.

Mixed-use development at the 'gateway' to the site where it is easily accessible to the public will be supported. Mixed-use development may include the following uses: A3 (restaurant or cafe) and A4 (drinking establishment).

5.5 Operational airfield uses will be permitted within the remainder of the airport area.

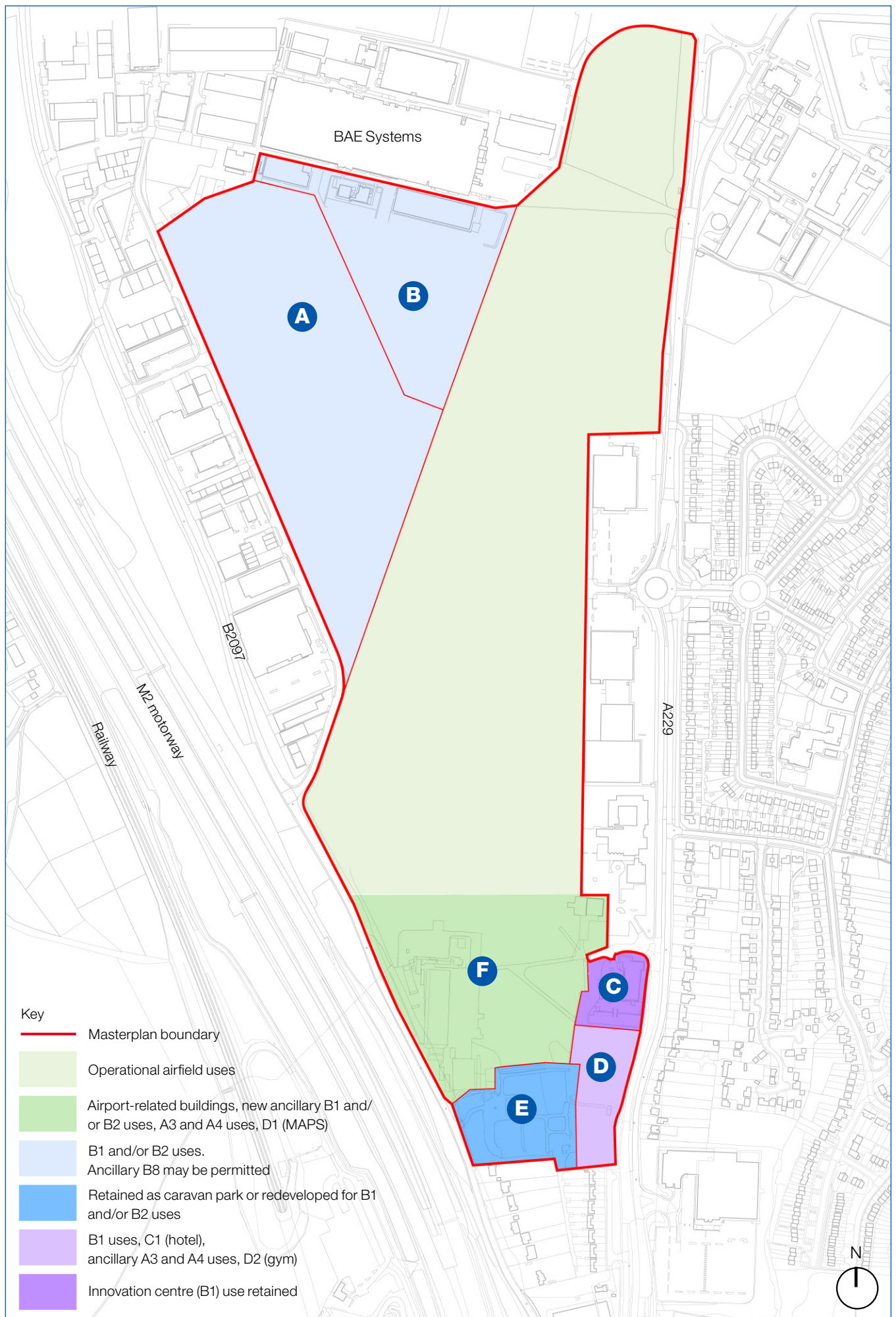


Figure 5.1: Land Use Framework Plan

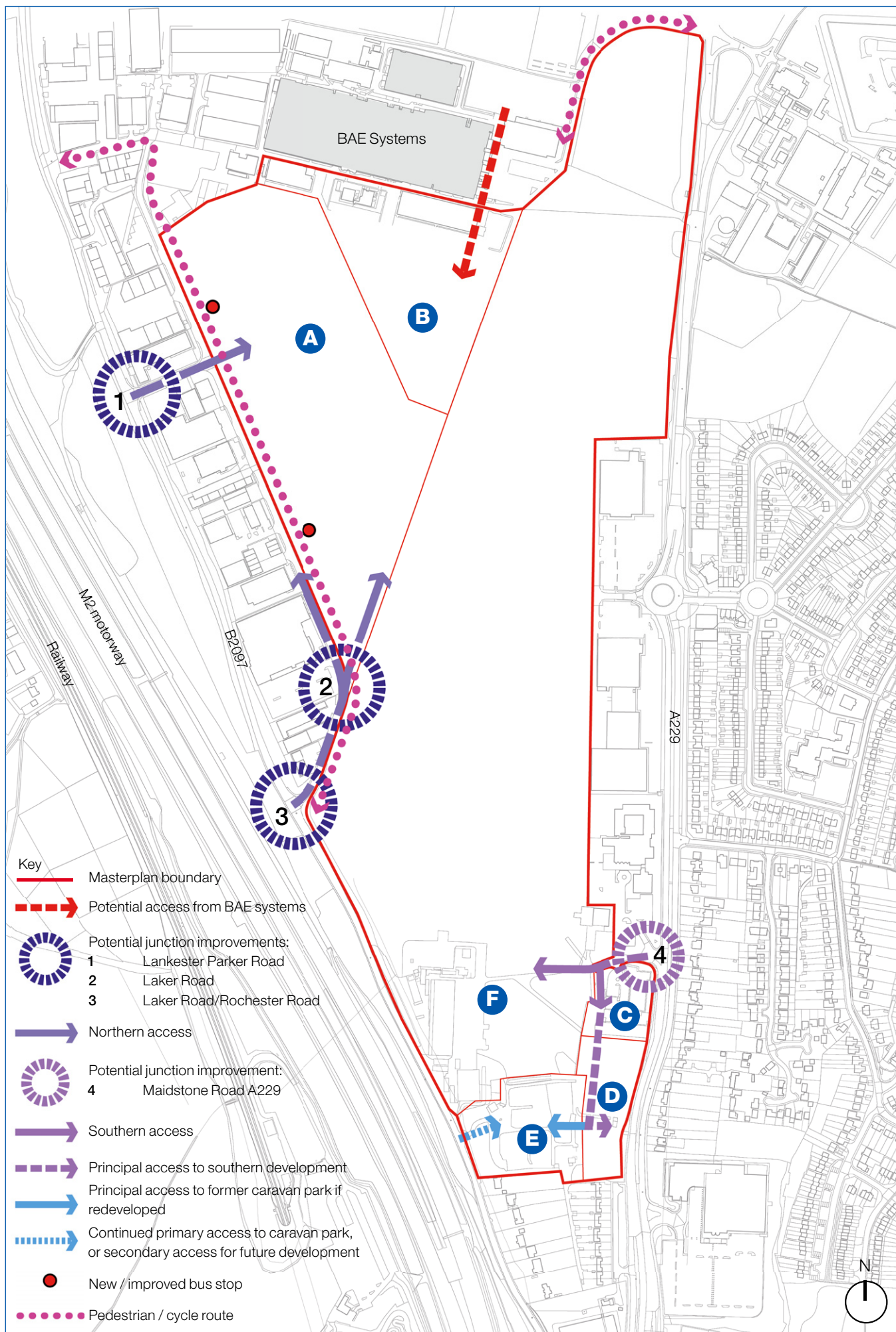


Figure 5.3: Access Framework Plan

Building heights

5.15 Detailed design of buildings and other structures will be established at planning application stage. Figure 5.4 opposite sets out the maximum heights that will be permitted for buildings in the masterplan area.

- A** Maximum building height normally two storeys. Up to four storeys permitted subject to:
 - B** ■ airport safeguarding considerations; and
 - urban design justification - i.e. fulfilling requirements to create a landmark building in a specific location.
- C** The existing Innovation Centre (use class B1) will be retained.
- D** Maximum building height three storeys. Relationship to a residential dwellings to the south of the site must be carefully considered and provide a suitable open gap.
- E** Maximum building height normally two storeys. Three storeys permitted subject to satisfactory relationship to adjacent residential dwellings.
- F** Maximum building height three storeys subject to airport safeguarding considerations.
- F** Height to be determined by operational requirements and airport safeguarding considerations.

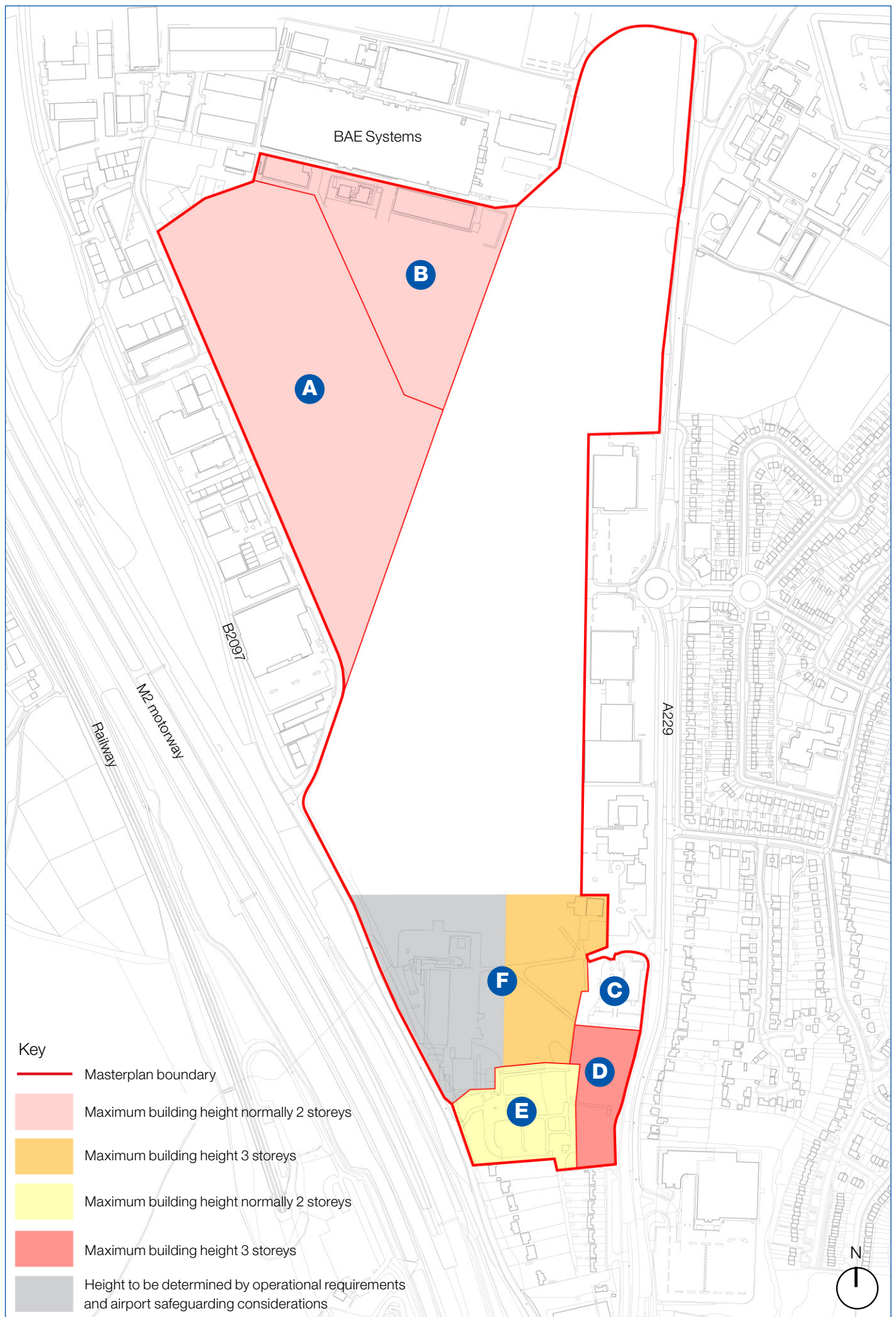


Figure 5.4: Building Heights Framework Plan

Urban design

5.16 There is an opportunity for new development to create a distinctive, high quality employment-focussed 'quarter' that improves the character of the area. Figure 5.5 sets out the key urban design principles that new development will be expected to incorporate, and these are explained below.

Northern area

- The key gateway from Laker Road must be designed to give a high quality approach to the employment area. Buildings and landscape must be designed as a coherent whole, so that the views northwards are of attractive buildings set within a green landscape. Tree planting along the new access road will help to reinforce the importance of this access.
- There is an opportunity to create a dedicated pedestrian/ cycleway along the Laker Road frontage. The landscape and route should be designed together.
- Key building frontages within this gateway area must be designed to respond appropriately and positively to the views into the area.
- Laker Road must be given a strong, positive character that upgrades the existing setting by:
 - creating a green landscaped strip along the eastern side of Laker Road, incorporating tree planting at regular intervals; and
 - locating new development so that buildings positively address Laker Road and frontages are set back a consistent distance for the whole length of the road.
- The road leading into the development from the Lankester Parker Way / Laker Road junction is an important access point, and must be designed so that it is perceived as a major access. This design approach must include:
 - designing tree planting into the street, so giving it a character and quality that contrasts with non-tree-lined streets. There will need to be designed to respect airport safeguarding height restrictions; and

- locating new development so that buildings positively address the road and frontages are set back a consistent distance for the length of the road until it meets the boundary with the land occupied by BAE.

Southern area and airport

- The gateway from the Maidstone Road, Chatham must be designed to give a high quality approach to the airport. Buildings and landscape must be designed as a coherent whole.
- Building frontages onto the Maidstone Road, Chatham must reflect the setback of the Innovation Centre, creating a similar positive relationship with the road.
- The wooded character of Woolmans Wood must be maintained. If any trees forming part of a TPOd group are proposed to be removed, a landscape plan shall demonstrate how this loss would be compensated through new planting.

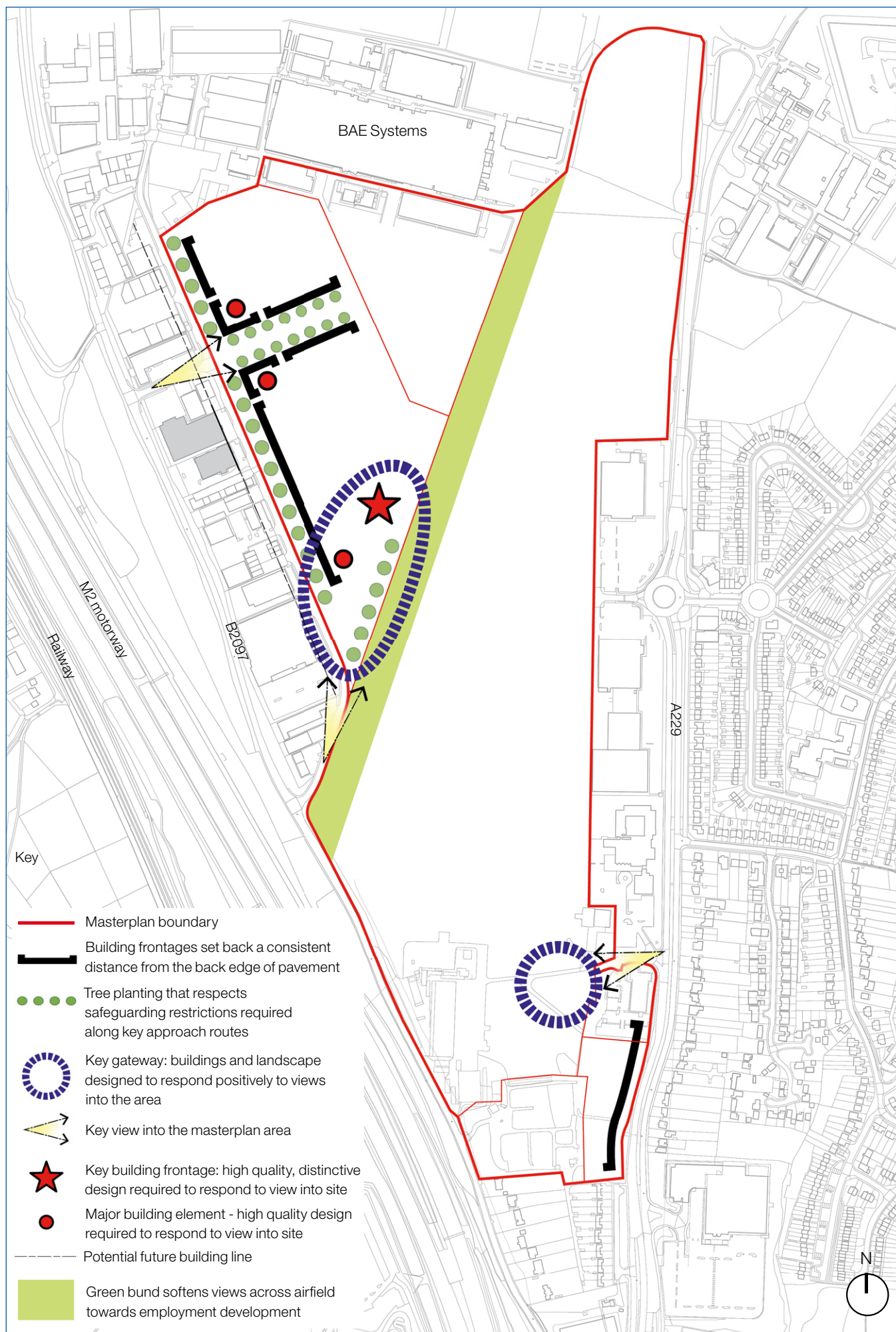


Figure 5.5: Urban Design Framework Plan

Design guidance

5.17 As set out above, the masterplan will not be developed in one go, but will be built out over time. The northern employment area, in particular, will be constructed in a series of phases. A consistent and coherent approach to the design of buildings, streets and spaces is important to achieving a high quality employment quarter.

Northern employment area

5.18 This section provides guidance for the northern employment area that focuses on:

- consistency of building frontages;
- consistency of height;
- materials and signage;
- landscape;
- street hierarchy and design; and
- parking and servicing.

5.19 **Consistency of building frontages:** The most important way of achieving a coherent layout is to design buildings so that the frontages are set back a consistent distance from the back edge of pavement. Secondly, building frontages must be designed to positively address the street that serves them. This means that:

- buildings should be setback a consistent distance from the back edge of the footway for the entire length of the street. This setback distance may vary between streets of different types within the overall layout;
- building fronts should face the street that serves them, with windows and a main entrance fronting onto the street. The rear of buildings must not address the street;
- wholly blank elevations to the street must be avoided - some windows and doors are essential;
- the setback from Laker Road is especially important to creating a high quality first impression to the employment area. The setback must accommodate a linear row of tree planing in a grass verge of similar vegetation and a pedestrian / cycle route.



Figure 5.6: Strong tree planting along the Laker Road frontage as in this example is important to create a high quality 'first impression'. NB: Height will need to respect airport safeguarding restrictions.



Figure 5.7: Above and left: Consistent building heights help to give a coherence even though materials vary.



Figure 5.8: Breaking the general maximum height is appropriate for 'landmark' buildings in specific locations.

5.20 **Consistency of height:** Figure 5.4 sets the maximum height parameters for each part of the Masterplan area, with the height within the northern employment area normally being two storeys. The following principles apply:

- single storey buildings will be permitted, but these must be located so that they form a coherent group;
- single storey buildings must not be randomly located amongst two-storey buildings;
- single storey buildings should not normally be located on key viewlines into the site. Where they are located on key viewlines, the buildings shall incorporate a two storey element specifically designed to respond to the viewline; and
- buildings higher than the normal two storeys will be permitted only where they perform a clear urban design function - for example, a cluster of three storey buildings defining a key junction of major streets.

5.21 **Built form, materials and signage:** Employment buildings are essentially simple rectangular buildings. However, there is a risk that very simple buildings are (i) monotonous in appearance; and (ii) difficult to understand - where exactly *is* the main entrance? Built forms that help to create richness and variety are encouraged, for example:

- defining the main entrance through the use of projecting bays and a change in materials;
- creating a vertical rhythm that breaks down the bulk of an otherwise large building - for example, by expressing the vertical structure that underpins the building; and
- creating strong corner elements that respond to viewlines.

5.22 Using a reasonably limited palette of materials can help support the coherence created through consistent building lines and carefully considered heights. Materials that endure over time (such as brick) are generally preferred. However, it is recognised that lightweight cladding is often appropriate to employment buildings. Where such lightweight materials are used, roof overhangs need to be carefully considered so as to ensure that cladding is protected and is not adversely affected by rainfall - i.e. overhanging roofs are preferred.



Figure 5.9: Building designed to respond to its corner location.



Figure 5.10: Different approaches to creating richness. Above: a clear corner and defined entrance. Right: vertical rhythm creating by projecting bays and a change in materials.



Figure 5.11: A limited palette of materials helps create a coherent development.

5.23 A consistent, limited palette of materials should be used for groups of buildings along the same street. The palette of materials may vary across the site, but must be used in a controlled manner to create distinct character zones, avoiding a random visual appearance.

5.24 Locations for company signage should be positively designed into building elevations, so that signs stuck onto buildings are avoided. The location of signage should normally be consistent across building groups. However, where a building is designed specifically as a landmark, its signage may vary from the buildings around it.

5.25 **Landscape and street hierarchy:** Good design of streets and spaces is critical to achieving a high quality employment hub. A key aim of this masterplan is to secure a development where the design of the streets helps (i) to promote a high quality identity; and (ii) people to understand where they are within the area and find their way around.

5.26 Figure 5.5 sets out the basic principles of the urban design framework, which seeks to:

- improve Laker Road through tree planting and consistent building frontages, so creating a high quality first impression; and
- create two key vehicular entrances, one from the corner of Laker Road and one from Lankester Parker Way.

5.27 The two streets that form the key vehicular entrances must be designed to look and function as the most important streets within the northern employment area - that is, be at the top of the hierarchy of street types. These streets must include tree planting to create distinctive boulevards that contrast with other streets in the area. This approach will not only create a high quality first impression but also help people find their way around the development - to use the urban design jargon, these two distinctive streets will help create a 'legible' place.

5.28 The area will include a large amount of car parking. Parking areas should be designed to be attractive by:

- avoiding large areas of tarmac, breaking up the surfacing with block paving or other appropriate materials;
- reducing the visual impact of parked cars through landscape such as trees and hedges; and



Figure 5.12: A The two main vehicular entrances must be designed as distinctive 'boulevards' that promote a high quality identity.



Figure 5.13: A The visual impact of car parking should be reduced - for example, through landscaping.



Figure 5.14: A Whilst the majority of car parking should be to the rear of buildings, it is helpful to locate a small amount of visitor and disabled parking at the front, along with cycle parking for visitors.

- creating clear, direct pedestrian routes through the car park to building entrances.

5.29 **Parking and servicing:** The location and design of parking and servicing areas can have a significant impact on the appearance of employment areas. The aim of this masterplan is to minimise the visual impact of car parking and servicing on the 'public' side of the buildings as far as possible by:

- locating the majority of car parking to the rear of buildings. Large areas of parking in front of buildings should generally be avoided;
- encouraging rear parking areas to be designed as positive courtyards that are shared by more than one unit;
- locating some visitor parking at the fronts of buildings and - where appropriate - on street so that visiting drivers can easily understand where they are meant to park;
- design delivery and maintenance areas so that they are to the rear or side of buildings, incorporating turning areas away from the main public 'fronts' of buildings.

5.30 The buildings onto Laker Road are unlike other buildings in this area, in that they need to positively front Laker Road but potentially will mainly be served from within the northern development. This means that they do not have clear 'fronts' and 'backs', and will therefore need to be designed to look two ways. Car parking in front of these buildings will be permitted, but must be well designed and landscape to minimise the visual impact of parked cars and avoid a long, uninterrupted run of car parking. There are opportunities to locate servicing between the buildings.

5.31 Cycle parking for employees should be designed into the schemes. Cycle parking should ideally be provided within buildings. Where it is provided outside, it should be provided with a canopy and be well overlooked for security.

5.32 Cycle parking for visitors should be provided at the fronts of buildings. Such cycle parking need not be covered.

5.33 All buildings must include well-designed refuse stores that enable pallets and other refuse containers to be stored out of sight.

Existing employment buildings

5.34 The existing employment buildings on Laker Road are in a range of different ownerships. As and when proposals for improvements or redevelopment come forward, the Council will encourage these to be in line with the principles set out for the development of the northern employment area. That is:

- where possible, buildings should meet a consistent building line as shown in Figure 5.5 on page 25;
- the heights of buildings should generally be two storeys. Where single storey buildings are proposed, two storey elements (e.g. a corner providing office accommodation) are encouraged;
- use a limited palette of materials that reflects the material used in the new buildings on the opposite side of Laker Road;
- design refuse and servicing areas so that they are to the rear or side of buildings - avoid locating them on the Laker Road frontage;
- where refuse storage areas are visible from Laker Road, screen them to minimise their visual impact; and
- continue the approach of locating the majority of car parking between buildings rather than in front of them. Design boundary treatments onto Laker Road to minimise the visual impact of cars and reflect the landscape approach on the northern employment area - i.e. include tree planting where possible.

Southern area and airport

5.35 This section provides guidance for the southern area and airport that focuses on:

- building lines along the Maidstone Road, Chatham;
- built form, materials and signage;
- landscape; and
- car parking and servicing.

5.36 **Building lines along the Maidstone Road, Chatham:** The Medway Innovation Centre is a very positive building, projecting a high quality image and identity. New development to the south of it should reflect its quality. As set out above, a consistent building line helps to achieve a sense of coherence - new buildings should therefore be setback the same distance from the back edge of footway as the Innovation Centre.

5.37 **Built form, materials and signage:** Whilst this masterplan does not seek to dictate the style of new buildings within the southern area:

- the Innovation Centre's palette of materials should be used as the basis for new buildings along the Maidstone Road frontage; and
- the scale and massing of the Innovation Centre should be reflected in new buildings.

5.38 Signage should be positively designed into building elevations, so that signs stuck onto buildings are avoided.

5.39 **Landscape:** the frontage onto the Maidstone Road should be designed to extend the same landscape treatment as adjacent to the Innovation Centre.

5.40 Any future development of Woolmans Wood should preserve the wooded character of this site.

5.41 A green bund shall be provided along the western boundary of the airport land. This must be designed to soften views towards the employment area from the east. The highest part of the bund must be below five metres.

5.42 **Car parking and servicing:** Car parking and servicing must not be located between new buildings and the Maidstone Road. As with the existing Innovation Centre, parking to the sides of buildings is permitted so long as landscape is designed to minimise its visual impact on the Maidstone Road frontage.

5.43 **Airport gateway:** There is an opportunity for redevelopment of the airport to create a welcoming public gateway to the airport. This could include relocating the Medway Aircraft Preservation Society (MAPS) and including new uses such as a cafe / restaurant. High quality buildings that reflect the site's historic and current use as an airport will be welcomed.

6 Illustrative masterplan

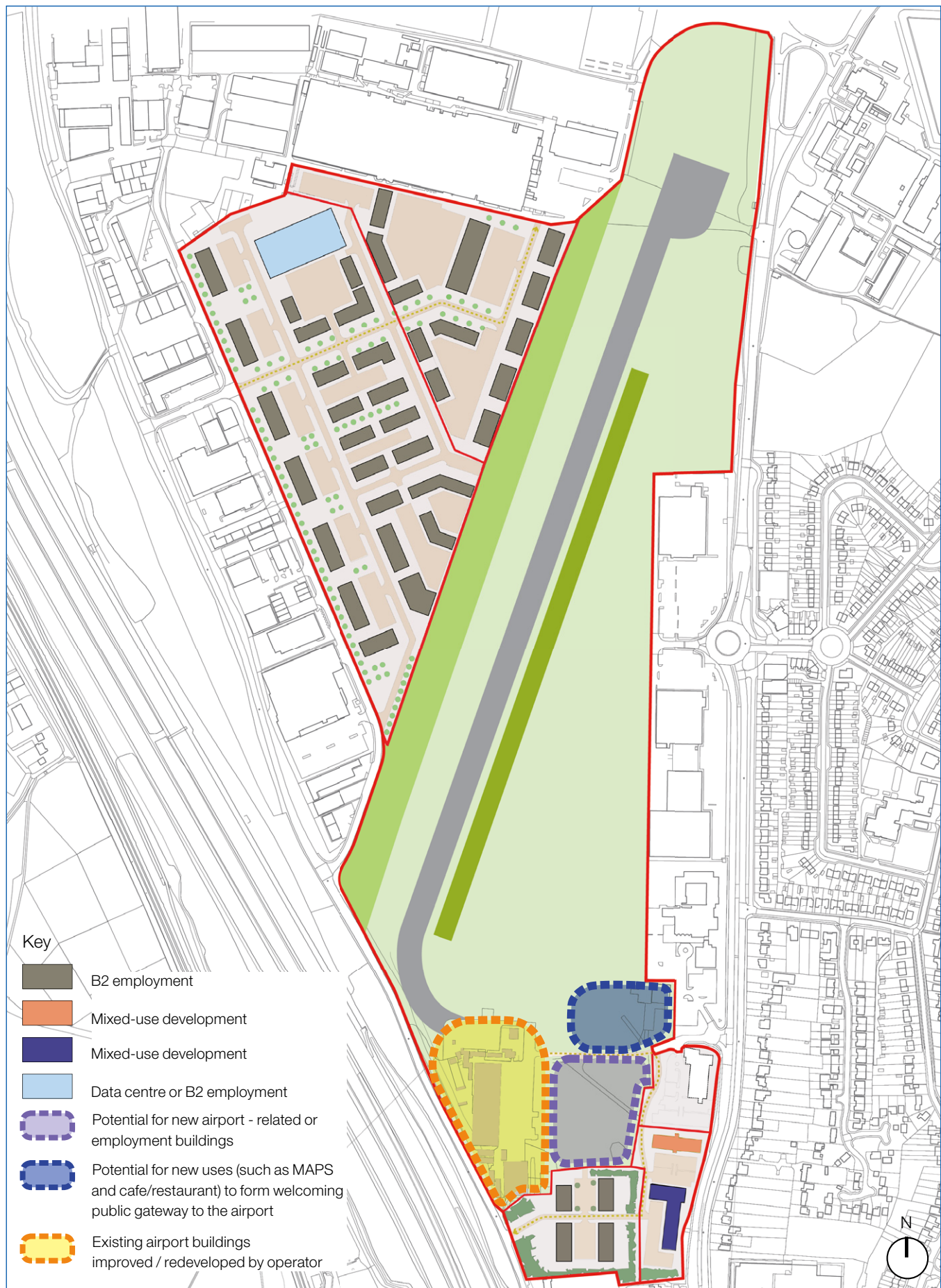


Figure 6.1: Illustrative masterplan

Amendments to current text in the masterplan relate to:

1. Aircraft movements / Commercial nature of the airport's activities
2. Noise
3. Safety
4. Road traffic and design issues
5. Planning

Consultation

Process

The Council sought to carry out broad consultation in the development of the Masterplan for Rochester Airport. This included wide publicity on the proposals to consider changes at land at and around the airport from late 2012. An initial consultation was held in Spring 2013 to discuss the emerging plan and issues with residents and wider stakeholders. Details of this first stage of consultation have been published in a Consultation Feedback Analysis Report (insert link/footnote)

A formal consultation was held from 22 July to 20 September 2013. This was carried out in line with the Council's Statement of Community Involvement that sets out the standards by which consultation on planning policy are conducted. The length of the formal consultation made allowance for the summer period, by extending the time in which people could make responses. The Council sent a leaflet to 7300 households and businesses in the local area outlining the Masterplan proposals and encouraging people to respond to the consultation.

The consultation sought to provide a range of options in how people could respond.

Medway Council officers and representatives of Rochester Airport Limited staffed an exhibition held over two days on 22 and 23 July 2013 at Medway Innovation Centre. The venue was selected for its proximity to the airport, and therefore convenience for local people. 222 people attended the exhibition. Consultation feedback forms and copies of the proposals were available for visitors at the exhibitions. The exhibition display panels remained on display at the Innovation Centre for the duration of the consultation period.

Information on the proposals and the draft Masterplan were published on the Council's website. People were able to submit comments on line. Copies of the Masterplan were available to view at each library in Medway, and at the reception desk at the Council's offices at Gun Wharf.

Statutory organisations, neighbouring councils, parish councils, interest groups, and businesses were notified of the consultation on the Masterplan and invited to make their comments. A focus group was organised to seek the views of businesses on the proposals, as part of the consultation process.

Responses

The Council received 908 responses to the consultation held from 22 July to 20 September 2013. The majority of the responses (over 80%) were received in association with a campaign set up to object to the Masterplan proposals. Just under 80% of all responses were strongly opposed to the Masterplan, reflecting the high proportion of replies submitted in support of the campaign against the Masterplan. In considering the responses received independently, more mixed views are seen, with a small majority in support of the Masterplan.

90% of the responses received were from local residents. 3% were submitted by businesses, and 7% from others, including statutory organisations invited to make comments on the consultation. Many of the local residents lived in locations directly under the flight path connected to the runway 02/20, which would see an increase in use following the closure of runway 16/34.

The Council analysed the comments made in response to the consultation. It is noted that the responses received to the formal consultation on the Masterplan from July to September showed a stronger objection to the proposals than the views expressed at the earlier stage. A number of people who had engaged in the Spring consultation chose not to participate again in the formal consultation process.

Concerns raised

Assessment of all the responses that raised concerns with the Masterplan identified a number of commonly recurrent matters:

- Increase in air traffic activity, associated with a commercialisation of the airport
- Noise, particularly in association with increased activity
- Increased risks to safety, particularly in relation to increased activity
- Road traffic impacts
- Specific aspects of the design components of the Masterplan
- Limited consideration of options for the site
- Negative impact on property values
- Use of public funding

In proposing changes to the Masterplan, respondents frequently asked for the Masterplan to be abandoned and for a new consultation to be carried out. With regard to the airport, some sought its closure, and relocation of the facility or operations to another site. Others wished it to remain operating on its present arrangements.

Grounds of support

In reviewing the comments made in support of the Masterplan, there were also a number of common themes. These were:

- Securing the role of the airport as an important asset for Medway, supporting community services, recreational users and businesses.
- Much needed improvements to the infrastructure and facilities at the airport, including the benefits arising from a paved runway.
- Promoting local heritage assets, particularly supporting the work of the Medway Aircraft Preservation Society.
- Economic development and regeneration.

The council considered the concerns raised through the consultation and made a number of amendments to the draft masterplan:

- A reduction to the annual cap on aircraft movements and operating hours for flying at weekends.
- Further information on the anticipated markets from leisure, public service, training and commercial uses, including the restrictions on the type of aircraft that would be able to land at Rochester.
- Additional information to clarify the distinctive characteristics and offer of the site for employment and aviation purposes.
- Higher promotion of the heritage value of the site, and its reflection in the marketing of the site for high quality employment.
- Greater consideration of the site's environmental and wider context, the need to protect key views, and residential amenity.
- Outline of the process for seeking planning permission, and other consents for development at the airport and employment land, including the areas in which detailed information will be provided, the consultation and assessment requirements.

More details on the consultation process, including full copies of the responses received and the council's consideration of the issues raised are available on the council's website.

1. Aircraft movements / Commercial nature of the airport's activities

Current content	Suggested amendment
Remove paragraph 2.7: (page 5) <i>"Initial consultation with local people has been an important part of the process of producing this masterplan. An initial consultation report has been produced separately, and this sets out the key issues raised by local people. The main concern raised during consultation was about the future operation of the airport, with people wanting to know the detail of the types of aircraft, numbers of flights and as well as understanding where new facilities may go."</i>	Replace with: (page 7) <i>"Through consultation sessions, a number of questions were raised about the future operations of the airport, with people wanting to know the detail of the types of aircraft, numbers of flights as well as understanding where new facilities may go."</i>
Remove 2nd paragraph of 2.9: (page 5) <i>"Will the airport be busier?"</i> <i>The airport currently handles around 35,000 aircraft movements per year or 96 movements per day. This varies from year-to-year, and the variation is due to a number of factors - fluctuating demand for emergency services and how economic conditions affect leisure flights, for example. There are currently no restrictions on the number of flights. If planning permission is granted for the improvements, it is likely that a restriction on the number of flights will be imposed. RAL have suggested that the total annual movements is capped at 50,000 per annum or 137 per day. A very busy summer day is predicted to be 400 to 500 movements, compared to a peak of around 360 movements now. Careful monitoring will be in place to check the number of flights. Thus, there is potential for the airport to be busier than it currently is, but this would be up to a clearly defined limit."</i>	Replace with: (page 7) <i>"Will the airport be busier?"</i> <i>Over the past ten years, the airport has handled an average of over 31,500 aircraft movements per year or 86 movements per day. This varies from year-to-year, and the variation is due to a number of factors - fluctuating demand for emergency services and how economic conditions affect leisure movements, for example. There are currently no restrictions on the number of movements. If planning permission is granted for the improvements, it is likely that a restriction on the number of movements to 40,000 per annum or an average of 109 per day is considered appropriate and in line with, but not exceeding, the airport's busiest years. The cap on movements would be subject to review to allow flexibility. This would be subject to evidenced data being provided by the operator to justify doing so. Consideration of the impact on local amenity would also need to be considered carefully. Careful monitoring will be in place to check the number of movements."</i>
Remove 3rd paragraph of 2.9: (page 6) <i>"What about hours of operation?"</i> <i>There are currently no restrictions on when the airport can be used. It is likely that a restriction will be imposed if planning permission is granted. RAL have suggested maximum core operating hours of 7:30 am to 7:30 pm. Home based aircraft will retain the right to operate up until dusk or 9.00 pm as now. Emergency services and military will be able to use the airport 24 hours per day (as is the case at present)."</i>	Replace with: (page 7) <i>"What about hours of operation?"</i> <i>There are currently no restrictions on when the airport can be used. It is likely that a restriction will be imposed if planning permission is granted. RAL have suggested maximum core operating hours of 7:30 am to 7:30 pm during the week and 8.30am – 5.30pm at weekends. Aircraft based at Rochester will retain the right to operate up until dusk or 9.00 pm as now. Emergency services and military will be able to use the airport 24 hours per day (as is the case at present). This matter will be addressed through the planning application process."</i>

Suggested new paragraph re the airport becoming commercial: (page 8)

“Will the airport transform into a commercial aviation facility?”

There are no plans to transform the facility into a commercial airport, with regular scheduled and/or chartered passenger flights. Currently the airport operations consist of a mix of operations, including:

<i>Leisure aviation</i>	<i>Helicopter sightseeing (London and Kent), Private Pilots Licence training, Microlight, Autogyro, fixed wing light aircraft and helicopters.</i>
<i>Public Service</i>	<i>Police, Air ambulance, Medivac fixed wing, Network Rail, Royal Navy, Army and Royal Air Force. Operating on a 24/7 basis.</i>
<i>Training</i>	<i>Training for a one off experience or to qualify for a licence, Microlight, Autogyro, Fixed wing and Helicopters and any conversion of different types. Including advanced training to Commercial Pilots Licence.</i>
<i>Business</i>	<i>Small business and Charter flights (single or twin engine), Fixed wing or Helicopters. In bound from UK/Europe for day trips or longer.</i>

The runway will not and cannot be extended due to the airport’s physical size, therefore its length prohibits the landing and take-off of larger aircraft. The types of planes that currently use the airport and that will use it in the future will not increase in size.

Rochester Airport is currently a Category 2c code runway. It will change to a 2b code runway, which limits the type of non-military aircraft to the airport (CAA CAP168 Chapter 3, pages 2 and 3 refer). The runway’s coding defines the width of the runway, and the types of planes accessing the airport based on wingspan and wheelspan.”

2. Noise

Current content	Suggested amendment
Remove 5th paragraph 2.9: (page 6) <i>“Will there be more noise?”</i> <i>Having a paved runway means that aircraft will be able to accelerate more quickly than on grass and take off earlier. This means that they will have climbed much higher before they pass over homes near the airport - which will result in less noise than at present.”</i>	Replace with: (page 7) <i>“Will there be more noise?”</i> <i>Having a paved runway means that aircraft will be able to accelerate more quickly than on grass and take off earlier, a view that is supported by the CAA and the General Aviation Safety Council. This means that they will have climbed much higher before they pass over homes near the airport - which will result in less noise than at present.</i> <i>In addition, the number of aircraft movements will be restricted at the airport, to within levels recorded in previous years.”</i>

3. Safety

Current content	Suggested amendment
Remove 5th paragraph 2.9: (page 6) <i>“Will having just one runway reduce safety?</i> <i>The paved runway will improve safety - a grass runway is slippery when wet and can be boggy. Runway 02/20 is currently used for around 70 per cent of the time, as it has a better alignment in relation to wind direction than runway 16/34. It is anticipated that less than 10 per cent of the time the airport will be unusable due to high crosswinds. Each aircraft (and some operators) has individual crosswind limits. It is down to the individual pilot or operator to assess wind conditions at the time of flight. This is one of the many calculations made by all pilots prior to getting in their aircraft. It has been assessed that the airport will lose far fewer flights to crosswinds than currently to unsuitable field conditions.”</i>	Replace with: (page 7) <i>“Will having just one runway reduce safety?</i> <i>The paved runway will improve safety - a grass runway is slippery when wet and can be boggy. Runway 02/20 is currently used for around 70 per cent of the time, as it has a better alignment in relation to wind direction than runway 16/34.</i> <i>Civil Aviation Authority guidance confirms that a hard runway can increase safety. AIC (127/2006) (insert link/footnote) issued by the CAA discusses aircraft performance. The document shows a comparison between grass and hard surfaced take offs, with planes on the latter needing 20-30% less runway and landing aircraft 15-35% less. By definition, if a departing aircraft needs less runway it will be higher at the boundary, which provides a positive safety message.</i> <i>It is anticipated that less than 10 per cent of the time the airport will be unusable due to high crosswinds. Each aircraft (and some operators) has individual crosswind limits. It is down to the individual pilot or operator to assess wind conditions at the time of flight. This is one of the many calculations made by all pilots prior to getting in their aircraft. It has been assessed that the airport will lose far fewer flights to crosswinds than currently to unsuitable field conditions.</i> <i>The airport operator has a very good safety record . Rochester Airport will continue to be licenced by the Civil Aviation Authority, who take matters of safety very seriously. The airport will be subject to full annual inspections and re-assessments. The development works to the airport will also be subject to CAA licensing review, in addition to the assessments made through the planning application process.”</i>

4. Road traffic and design issues in Masterplan

Current content	Suggested amendment
Remove 8th paragraph 2.9: (page 6) <i>“Will there be more road traffic to / from the airport?”</i> <i>There may be an increase in leisure road traffic at weekends and bank holidays but it is not envisaged that this will increase substantially during the working week from current levels.”</i>	Replace with: (page 8) <i>“Will there be more road traffic to / from the airport?”</i> <i>Leisure road traffic at weekends and bank holidays may increase but it is not envisaged that this will increase substantially during the working week from current levels.</i> <i>The Masterplan recognises the importance of careful planning for transport movements, in the context of the wider area. A traffic impact assessment will be carried out at the planning application stage, and further details for management schemes proposed. This approach has been supported in the consultation response made by the Highways Agency.”</i>
Suggested new paragraphs under section 2.9 (page 6): (now pages 8 and 9) <i>“What type of employment will be generated on the masterplan site?”</i> <i>The airport’s direct operations have the opportunity to protect current jobs and the potential to provide some new ones with the development of more modern and diverse facilities.</i> <i>Within the airport operator’s lease boundary, there is also a commitment and opportunity to create aviation related employment that could diversify and benefit the airport’s traditional operations.</i> <i>The airport site is very well placed to create higher value employment on the land that will be released for development at the south and north of the site with the closure of Runway 16/34. This is due to a number of factors, including its excellent accessibility, visibility, access to superfast broadband, hotel availability, and co-location with existing prominent employers such as BAE Systems, Aeromet and several businesses based at the Innovation Centre.</i> <i>Working with local academia and existing employers provides an excellent opportunity to attract and grow a prominent industry sector that is rooted in Medway.</i> <i>What are the future plans for enhancing heritage facilities at the airport?”</i> <i>Rochester Airport is home to the valued Medway Aircraft Preservation Society (MAPS), which has an illustrious history of rebuilding historical aircraft. Many of these have seen service during World War II. There is a clear opportunity to maximise the positive contribution that MAPS brings to the airport site with its redevelopment. There is potential to enhance its working infrastructure at a gateway point to the airport and therefore diversify the airport offer into the tourism and visitor market.</i> <i>MAPS could also provide valuable training opportunities in engineering for young people in Medway – there are clear linkages with Medway’s engineering focussed University Technical College.”</i>	
Remove MAPS reference: (page 8) <i>“Reference F - Potential for some new development within the airport area.”</i>	Replace with: (page 10) <i>“Reference F - Potential for some new development within the airport area its beyond operational facilities, mainly providing new heritage facilities for the Medway Aircraft Preservation Society.”</i>

Remove 1st paragraph 3.6: (page 12) <i>“3.6 In its wider context, the site is well-connected to the road network. However, access onto the airport is limited. The main access is from the Maidstone Road, Chatham, which is poorly signed and is shared with a hotel at the southern end of the airport’s eastern boundary and Medway’s Innovation Centre, the latter of which hosts in excess of 200 jobs. The main access becomes busy at rush hour times and can cause delays to vehicles leaving the site.”</i>	Replace with: (page 14) <i>“3.6 In its wider context, the site is well-connected to the road network. However, access onto the airport is limited. The main access is from the Maidstone Road, Chatham, which is poorly signed and is shared with a hotel at the southern end of the airport’s eastern boundary and Medway’s Innovation Centre, the latter of which hosts in excess of 250 jobs. The main access becomes busy at rush hour times and can cause delays to vehicles leaving the site.”</i>
Additional text to 3.23 (page 15) in response to HA comments: (now page 17) <i>“This assessment will include consideration of the impact of the development on the strategic road network, and particularly Junction 3 of the M2.”</i>	
Additional text to Ecology, trees and landscape (page 16): (now page 19) <i>“3.34 The airport is an elevated site, making it prominent from a distance. The Kent Downs Area of Outstanding Natural Beauty is on the flight path of the airport. Any intensification of use of the airport will therefore have some impact on the tranquillity of the AONB to the west and south of the site. The impact of the height of new buildings on views out of the AONB should be taken into account at the planning applications stage.</i> <i>3.35 The airport site is close to residential and commercial areas. There are valued local views across the open frontage on the northern part of the airport’s boundary with the A229, providing wider views to the setting of the Kent Downs AONB to the south west.”</i>	

5. Planning

Suggested new paragraph under section 2.9 (page 6): (now page 9)

“Are the airport’s development plans subject to planning consent?

Planning consent for the airport’s development proposals will be required. There will be an initial screening of the potential environmental impacts. The planning process may involve more than one planning application, with outline consent sought for an overall masterplan and detailed planning applications to follow for specific aspects of proposed development. The applications will be submitted with evidence and information on a number of technical matters. These include a range of environmental and amenity impacts, air quality, pollution, noise, ecology, landscape, flood risk and drainage, infrastructure and services, heritage, safety, details of operations, transport and traffic impact assessments, topographical and structural surveys as required, an economic statement.

Any planning application formally submitted will be consulted upon in accordance with the Council’s adopted consultation procedures. This will include statutory consultees and local residents and businesses. Given the nature of the development, the applicant will be expected to arrange public consultation on the proposals prior to the submission of a planning application. All material planning considerations raised as a result of representations received will be considered in the processing of the planning application.

In addition to the planning application process, the airport operator will need to seek licensing consents from the Civil Aviation Authority.”

Current content	Suggested amendment
Remove 4.3: (page 18) <i>“The Draft Core Strategy’s overall spatial vision includes reference to Rochester Airfield, and envisages it as a technology and knowledge hub. The most relevant policies are therefore centred around economic development at both the local and national level.”</i>	Replace with: (page 20) <i>“In late 2013, Medway Council had to withdraw a well advanced draft Core Strategy from the Examination process. This resulted from a decision to designate a Site of Special Scientific Interest on land proposed for strategic development in the draft plan. The draft policies therefore have no planning status. However the policy framework that was emerging through the Core Strategy process expressed the council’s vision for the Rochester Airport site.”</i>
Remove bullet point 3: (page 18) <i>“The Medway Local Development Framework (LDF) Submission Draft Core Strategy (2012)”</i>	
Remove 4.4 and 4.5: (page 18) <i>“4.4 The introduction to the economic development chapter of the Submission Draft Core Strategy states that the immediate strategy must be about creating the right conditions for future growth and taking advantage of specific local opportunities on offer. BAE Systems at the airfield is recognised as one of the ‘specific local opportunities’ and the Draft Core Strategy states:</i> <i>“BAE Systems at Rochester Airfield. This is by some way the area’s largest private sector employer and the company is a global leader in its field. The company itself has identified opportunities for spin-off activities and land is available to develop complementary operations. This could create an economic ‘cluster’ of considerable significance. Future commercial development should be concentrated on advanced manufacturing and software engineering to foster growth in these sectors.”</i> <i>4.5 The draft policy CS17: Economic Development states that the ‘council particularly recognises ...the continuing opportunities at, and in close proximity to, Rochester Airfield to develop a technology and knowledge based cluster.”</i>	Replace with: (page 20) <i>“The Medway Sustainable Community Strategy, 2010-2026, set as economic development as one of its key ambitions: ‘Medway to have a thriving, diverse and sustainable economy matched by an appropriately skilled workforce and supported by a higher and further education centre of excellence’. Actions to achieve this ambition include a focus on sector development and ensuring the availability of employment space. The Rochester Airport site contributes to these activities.</i> <i>The work that was carried out for the production of the Core Strategy entailed assessments of employment land supply and need in Medway. This analysis was used to inform the development of policies. Through this work on the evidence base, the council confirmed the importance of the Rochester Airport site as a location for quality employment. This recognised the specific local opportunities generated by the presence of BAE Systems at this site, and particularly for development of a technology and knowledge based cluster of operations of considerable significance.”</i>
Remove 4.8: (page 18) <i>“4.8 Chapter 10 of the Draft Core Strategy sets out area policies. In relation to Rochester, however, the potential employment sites identified in Table 10.5 of the Core Strategy do not include the airfield. As the land requires the reconfiguration of the airfield to become available for development, it has not yet been included as delivery remains uncertain until the Rochester Airport Masterplan is in place as a masterplan.”</i>	

Remove 4.7: (page 18) <i>“The Medway Employment Land Review Consolidation Study identifies the amount of land and floorspace required to provide for 21,500 jobs up to 2026. This study was commissioned before the Core Strategy plan period was extended to 2028 and the jobs target is now lower. The land and floorspace figures therefore need to be reviewed. For the moment, the requirements for the ‘M2 Access Sub Area’ are set out as 183,747 square metres (sqm) on 32.25 hectares of land. There is sufficient floorspace overall to meet the identified employment requirements. However, within the M2 Access Sub Area there is a deficit of potential employment land of some 134,000 sqm. From a planning perspective, therefore, land at Rochester airfield is important to meeting the M2 Sub Area’s need for employment land.”</i>	Replace with: (page 20) <i>“The Medway Employment Land Review Consolidation Study identifies the amount of land and floorspace required to provide for 21,500 jobs up to 2026. This work is to be reviewed as part of the evidence base for a new local plan. For the moment, the requirements for the ‘M2 Access Sub Area’ are set out as 183,747 square metres (sqm) on 32.25 hectares of land. There is sufficient floorspace overall to meet the identified employment requirements. However, within the M2 Access Sub Area there is a deficit of potential employment land of some 134,000 sqm. From a planning perspective, therefore, land at Rochester airfield is important to meeting the M2 Sub Area’s need for employment land.”</i>
Remove 4.6: (page 18) <i>“The policy approach set out in the Draft Core Strategy accords with NPPF in relation to building a strong, competitive economy, particularly:”</i>	Replace with: (page 20) <i>“The council’s approach to the Rochester Airport site accords with the NPPF in relation to building a strong, competitive economy, particularly:”</i>
Remove 4.14, 4.15 and 4.16: (page 19) <i>“4.14 The draft Core Strategy states: “Facilities at Rochester Airport need reinvestment and upgrading and the current operator is working closely with the council to see how this might be achieved, while also ensuring that adjacent land can be fully utilised for employment purposes (see Economy chapter). Investigations are ongoing and it is expected that a masterplan covering both the Airport and surrounding land will be agreed in the near future.”</i> <i>4.15 Draft policy CS24 states that “The council will continue to work with the operator of Rochester Airport to objectively consider the future of the general aviation facility, bearing in mind its co-location with a strategic employment opportunity.”</i> <i>4.16 More generally, Policy CS24 of the draft Core Strategy sets out a series of actions in relation to the transport network. These include:</i> <i>• The highway system will be proactively managed to minimise congestion, through the operation of urban traffic management and control systems, the development of a quality bus network and selective junction improvements in congestion/air quality hotspots.</i>	Replace with: (page 21) <i>“Policies T1 to T6 in the Medway Local Plan, 2003, promote management of the impact of development on the highway network and provision for pedestrians, cyclists and public transport travel opportunities.”</i>

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| <ul style="list-style-type: none">• <i>Car growth will be balanced by increasing the capacity, reliability and quality of public transport.</i>• <i>Walking and cycling networks will be extended, catering particularly for local journeys but also sub-regionally, including in conjunction with new developments.</i>• <i>All significant development proposals will be subject to an agreed transport assessment, which includes an assessment of the potential to encourage modal shift away from private car use."</i> | |
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