

# Newcastle International Airport Masterplan 2035

Consultation Report 2019



Newcastle International  
Your Airport



# Newcastle Airport Masterplan 2035 - Consultation Report

## Executive Summary

Consultation on Newcastle International Airport's ("the Airport") Masterplan 2035 was undertaken from 10th May – 13th September 2018. It included a range of publicity events, public meetings and drop-ins, and direct engagement with key stakeholders. Feedback was received at these events, via an online survey, and written representations.

## Consultation

The Masterplan consultation was published via written and digital news articles, social media, an email bulletin and community posters. The Masterplan press release was covered in 15 articles throughout the consultation period, as well as 4 community newsletters. The email bulletin reached 697 individual email addresses including all major regional stakeholders and all parish and local councillors within the North East LEP area. There were 46 Masterplan related posts on the Airport's 4 social media platforms. On average social media posts about the Masterplan were seen by 5,103 people and of these 403 people actively engaged with the post.

Direct engagement with local communities was undertaken through 4 public meetings and 11 drop-in events. A total of 242 people attended events, and average attendances were highest at public meetings. In addition 20 direct meetings were held with key regional stakeholders including transport providers, local authorities and local politicians. The form of these meetings ranged from telephone conversations to presentations and discussion sessions.

## Events Feedback

In general support was expressed at the public consultation events for growth of the Airport and the Masterplan to deliver it. The benefits of a wider network of routes operating from the Airport were recognised, both for the economic betterment of the region and more individual choice for leisure travel. The desire to reduce the need to travel long distances to other airports was seen as a significant positive. Aircraft noise was identified as a particular issue in Heddon-on-the-Wall and to a lesser extent Wideopen and Dinnington. Traffic generation and the need to provide a dedicated waiting area for taxis was discussed in Wooslington and Ponteland. The Airport link road was largely supported by settlements to the east of the Airport, but Wooslington residents predominantly did not support it. The need for a better strategic plan to support local wildlife was expressed at the Great Park and Hazlerigg events.

Particular issues were prominent at local events. These are summarised in the table below.

**Table 1 – Summary of public event attendance and discussion**

Settlement	Date	Attendees	Key issues / feedback
Annitsford Public Meeting	30 May	0	N/A
Wideopen Public Meeting	5 June	8	Need for the runway extension and road diversion with suggestion it should be a tunnel. Link road supported for improving east to west travel, and concern regarding forecast noise levels.
Airport Terminal	8 June	18	Suggested new routes, better surface connection with Teesside, and community desire for a visitor viewing gallery. Discussion with Northumbrian Water Limited about future infrastructure investment.

Settlement	Date	Attendees	Key issues / feedback
Heddon-on-the- Wall Public Meeting	12 June	26	Current and future levels of aircraft noise causing community disturbance, flight paths, noise monitoring, growth of freight operations, and funding for future Airport development.
Dinnington Drop-in	27 June	22	Runway extension – largely supportive, but concern that road could be diverted. Suggested restriction on noise from engine testing and support for the Airport link road and a second Airport access at Prestwick roundabout. Better bus services suggested.
Ponteland Drop-in event	4 July	19	Support for the runway extension and suggested it be developed sooner, concern regarding traffic generation and waiting/parked cars in the town, support for visitor viewing gallery, and scepticism of the demand for Metro extension to the town
Heddon-on-the-Wall Drop-in	9 July	11	Current and future levels of aircraft noise causing community disturbance – opinion was split between support and objection, changes to flight paths – with differing views what this change should be. Improved bus and rail links from the Tyne Valley.
Woolsington Drop-in and public meeting	17 July	76	Support for the runway extension, objection to the link road, concern for the impact on local wildlife, local traffic generation, waiting cars and taxis and the desire for dedicated waiting area, and support for better public transport.
Annitsford drop-in	18 July	1	Support for visitor viewing gallery
Wideopen Drop-in	24 July	9	Runway extension mainly supported but concern about potential road closure, aircraft noise an issue for some but others unconcerned. Support for Airport link road with suggestion it is brought forward to support employment sites
Hazlerigg drop-in	25 July	14	Support for the runway extension and concern how close housing was being developed to the Airport. Support for the employment sites and the link road, but concern that this could lead to more local traffic. Suggested more focus given to supporting local wildlife and improvements to the terminal.
Cramlington drop-in	30 July	21	Support for the runway extension and improving the terminal/pier, some concern about future noise levels but others unconcerned, improvements to rail, bus, and road access supported, and a strong desire for viewing gallery expressed.
Seaton Burn drop-in	1 August	3	Improved road links from North Tyneside through key junction upgrades and support for particular new air routes.
Great Park drop-in	6 August	14	Support for the Airport link road but concern around where the final link to the A1 is located. Desire for better strategy for enhancing local wildlife. Concern about noise and the development of the next phase of Great Park close to the Airport, and air quality – request community monitoring



## Survey Feedback

An online survey was available for feedback throughout the Masterplan consultation period. The survey had six questions asking if the responder supported the approach for particular parts of Masterplan. A neutral option was available if the responder neither supported nor objected to the approach. Responders could also leave qualitative feedback for each question. The survey generated 145 responses, of which 107 were from members of the public, 33 were from commercial organisations, and 5 were from politicians. The table below shows the responses to each question. It clearly indicates that responders were overwhelmingly supportive of the Masterplan overall and the particular aspects that the survey focused on. Qualitative feedback from the survey is provided in the main body of the report.

**Table 1 – Masterplan Survey Results**

Question	Yes	No	Neutral
1. Do you support the Airport growing to provide additional jobs and value to the Regional economy?	133	6	6
2. Do you agree with the level of and opportunities for growth set out in the Plan?	119	11	15
3. Do you support the Development Plan for the Airport site to provide for future growth?	129	9	7
4. Do you agree with the strategy to improve public transport access to the Airport?	136	5	4
5. Do you support the Masterplan's approach to improving road access and on-site parking?	124	10	11
6. Do you agree with Masterplan's strategy to mitigate the impacts of growth on the environment and the local community?	126	10	9



## Written Representations

### Commercial Organisations

A total of 25 commercial organisations provided written responses to the plan. If feedback via the online survey was also included this would total over 60 organisations. This includes major manufacturing and service businesses which are vital to the regional economy such as Virgin Money, Ubisoft, Renolit, and Accord Healthcare, as well as key airlines operating from the Airport. Responses from the Chamber of Commerce and the CBI also embodied the positive views of their members and the wider business community.

Nearly all commercial organisations that responded indicated overall support for the growth strategy set out in the Masterplan, recognising that it would be beneficial to their particular organisation and the regional economy as a whole. Many specifically support the prospect of the runway being extended and the safeguarding of land to allow for this, including the airlines Emirates and Thomas Cook. The latter suggested it could increase the range of destinations that they could fly to.

Most businesses indicated support for the surface access strategy's approach to road and rail access.

### Local Authorities and politicians

Responses were received from 7 local authorities (Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside, and Sunderland), 4 parish/town councils, a political party, and 2 local MPs. The North East Combined Authority (NECA) also submitted a joint response with the North East Local Enterprise Partnership (NELEP).

Seven local authorities and the NECA/NELEP expressed support for the plan, recognising the strategic role the Airport plays in connecting the region nationally and internationally, and generating economic growth. All also supported the objective to improve sustainable transport access and local and strategic road infrastructure. The need to grow sustainably and minimise and mitigate the impact of growth on the environment and local communities is stated as a priority by most authorities. Each also had particular comments related to transport infrastructure and development specific to their administrative area.

Supportive responses were received from Heddon-on-the-Wall and Hexham Councils, whilst Dinnington and Ponteland raised concern about issues which could impact their communities. The Green Party objected to the plan, suggesting that planned large scale Airport growth is incompatible with UK climate and air pollution targets. Several local councillors and the MPs for Durham City and North Tyneside expressed support for the Masterplan.

### Residents groups and residents

Woolsington Residents association provided detailed comments on the Masterplan and the majority of individual responses from residents came from the Woolsington area. Most residents provided feedback via the online survey, with qualitative feedback detailed in the main report. Many expressed broad support for the Airport overall, but provided detailed feedback on particular issues, predominantly aircraft noise. Woolsington residents in particular raised concern regarding the potential development of the Airport Link Road, and the impact on local wildlife as well as traffic generation from Airport growth.

### Statutory Consultees

Historic England, Natural England, National Grid, Highways England, The Environment Agency, the Coal Authority, and Northumbrian Water all commented on the plan with regard to the remit with no clear objections raised. Northumbrian Water welcomed the level of detail provided regarding the water environment section and expressed support for the Masterplan overall. The EA have suggested the plan gives greater consideration to flood zones and the impact of climate change.

### Other responses

A number of interest groups provided focused comments on the plan.

Save Newcastle Wildlife requested a more comprehensive approach to mitigating the impact of the Airport growing on local wildlife, particularly movement corridors. Concerns regarding the loss of agricultural land and Green Belt, and landscape impact were also raised.

The Airport Noise Action Group's (ANAG) provided feedback at public consultation events but their written response focused on the perceived inadequacies of the Masterplan consultation process.

## Next Steps

All comments provided as part of the Masterplan consultation will be given due consideration by NIAL. They will inform changes and updates to the Masterplan to produce the final version to be adopted by the Airport. Not all suggested amends will be considered appropriate or necessary. The plan will also be updated to reflect changes in policy, Airport operations etc. which have occurred since the draft was produced. Key proposed changes include:

- An expanded tourism section to incorporate the Airport's inbound tourism strategy to date.
- A more detailed strategy to grow freight operations at the Airport including how the Airport will work with key sectors and what surface infrastructure would be needed.
- More detailed justification for the runway extension to be appropriate Green Belt development and a forward plan to get the safeguarding reflected in the Local Plan.
- An updated strategic plan for the development of Site B.
- Update of the surface access strategy to reflect advancements in road and rail investment.
- Support for a strategic road investment to link the Airport access roundabout to the A1/A19 at Seaton Burn.
- Review the appropriateness and need for upgrades to the Airport access roundabout in relation to changes to planned levels of other development elsewhere.
- Provide more detail on the justification for the road diversion to accommodate a runway extension, and detail on the impact on journey times and traffic routings.
- Further detail in relation to current air quality monitoring and strategy to monitor particulates in the future.
- Amendment of the noise contours to include 51 db Laeq 16hr and 45 db Laeq 8hr for the beginning and end of the Masterplan period, in order to reflect current Government policy. Analysis in the Masterplan text to be updated accordingly.
- A more comprehensive strategy for enhancing local biodiversity around the Airport site, including identification of possible mitigation areas and wildlife corridors.
- The Masterplan will be used to strategically guide the growth of and investment in the Airport. It will also inform determination of planning applications, policy development, and investment in other infrastructure.
- It is intended that the Masterplan will be formally adopted by the Airport in January 2019, and will be provided on the Airport's website, alongside a schedule of changes.

# Newcastle Airport Masterplan 2035 Consultation Report

## 1 Introduction

**1.1** This report provides summary and analysis of the consultation responses the Airport received during the public consultation on the Airport Masterplan 2035. The consultation period ran from 10th May– 13th September 2018. It included a range of publicity events, public meetings and drop-ins, and direct engagement with key stakeholders. The findings of the consultation inform changes to the final version of the plan, which will be published by the Airport in early 2019.

## 2 Consultation Methodology

**2.1** Consultation on the Masterplans 2035 was planned around engagement with key stakeholders of the future growth of the Airport's, specifically: our passengers, local communities, businesses in the Airport's catchment, representative and interest bodies, and local government and politicians.

**2.2** The consultation was guided by the following principles –

- Engagement events should be early in the consultation period, allowing enough time for people to have their say;

- Consultation materials should be accessible to all, but provided sufficient detail to make informed representations;
- Public engagement events should reach out to as wide a range of interested parties as possible, with publicity made through a range of mediums;
- All representations will be given due consideration.

**2.3** The Airport Masterplan consultation ran from the 10th May to the 13th September 2018. The 18 week period was considered to be a generous amount of time to allow for discussion and feedback, and is well in excess of the minimum 6 week period required for consultation on Local Development Plans . The consultation deadline was also intentionally set outside of the school summer holidays.

**2.4** A series of options were available to provide consultation feedback, to suit consultee time constraints and the desired level of detail of representations. These were –

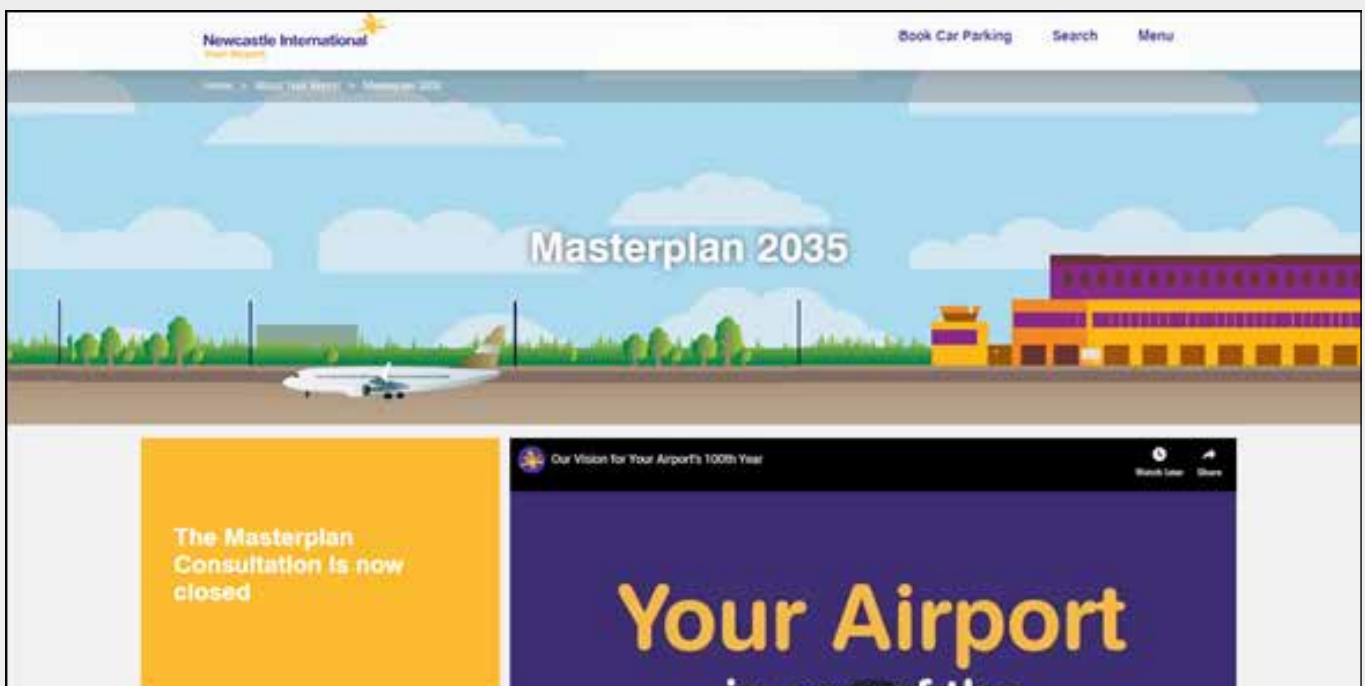
- Emailed comments via a dedicated masterplan email address
- A short online survey allowing for quantitative and qualitative feedback
- Printed version of the survey to be completed at events
- Posted representations
- Public comment sections of social media posts
- Capture of discussions at consultation events

## Website

**2.5** To enable one point of reference for the consultation process a dedicated 'Masterplan 2035' website was created. This enabled all communications, be they digital or physical, to direct consultees to the website. This minimised the amount of information needed on publicity material. The website provided –

- PDF copies of the Masterplan, summary leaflets, and noise contours to read online or download and print
- Guidance on how to respond, including a link to the online survey
- Details of the programme of public engagement events
- Information on where hard copies of the plan could be reviewed
- A short summary video and infographics of key stats

**Figure 1 - Masterplan website Homepage**



**2.6** The website was a successful focus point for people finding information on the plan. Over the consultation period 56,327 people viewed it, with 23,382 unique visitors, indicating multiple visits by a large proportion of these viewers. Within the website 14,692 viewed the actual masterplan documents.

**2.7** As not all people have internet access or the means to print the plan, and recognising a preference of many to review a hard copy, a printed version of the plan was left at the following public locations for the duration of the consultation period.

#### **Gateshead**

- Crawcrook library
- Ryton library

#### **North Tyneside**

- Dudley library
- John Willie Sams Community Centre, Dudley
- Wideopen library
- Northumberland
- Cramlington Library
- Heddon-on-the-Wall Library
- Ponteland Library / Leisure Centre
- Seaton Sluice Library
- Seaton Valley Library
- Wylam Library

#### **Newcastle**

- Newcastle City Library
- Great Park Community Centre
- Newburn Library

**2.8** Each location was also provided with summary leaflets, and paper feedback forms. Posters were also provided to display on community noticeboards.

### **Public Engagement Events**

**2.9** The public events were split between public meeting style events lasting for 1 hour, and extended 'drop-in' sessions lasting around 4 hours. Both options presented benefits for engagement. Public meetings allow for a presentation on the Masterplan to attendees and open discussion of issues raised by members of the public. Drop-in sessions give the opportunity for more detailed one-to-one discussions and the chance for people to provide feedback which they may not be comfortable to discuss at a public meeting.

**2.10** Public engagement events were held for communities close to the Airport and flightpaths, on the basis that they may be the impacted by expansion of the Airport, and therefore may generate a suitable level of interest. However, they were open for anyone to attend and the presentation material was not tailored. In areas where particularly high levels of interest were expected both a public meeting and a drop-in session were held in order to maximise the opportunity for residents to engage. Ponteland Town Council was consulted as to whether a public meeting was appropriate given past poor attendance levels. It was agreed that a well-publicised drop-in session would be suitable. The following event schedule was undertaken



Table 2 - Public Consultation Events Schedule

Public Meetings			
Annitsford / Dudley	John Willie Sams Community Centre	30 May	18.30-19.30
Wideopen / Hazelrigg / Brunswick	Woodlands Hall Community Centre	5 June	17.00-18.00
Heddon on the Wall / Clara Vale	Heddon on the Wall Memorial Hall	12 June	18.30-19.30
Woolsington	Kingston Park Stadium	17 July	18.30-19.30
Drop-in events			
Newcastle Airport	Airport Terminal	8 June	10.00-16.30
Dinnington	Dinnington Village Hall	27 June	15.00-19.00
Ponteland / Prestwick	Ponteland Leisure Centre	4 July	15.00-19.00
Heddon on the Wall / Clara Vale	Heddon on the Wall Memorial Hall	9 July	14.00-17.45
Woolsington	Kingston Park Stadium	17 July	16.30-18.30
Annitsford / Dudley	John Willie Sams Community Centre	18 July	15.00-19.00
Wideopen	Woodlands Hall Community Centre	24 July	15.00-19.00
Brunswick / Hazelrigg	Hazelrigg Social Club	25 July	15.00-19.00
Cramlington	Concordia Leisure Centre	30 July	15.00-19.00
Seaton Burn	Vickers Room, Holiday Inn	1 August	15.00-19.00
Great Park	Great Park Community Centre	6 August	15.00-19.00

2.11 Drop-in events were timed from 15.00-19.00, unless venue availability didn't allow for it. This gave the opportunity for people working office hours to attend. Public meetings were all in the evening to make them accessible to the widest population. The Airport planner was present for all drop-in with other Airport staff attending the public meetings. At all events banner displays provided a summary of the Masterplan for attendees, as shown below.

Figure 2 - Consultation Event Banner Display



2.12 Alongside public engagement events a series of stakeholder briefing sessions were undertaken. This generally consisted of a short presentation and discussion session, allowing for more informed representations to be made. Some engagements were telephone briefings. Key organisations were selected by the Airport for direct engagement but any requests from organisations for presentations/discussions on the Masterplan were accommodated where possible. The following briefing sessions were undertaken –

**Table 3 - Stakeholder Consultation Event**

<b>Stakeholder Briefings</b>	
Woolsington Residents Association	9 May
Hack Hall Farm (via telephone)	9 May
Mark Glendon MP	11 May
Newcastle City Council – officer working group	14 May
Cllr Anita Lower	16 May
Airport Consultative Committee	5 June
Catherine McKinnell MP	15th June
Department for Transport	25 June
Newcastle City Council – planning officers	26 June
North East England Chamber of Commerce	2 July
Nexus	3 July
Newcastle Gateshead Initiative	3 July
Northumberland County Council – officers	5 July
North Tyneside Council - officers	19 July
Sunderland City Council – officers	23 July
North East Combined Authority and North Local Enterprise Partnership	27 July
Staff and onsite business briefing	31 July
G4C	23 August
North Tyneside Council – cabinet members	3 September

## 3 Publicity

**3.1** To ensure that the consultation was effective a broad range of publicity was undertaken through different mediums throughout the consultation period. There was a particular focus of awareness raising at key stages of the consultation: the day the plan was launched, before each public consultation event, and in the last few weeks before the deadline for comments to be submitted. This ensured that as many people as possible were engaged early in the process and so enhanced participation at public consultation events, and helped to maximise responses.

### Press Coverage

**3.2** On the day the plan was launched a press release was circulated to 214 media contacts, covering local and national newspapers, online news platforms, specialist business and travel publications, and the press office of key regional stakeholders. The press release summarised the content of the plan and highlighted the Masterplan website to review the plan and to find detail of public engagement events and ways to respond. The story was covered by the following –

- Newcastle Chronicle (online and printed) – 10th and 11th May
- North East of England Chamber of Commerce News bulletin – 16th May
- Airports International.com – 10th May
- BQ Live.com – 10th May
- Building Design and Construction.com – 15th May
- The Shields Gazette (Online and Printed) – 10th May

- Bdaily News – 10th May
  - Newcastle Gateshead Initiative News – 10th May
  - The Blue Swan Daily.com – 10th May
  - Breaking Travel News.com – 10th May
- 3.3** The Masterplan consultation was also covered on several community news/blog sites throughout the Masterplan period which helped to raise further awareness.
- Airport Noise Action Group – 14th May
  - Heddon Gossip – June 2018 news letter
  - Pont News and Views – June Magazine
  - Darras Hall Committee – 5th June
- 3.4** A further press release was circulated on the 31st August 2018 to raise awareness of the upcoming deadline for the consultation responses and urged interested parties to submit their comments. This was picked up by the following outlets –
- Newcastle Chronicle – 31st August
  - North East of England Chamber of Commerce news bulletin – 31st August
  - Amble Town Council news bulletin – 4th September
  - Shields Gazette – 1st September
  - Northumberland Gazette – 10th September
- 3.5** Links to the above are provided in appendix 2.

## Consultation Email

- 3.6** An email was circulated on the 10th May to 697 email addresses, alerting the recipient to the Masterplan launch, details of the consultation, and link to the Masterplan website. The email was sent to the following organisations –
- Key officers at Newcastle, Northumberland, North Tyneside, Gateshead, South Tyneside, Sunderland, and Durham Councils, as well Northumberland National Park Authority
  - All councillors are the above authorities
  - All Parish/Town councils within the above areas
  - All Members of Parliament within the above areas
  - Communications teams at Stockton-on-Tees, Middlesbrough, Darlington, Hartlpool, and Redcar and Cleveland Councils
  - Statutory planning consultees
  - Other key regional and national stakeholders concerned with development, transport, economic development, and environmental protection
  - University and higher education institutions in the North East
  - Onsite businesses
- 3.7** It was not considered to be effective or appropriate to send emails to these organisations and individuals throughout the Masterplan period to remind them of upcoming consultation events. However a reminder email was sent to the same list of contacts on the 31st August. This was intended to remind recipients of the impending 13th September deadline for consultation responses, and to stress the importance of contributing to the Masterplan.
- 3.8** From both emails numerous individual responses were generated, which were responded to accordingly.

Social Media

3.9 The airport utilised its 4 social media platforms (Facebook, Twitter, Instagram, and LinkedIn) to publicise the launch of the Masterplan on the 10th May 2018, and then regularly posted throughout the consultation to maintain interest. This included the use infographics for some of the key messages, specifically timed to remind...

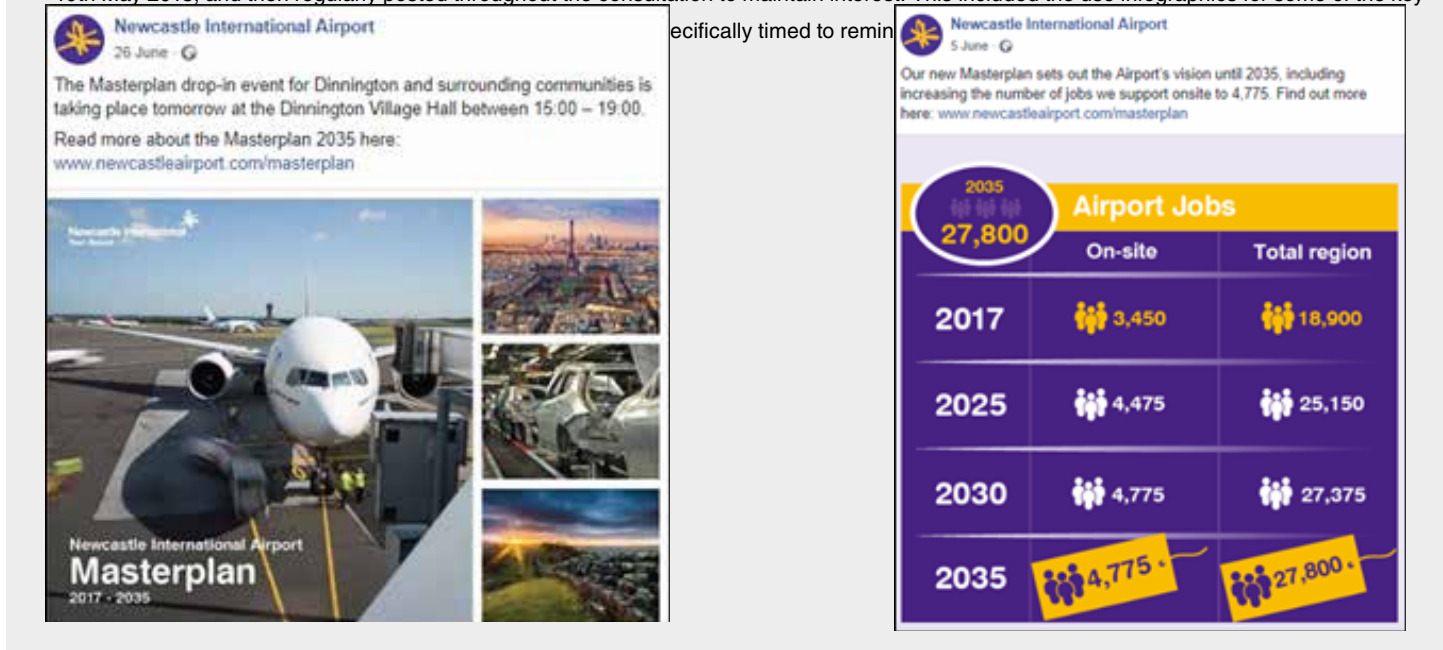


Figure 4 - Social Media - Consultation End Reminder



3.10 The Airport has over 123,000 followers across its social media platforms, so the potential reach was significant. On average posts about the Masterplan were seen by 5103 people, and of these 403 people actively engaged with the post (e.g. clicking on the link to the website or image). The posts at the launch of the Masterplan were well received with nearly 13,500 reached, and 1832 engagement. Interest in Masterplan posts was steady across the consultation period, demonstrating that it was an effective tool for maintaining interest. The most effective post (Facebook) was on the 12th August which was seen by nearly 25,000 people with over 9000 actively engaging with it.



**3.11** Social media posts generated 96 comments, which were predominantly positive. These were categorised by topic to which the comment related. The most common feedback was on particular routes which the responder would like to see run from Newcastle Airport. 10 comments related to the potential for the runway to be extended. These were all positive, recognising the benefits it would bring. Many suggested that it should be brought forward before 2035. 9 comments related to the desire for a public viewing gallery, indicated the strength in public feeling that there is for such a facility.

## 4 Feedback from public consultation events

**4.1** The 4 public meetings and 11 drop-in events were the main mechanisms to directly engage with local communities around the Airport site. They provided an opportunity to gather direct feedback, and also to encourage direct written responses via the mechanisms available.

**4.2** In total 242 people attended the events. The levels of engagement at each event did not universally match expected levels of interest and the levels of attendance varied significantly. The highest attendance was the Woolsington public meeting on the 17th July with 53 attendees, and the lowest was the Annitsford/Dudley public meeting on the 30th May where there were no attendees. On average 16 people each event and the public meetings were better attended with an average of 22 attendees, compared to 14 for drop-ins.

**4.3** The table on the following page provides a summary of the issues which were discussed at each event.



Table 4 - Public Consultation Events - Discussion Summary

Event	Number of Attendees	Summary of Issues Discussed
Annitsford Public Meeting	0	N /A
Wideopen Public Meeting	8	<ol style="list-style-type: none"> <li>1. The potential runway extension was discussed and why it may be needed. Airport staff clarified it was safeguarding land and that it is hoped that aircraft performance would mean it may never be needed.</li> <li>2. Concern was raised that the runway extension would mean that it would be noisier for local communities. The noise mitigation strategy in the plan was subsequently discussed.</li> <li>3. It was questioned if the land had been bought by the Airport for the extension and what the process was. It was confirmed it hadn't but the land owner had been notified.</li> <li>4. Concern was expressed about the indicative road diversion and how far people would have to travel.</li> <li>5. There was general support for the Airport Link Road to provide better east west links and reduce cars passing through both Wideopen and Dinnington.</li> </ol>
Airport Terminal drop-in	18	<ol style="list-style-type: none"> <li>1. Various routes were discussed including desire for a Milan flight and request that Vueling return. Many passengers commented that they always used the airport if the route was available and disliked travelling to other UK airports. The majority expressed support if this meant more routes and increased frequencies.</li> <li>2. Drainage capacity discussed with Northumbrian Water representative. An additional development north of the airfield would require upgrades to NWL infrastructure, but this is already committed investment by them. South of the airfield would be ok, based indicative programme of schemes.</li> <li>3. A better road and rail connection to Teesside was suggested as it's becoming quicker to get to Leeds/ Bradford, but the passenger's preference would be to fly from Newcastle.</li> <li>4. Development of a new airport viewing gallery was identified as a desired development for the local community.</li> </ol>

The issue of noise at Heddon was discussed with residents from there who could not attend the Heddon public meeting. This has been included in feedback from Heddon events.

Event	Number of Attendees	Summary of Issues Discussed
Heddon-on-the-Wall Public Meeting	26	<ol style="list-style-type: none"> <li data-bbox="791 259 1490 629">1. Discussion focused on current noise levels from aircraft and how airport growth could impact this. It was suggested by the Airport Noise Action Group (ANAG) that noise has increased for Heddon since the introduction of the standard instrument departure (2014). Some said they were disturbed by early morning flights. Others expressed that whilst they heard the aircraft they were not adversely impacted and they were aware of it when they moved to the area. They stated they did not agree with the views of ANAG.</li> <li data-bbox="791 651 1490 831">2. ANAG representatives indicated that Government policy favours aviation as noise levels are expressed as averages not maximums, which is a better measure of disturbance. The Airport stated that the Masterplan has been prepared in line with Government guidance.</li> <li data-bbox="791 853 1490 1032">3. It was asked if flight paths would have to change for the Airport to grow. The Airport indicated there are no plans to, but committed to reviewing the feasibility of a noise respite route, which was suggested by several residents.</li> <li data-bbox="791 1055 1490 1234">4. The accuracy of the noise contours was questioned and it was suggested the 2016 base was out of date. It was explained that contours are produced using a CAA model and the current departure route was included in the modelling process.</li> <li data-bbox="791 1256 1490 1413">5. It was asked how noise levels would be monitored as the Airport grows. The position of permanent noise monitors was explained and the availability of a mobile monitor to establish noise levels at particular locations.</li> <li data-bbox="791 1435 1490 1659">6. A resident asked if there would be an increase in freight flights as the Airport grows as they tend to fly at night. It was explained that increased freight carriage would likely be in the belly holds of passenger flights, but that the airport is allocating land south of the runway for freight development.</li> <li data-bbox="791 1682 1490 1951">7. It was questioned if the growth forecasts were achievable and how the masterplan would be funded. It was explained that the forecasts are a higher growth assumption, but not greater than previous growth experienced. The past record of capital investment was highlighted and that the airport would continue to invest accordingly.</li> </ol>

Event	Number of Attendees	Summary of Issues Discussed
Dinnington Drop-in	22	<ol style="list-style-type: none"> <li data-bbox="727 257 1482 472">1. The majority of people were supportive of the plan and the recognised the need for it to expand to attract new routes to serve the region, and welcomed the worked being done for inbound tourism. But concerns were raised over specific aspects of the plan, particular the potential runway extension.</li> <li data-bbox="727 506 1482 721">2. Many supported the Airport's concern that housing was being developed too close to the runway and therefore the reasons for the safeguarding the land. There was significant interest in reasons why an extension could be needed in relation to aircraft performance and what the planning process would be if it were to be developed.</li> <li data-bbox="727 754 1482 1010">3. Several comments were made about the length of the indicative road diversion around the runway extension as it would extend driving time to Kingston Park. It was suggested that a tunnel would be more appropriate, whatever the cost. It was explained that a diversion is preferred by the airport, but indicative as such detail would be need to be confirmed in a planning application.</li> <li data-bbox="727 1043 1482 1276">4. Noise from engine testing was raised as an issue and it was suggested that night time testing should be banned, especially using prop planes. With regard to aircraft air noise it was generally acknowledged that it is audible but to be expected so close to the Airport and little concern was expressed in relation to future contours. It was however suggested that nigh time flights should be avoided.</li> <li data-bbox="727 1310 1482 1491">5. Broad support was expressed for the link road as it would mean less people cutting through the village to Prestwick, which they felt the road wasn't able to cope with. Suggested the link road should go through Great Park or more people would cut through the village to get to the A1.</li> <li data-bbox="727 1525 1482 1592">6. Support expressed for the second entrance to the Airport at Prestwick both for easing congestion and improving safety.</li> <li data-bbox="727 1626 1482 1760">7. Interest if and how the terminal would expand to cope with more passengers as it feels very busy in the summer and it was suggested that the pier should be redeveloped, as it isn't the same standard as the departure lounge.</li> <li data-bbox="727 1794 1482 1975">8. Suggested that more should be done to support bus connectivity: timing services to coincide with staff changeovers and potentially running routes to areas not served by the Metro. Also better linkage from Ponteland Road and exploring linkage to long distance routes.</li> </ol>



Event	Number of Attendees	Summary of Issues Discussed
Ponteland Drop-in event	19	<ol style="list-style-type: none"> <li>1. Overall response was positive with recognition that the growth of the Airport is good for the region and many welcomed a potential wider flight program.</li> <li>2. Many were interested in the potential level of traffic generation and whether this would lead to further congestion in the centre of Ponteland. It was explained that the traffic modelling had factored other developments near the airport</li> <li>3. Several people were interested in how noise could increase if the Airport was to grow as the aircraft are audible but not identified as a nuisance. Having reviewed the contours, all were satisfied that there will not be a significant issue.</li> <li>4. Interest was shown in the runway extension and what this would mean for increased capability for different aircraft. It was suggested that the extension should be developed rather than just safeguarding for the possibility so that we don't keep losing out to other airports.</li> <li>5. However it was suggested that a tunnel should be considered instead of a road diversion as other airports have done this and the road is already a busy route with more housing planned. It was discussed that issues like this would be determined as part of a planning application.</li> <li>6. It was asked if the Airport could reintroduce a visitor viewing area as the roof terrace was missed by the local community. Suggested that local businesses could sponsor it and have a café for visitors.</li> <li>7. 7. It was asked if the airport supported the proposed expansion of the Metro to Ponteland. The implications were explained. The resident doubted if there would be enough demand for a service.</li> <li>8. Several raised the issue of taxi drivers and people picking passengers up wait close to the Airport and it is becoming a nuisance with an increase in littering. The problem is especially prominent close to Prestwick.</li> </ol>

Event	Number of Attendees	Summary of Issues Discussed
Heddon-on-the-Wall Drop-in	11	<ol style="list-style-type: none"> <li>1. The majority of discussions centred on noise from overflying aircraft with contrasting views as to whether the impact of noise was a significant issue for the local community.</li> <li>2. Some residents expressed that aircraft noise was causing annoyance and sleep disruption. They believe that this has become more of an issue since the introduction of a new departure route in 2014 which passes over the gap between Throckley and Heddon. They were not supportive of the Airport growing if this would result in more flights and more exposure to noise.</li> <li>3. Contrastingly other residents considered the aircraft as background noise and the proximity of living so close to an international airport as a positive. They expressed support for the growth of the airport if it resulted in a wider network of routes. One resident expressed support for the runway extension if it would help deliver more long haul flights.</li> <li>4. It was suggested by some that the departure route should be changed, irrespective of the Airport growing, and aircraft should be dispersed over a wider area as was the case before 2014 (i.e. some direct overflying of settlements). Others in contrast wanted no aircraft flying over Heddon itself. It was suggested by all who expressed an issue with noise that a respite route should be introduced whereby aircraft would fly further west before turning south.</li> <li>5. One resident expressed concern with the number of flights the airport operates during the night and suggested that the Airport should have restrictions placed on its operations like other UK airports. The Airport indicated that most airports don't have such restrictions and the forecast growth did not rely on increasing the proportion of night-time operations.</li> <li>6. The growth forecasts in the plan were questioned by some particularly in relation to the impact of Brexit, stating that the plan should be scaled back. Others welcomed the ambition of the plan and recognised the benefits of improved connectivity to the regional connectivity.</li> <li>7. It was expressed by some at the consultation event that the community was not given sufficient opportunity to express their views on the plan, and that the consultation period was not long enough. It was suggested that publicity could have been better.</li> <li>8. One resident supported plans to improve public transport access and suggested better bus and train access from the Tyne Valley.</li> </ol>

Event	Number of Attendees	Summary of Issues Discussed
Woolsington Drop-in and Public Meeting	76 (23 at the drop-in and 53 at the public meeting)	<ol style="list-style-type: none"> <li data-bbox="632 259 1482 483">1. Many expressed support for the Masterplan recognising the benefits of strategically planning for the future and the economic benefits to the region. A wider choice of connections was welcomed especially if this reduced the need to travel to other UK airports. However concern was expressed in relation to particular aspects of the plan and whether existing issues could be intensified by further growth.</li> <li data-bbox="632 506 1482 651">2. Support was expressed by some for the safeguarding of land for an extension to the runway if it meant more connections, and it was suggested that the plan should be more ambitious and commit to build the runway.</li> <li data-bbox="632 674 1482 819">3. Many residents expressed concern with the proposed safeguarding of land to develop a link road linking the Airport with Great Park. The need for the road was questioned and it was suggested that a lot of residential traffic from Great Park would use it.</li> <li data-bbox="632 842 1482 987">4. Particular concern was expressed in relation to the Callerton Link Road to bridge the Metro line. Residents were concerned that a raised carriageway would impact on the setting of Woolsington and act as a physical divide between parts of the village.</li> <li data-bbox="632 1010 1482 1088">5. It was suggested that a link between Seaton Burn and the A696 would be more effective at relieving congestion on the A1.</li> <li data-bbox="632 1111 1482 1301">6. Several attendees were concerned that the development of the link road coupled with growth of the Airport could increase traffic passing through the village and parking on residential streets. It was requested that the design of the road would need to prevent or discourage travel through Woolsington.</li> <li data-bbox="632 1323 1482 1435">7. It was indicated that the above is exacerbated by the Airport's remote car parks and it was suggested that the plan seeks to consolidate car parks within the Airport site.</li> <li data-bbox="632 1458 1482 1648">8. Taxis and cars waiting to pick passengers are considered to be causing littering and damage to grass verges and concern was expressed that growth could make this worse. It was suggested that a dedicated waiting area be provided by the Airport and this should be identified in the Masterplan.</li> <li data-bbox="632 1671 1482 1783">9. The plan's strategy to increase public transport links was strongly supported but concern was expressed about the potential noise impact if heavy rail services to the airport were ever introduced.</li> <li data-bbox="632 1805 1482 1917">10. The plans impact on the loss of countryside was discussed and it was suggested that the plan should have more clear strategy as to minimise the impact on local wildlife.</li> <li data-bbox="632 1939 1482 2134">11. 11. Noise and air quality were discussed and the potential impact of growth on these, although it was acknowledged that noise from aircraft is part of living so close to the Airport. It was suggested that the Airport should actively mitigating these through more landscaping and earth bunds.</li> </ol>

Event	Number of Attendees	Summary of Issues Discussed
Annitsford drop-in	1	<ol style="list-style-type: none"> <li data-bbox="786 259 1477 360">1. The one attendee was supportive of the Airport growing and requested that a viewing area for the public be developed.</li> </ol>
Wideopen drop-in	9	<ol style="list-style-type: none"> <li data-bbox="786 394 1477 495">1. Most were broadly supportive of the Masterplan and the growth of the Airport with suggestions made regarding future destinations</li> <li data-bbox="786 528 1477 786">2. Mixed feedback on the prospect of a runway extension. Most supported and welcomed the ambition to do this but they were concerned about noise in the village, especially if more night flights were introduced. Others expressed that noise is not noticeable as it has always been there and they were aware of it when they moved to the village.</li> <li data-bbox="786 819 1477 954">3. Some were concerned about the potential for Dinnington Road being diverted and suggested that a tunnel would be preferable. It was discussed that this would be considered as part of a planning application.</li> <li data-bbox="786 987 1477 1155">4. The Airport Link road was welcomed to improve airport access and avoid using the A1 but it was suggested that the final link to the A1 should be via Great Park or Kingston Park Road. They did not want HGVs passing through the village to get to the A1/A19.</li> <li data-bbox="786 1189 1477 1402">5. The allocation of land for employment development was welcomed and it was suggested that the link road be delivered sooner to help bring these forward. It was suggested that the Airport should especially be targeting freight operators to help exporting and create more local jobs</li> </ol>





Event	Number of Attendees	Summary of Issues Discussed
Hazlerigg drop-in	14	<ol style="list-style-type: none"> <li>1. The majority of people expressed support for the growth of the Airport recognising that it would be good for the regional economy and local job opportunities.</li> <li>2. Residents were pragmatic about noise from Aircraft stating that there has always been noise since they lived there. Some concern was expressed about night flights though and asked if they could take off to the west to reduce impact.</li> <li>3. Support for the runway extension was expressed but concern was raised whether diverting the road would lead to more traffic through the village and it was suggested that more calming measures would be needed.</li> <li>4. The Airport link road was also supported as travelling via Prestwick is not suitable but residents were concerned about the potential for more traffic passing through the village and suggested it needs to direct traffic travelling the A1 to Kingston Park Road.</li> <li>5. Many voiced disapproval of the development of housing so close to the Airport given the impact of noise on residents. It was suggested that as the Airport was already there should not be a basis for complaint.</li> <li>6. The allocation of land for employment development was expressed as it would lead to more local job opportunities, but it was suggested that businesses should have to employ local people and provide better bus connections with Hazlerigg.</li> <li>7. One resident raised concern about the impact of the Airport's growth on Havannah Nature Reserve given the development of houses so close to it. It was requested that the Masterplan better set out how improvements to local biodiversity would be supported.</li> <li>8. It was suggested that the terminal should be extended if the airport grows as suggested in the plan, as the current terminal feels busy during the summer, with a lack of seating.</li> </ol>

Event	Number of Attendees	Summary of Issues Discussed
Cramlington drop-in	21	<ol style="list-style-type: none"> <li>1. All were supportive of the growth strategy set out in the Masterplan and many expressed desire for certain routes to be introduced. Particular support was expressed for more long haul routes which would mean less of need to travel long distances to other Airport's (Manchester in particular)</li> <li>2. Support was expressed for the prospect of extending the runway and some suggested it be developed now if there is a need and it would bring more flights.</li> <li>3. Some concern was expressed if an extension would mean that aircraft noise would be louder. However many suggested that they did not notice noise from aircraft and did not identify it as a major issue.</li> <li>4. Improvements to the terminal were suggested if the airport was to grow. The pier was identified as poor compared to the rest of the terminal, and it was suggested that more air bridges should be used instead of buses.</li> <li>5. It was suggested that the airport should phase out fuel bowsers and have a direct pipeline system to refuel aircraft, and that diesel APU should be replaced by fixed electrical ground power as a priority in order to improve efficiencies.</li> <li>6. The Airport's power demands should be met through generation of its own renewable energy. It was suggested that solar, biomass, and ground source heating should all be utilised.</li> <li>7. The desire for a direct bus services was expressed by some as it is too time consuming to travel via Newcastle.</li> <li>8. Some agreed with support for the Northumberland to Newcastle line and would want direct services to the Airport and the City Centre. The prospect of direct heavy rail also welcomed but more frequent services from Cramlington would be needed if people were to use it to travel to the Airport.</li> <li>9. Some suggested that improvements to the A19 and A1 should be prioritised as it makes getting to the Airport difficult at some times of day.</li> <li>10. Support expressed for an airport viewing gallery.</li> </ol>

Event	Number of Attendees	Summary of Issues Discussed
Seaton Burn drop-in	3	<ol style="list-style-type: none"> <li>1. All attendees were supportive of the plan and expansion of the Airport, with the potential for more international connections seen as a big positive. A Gatwick route would be especially welcomed.</li> <li>2. Suggested that road access from North Tyneside be improved with the Seaton Burn and Moor Farm roundabouts seen as major causes of delays for travel to the Airport.</li> <li>3. It was suggested that improvements should be made to long distance bus routes to provide better access to Scotland.</li> <li>4. The terminal would require enlarging and it was suggested that both more seating and better lounges be provided.</li> </ol>



Event	Number of Attendees	Summary of Issues Discussed
Great Park drop-in	14	<ol style="list-style-type: none"> <li>1. Most who attended supported the plan and welcomed the prospect of better connectivity from the Airport.</li> <li>2. The economic benefits of the plan were supported and one person wished to see employment development come forward on site D as soon as possible to improve local employment opportunities.</li> <li>3. Most welcomed the Airport Link Road as it would improve access to the Airport and the employment sites south of the Airport as well as providing an alternative to the A1. Opinion was split on whether the road should connect to the Great Parkway or if it should connect at Kingston Park Road. All suggested that Dinnington Road needed to be upgraded as part of the scheme.</li> <li>4. It was requested that bus services to the Airport be introduced when the link road is built and some expressed support for the road and public transport improvements set out in the plan.</li> <li>5. Some expressed concern that an increase in aircraft movements would result in more noise from aircraft. It was recognised that the current parts of Great Park would largely not fall within the future noise contours, but it was suggested that housing should not be built in areas of Great Park close to the runway where the noise levels would be higher.</li> <li>6. The prospect of a runway extension was generally supported, recognising that flightpaths would not traverse Great Park.</li> <li>7. Some concern expressed about air quality from light aircraft and helicopters and it was requested that monitoring was undertaken in the community</li> <li>8. Impact on local wildlife was discussed and it was suggested that the plan should do more to show how wildlife habitats will be preserved and enhanced as the Airport grows. It was requested that the plan safeguards wildlife corridors across the site and that lighting is designed to minimise impact on wildlife.</li> <li>9. Concern was expressed that given the amount green belt deleted to develop Great Park that Site C could be a future deletion. It was discussed that the other employment sites are already outside of the Green Belt.</li> </ol>

## 5 Survey Feedback

**5.1** The online survey consisted of 6 questions and asked respondents if they supported, did not support, or had a neutral view of key aspects of the Masterplan. Responders could also leave qualitative feedback for each question. The questions were -

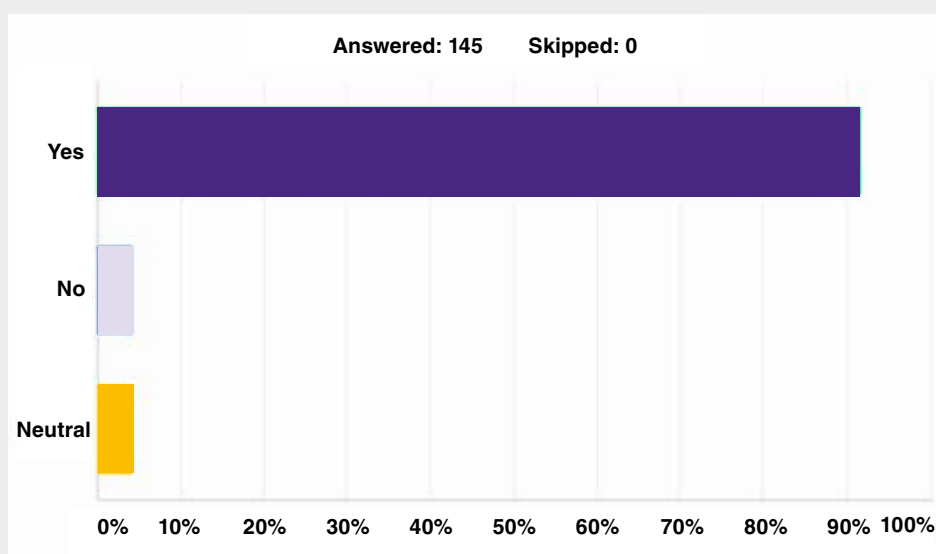
1. Do you support the Airport growing to provide additional jobs and value to the Regional economy?
2. Do you agree with the level of and opportunities for growth set out in the Plan?
3. Do you support the Development Plan for the Airport site to provide for future growth?
4. Do you agree with the strategy to improve public transport access to the Airport?
5. Do you support the Masterplan's approach to improving road access and on-site parking?
6. Do you agree with Masterplan's strategy to mitigate the impacts of growth on the environment and the local community?

**5.2** The survey generated 145 responses, of which 107 were from members of the public, 33 were from commercial organisations, and 5 were from local councillors or MPs.

### **Q1 - Do you support the Airport growing to provide additional jobs and value to the Regional economy?**

**5.3** 92% of responders (133) supported the growth of the airport to bring additional economic benefits to the regional economy, with only 6 (4%) not supportive.

**Figure 5 - Response to Survey Question 1**



**5.4** Comments from businesses universally recognised the importance of an expanded route network to connect exporting north east businesses to their markets, and attracting more investment into the region. A key north east manufacturer expressed that -

“British Engines supports the expansion of the airport. This will enhance the regional economy through adding jobs but also by making travel to and from the region easier.”

**5.5** It was also identified that growth of the airport would benefit the tourism sector. Visit County Durham stated that -

“Increasing regional connectivity and having ambitious growth plans not only makes it easier for visitors to see more of Britain, it boosts economic growth, and helps keep us an attractive destination in this fiercely competitive global market”

**5.6** Responses from local politicians also mainly agreed that the growth of the Airport would be beneficial to the regional economy. However it was recognised that increases in productivity could result in slower job growth than has previously been experienced.

“The airport already plays a massive role in the regional economy and any growth will be welcomed especially additional growth and an airport that offers more opportunities to local businesses to grow their export potential. “ (Mary Glindon MP)

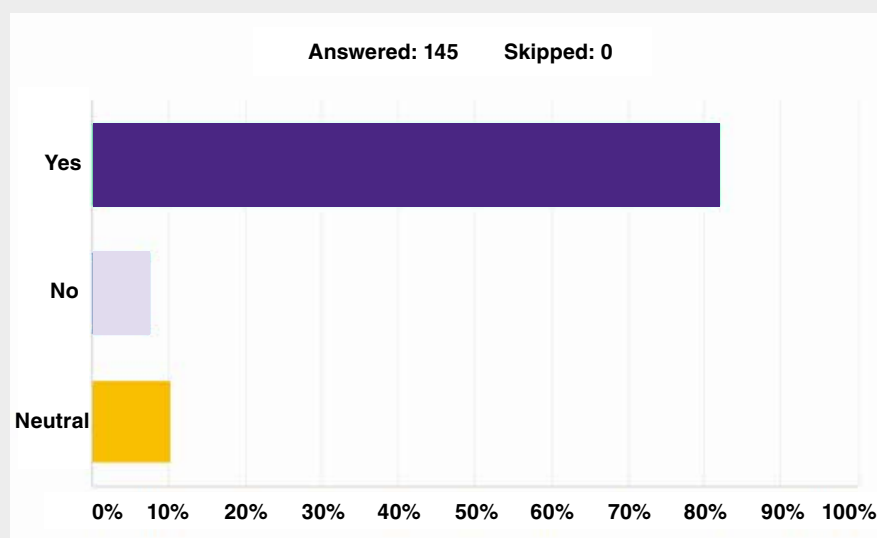


**5.7** Members of the public predominantly supported the airport growing and recognised the importance of this for jobs and the businesses in the region. Some caveated this with a need to grow sustainably, respecting the environment and local communities, with enhancing local wildlife a request from many. Others raised concern that growth would mean an increase in noise. It was suggested that more is made of the existing airport, through for example a wider spread of flights across the day and reinvestment in more air bridges to improve passenger experience. In relation to leisure travel the possibility of a wider route network was welcomed, especially expanded long haul, along with reducing the need to travel long distances to access flights at other airports.

**Q2 - Do you agree with the level of and opportunities for growth set out in the Plan?**

**5.8** 82% of responses (119) agreed with the forecast level of future growth and opportunities to drive this, as set out in the Masterplan. 10% of had a neutral view, whilst 8% did not support it: the highest proportion of objections from the survey.

**Figure 6 - Response to Survey Question 2**



**5.9** Of the 33 commercial organisations which responded to the survey only 2 did not express support for the level and drivers of growth. Of the few businesses that gave qualitative feedback it was suggested that the forecast level of growth is realistic, whilst others expressed that the airport was not being ambitious enough. It was also suggested that regular business surveys should be undertaken so that the airport's strategic plans take full account of the needs for business travel, and extra demand which key employment sites like IAMP could bring.

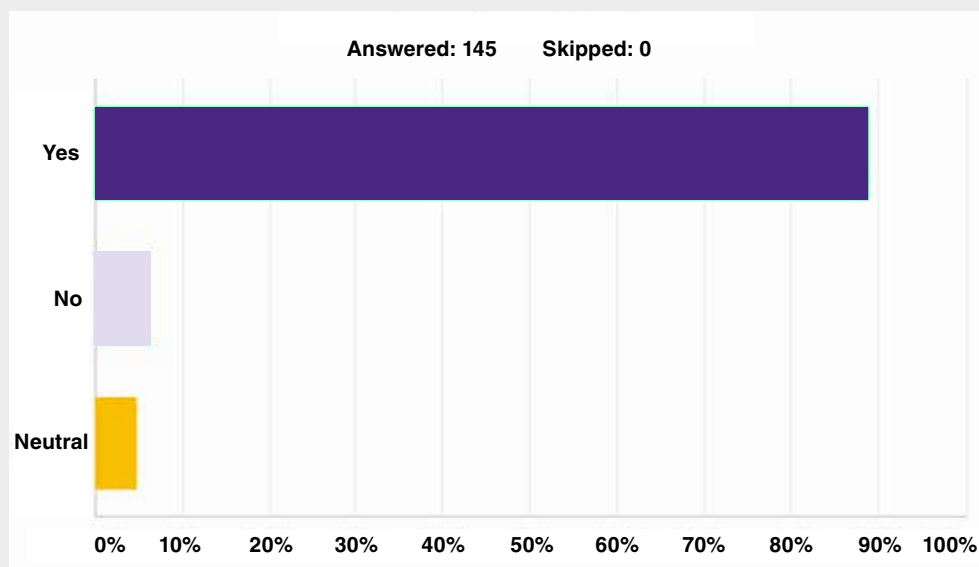
**5.10** Local politicians mainly supported the forecast growth levels, recognising that they are reflective of a high growth scenario. However, one parish council (Romaldkirk) did question if the growth forecasts are realistic.

**5.11** About 81% of responses from members of the community supported forecast growth levels, and the identified opportunities to drive it. Several recognised the need for the Airport to expand to enable future growth, with one resident stating that "we can't tread water while our competitors continue to invest and grow". Many indicated specific destinations which should be built into future growth, such as a direct Gatwick link and more long haul services facilitated by an extended runway. Others however questioned whether the growth forecasts are achievable, and raised concern that more flights would result increased noise. It was also questioned whether there is demand in the region to expand beyond 'sunshine' leisure flights.

### Q3 - Do you support the Development Plan for the Airport site to provide for future growth?

5.12 Question 3 focused on the spatial development plan for the airport site to support future growth which is presented in the Masterplan. 89% (129) of responses supported the development plan for the airport site. 6% did not support it and 5% were neutral.

**Figure 7 – Response to Survey Question 3**



5.13 All of the commercial organisations which responded supported of the plan for physical expansion of the Airport, with specific support cited for the potential runway extension. Intu shopping centres stated that “expansion of operations is required to develop new services and meet the needs of expanding populations and demand for business and leisure needs”.

5.14 Local politicians were predominantly supportive of the development plan (80%), and welcomed both the allocation of 63ha of land for employment development and that most expansion could potentially be accommodated without amends to the Green Belt. Concern was however raised regarding local traffic congestion.

5.15 85% of responses from the public supported the development plan, recognising that “if the Airport is to grow, it will require development to the site to grow with it”. However several stated that the Airport should seek to maximise use existing facilities before expanding. Many also expressed support for particular developments such redevelopment of the pier, a viewing gallery, and expanding the terminal. On resident stated that -

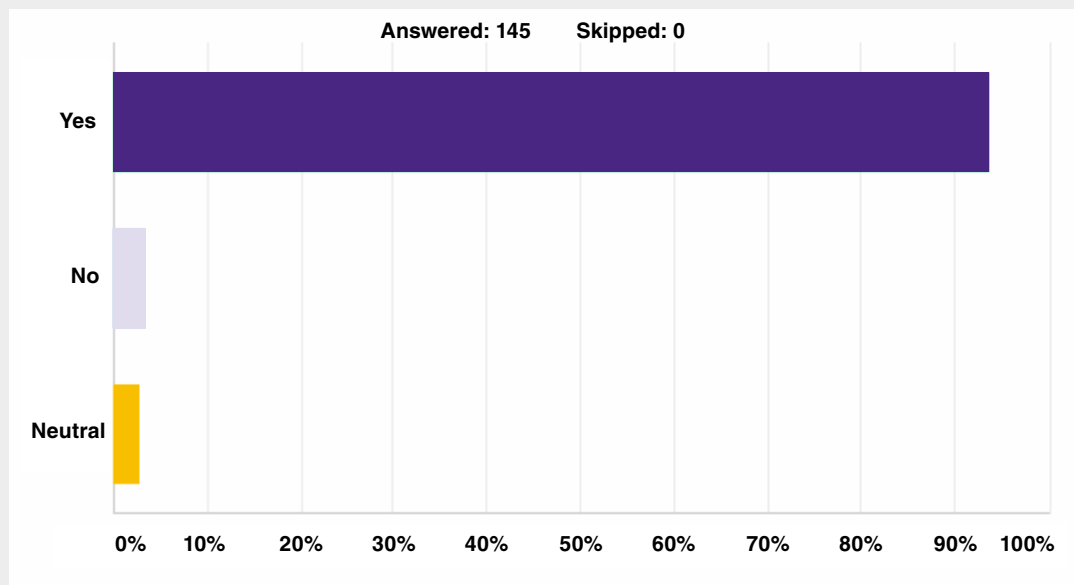
“Development of the airport site is essential for economic growth in the area however careful planning to minimise the impact on the local area must be taken into consideration: Strategies should reflect a desire to develop the current infrastructure and optimise use of the current footprint of the airport site.”

5.16 Concern was stated in relation to potential local impacts such as congestion, wildlife, noise, and it was suggested other options be reviewed for extending the runway (i.e. extending to the west).

### Q4 - Do you agree with the strategy to improve public transport access to the Airport?

5.17 94% of responses were supportive of the Masterplans strategic approach to improving public transport, which is the largest proportion of supportive responses from the 6 survey questions. Only 5 of 145 responses did not support it.

Figure 8 - Response to Survey question 4



5.18 Commercial organisations recognise the need for improving multiple public transport options but also the importance of the Metro link. The planned investment in the Metro was acknowledged as a potential driver of greater Metro use, and suggested the Airport works even closer with Nexus to expand the network and improve station provision. Many were also supportive of delivering direct heavy rail access seeing big benefits for business travel. Better bus access with better drop off and parking facilities should also be a priority.

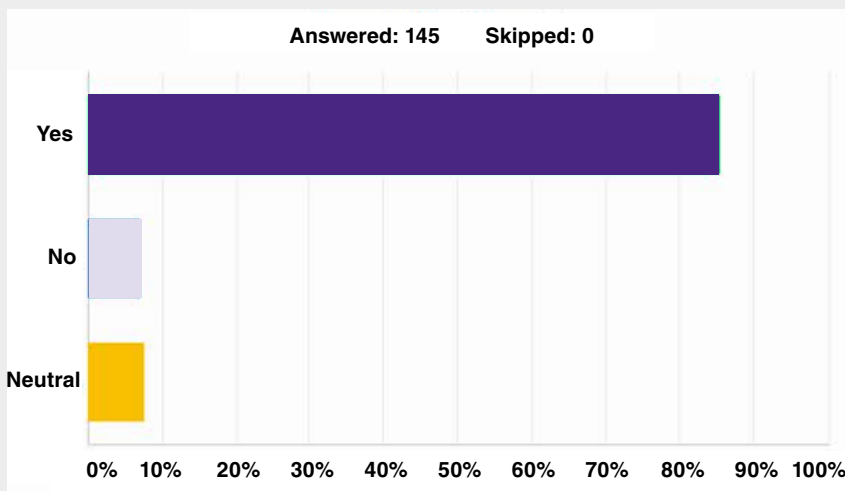
5.19 Local politicians were predominantly supportive. It was suggested that the Metro should better link to key businesses, such as Nissan and the IAMP scheme, and extend to areas not served (e.g. Washington). The benefits of higher public transport patronage (lower impact on the environment and congestion) were recognised, but concerns were raised how the interventions will be funded.

5.20 Nearly all responses (96%) from the public were supportive of the strategic plan for public transport. Many recognised the need to increase Metro patronage and expand the reach of the network, and that better bus links to communities not served by the Metro should be provided. Making public transport access 24 hours was suggested as a good way to increase use. There was strong support for a direct heavy rail link, especially if this meant express services from central Newcastle. It was also suggested that cycle routes and onsite facilities should be given more focus, and that the airport could do better to incentivise public transport use.

**Q5 - Do you support the Masterplan’s approach to improving road access and on-site parking?**

5.21 86% of responses supported the Masterplan’s approach to improving road access and car parking, with 7% not supportive

Figure 9 - Response to survey Question 5

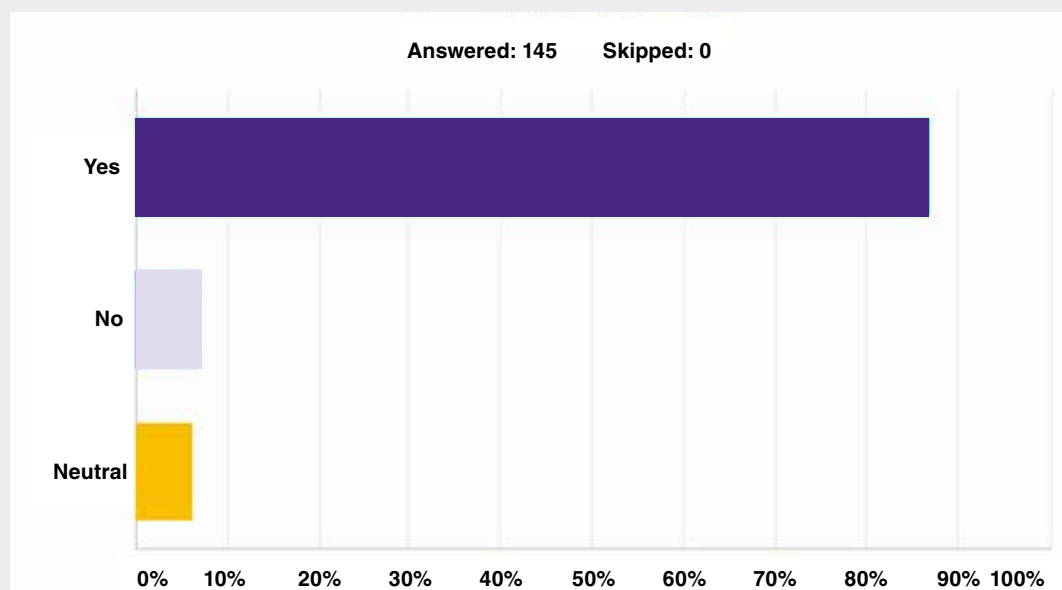


- 5.22** Commercial organisations all supported the improvement of roads serving the airport recognising that it is part of wider suite of upgrades needed across the region. Parking was suggested in one response to be “pretty good” and further provision “has to be in place to enable the airport to grow”.
- 5.23** The only qualitative feedback from local politicians is that multi-storey car parks should be developed to make the most efficient use of land.
- 5.24** The majority of responses from members of the public were supportive (84%). It was recognised some that “travel by road is essential” and expansion and improvement of roads in the North East is important, but should be done some alongside measures to encourage use of public transport.
- 5.25** Particular suggestions were given as to how car parking could be improved. One response suggested that the drop-off area needs to be bigger with more parking; another supported improved access to long term parking areas via a second access point from the A696.
- 5.26** Others raised concern about the impact of more road traffic, suggesting that more should be done to prevent parking and waiting in residential areas near the Airport site and in the A696 layby. It was requested that a dedicated waiting area should be provided. Whilst some supported the safeguarding of land for the Airport Link Road others did not see the need for the road and are concerned that the loss of habitat could impact wildlife.

**Q6 - Do you agree with Masterplan’s strategy to mitigate the impacts of growth on the environment and the local community?**

- 5.27** 86% of responses expressed support for the Masterplan’s approach to mitigating the impact of growth, with only 10 responses (7%) not supportive.

**Figure 10 – Response to Survey Question 6**



- 5.28** The majority of commercial organisations are supportive of the approach to mitigation. It is suggested that advances in technology, such as quieter and more fuel efficient planes will help to provide much of the mitigation of growth. One response suggested that more should be done to make the Airport’s buildings more energy efficient.
- 5.29** The majority of local politicians are supportive of the mitigation plan. It is stated that “the strategy seems to mitigate for every key issue of impact on both the environment and local community”. Another response however stated that the Airport should be going beyond ‘encouraging’ airlines to use more fuel efficient aircraft.
- 5.30** The majority of responses from the public were supportive but identified the need for growth to be sustainable, and that “expansion should not be to the detriment of local residents”. Some responses said the plan to mitigate the impact on wildlife should be more detailed and that mitigation should happen in advance of development to create corridors. This is identified specifically in relation to the proposed link road. Concern about air pollution is stated with a suggestion that the Airport utilise more electric vehicles to help this.

# 6 Written Representations

## Commercial Organisations

**6.1** A total of 25 commercial organisations provide written responses to the plan, and if this included provided feedback via the online survey were includes this would total over 60 organisations. This includes major manufacturing and service businesses which are vital to the regional economy such as Virgin Money, Ubisoft, Renolit, and Accord Healthcare, as well as key airlines operating from the Airport. Responses from the North East England Chamber of Commerce (NEECC) and the Confederation of British Industry (CBI) also embodied the view of the members and the wider business community. The full list of responders can be found in appendix 1.

**6.2** Nearly all commercial organisations that responded indicated overall support for the growth strategy set out in the Masterplan, recognising that it would be beneficial to their particular organisation and the regional economy as a whole, both as job generator and facilitator of investment and trade. Both service and manufacturing businesses identified how growth of the Airport would support their expansion plans.

Virgin Money stated that –

“fast and well integrated transport choices for businesses, residents and visitors will help to pull more investment to the region and with it a broader pool of skilled people. This would be benefit to the regional economy and local communities in the North East. Newcastle International Airport has pivotal role to play in this respect”

Rosh Engineering indicated that they are–

“trying to increase our trade with businesses throughout the world and the better connected we are the easier we can fulfil our goals... I give my wholehearted support to your masterplan”

**6.3** Many responses recognised that it is crucial time for the North East in terms of diversifying trade links and that a growing airport and expanded route network will drive this. The CBI identified that “firms are keen to better link the region to International markets to increase and encourage export capabilities and capitalise on the benefits this brings”. Therefore the “need to improve access to International markets from the North East is a top priority for business”. The NEECC also identified that the Airport’s plans for growth, with increased capacity and additional routes, will allow businesses to connect to more global markets and encourage more inward investment. The Chamber also identified the positive benefits of more long haul connections to global economic hubs.

**6.4** In relation the prospect of additional long haul services, several organisations such as Nexus, NGI, and the NEECC specifically support the prospect of the runway being extended and the safeguarding land to do this. NGI expressed “support for the safeguarding of the runway extension, recognising the benefits and opportunities of more direct long haul routes (as well as cargo flights), which the extended runway could help to facilitate.”

**6.5** In terms of airlines, Emirates, Thomas Cook, TUI, Ryanair, FlyBe, and FlyBMI all expressed overall support for the Masterplan. Most specifically backed the safeguarding of land for the runway being extended, recognising it would be beneficial to the range of operations they could serve. Thomas Cook indicated that a longer runway could increase the range of destinations that they could fly to. Emirates identified that the 777-300ER is the largest aircraft it could operate on the current runway, which is one of the shortest on its network. Each airline also gave specific suggested how airside changes could help their operations such as increasing the number of contact stands and improving lounge access. All support the need for growth to be sustainable.

**6.6** Organisations such Northumberland Tourism, Cumbria Tourism, NGI and NEECC specifically recognise that an increase in air services would be significantly beneficial to the visitor economy. Northumberland Tourism state that –

“Our efforts to increase the numbers of high spending visitors from both British and International destination will require the airport to increase its capacity via additional routes and more frequent flights from key visitor destinations, as outlined in your plan.”

**6.7** The importance of the airport expanding to grow its route network are seen by NGI as fundamental. “The potential for growth in the next decade is considerable but without a thriving regional Airport with a growing route network, the North East tourism sector would struggle to realise its growth aspirations”. The NELEP recognises also recognises that an increase in passenger numbers will be beneficial to the tourism sector, welcoming the “strong role that the Airport envisages for itself in supporting the tourism sector in the region, including direct investment in tourism products and marketing to help leverage this growth across the region”.

**6.8** Most businesses indicated support for the surface access strategy approach to road and rail access, including airlines. This is from the perspective supporting the visitor economy and allowing business to efficiently access the Airport. Nexus and Stagecoach expressed support for the growth of the Airport, with the latter indicating a desire for a more efficient means for buses to access the terminal. Confederation of



Passenger Transport (CPT) also suggested providing for better facilities for local bus services and coach travel.

- 6.9** Bellway and Miller Homes raised specific concerns regarding the impact of noise on the residential amenity of the residents which will be living in their scheme being developed to the west of Hazelrigg. Bellway expressed a desire to work closely to plan the future of both companies. Banks developments have questioned the Masterplan growth forecasts in relation to other projections such as those produced by the DfT. They have also raised concern whether the forecast change in the noise contours could impact the delivery of residential schemes and requested change how the information is presented, including forecast night-time maximum noise events. Their mining arm has also expressed a desire to extract coal from the area safeguarded for a runway extension.

## Local Authorities and politicians

- 6.10** Responses were received from 7 local authorities, 4 parish/town councils, and from a political party. The North East Combined Authority (NECA) also submitted a joint response with the North East Local Enterprise Partnership (NELEP).
- 6.11** All local authorities expressed support for the plan, recognising the strategic role the Airport plays in connecting the region nationally and internationally, and generating economic growth. Each had particular comments –
- 1.** Durham County Council – recognised that a growing airport will provide the connections for the County’s businesses at a time when they are exploring new markets. The positive benefits to the visitor economy are also welcomed. It is also recognised that “development and infrastructure works proposed within the masterplan would not have a direct or indirect adverse impact upon County Durham’s environment or upon the health or amenity of local communities”.
  - 2.** Gateshead Borough Council – Support the forecast airport growth specifically referencing the positive impact it would have on the planned development of the Quays and the Conference Centre and Arena. The Authority shares the desire for improving rail access, and hope that their plans to provide rail access for East Gateshead would complement this. It is indicated that improved bus services to areas not served by the Metro would also be welcomed, as would Metro services beyond the current time of the last service.
  - 3.** Newcastle City Council – Support is expressed for the allocation of land for employment development, which complements the Core Strategy for Newcastle. The benefits of a possible runway extension are supported but the challenges to a subsequent planning application are detailed, including impact on the Green Belt. The issue of aircraft noise as a planning consideration is noted and it is acknowledged that developer mitigation will likely be needed close to the Airport. Support is also stated for the plans strategy to improve sustainable transport access, both light and heavy rail, as well as key road upgrades such as delivery of the Airport Link Road.
  - 4.** North East Combined Authority (NECA) and North East Local Enterprise Partnership (NELEP) – The authority supports the Masterplan and particularly the objective to enhance the impact on the regional economy, recognising that the Airport’s connectivity plays a “crucial role in underpinning economic growth, in particular as an enabler of trade, investment, education, events and tourism”. But it is suggested that the plan could give more focus to growing cargo operations linked to high value economic sectors. The potential for better transcontinental and hub connections is welcomed and therefore the safeguarding of land for a runway extension is supported. It is stressed that this and other development should be sustainable and adverse impacts mitigated. With regard to surface access NECA/NELEP “welcome the approach of the airport in encouraging staff and passengers to travel sustainably and is introducing further measures to encourage them to do so”, and particular support is given for the improving rail access including the potential for direct heavy rail services. Support for upgrades to the A696/A167 is also shared.
  - 5.** North Tyneside Borough Council – The prospect of local job creation is recognised and as is the opportunity for more long haul connections and the economic benefits this brings. In relation to the surface access strategy it is suggested the Airport could provide more detailed targets for different modes to achieve the sustainable transport modal shift targets, and that a more convenient access point to the terminal be provided for buses. The Authority also recognises that the airport’s noise contours could grow as the Airport does, and it is requested that the contours are updated more regularly. It is suggested that a timeframe for producing a ‘carbon and energy reduction strategy’ and forecasts for air particulates are provided.
  - 6.** Northumberland County Council – supports the growth forecasts, particularly if this would result in increased inbound tourism and freight handling. Specific support for the potential of the runway being extended is stated. The approach to surface transport is welcomed, particularly the support for the Northumberland to Newcastle line, the dualling of the A69 and A1, and the upgrading of the Kenton Bar A1/A696 junction. It is suggested however that the potential extension of the Metro to Ponteland is included in the Masterplan. The authority is supportive of joint working to bring forward aspects of the Masterplan and the Northumberland Local Plan.

7. South Tyneside Borough Council – recognises the need for continued investment to improve and develop the Airport to support economic and housing growth in the region, stating that it is “suitably ambitious whilst balancing the need for sustainable growth”. Particular support is expressed for the prospect of early morning and late night Metro services to run directly to the Airport from a new metro depot at South Shields, as well the potential for better access to the Airport from IAMP through the re-opening of the Leamside railway line.
  8. Sunderland City Council – states that greater connectivity from the Airport will make the North East a “more attractive place in which to live, visit, do business and trade, enabling the economy to prosper”. Particular support is given to improving Metro access through earlier and later operational times, refurbishment of the Metro Station, and inter-operability between Metro and heavy rail. It is suggested however that the Masterplan has a more ambitious bus strategy, especially for communities beyond the Metro system.
- 6.12 Heddon-on-the-Wall and Hexham councils expressed broad support for the growth of the Airport and the positive regional impacts this will have. The former hoped a solution could be found for aircraft noise which is impacting some in their community. Ponteland Town Council acknowledge the connectivity benefits to their residents of living close to an airport, but express concern regarding noise, traffic generation, and the issue of ad-hoc parking in their community. It is suggested that an offsite park and ride facility could help to ease congestion. Dinnington Parish Council have expressed concern regard a potential increase in noise and if the runway were to be extended and prospect of a road diversion to accommodate it.
- 6.13 The Green Party objected to the plan, suggesting that planned largescale airport growth is incompatible with UK climate and air pollution targets, and will have other impacts such as increased noise and traffic. It is suggested that the Airport should not be planning for growth of the airport itself or air traffic.

## Residents groups and residents

- 6.14 Woosington Residents association provided detailed comments on the Masterplan and the majority of individual responses from residents came from the Woosington area, with other from throughout the region. Most residents provided feedback via the online survey, with qualitative feedback detailed in the main report. Many expressed support broad support for the airport overall, but provide detailed feedback on particular issues.
- 6.15 Woosington residents in particular raised concern regarding the potential development of the Airport Link Road as it could increase the traffic levels and physically divide the village. The development of the road and aspects of the plan led to concern about impact on local wildlife and habitat, and more detailed mitigation plan is suggested. Concern was also raised regarding the use of residential areas for waiting taxis and impromptu parking which is leading to littering. It is suggested that dedicated on-site facilities are provided by the Airport and this should be identified in the Masterplan.
- 6.16 The impact of noise from aircraft and the heavy rail, if it were to serve the Airport, were raised by residents close to the Airport and it is suggested that noise reduction measure such as earth deflection ridges be utilised. Many expressed support for efforts to improve public transport access.

## Statutory Consultees

- 6.17 Historic England, Natural England, National Grid, Highways England, , The Environment Agency, the Coal Authority, and Northumbrian Water all commented on the plan with regard to the remit with no clear objections raised.
- 6.18 Highways England notes the various aspects of the plan which could impact on the strategic road network, and would welcome further detail on the types of car parking being provided in the Masterplan and note that the proposed designs for the access junction is not agreed and so should be viewed as indicative.
- 6.19 Northumbrian Water welcomed the level of detail provided regarding the water environment section and expressed support for the Masterplan overall. They would like to work with the Airport to find workable solutions to discharge, treatment and storage of any contaminated run off, and note that planned investment in the Eland Lane Rising Main will support Airport development to the north of the site.
- 6.20 The EA have suggested the plan gives greater consideration to flood zones and the impact of climate change, the aims of the Water Framework Directive (improvement in water quality so all achieve ‘good’ status), and desire to create additional fenland close to the Airport to improve biodiversity.

## Other responses

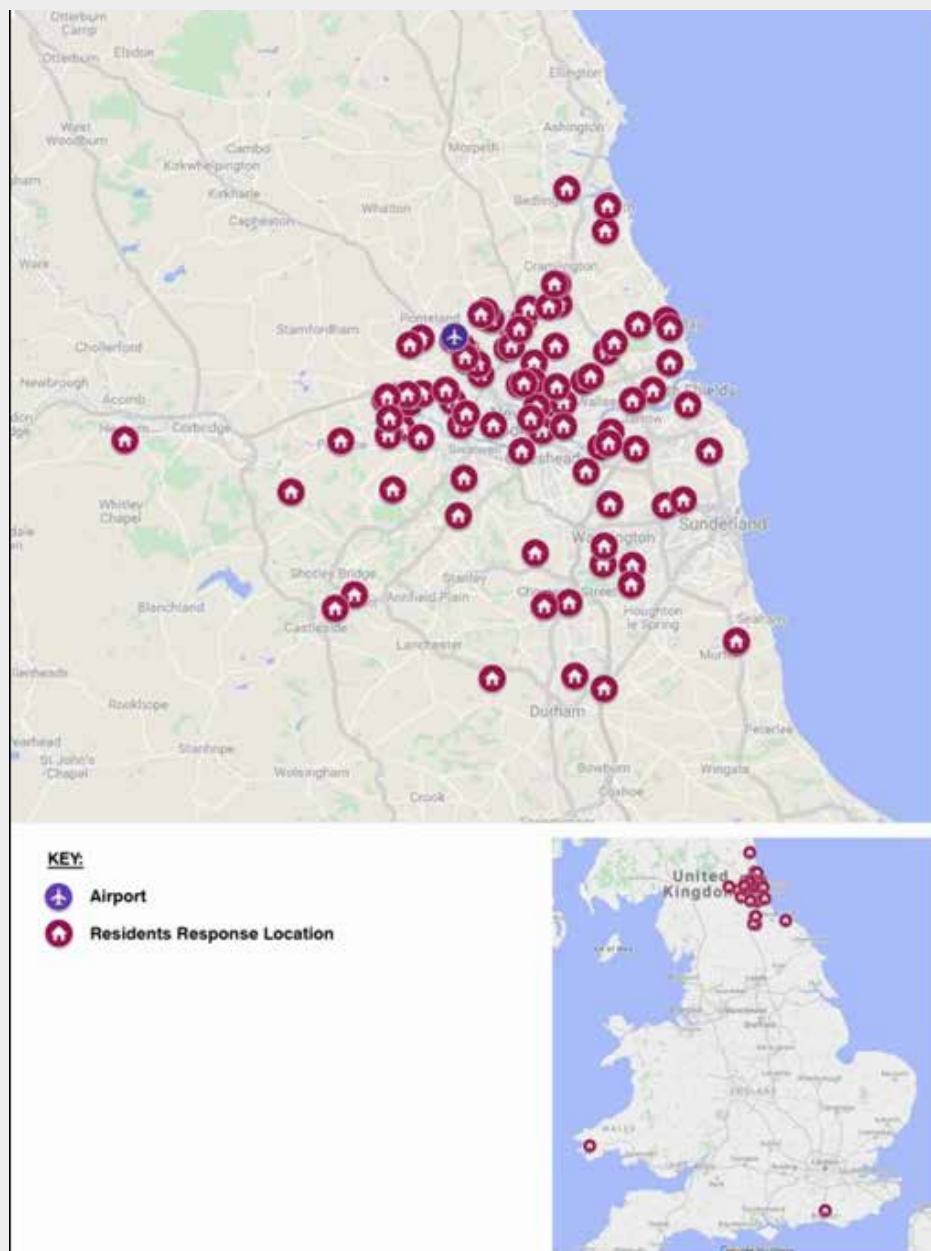
- 6.21 A number of interest groups provided focused comments on the plan.
- 6.22 Save Newcastle Wildlife request a more comprehensive approach to mitigating the impact of the Airport growing on local wildlife, particularly movement corridors. Concern regarding the loss of agricultural land and Green Belt, and landscape impact are also expressed.

- 6.23 The Airport Noise Action Group’s (ANAG) provided feedback at public consultation events but their written response focuses on the perceived inadequacies of the Masterplan consultation process. This centres on the length of the consultation period, the lack of public meetings and the opportunity to provide feedback at them, the perceived lack of publicity, and the structure of the feedback survey.
- 6.24 The British Gliding Association expressed support for the growth of the Airport but highlighted the need for air space to be protected for the use by gliders, and that any changes to use of airspace would need to mitigate any impact.
- 6.25 The Tyne and Wear Access Forum highlighted a number of rights of way which cross or pass close to the Masterplan area. It is requested that routes are improved as part of any development and the Airport Link Road provide segregated multiuser routes.

## 7 Geographic scope of engagement

- 7.1 The geographic spread of response indicates both the degree of interest in the Masterplan in spatial terms and the reach of the publicity undertaken.
- 7.2 Responses from members of the public were predominantly from NE (Newcastle) postcodes, with some concentration close to the Airport and flightpaths, as would be expected. However a significant amount of responses were received from elsewhere in the North East with 15 from DH (Durham) and DL (Darlington) postcodes, and 8 from Wearside. 2 responses were received from outside of the North East in the UK, and one from the USA.

**Figure 11 - Geographic Spread of Responses - Members of the Public**



7.3 Commercial organisations which responded to the consultation were mainly from within the North East, and predominantly NE postcodes (41). There were some responses from County Durham (7) and Wearside (2) based organisations but none from businesses located in Teesside. Two responses were received from outside the Airport’s catchment in the UK and two internationally: 1 from India and 1 from the USA.

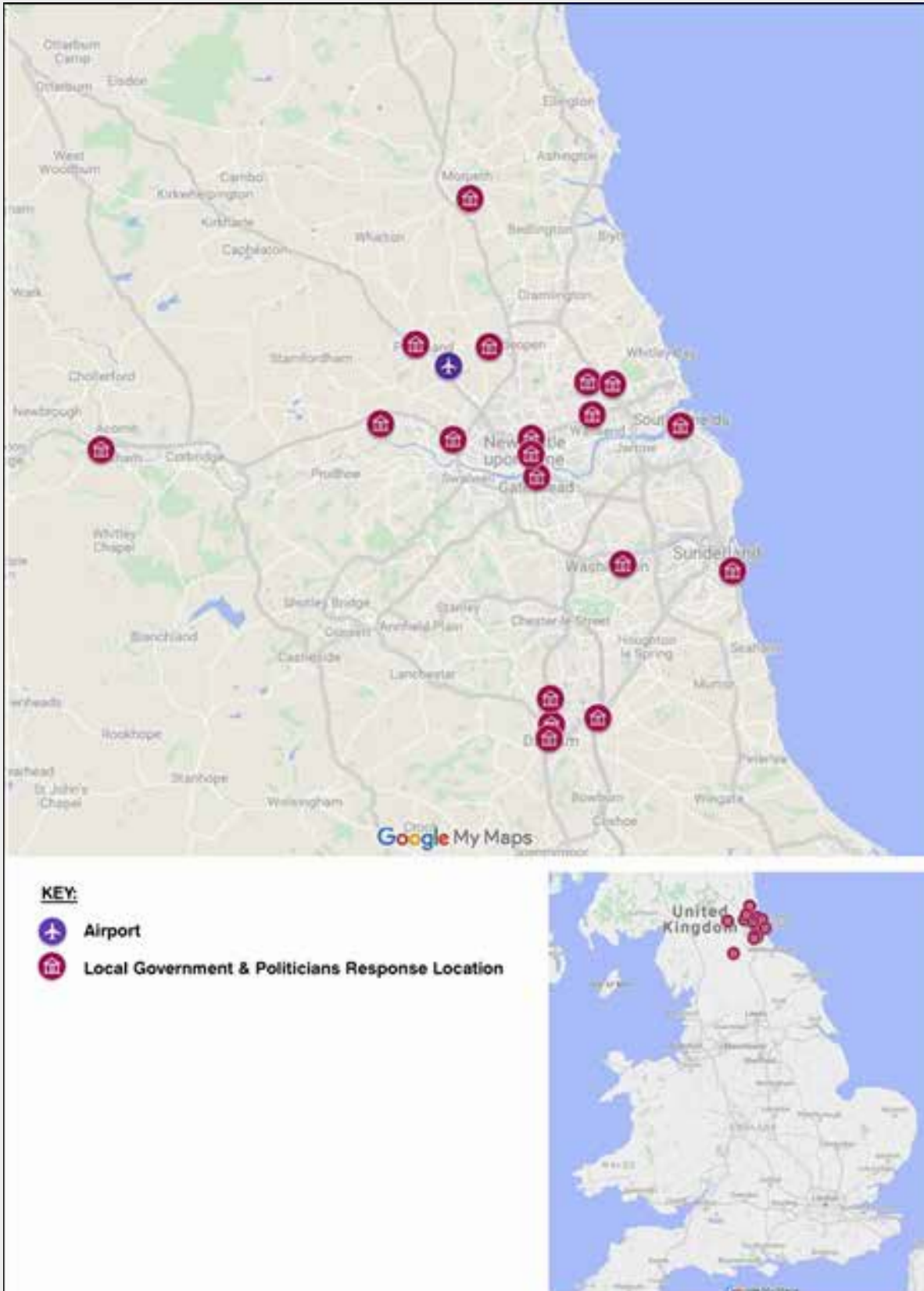
**Figure 12 - Geographic Spread of Responses – Commercial Organisations**





7.3 Responses were received from all 7 local authorities which make up the North East Local Enterprise Partnerships area. A number of councillors from these authorities also provided individual responses, but these did not noticeably correlate with close proximity to the Airport. 5 Parish Councils also provided their own response: Dinnington, Heddon, and Ponteland Councils which are all close to the airport and flightpaths, and Hexham and Romalduke which are more distant. Two MPs also commented, representing constituencies immediately to the east of the Airport and the City of Durham.

**Figure 13 - Geographic Spread of Responses - Local Government and Politicians**



<sup>3</sup>Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside, and Sunderland.



# 8 Appendix 1 – Responses received

## Commercial Organisations

Accord Healthcare  
 Aon UK Ltd  
 Aptus  
 Bangalore International Airport  
 Banks Developments  
 Banks Mining  
 Barclays  
 Bellway Homes  
 Bollard Load Testing Ltd  
 British Engines  
 British gliding Club Association  
 CBI  
 Confederation of Passenger Transport (CPT)  
 Cumbria Tourism  
 Durham Cricket Club  
 Eli Lilly  
 Emirates Airlines  
 Engie UK Ltd  
 Entrepreneurs' Forum  
 Erwin Hymer Group UK Ltd  
 Flybe  
 FlyBmi  
 Go North East  
 Greggs  
 Guild of Air Traffic Control Officers  
 Helena Hill Consulting  
 Intu Eldon Square  
 JB Photography  
 Lugano Developments  
 Microsoft  
 Miller Homes North East  
 National Grid  
 Newcastle College  
 Newcastle Gateshead Initiative  
 Newcastle Racecourse  
 Nexus  
 Nigel Wright Group  
 North East England Chamber of Commerce  
 North East Local Enterprise Partnership  
 North Tyneside Business Forum  
 Northumberland Tourism  
 Northumbrian Water  
 Oliver Wyman Ltd  
 Positive Wealth Management  
 Renolit Cramlington Ltd  
 Rosh Engineering  
 Ryanair

Shout Digital  
 Stagecoach  
 Taylor Fitch  
 Thinkprime  
 Thomas Cook Airlines  
 TUI  
 Turner and Townsend  
 Ubisoft  
 Uk therapy services  
 Virgin Money  
 Visit County Durham  
 Ward Hadaway  
 Womble Dickinson

## Public Bodies and Political Representatives

Airport Consultative Committee  
 Cllr David Cook - Newcastle City Council  
 Cllr David Hall - Durham County Council  
 Cllr Eric Mavin - Durham County Council  
 Cllr Fiona Miller - Sunderland City Council  
 Cllr Mark Wilkes - Durham County Council  
 Coal Authority  
 Dinnington Parish Council  
 Durham County Council  
 Environment Agency  
 Forestry Commission  
 Gateshead Borough Council  
 Green Party  
 Heddon Parish Council  
 Hexham Town Council  
 Highways England  
 Historic England  
 Mary Glindon MP - North Tyneside Constituency  
 Newcastle City Council  
 North East Combined Authority  
 North Tyneside Council  
 Northumberland Council  
 Ponteland Town Council  
 Roberta Blackman-Woods MP - City of Durham  
 Romaldkirk Parish Council  
 South Tyneside Council  
 Sunderland City Council

# Appendix 2 – News Articles Covering the Masterplan

## May Launch

<https://www.neechamber.co.uk/our-members/news/newcastle-airport-launches-masterplan-2035-the-vision-for-its-100th-year>  
<http://www.bdcmagazine.com/newcastle-airport-unveils-2035-masterplan/>  
<http://www.bqlive.co.uk/north-east-cumbria/2018/05/10/news/newcastle-airport-launches-masterplan-32179/>  
<https://www.chroniclelive.co.uk/news/north-east-news/major-expansion-plans-announced-newcastle-14641464>  
<https://www.shieldsgazette.com/news/council-chiefs-welcome-newcastle-airport-expansion-plan-1-9159350>  
<https://bdaily.co.uk/articles/2018/05/10/newcastle-international-airport-unveils-growth-blueprint-with-masterplan-2035>  
<http://www.ngi.org.uk/resources/news/newcastle-airport-seeks-feedback-on-its-masterplan-2035/>  
<https://blueswandaily.com/it-is-all-part-of-a-master-plan-bristol-and-newcastle-reveal-lofty-regional-passenger-demand-projections/>  
<http://www.breakingtravelnews.com/news/article/newcastle-international-unveils-ambitious-growth-plans-ahead-of-2035-centen/>  
<https://www.chroniclelive.co.uk/business/business-news/business-groups-back-ambitious-newcastle-14644477>

## Community websites

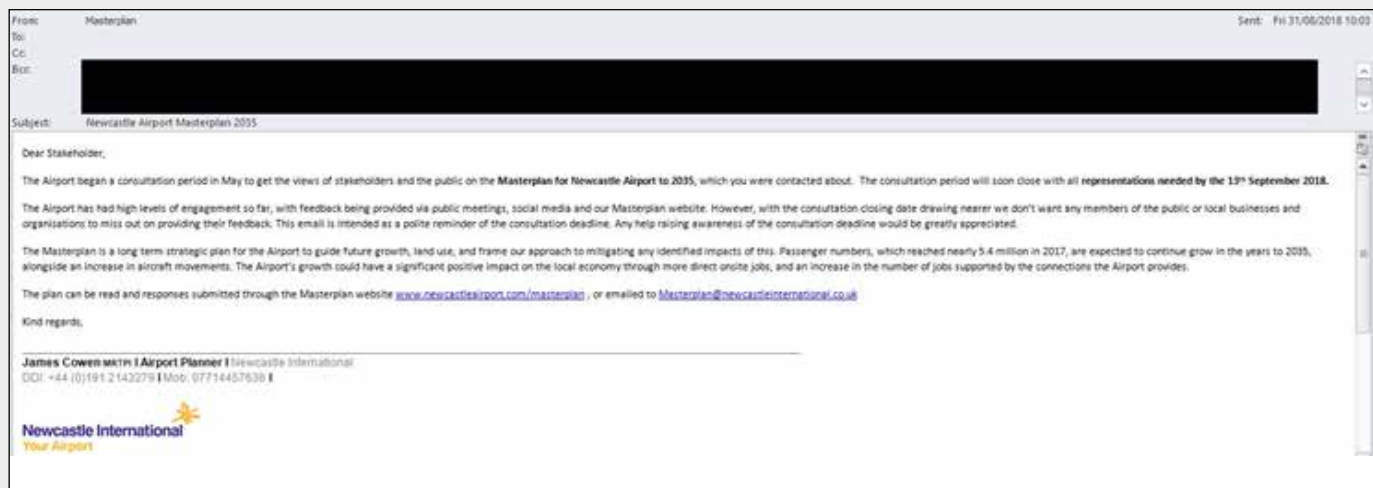
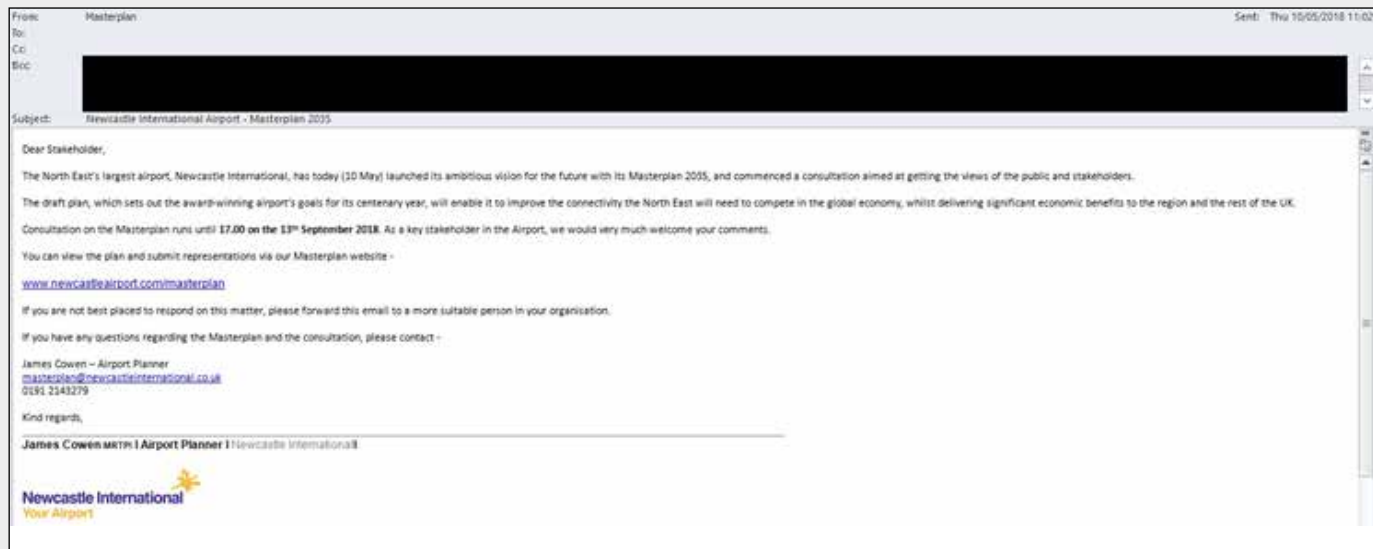
<http://www.darras-hall.net/news/newcastle-international-airport-masterplan-2035/>  
<https://www.aircraftnoiseaction.com/masterplan>  
<http://www.ponteland-tc.gov.uk/wp-content/uploads/2018/05/PNV-June-18-issue-153.pdf>

## Consultation Response Prompt




<http://amble.gov.uk/2018/09/newcastle-airport-masterplan-2035/>  
<https://www.shieldsgazette.com/news/business/call-for-views-on-plans-for-newcastle-airport-1-9328398>  
<https://www.northumberlandgazette.co.uk/news/have-your-say-on-vision-for-airport-1-9341597>  
<https://www.neechamber.co.uk/our-members/news/newcastle-airport-seeks-feedback-on-its-masterplan-20355>  
<https://www.chroniclelive.co.uk/business/business-news/businesses-urged-share-views-newcastle-15095148>



# Appendix 3 – Consultation Emails



# Appendix 4 - Social Media Posts

Platform	Date	Post	Amount reached	Engagement
Facebook	10/05/2018		10,913	2,421
Facebook	29/05/2018		6,972	350
Facebook			7,817	847

Platform	Date	Post	Amount reached	Engagement															
Facebook			7,141	757															
Facebook	05/06/2018	<table border="1"> <thead> <tr> <th>Year</th> <th>On-site</th> <th>Total region</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>3,450</td> <td>18,900</td> </tr> <tr> <td>2025</td> <td>4,475</td> <td>25,150</td> </tr> <tr> <td>2030</td> <td>4,775</td> <td>27,375</td> </tr> <tr> <td>2035</td> <td>4,775</td> <td>27,800</td> </tr> </tbody> </table>	Year	On-site	Total region	2017	3,450	18,900	2025	4,475	25,150	2030	4,775	27,375	2035	4,775	27,800	4,902	110
Year	On-site	Total region																	
2017	3,450	18,900																	
2025	4,475	25,150																	
2030	4,775	27,375																	
2035	4,775	27,800																	
Facebook	06/06/2018		4,227	187															
Facebook	12/06/2018		3,975	177															



Platform	Date	Post	Amount reached	Engagement
Facebook	26/06/2018		3,642	112
Facebook	09/07/2018		3,230	54
Facebook	20/07/2018		2,164	224
Facebook	24/07/2018		4,235	151

Platform	Date	Post	Amount reached	Engagement
Facebook	26/07/2018		4,645	309
Facebook	01/08/2018		3,397	46
Facebook	06/09/2018		3,684	59
Facebook	12/08/2018		24,981	9,080
Facebook	08/09/2018	<p>NEWCASTLEAIRPORT.COM <b>Masterplan 2035</b> We are committed to growing the airport as sustainably and responsibly as...</p>	4,075	102
Facebook	11/09/2018	<p>NEWCASTLEAIRPORT.COM <b>Masterplan 2035</b> We are committed to growing the airport as sustainably and responsibly as...</p>	1,782	44

Platform	Date	Post	Amount reached	Engagement
Facebook	13/09/2018	<p>Newcastle International Airport Published by Kate Hall (1) · 13 September · G</p> <p>Last chance! The consultation on our Masterplan 2035 closes today. If you haven't already submitted your feedback you can do so via our website below...</p> <p>NEWCASTLEAIRPORT.COM <b>Masterplan 2035</b> We are committed to growing the airport as sustainably and responsibly as...</p>	1,688	29
Twitter	10/05/2018	<p>Newcastle Airport @NCLairport · 10 May 2018</p> <p>Today we have launched our vision for the future with our 2035 Masterplan. The Masterplan is open for consultation until the 13th September, click below to find out more: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a></p>	15,832	1,243
Twitter	11/05/2018	<p>Newcastle Airport @NCLairport · May 11</p> <p>Your Airport is a North East success story and a key economic driver for our region. Find out our ambitious plans between now and 2035 in our newly released Masterplan here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a> #NEFollowers</p> <p>The Airport currently supports <b>18,900 JOBS</b> and generates <b>£1.16bn GVA</b></p>	6,713	167
Twitter	17/05/2018	<p>Newcastle Airport @NCLairport · May 17</p> <p>Your Airport is a North East success story and a key economic driver for our region. Our newly released Masterplan sets out our ambitious plans between now and 2035. Watch this short video for more info: <a href="https://www.youtube.com/watch?v=z0gkA...">youtube.com/watch?v=z0gkA...</a></p> <p>#NEFollowers #NorthEast</p> <p>Our Vision for Your Airport's 100th Year Your Airport is a North East success story and a key economic driver for our region. Find out our ambitious plans between now and 2035 in our newly released...</p>	5,453	57



Platform	Date	Post	Amount reached	Engagement															
Twitter	29/05/2018	<p>Newcastle Airport @NCLairport · May 29 The Masterplan public meeting for the Dudley and Annitford communities is taking place tomorrow at the John Willie Sains Community Centre between 18:30 - 19:30. Read more about the Masterplan 2035 here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a> #NIPFollowers</p>	4,172	206															
Twitter	31/05/2018	<p>Newcastle Airport @NCLairport · May 31 Did you know that we're the UK's 11th busiest airport? Find out our exciting plans for the future in our newly released Masterplan. Read more here: <a href="http://bit.ly/2L8gn0F">bit.ly/2L8gn0F</a></p>	7,594	251															
Twitter	04/06/2018	<p>Newcastle Airport @NCLairport · Jun 4 The Masterplan public meeting for Wiskeopon and surrounding communities is taking place tomorrow at the Woodlands Hall Community Centre between 17:00 - 18:00. Read more about the Masterplan 2035 here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a></p>	4,406	127															
Twitter	05/06/2018	<p>Newcastle Airport @NCLairport · Jun 5 Our new Masterplan sets out the Airport's vision until 2035, including increasing the number of jobs we support on-site to 4,775. Find out more here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a></p> <table border="1"> <thead> <tr> <th></th> <th>On-site</th> <th>Total region</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>3,450</td> <td>18,900</td> </tr> <tr> <td>2025</td> <td>4,475</td> <td>25,150</td> </tr> <tr> <td>2030</td> <td>4,775</td> <td>27,375</td> </tr> <tr> <td>2035</td> <td>4,775</td> <td>27,800</td> </tr> </tbody> </table>		On-site	Total region	2017	3,450	18,900	2025	4,475	25,150	2030	4,775	27,375	2035	4,775	27,800	6,575	378
	On-site	Total region																	
2017	3,450	18,900																	
2025	4,475	25,150																	
2030	4,775	27,375																	
2035	4,775	27,800																	

Platform	Date	Post	Amount reached	Engagement
Twitter	06/06/2018		4,306	124
Twitter	12/06/2018		3,710	95
Twitter	26/06/2018		2,811	96
Twitter	09/07/2018		3,054	58
Twitter	09/07/2018		4,083	112



Platform	Date	Post	Amount reached	Engagement
Twitter	20/07/2018	 <p>Newcastle Airport @NCLairport · Jul 20 Have you read our 2035 <a href="#">Masterplan</a>? Give us your thoughts here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a></p>	3,791	100
Twitter	24/07/2018	 <p>Newcastle Airport @NCLairport · Jul 24 The Widopen drop in session for our 2035 <a href="#">Masterplan</a> is taking place this afternoon from 3pm until 7pm at Woodlands Hall Community Centre. For more information on our <a href="#">Masterplan</a> consultation, click here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a></p>	3,302	56
Twitter	25/07/2018	 <p>Newcastle Airport @NCLairport · Jul 25 The Haslingry and Brunswick drop in session for our 2035 <a href="#">Masterplan</a> is taking place this afternoon from 3pm until 7pm at Haslingry Social Club. For more information on our <a href="#">Masterplan</a> consultation, click here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a></p>	3,325	32
Twitter	26/07/2018	 <p>Newcastle Airport @NCLairport · Jul 26 Read our 2035 Masterplan! We'd love to hear your thoughts. Send us your feedback here: <a href="http://newcastleairport.com/masterplan-feedback">newcastleairport.com/masterplan-feedback</a></p>	3,685	38
Twitter	30/07/2018	 <p>Newcastle Airport @NCLairport · Jul 30 The Crumlington drop in session for our 2035 Masterplan is taking place this afternoon from 3pm until 7pm at Concordia Leisure Centre. For more information on our Masterplan consultation, click here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a></p>	3,998	57
Twitter	01/08/2018	 <p>Newcastle Airport @NCLairport · Aug 1 The Seaton Park drop in session for our 2035 Masterplan is taking place this afternoon from 3pm until 7pm at Vickers Rooms Holiday Inn, Seaton Burn. For more information on our Masterplan consultation, click here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a></p>	3,052	13
Twitter	06/08/2018	 <p>Newcastle Airport @NCLairport · Aug 6 The Great Park drop in session for our 2035 Masterplan is taking place this afternoon from 3pm until 7pm at the Great Park Community Centre. For more information on our Masterplan consultation, click here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a></p>	3,306	44
Twitter	12/08/2018	 <p>Newcastle Airport @NCLairport · Aug 12 The public consultation for our Masterplan 2035 closes on the 13th September and we want to hear your views! You can read all about the plans on our website and submit your feedback here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a> #NCLFollowers #NorthEast</p>	8,157	877
Twitter	08/09/2018	 <p>Newcastle Airport @NCLairport · Sep 8 The closing date for our <a href="#">Masterplan</a> 2035 consultation is the 13th September, if you haven't given your feedback you can do so on our website here: <a href="http://newcastleairport.com/masterplan">newcastleairport.com/masterplan</a> #NCLFollowers #NorthEast #Feedback</p>	4,665	230

Platform	Date	Post	Amount reached	Engagement
Twitter	11/09/2018		4,276	111
Twitter	13/09/2018		3,730	89
LinkedIn	10/05/2018		4,563	292
LinkedIn	17/05/2018		3,102	35

Platform	Date	Post	Amount reached	Engagement
LinkedIn	12/08/2018		2,348	263
LinkedIn	09/07/2018		2,137	50

