

Northwich, Davenham & Moulton are seeing new housing estates being built at a fair rate with many more planned (awaiting planning permission)

So there are three key elements to consider:-

Safety - Height at take off and landing - volume of air traffic - actual time (Operational window e.g. open from 6am to midnight)

Emissions- Height at take off and landing, Volume of air traffic

Noise - Height at take off and landing - volume of air traffic - actual time (Operational window e.g. open from 6am to midnight)

Turning to the presentation;

Slide 10 - Current Operations - A typical summer's day of easterly arrivals (April 2019)

At their peak we have aircraft flying over the village at a rate of one per minute

The noise is constant - the height is 4000' feet **or below** - Any proposal to increase air traffic via this route would receive strong public objections

Please note the sight and sound of an Emirates 380 airbus flying down Eaton Lane, Hartford Road, and Church Street is a huge safety risk

The noise is horrendous, and it is really distracting for the public, cyclists and drivers.

Is there really the need for an aircraft this size to descend over such a heavily populated area? We have farmer's fields to the east of the current route

We have no idea what impact of what the emissions & vibrations from this 4 engine Juggernaut are doing to gardens, playing fields or houses

Can this be flagged by Daniella to the project team as a Live issue please?

Slide 19 -

Design Considerations - The Conops

Could the project team clarify the following statement from the Conops Criteria "Routes to be independent of other airports below 7000'"

Considering we experience air traffic at 4000' what are the implications, if any, for the village?

Slide 21 - Slide 22 - The Boundary for Departures and Arrivals

As part of the Stage 2 Gathering views Process (point 4) We would like to see consideration for increased routes directed over farmland and or less populated areas

Slide 23 - Step 2 Constraints -

From a safety perspective - it is good to see there is no controlled airspace at 9000' and below to the South West of Northwich, will the new designs increase this area to give some relief to the village?

Slide 29 - Runway 23 Westerly departures

Design envelopes 23 West A & B and 23 South West A & B would be our preferred options

Can the Project team clarify what the darker blue shape in the middle of these two air corridors relates to please?

Slide 30 - Runway 05 Easterly departures

Design envelope 05 West & 05 South A & B would be our preferred options

Can the Project team clarify what the darker blue shape in the middle of these two air corridors relates to please?

Slide 38 - Runway 05 Easterly arrivals

The increased air corridor (proposed design envelope) for landing/arrivals would appear to allow for even more aircraft to make the final turn prior to landing over the village which would in turn raise concerns, under three key measures of the design principles i.e **Safety Emissions and Noise**

Would it be possible to discuss our feedback via a call or Microsoft Teams or will this be covered in one of the phase two engagement sessions?

NB Councillor Powell has booked onto a scheduled update Thursday 19th of May 8.30pm