

From: [REDACTED]
Sent: 16 May 2026 10:35
To: Norwich to Tilbury <NorwichtoTilbury@planninginspectorate.gov.uk>
Subject: Re: EN)20027 – [REDACTED]

Good morning [REDACTED]

Thank you for your email though it leaves me a little puzzled

In one of your earlier emails, Tibenham and Priory Farm were identified as two of the locations for an accompanied site inspection

I responded to that with a photograph showing that the selected location was not appropriate since there was no above ground infrastructure visible at that point even though the western edge of the airfield was only a few hundred metres away

In one of their earlier submissions the Applicant acknowledged that in the event of an Engine Failure After Take Off (EFATO) type incident, some would be low enough to land before the overhead line and some would be high enough to glide over and land beyond but failed to point out that those who could do neither would collide with the overhead line which would result in one or more fatalities

Although Tibenham and Priory Farm were included within the published locations, they have not been included within the site itinerary, added to which the covering notes for those site inspections appear to imply that whilst the Applicant can present their case, the stakeholder cannot

We believe the risk to life cannot be assessed by just standing on a road nearby which is why I offered to arrange for one of your team members to be flown over the area in question

A few years ago there was a similar issue with regard to the loss of land for forced landings at Rufforth airfield. In refusing the appeal these are the comments made by the Planning Inspectorate

From the evidence before me, both the Council's (Dr Eddowes) and appellant's (Mr Hinchcliffe/Osprey) aviation experts accept that in normal take off and landing situations, the proposed buildings would have very little effect upon aviation safety.

However, the point of dispute arises over the effect of unforeseen pre-cursor events (UPCE), for example, engine failure after take off (EFATO), undershoot or bird strike.

Whilst these UPCE are not influenced by the presence of the proposal, the location of the poultry sheds would remove an area of land that could be used for forced landings.

This effectively would lead to a change in the obstacle environment in an area where UPCE may occur, and this could then lead to an increased risk of the forced landing colliding with the proposal, causing serious injury or fatality.

The primary concern for the Council is EFATO

Dr Eddowes of Eddowes Aviation Safety Ltd has submitted a report to the ExA with respect to these safety risks and the potential for loss of life at Tibenham

Unless there is a change to the published itinerary there would seem little to be gained by joining the inspection if Tibenham and Priory Farm airfields are being excluded

Kind Regards

[REDACTED]

Safeguarding Officer

Norfolk Gliding Club

----- Original Message -----

From: NorwichtoTilbury@planninginspectorate.gov.uk

[REDACTED] NorwichtoTilbury@planninginspectorate.gov.uk

Sent: Friday, May 15th 2026, 10:45

Subject: RE: EN020027-[REDACTED]

Good morning,

Please can you confirm which parts of the itinerary you wish to join us for.

[XE01 – Rule 8 letter - Feb-25](#)

Please can you also provide a mobile number.

Kind regards,

[REDACTED]

[REDACTED]

Case Officer

Planning Inspectorate

T [REDACTED] [REDACTED] [REDACTED]

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----- Original Message -----

[REDACTED]

Sent: Friday, May 8th 2026, 11:29

Subject: EN020027-[REDACTED]

Dear [REDACTED]

I have just received notification of the ASI scheduled for Wed May 27th

There would seem to be little to be gained by my driving to Colchester to join the team at 08:30 and spend the day driving around East Anglia with you and I propose to meet at Tibenham at the appropriate time and location you indicate when you publish the revised itinerary if that is acceptable

Following publication of the draft itinerary I submitted my concern with respect to that proposed location and allowed time on behalf of the Norfolk Gliding Club but do not seem to have received a reply - is that normal?

In terms of refreshments as mentioned in your notification I can advise that the Club does have a very good cafe with adequate parking and facilities that could be scheduled into the itinerary to coincide with the ASI at the airfield if that would help

If you wish to take advantage of this I am sure our cafe manager would appreciate some indication as to the likely numbers involved

Kind Regards

[REDACTED]

Norfolk Gliding Club