



# Edenbridge Town Council

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Gatwick Airport Northern Runway Pre-Application Consultation

Thank you for consulting Edenbridge Town Council on Gatwick Airport Limited's intention to submit a development consent order application for the commercial use of the Northern runway.

## Background

Edenbridge Town Council (ETC) is the third largest town with Sevenoaks District. The town envelope is surrounded by green belt and at its southern end lies under the final approach to Gatwick airport. Planes can be heard throughout most of the town and some residents of the town are employed at the airport or within its supply chain.

Some residents are already impacted by the noise disturbance from the aircrafts when arriving and departing from Gatwick. ETC's primary concern for Gatwick's expansion aspirations is that additional flights will further exacerbate the already unacceptable noise disturbance residents' face.

We have chosen to respond to the questions most relevant to us as a town council

## **Q1.Northern Runway proposals: overall**

To what extent do you support or oppose our proposals to bring the existing Northern Runway into routine use?

Oppose

Because:

This would have substantial noise consequences for local communities. Whilst it is encouraging no additional flight paths are proposed, the residents of the southern part of the district already experience disturbance from aircraft noise. It is proposed that expansion would result in an increase of 35% aircraft movements and 70% passengers, which would further exacerbate the noise disturbance local communities endure.

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It must be reiterated that rural areas surrounding Gatwick have a quieter surrounding baseline noise which makes aircraft noise more intrusive to residents. Furthermore, by virtue of the low background levels, the approach and subsequent withdrawal of an aircraft can be heard for a much longer period of time than in built up areas. In particular, aircraft noise disturbance is more acute during the night time period disrupting residents ability to get a meaningful duration of respite

An increase of passengers is expected to result in an increase of passengers travelling to Gatwick by car by 40% which would result in additional traffic on our smaller roads which would be used as short cuts when problems arise in the strategic road network.

The proposed transport provisions do not improve accessibility to Gatwick from Edenbridge, particularly by rail. There previously was a direct rail link from Edenbridge which was well used and reduced road traffic. We would urge you to consider this in your plans.

Gatwick provides employment to some of Edenbridge's residents but it is not considered that the district receives much direct economic benefit from Gatwick despite its relatively close proximity to the airport. This is partially due to the poor transport links making travellers reliant on narrow country roads.

To conclude, ETC opposes Gatwick's expansion plans particularly in regards to increased noise disturbance for its residents and is also concerned for increased emissions and further strain on the strategic road network without receiving any public transport benefits or significant direct economic benefit.

## **Q2. Economic benefits: jobs and skills and Q3. Economic benefits: business and the economy**

Q2. Do you think we could do anything more - or differently - to maximise local and regional employment and skills benefits?

Q3. Do you think we could do anything more - or differently - to maximise benefits to business and the economy?

ETC believes there is further scope for maximising employment and economy benefits for areas surrounding Gatwick outside of the immediate vicinity. This could be enabled by improving access to the airport, in particular working with providers for public transport links, to enhance the feasibility of more regional workers.

The proposals to improve access are currently shown to be immediately in the vicinity and therefore would not impact on the wider community.

## **Q4 Airport supporting facilities**

As these facilities will be located with the current boundary of the airport, this will not impact on our District and we therefore have no comments to make, except to support the widening of the M23 spur.

## **Q5. Landscape and ecology**

What are your views on our landscape and ecological proposals?

It is encouraging to see an intention to retain green spaces and to create a new habitat within the vicinity of the airport. However, ETC encourages Gatwick to work with stakeholders to propose

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mitigating measures on a wider scale rather than just locally. The potential impact of Gatwick's expansion would result in increased emissions for a wider area.

Overall pollution caused by the increase in flights and the impact that the noise would have on the tranquillity of our town would be significant and it is our view that this has not been properly considered. These areas are valued not only by residents but also visitors.

#### **Q6. Land use overall**

No comment.

#### **Q7. Getting to and from the airport: our approach**

Do you think we could do things better, or differently, to ensure all passengers and staff have appropriate choices for accessing the airport?

As mentioned before, there is capacity to improve public transport journeys to Gatwick.

The majority of people in Edenbridge travelling to Gatwick would currently use country roads, A264 and the M23.

Public transport improvements are vital to impact the negative impact that growth will have on congestion on the motorway network and the risk of increasing numbers of motorists using unsuitable local roads.

Gatwick's expansion plans could be used as a means to improve rail links between West Kent to Gatwick to alleviate the reliance on roads. We strongly support the reinstatement of direct services between Tonbridge and Gatwick (via Edenbridge). The reinstated service should be more frequent than that previously operated and should be more effectively promoted by the train operator and Gatwick Airport.

#### **Q8 Road Improvements**

These are very localised and would therefore not help the town as an increase in vehicles and passengers would use our roads to access the airport. The nearest 'a' road is 5 miles from Edenbridge which is accessed via 'B' roads and country lanes.

#### **Q9 Public and Sustainable Transport**

We refer you back to our answer to Q 7

Whilst we support the aims of the project to increase the number of people using sustainable transport, encouraging passengers to use rail and encouraging staff to use more sustainable transport little information is shown as to exactly how you will do this, especially in the wider region.

In addition, you also propose to significantly increase the number of car parking spaces to serve the airport, which indicates that you are still providing provisions for non-sustainable transport.

#### **Q10 – Construction Managing Impacts**

#### **Q11 Construction: Transport**

No comments.

**Q12. Managing and mitigating effects: climate change and carbon**

ETC is concerned that Gatwick's growth is projected to result in almost 50% increase of CO2 emissions with Gatwick alone projected to generate 5.5% of all UK CO2 emissions by 2038.

The proposed increase of emissions for Gatwick's expansion is substantial which would have a considerable impact on the UK's ability to meet its carbon reduction targets.

**Q13. Managing and mitigating effects: noise envelope**

Do you think the proposed noise envelope is:

Inappropriate

The noise envelope proposals do not allow for a full range of noise to be captured. This data does not consider the impact noise disturbance from increased overflights has on local communities, especially from Route 4 which gives this town twice the number of overflights on occasion.

ETC supports the continued restriction of night flights restricting noise exposure between 23:30 and 06:00am. Preference would for a ban on flights within a set time period in the entire night-time period (23:00 – 07:00).

An explanation of the enforcement procedure if a breach took place would be useful.

It is of utmost importance that local communities can be assured that the correct procedures are in place, monitored, and remedied by the appropriate body should a breach occur.

We would urge that a monitoring station for Edenbridge be installed. The noise monitoring contours proposed will encompass the southern end of the town, and this would enable better information collection.

**Q14. Managing and mitigating effects: noise mitigation**

No comments