

GATWICK AIRPORT NORTHERN RUNWAY

Local Impact Report

**Produced by Kent County Council
(Interested Party Reference Number: 20044780)**

12th March 2024



Table of Contents

1. Executive Summary	1
2. Introduction	4
3. Location	5
4. Description of Proposed Development	6
5. Relevant Planning History	7
6. Relevant Kent County Council Policy Documents	8
7. Relevant Development Proposals Under Consideration	10
8. Likely Significant Effects of the Proposed Development	11
9. Noise	11
10. Surface Transport (as a neighbouring Local Highway Authority)	16
11. Climate Change	19
12. Heritage Conservation	22
13. Socio-economic	23
14. Conclusion	24

1. Executive Summary

This Local Impact Report (LIR) has been prepared by Kent County Council (KCC) as a statutory consultee, in accordance with advice and requirements set out in the Planning Act 2008, the Localism Act 2011 and Advice Note One: Local Impact Reports (Version 2, April 2012, The Planning Inspectorate). The LIR covers both general impacts and impacts specific to Kent. As a neighbouring authority, Kent County Council defers to the other host and neighbouring Local Authorities on other matters that are relevant to their geographies.

Gatwick Airport Limited (GAL) is seeking development consent to enable routine use of their existing Northern Runway. The Project will require certain alterations to ensure the Northern Runway, which is currently used as an emergency runway and taxiway, is able to safely operate in combination with the main runway. If approved, the Project will enable the Airport to grow from approximately 46.6 million passengers per annum (mppa) in 2019 figures, to 80.2mppa by 2047.

Key planning history milestones related to the Project include the following:

- In October 2016, the Government announced the Heathrow Northwest Runway (the third runway), combined with a significant package of supporting measures, as its preferred scheme to deliver additional capacity in the South East of England. The scheme was then taken forward into the Airports National Policy Statement (June 2018).
- In June 2018, the Department for Transport published *Beyond the horizon – The future of UK aviation – Making best use of existing runways*.
- In 2019 GAL published their Master Plan which sets out the airport's growth plans for the next five years, and then looks ahead to 2032. After undertaking a public consultation on their draft Master Plan in 2018, Gatwick concluded proceeding with making best use of their existing 'standby' runway would be the most appropriate scenario to deliver growth at the airport over the next 5 to 15 years.
- Consultations specifically related to the Project were undertaken in 2021, 2022 and 2023.

Relevant KCC policy documents include:

- Securing Kent's Future (2023)
- Framing Kent's Future (2022)
- Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) (LTP4)
- KCC's Policy on Gatwick Airport (2014)
- Kent and Medway Growth and Infrastructure Framework (GIF) (2018)
- Kent Rail Strategy (2021)
- Kent Environment Strategy (2016)
- Kent and Medway Low Emission Strategy (2020)
- Kent Joint Health and Wellbeing Strategy

Relevant development proposals under consideration include:

- Local Plans developed by each Local Planning Authority.

- The Lower Thames Crossing – a new road tunnel underneath the River Thames which would connect Kent, Thurrock and Essex, under consideration following the conclusion of the Examination of the Development Consent Order (DCO) in December 2023.
- Manston Airport – the approved DCO, subject to legal challenges, to reopen Manston Airport in Kent and develop the airport into a dedicated air freight facility, whilst also offering passenger, executive travel, and aircraft engineering services.

KCC has been consulted on the scope of the DCO and has considered the following local impacts which are brought to the attention of the Examining Authority:

- Noise
- Surface Transport
- Climate Change
- Heritage Conservation
- Socioeconomics

This LIR outlines the positive, neutral and negative impacts KCC considers the Project will have on the county of Kent. For detailed impacts relating to Air Quality and Noise and Vibration, KCC would defer to the Local Impact Reports produced by Kent's Local Planning Authorities (LPAs) who have a statutory duty for those areas.

Noise

KCC has identified the following Noise Impacts:

- Noise Impact A – Overflights - Negative
- Noise Impact B – Go-arounds - Negative
- Noise Impact C – Night Noise – Neutral
- Noise Impact D – Tunbridge Wells District – Currently unknown
- Noise Impact E – Sevenoaks District – Neutral
- Noise Impact F – Community Representative Locations – Neutral
- Noise Impact G – Noise Envelope – Negative
- Noise Impact H – Overflight of Hever – Negative
- Noise Impact I – Overflight of Knole – Neutral
- Noise Impact J – National Landscapes – Negative

Surface Transport

KCC has identified the following impacts related to Surface Transport

- Surface Transport Impact A – Access via Strategic Road Network - Inconclusive
- Surface Transport Impact B – Access via Local Road Network - Neutral
- Surface Transport Impact C – Rail Network Capacity - Negative
- Surface Transport Impact D – Public Transport: Kerbside Provision for Coaches - Positive
- Surface Transport Impact E – Public Transport: Proposed Coach Services - Negative

Climate Change

KCC has identified the following impacts related to Climate Change:

- Climate Change Impact A – Compliance with the Climate Change Committee - Negative
- Climate Change Impact B - Aviation Emissions - Negative
- Climate Change Impact C – Cost to Society of Greenhouse Gas Emissions - Negative

Heritage Conservation

KCC has identified the following impacts on Heritage and Conservation:

- Heritage Conservation Impact A: Impact on Historic Buildings - Negative
- Heritage Conservation Impact B: Impact on Archaeology - Neutral
- Heritage Conservation Impact C: Impact on Historic Landscapes - Negative

Socioeconomics

KCC has identified the following impacts on Skills/Employment and Community Assets:

- Socio-economic Impact A: Benefits to Kent - Positive
- Socio-economic Impact B: Skills and Employment – Positive

Conclusion

At Gatwick, bringing the northern runway into operation for departing aircraft will significantly increase the number of aircraft movements that the airport can handle. Whilst an increase in aircraft movements would enhance the economic benefits of the airport (through business travel, tourism, trade and increased employment both on site and in the supply chain), routine use of the northern runway would have an adverse impact on local communities on the ground, would not further the purpose of the National Landscapes and would further contribute towards Climate Change.

2. Introduction

- 2.1. For this Development Consent Order (DCO) application, Kent County Council (KCC) has been prescribed as a neighbouring authority. KCC is an upper tier County Council which shares a boundary with a host authority and is therefore a statutory consultee as per Figure 4 of Advice Note Two: The role of local authorities in the development consent process. (Version 1, February 2015, The Planning Inspectorate).
- 2.2. This Local Impact Report (LIR) has been prepared by KCC in accordance with advice and requirements set out in the Planning Act 2008, the Localism Act 2011 and Advice Note One: Local Impact Reports (Version 2, April 2012, The Planning Inspectorate).
- 2.3. Advice Note One states that an LIR is a *"report in writing giving details of the likely impact of the proposed development on the authority's area"*.
- 2.4. The Advice Note states that when the Examining Authority decides to accept an application, it will ask the relevant local authorities to prepare a LIR and this should centre around whether the local authority considers the development would have a positive, negative or neutral effect on the area.
- 2.5. The Report may include any topics that the local authority considers to be relevant to the impact of the development on their area and may be used as a means by which their existing body of knowledge and evidence on local issues can be fully and robustly reported to the Examining Authority.
- 2.6. This LIR has been written to incorporate some of the subject areas suggested in the Advice Note and in light of the application material submitted.
- 2.7. The LIR covers subject areas in Kent where the County Council has a statutory function or expertise. The County Council defers to the host authorities and other neighbouring authorities for impacts where they have a statutory function for their area.

3. Location

- 3.1. Gatwick Airport is situated within the district of Crawley within West Sussex. It is c.20km west of the Kent boundary. The Kent districts closest to Gatwick are Sevenoaks, Tonbridge and Malling, and Tunbridge Wells. The areas of Kent which may be impacted by the Northern Runway proposals comprise of areas of countryside, including National Landscapes (formerly called Areas of Outstanding Natural Beauty (AONB)) and small settlements up to the main towns of Sevenoaks, Tonbridge and Tunbridge Wells.

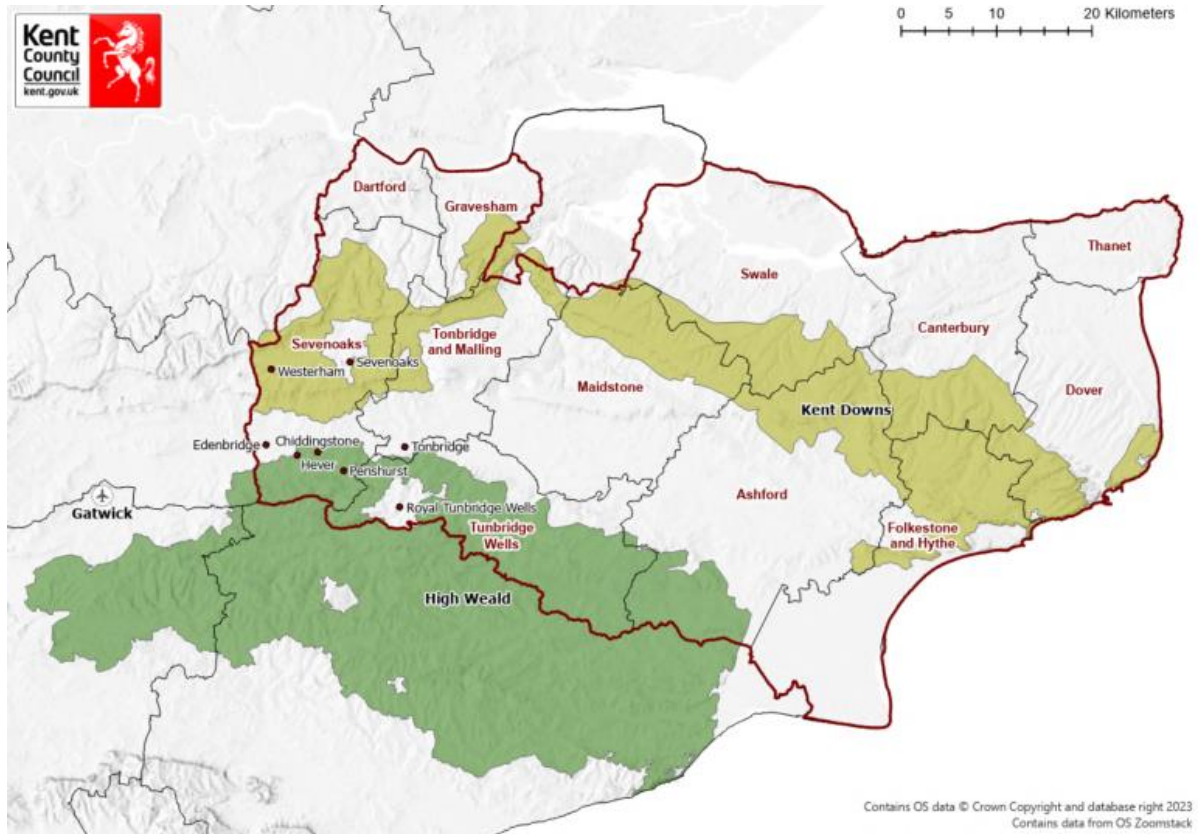


Figure 1 – A map displaying the Kent boundary and the proximity to Gatwick Airport. The area of the Kent Downs and High Weald Natural Landscapes are also shown.

- 3.2. There are approximately 1.7 million residents in the Kent and Medway area. Kent is divided into 12 local authority districts and Medway Unitary Authority. The Kent County Council area excludes Medway.
- 3.3. Kent's population has grown by 7.8% between 2012 and 2022. This is higher than the average both for the South East (7.4%) and for England (6.7%). Kent's population is forecast to increase by a further 18.2% between 2022 and 2040.
- 3.4. Kent has a land area of 1,368 square miles and approximately 350 miles of coastline. It is known as 'the garden of England' as a minimum of 72.7% of the land in each of the 12 districts is undeveloped. Alongside this, there are two designated National Landscapes in Kent; the High Weald Natural Landscape and Kent Downs National Landscapes. The boundary of these landscapes can be seen in Figure 1.

- 3.5. London Gatwick Airport is the UK's second largest airport and the busiest single runway airport in Europe. The airport is the nearest international airport for most of Kent's residents and businesses, and often the airport of choice for both leisure and business travel.
- 3.6. However, the location of the Airport and the current design of flight paths means areas of West Kent, in particular Tunbridge Wells, Sevenoaks and Tonbridge and Malling, experience overflight from aircraft predominantly arriving but also departing Gatwick.
- 3.7. Arriving aircraft into Gatwick fly over the Tunbridge Wells area generally at around 4,000ft or less and are descending so that they can join the instrument landing system (ILS) final approach path (a straight line of descent to the runway) by 10 nautical miles from the airport at an altitude of not lower than 3,000ft.
- 3.8. Departing aircraft that head east are generally at around 5,000ft to 6,000ft by the time they pass into Kent and have climbed to around 10,000ft when flying over the top of the arrivals across the Tonbridge area.
- 3.9. Respite is only provided when there is an easterly wind because arriving aircraft then approach the airport and descend on the western side of the airport (easterly operations). When on westerly operations, which are the majority of the time due to the prevailing westerly winds, the frequency of arrivals over-flight is generally an aircraft every two minutes in the peak flying over West Kent. Aviation noise events of 50 to 70 decibels are experienced in the Tunbridge Wells area before aircraft have even turned and joined the ILS final approach at lower altitude.

4. Description of Proposed Development

- 4.1. Kent County Council notes that Gatwick Airport Limited's application is for a Development Consent Order (DCO) to enable dual runway operations at the Airport through routine use of the Northern Runway.
- 4.2. The Project will require certain alterations to ensure the existing Northern Runway, which is currently used as an emergency runway and taxiway, is able to safely accommodate departing aircraft.
- 4.3. The proposals also include amendments to taxiways, terminals and ancillary facilities, highways and rivers; as well as temporary construction works, mitigation and other associated development.
- 4.4. If approved, the Project will enable the Airport to grow from approximately 46.6 million passengers per annum (mppa) in 2019 figures, to 80.2mppa by 2047.
- 4.5. Flights departing from the Northern Runway will continue to use existing flightpaths. This is until the outputs of the Future Airspace Strategy Implementation South (FASI-S) Airspace Change Process are implemented.

5. Relevant Planning History

- 5.1. In October 2016, the Government announced the Heathrow Northwest Runway (the third runway), combined with a significant package of supporting measures, as its preferred scheme to deliver additional capacity in the South East of England.
- 5.2. The subsequent Airports National Policy Statement (NPS) that gives national policy support for Heathrow's third runway, did not explicitly rule out expansion of Gatwick Airport in the future but identified that Gatwick's scheme was not the best solution to long term runway capacity problems in the south east.
- 5.3. Previously, the Airports Commission's final report (2015) considered a new runway at Heathrow would not open for at least 10 years and therefore it was imperative that greater use of existing capacity was also used to enable the UK to continue to grow its domestic and international connectivity during that period. However, the Airports Commission considered that in order to achieve this growth, more intensive use of existing airports other than Heathrow and Gatwick would be required.
- 5.4. Subsequently, the Aviation Strategy Call for Evidence (2017) set out a proposed policy to make best use of existing airport infrastructure. Kent County Council (KCC) strongly opposed this policy being introduced but in June 2018 the Department for Transport (DfT) published '*Beyond the horizon -The future of UK aviation – Making best use of existing runways*'. This clearly states that Government is "*minded to be supportive of all airports who wish to make best use of their existing runways, including those in the South East, subject to environmental issues being addressed.*"
- 5.5. The Gatwick Airport Master Plan (2019) sets out the airport's growth plans for the next 5 years, and then looked ahead to 2032, and presented three potential growth scenarios in the context of Government policy. After undertaking a public consultation on their draft Master Plan in 2018, Gatwick concluded proceeding with making best use of their existing 'standby' runway would be the most appropriate scenario to deliver growth at the airport over the next 5 to 15 years.
- 5.6. Gatwick Airport Limited undertook a full statutory consultation on their latest proposals for the Northern Runway in Autumn 2021.
- 5.7. In response to the 2021 Statutory Consultation KCC strongly opposed the proposals and set out four key areas of concern:
 - Intensification of the main runway at Gatwick
 - Noise from overflying aircraft
 - Carbon emissions
 - Lack of efficient rail connections to Kent
- 5.8. Since the 2021 Statutory Consultation, Gatwick Airport Limited has undertaken a further two non-statutory consultations on refinements to their proposals for the Northern Runway. These included:
 - Summer 2022 Consultation (14th June 2022 – 27th July 2022)

- Winter 2023 Consultation (13th December 2023 – 21st January 2024).

6. Relevant Kent County Council Policy Documents

6.1. *Securing Kent's Future (2023)*

Securing Kent's Future is Kent County Council's (KCC) Budget Recovery Strategy, which is necessary to bring the council back into financial sustainability, to secure the provision of services for Kent residents whilst meeting our statutory Best Value duties. The budget recovery strategy will require a multi-faceted, multi-year programme of activity to ensure the council is financially sustainable in the medium-term.

6.2. *Framing Kent's Future (2022)*

The Council-wide strategy for Kent County Council. *Framing Kent's Future* establishes two priorities relevant to the scheme – namely Infrastructure for Communities and Levelling Up. As part of these priorities, the strategy emphasises the focus and need for national recognition of the important role Kent plays, including its transport system, and the need for infrastructure investment and delivery to match that role.

6.3. *Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) (LTP4)*

LTP4 is Kent's statutory Local Transport Plan (under the Transport Act 2000, as amended by the Local Transport Act 2008). The Plan sets out KCC policies to deliver strategic outcomes for transport, as well as key transport priorities and longer-term transport objectives. LTP4 outlines our opposition to a second runway at Gatwick; one of the reasons for this is the doubling of the already unacceptable noise impacts. There needs to be an immediate reduction in overflight and noise in West Kent and so we oppose proposed airspace changes that would not share the burden of overflight equitably between communities. Multiple arrival and departure routes should be used to provide periods of respite. Additionally, the level of night flights should be reduced at Gatwick to a level comparable with Heathrow.

6.4. *Policy on Gatwick Airport (2014)*

KCC's Policy on Gatwick Airport explicitly states that KCC opposes a second runway at Gatwick. Whilst at the time, this was in response to the Airports Commission and the proposals for a newly constructed and independently operated second runway, KCC considers these latest proposals to routinely use the northern runway as a way for Gatwick to become a two-runway airport by another means.

6.5. *The Kent and Medway Growth and Infrastructure Framework (GIF) (2018)*

Kent and Medway Growth and Infrastructure Framework (GIF) provides a picture of emerging development and infrastructure requirements, to support growth across Kent and Medway, up to 2031. The GIF also provides a strategic framework across the county for identifying and prioritising investment across a range of infrastructure.

6.6. *Kent Rail Strategy (2021)*

The Kent Rail Strategy outlines KCC's support for a new regional rail service that would link together the counties of south-east England outside Greater London with each other and with Gatwick Airport.

6.7. *Kent Environment Strategy 2016 (KES)*

The Kent Environment Strategy and its associated implementation plan seeks to provide support to decision makers in ensuring that the county of Kent remains the highly desirable location of choice for visitors, residents, and businesses. Delivery of the strategy is designed to support a competitive and resilient economy, with business innovation in low carbon and environmental services driving economic growth. The strategy aims to support communities and businesses becoming resource efficient and prepared for severe weather and its impacts through an increased awareness of environmental risks and opportunities.

6.8. *Kent and Medway Low Emission Strategy 2020 (ELES)*

The Kent and Medway ELES, published in 2020, sets out how KCC will respond to the UK climate emergency and drive clean, resilient economic recovery across Kent. Taking an evidence-based approach, it identifies a pathway to reduce greenhouse gas emissions, eliminate poor air quality, reduce fuel poverty, and promote the development of an affordable, clean, and secure energy supply for this county. It is informed by and delivers, but does not duplicate, the priorities and actions from other strategies related to energy and the environment.

The strategy has an aim to set up a smart connectivity and mobility modal shift programme – linking sustainable transport, transport innovations, active travel, virtual working, broadband, digital services, artificial intelligence, and behaviour change. The strategy also has an aim to set five-year carbon budgets and emission reduction pathways to 2050 for Kent with significant reduction by 2030.

6.9. *Kent Joint Health and Wellbeing Strategy*

The KCC Joint Health and Wellbeing Strategy had a horizon to 2021. It is designed to deliver the KCC vision to improve health and wellbeing outcomes, deliver better coordinated quality care, improve the public's experience of integrated health and social care services, and ensure that the individual is involved and at the heart of everything the Council does. Transport affects health outcomes in a multitude of ways, from a person's physical fitness, how they live their lives and the opportunities they can access to improve their circumstances, through to the ability to access the care they need.

7. Relevant Development Proposals Under Consideration

- 7.1. Kent's population is expected to grow. Kent County Council undertook housing-led forecasts in 2021, factoring in population estimates, fertility and mortality rates, and migration published by the Office National Statistics up to the 2020 mid-year estimates. The housing-led forecasts did not take account of the impact of the Covid-19 pandemic nor recent policy changes concerning housing delivery and targets for plan-making authorities.
- 7.2. The forecast was that approximately 222,757 dwellings would be built. Delivery across different parts of Kent, and the determination of the precise volume of homes will be dependent upon each Local Plan developed by each Local Planning Authority. We defer to the representations and impacts described by those Local Authorities in Kent for the detail of existing development proposals under consideration relevant to the scheme and its impacts.
- 7.3. The proposed Lower Thames Crossing is a major new road crossing of the Thames, connecting Kent, Thurrock and Essex. Approximately 14.5 miles (23km) in length, it will connect to the existing road network from the A2/M2 to the M25 with two tunnels (one southbound and one northbound) running beneath the River Thames. The scheme also includes improvements to the M25, A2 and A13, where the scheme connects to the road network, new structures and changes to existing ones (including bridges, buildings, tunnel entrances, viaducts, and utilities such as electricity pylons) along the length of the new road and a free-flow charging system through the tunnel. A DCO application for the Lower Thames Crossing was submitted to the Planning Inspectorate in October 2022. The application was accepted and the Examination concluded on the 20th December 2023. Currently, the Examining Authority is preparing their recommendation report and a decision by the Secretary of State for Transport is expected in June 2024.
- 7.4. Manston Airport, which is located in the east Kent district of Thanet, has been closed since 2014. Plans to reopen and develop the airport into a dedicated air freight facility able to handle at least 10,000 air cargo movements a year, whilst also offering passenger, executive travel, and aircraft engineering services were granted development consent by the Secretary of State in 2020. Despite lengthy legal battles, the Secretary of State granted development consent again in August 2022. High Court appeals continue to take place and uncertainty around the future of the airport remains.
- 7.5. A DCO application for The London Resort development on Swanscombe Peninsular was submitted to the Planning Inspectorate in 2021. However, the application was then withdrawn in March 2022 prior to the Preliminary Meeting taking place. The applicant for the London Resort has not engaged with KCC Highways and Transportation since March 2022 to address the significant number of outstanding issues with the proposal and after the designation of the Peninsular as a Site of Special Scientific Interest (SSSI), together with the land north of the river proposed as car parking no longer being available, means the likelihood of this application being resubmitted is considered to be low.

8. Likely Significant Effects of the Proposed Development

- 8.1. KCC has been consulted on the scope of the DCO and has considered the following local impacts which are brought to the attention of the Examining Authority:
1. Noise;
 2. Surface Transport;
 3. Climate Change;
 4. Heritage Conservation;
 5. Socio-economic
- 8.2. These categories of impacts are covered in the remaining paragraphs of this section.
- 8.3. For detailed impacts relating to Air Quality and Noise and Vibration, KCC would defer to the Local Impact Reports produced by Kent's Local Planning Authorities who have a statutory duty for these areas.

9. Noise

Noise Impacts

- 9.1. Gatwick Airport Limited's proposal is for the northern runway to be used for departures only, which on average are towards the west. Nevertheless, this would release capacity on the main runway for arrivals and these predominately affect the communities to the east of the airport.
- 9.2. There are no main road traffic access routes to Gatwick Airport through Kent so road traffic noise levels would be unaffected as a result of the proposed expansion.
- 9.3. Kent is sufficiently far from Gatwick Airport such that there will no noise and vibration effects from construction activities or ground-based airport activities.
- 9.4. KCC has identified the following air noise impacts of the Applicant's proposals:

Noise Impact A – Overflights - Negative

- 9.5. The Applicant's discussion on overflights is lacking any kind of information on how communities would be affected by the proposed expansion. Figure 14.9.31 [APP-065] shows analysis where areas would experience overflights from both the Main and Northern Runway in 2032. Compared to Figure 14.6.7 [APP-063], which illustrates the 2019 Baseline overflight levels, it is clear that areas within west Kent would experience a worsening of overflight and be negatively impacted. This is particularly the case where aircraft turn over areas such as Tunbridge Wells to join the Instrument Landing System (ILS).

- 9.6. Apart from the landscape assessment locations identified, no further details on the number of overflights are provided. Therefore, it is not possible to determine the extent to which the number of overflights are anticipated to increase within the set categories. For example, an area might currently experience 101 overflights a day but with the Northern Runway in place this would increase to 199, the location would be represented the same on the two maps, but communities on the ground would experience an additional 98 overflights per day, which is almost a doubling of the level of overflight they experience today.
- 9.7. Furthermore, the proposals focus mainly on aircraft departing the airport, but little information is provided regarding aircraft arriving at Gatwick. Whilst KCC appreciates there is currently a limit of 55 movements per hour on the main runway, and the existing airspace structure limits the overall capacity of the airport to an estimated 69 movements per hour. Increased capacity generated by routine use of the Northern Runway would enable the airport the opportunity to increase movements per hour up from 55 to an estimated 69. If the Northern Runway is to be used for departures only, then clarity is needed on the proposed breakdown of arrivals and departures on the main runway with the Northern Runway in operation for departures only. We have assumed that currently there is a 50:50 split between arrivals and departures using the main runway, so if this breakdown is to change with fewer departing aircraft using the main runway because they will use the Northern Runway instead, will this enable more arriving aircraft to land on the main runway? If this is to be the case then the number of arrivals using the main runway would intensify, resulting in additional noise impacts over Kent, a negative impact.

Noise Impact B – Go-arounds - Negative

- 9.8. Kent is also exposed to go-arounds during westerly operations. Aircraft flying the second approach may well be lower than typical arrivals, resulting in additional noise impacts for communities on the ground.
- 9.9. KCC appreciates it is incredibly difficult to predict go-around incidents, it must be noted that any increase in the number of flights at Gatwick will inevitably increase the chance of go-arounds and negatively impact west Kent communities on the ground.

Noise Impact C – Night Noise - Neutral

- 9.10. Whilst it is wholly desirable to reduce the noise disturbance from night flights it is nevertheless the case that in rural and semi-urban areas around Gatwick that any single incident of noise from aircraft may be substantially above background noise levels (even from those aircraft in the exempt category) and therefore disturbing to the communities that are affected.
- 9.11. Figure 14.9.13 [APP-064] illustrates the difference between the 2032 Air Noise with Project Slower Transition Case v 2019 Baseline. It is clear that in Kent the Applicant anticipates there will be minor differences in levels of night noise.

However, it is disappointing that the benefits of technological advances, such as quieter aircraft, will not be passed to communities on the ground and therefore the impacts would only be neutral.

Noise Impact D – Tunbridge Wells District – Inconclusive.

- 9.12. The Applicant's DCO application does not contain any information about aircraft noise in Tunbridge Wells, as it is outside any of the contours that have been produced. The only relevant metric for Tunbridge Wells would be the 'overflight' metric. The Applicant has produced maps showing 'overflights' from 2019 (Figure 14.6.7 to 14.6.8 of APP-063) and for 2032 (Figure 14.9.31 of APP-065), but they are of such coarse resolution that it is hard to draw any meaningful information from them. Additionally, the figure from 2032 does not just cover Gatwick Airport but covers all aircraft activity below 7,000 feet around Gatwick, which dilutes the impact from the increased movements as a result of the proposed expansion.
- 9.13. It is therefore not currently possible to determine the level of impact of the proposals on Tunbridge Wells until the Applicant has updated their overflight assessment so meaningful information can be obtained regarding how communities would be affected by increased aircraft movements.

Noise Impact E - Sevenoaks District - Neutral

- 9.14. Sevenoaks District, within Kent, is affected by aircraft associated with Gatwick Airport. Some routes for approaching aircraft to both the 08 and 26 runways overfly Sevenoaks District. Additionally, departures along the 26LAM, 08DTY and 08CLN routes overfly Sevenoaks District. These routes will experience an increase in aircraft movements as a result of the proposed expansion.
- 9.15. The highest level of aircraft noise for the worst-case 2032 scenario [APP-064] at the western Sevenoaks boundary are approximately 54 dB LAeq,16h for the daytime and approximately 49/50 dB LAeq,8h for the night-time period.
- 9.16. Increases in aircraft noise in Sevenoaks are identified as less than 1 dB for both the daytime and the night-time period. Although an increase in noise of 1 dB is not perceivable, and therefore currently a neutral impact, discussion on the impact of increases in aircraft movements is important for putting increases in noise into context and determining if a likely significant effect should be identified.
- 9.17. Lmax levels would only change close to the airport where aircraft are required to fly on new routes as a result of operations on the northern runway. As such, aircraft Lmax noise levels are unaffected in Sevenoaks.

Noise Impact F - Community Representative Locations - Neutral

- 9.18. Seven community representative locations were selected to: "...describe the air noise changes expected from the Project in more detail" (paragraph 14.9.150 [APP-039]). There is one community representative location in Sevenoaks (Chiddingstone Church of England). At this location, there is an increase in average daytime LAeq,16h noise of 0.8 dB and an increase in average night-

time LAeq,8h noise of 0.3 dB. The N65 increase by 1 movement and the N60 increases by 2 movements. No information on overflights of LMax levels are provided at the community representative location.

- 9.19. For this particular location, the extent of this noise increase is deemed to have a neutral impact.

Noise Impact G – Noise Envelope - Negative

- 9.20. As the 54 dB LAeq,16h noise contour for the slower growth scenario stretches into Sevenoaks, some properties in the area of the B2028, B2026 and Mill Hill roads would be eligible for insulation.

- 9.21. However, the noise envelope put forward by the Applicant [APP-177] does not fulfil the purpose for which it is intended and nor does it fulfil the majority of characteristics stated in CAP 1129. Therefore, this would result in a negative impact to communities on the ground.

Noise Impact H - Overflight of Hever - Negative

- 9.22. Paragraph 8.6.219 of Environmental Statement Chapter 8: Landscape, Townscape and Visual Resources [APP-033] states:

“ES Figure 8.6.3 (Doc Ref. 5.2) illustrates that a large proportion of the High Weald AONB coincides with existing Gatwick overflights at less than 7,000 feet above ground level. The main concentration of flights extends in a corridor east and fanning out and curving round to the south and west. Over 200 flights a day pass over areas to the east of Gatwick Airport in a corridor south of Edenbridge. A broader corridor of the AONB extending east and south from Hever to Crowborough is overflowed by between 100 and 200 flights a day. These areas include popular and distinctive locations such as Hever Castle and the Ashdown Forest. Hever Castle is surrounded by formal gardens and parkland that are Grade 1 listed on the English Heritage Register of Historic Parks and Gardens. Visitors to the gardens experience a relatively large number of either visible or audible overflying aircraft.”

- 9.23. Table 8.9.1 Increase in Daily Overflights at Assessment Locations – illustrates that Hever Castle will experience a 20% increase in daily overflights with the Project, this is a difference of 64.8 flights compared to the 2032 Baseline. Not only is Hever Castle a popular heritage asset, but it is also within the designated High Weald National Landscape. Hever Castle already experiences 308 daily overflights so an increase of this amount is considerable and will have a significant negative influence on the tranquillity of the area.

- 9.24. Drawing 14.9.31 of Environmental Statement Noise and Vibration Figures – Part 3 [APP-065] illustrates how this impact will also extend wider than just Hever Castle and will result in a negative noise impact for communities in Hever. The current level of over-flight and resulting noise impact on West Kent is unacceptable and measures should be taken by Gatwick Airport Ltd to reduce

the number of aircraft flying over this area; and provide mitigation measures for the noise impacts.

Noise Impact I – Overflight of Knole - Neutral

9.25. Paragraph 8.6.221 of Environmental Statement Chapter 8: Landscape, Townscape and Visual Resources [APP-033] states:

“Smaller areas of the landscape along the M25 corridor on the southern edge of the Kent Downs AONB between Merstham and Westerham and south of Sevenoaks are overflown by between 1 and 10 Gatwick flights a day at less than 7,000 feet. This area includes the popular historic house and deer park at Knole, which is owned by the National Trust. In these locations, the visible or audible presence of Gatwick aircraft make a limited contribution to the level of tranquillity experienced by people using the landscape of the Kent Downs AONB.”

9.26. Table 8.9.1 Increase in Daily Overflights at Assessment Locations – illustrates that Knole Park will experience a 13% increase in daily overflights with the Project, this is a difference of an extra 1.8 flights per day compared to the 2032 Baseline. Not only is Knole Park a tourist attraction, but it is also within the designated Kent Downs National Landscape. An increase of this amount is unlikely to impact the tranquillity of the area compared to the 2032 Baseline. Therefore, KCC would deem this impact to be neutral.

Noise Impacts J - National Landscapes - Negative

9.27. The continuous over-flight of arriving aircraft into Gatwick causes significant detrimental impact for residents of West Kent and impacts on the tranquillity of the countryside, including National Landscapes (previously known as Areas of Outstanding Natural Beauty (AONB)); where the Civil Aviation Authority (CAA) discourages over-flight, if practical, below 7,000ft. There needs to be better adherence to the Department for Transport's (DfT) *Guidance to the Civil Aviation Authority on Environmental Objectives Relating to the Exercise of its Air Navigation Functions* (2014) to avoid over-flight of AONBs, where practical; and aircraft should also avoid flying over the major tourist attractions that are of significant national heritage value in West Kent.

9.28. On 26th December 2023 a new duty came into force relating to Areas of Outstanding Natural Beauty (now called National Landscapes). Section 245 of the Levelling Up and Regeneration Act 2023 amends the National Parks and Access to the Countryside Act 1949, by removing the obligation of decision makers to “*have regard to*”, substituting it with a strengthened duty to ensure they “*must seek to further the purposes*”.. An increase in noise from overflight as a result of the Northern Runway Project is not “*seeking to further the purposes*” of the National Landscape but rather the opposite through reducing tranquillity and therefore is in conflict with this Act of Parliament.

The number of flights into Gatwick is likely to continue to increase until the airport reaches its capacity limit for a single runway airport. The likely noise impact from the increased frequency of over-flight that would result from routine use of the Northern Runway Project would be intolerable for the communities in West Kent, further degrading the rural tranquillity of the area, the National Landscapes and major heritage tourist attractions; as well as negatively impacting on the urban areas of Tunbridge Wells and Tonbridge.

10. Surface Transport (as a neighbouring Local Highway Authority)

Surface Transport Impacts

10.1. Kent County Council is a neighbouring local highway authority. Our comments within this Local Impact Report focus on surface access impacts with relation to Kent. We would defer to the local highway authority for information relating to the impacts on the local road network.

Surface Transport Impact A – Access via Strategic Road Network – Inconclusive.

10.2. KCC notes that, while the journey time analysis presented in Chapter 12 of the Transport Assessment [AS-079] tends to forecast modest one-minute increases on Strategic Road Network journey times with the Project, there is a capacity risk identified for M25 Junction 7 (M23) in Tables 12.5.3 & 12.5.4. The merges & diverges of this intersection are forecast to operate at capacity in the model Core Scenario, so we would assume they would operate over capacity in traffic levels higher than this best practice planning scenario – with an associated negative impact on both public and private road transport access to the airport. Transport Assessment Annex E – Highway Junction Review [APP-263] confirms that both M25 and M23 journey time routes travel straight through M25 Junction 7 (M23) on the main line and do not use these merges & diverges, which cater for movements to and from Kent.

10.3. It is therefore important to understand whether the model is well validated in this important part of the road network, which provides the primary road access to Gatwick from Kent. This is not possible from the information provided in Transport Assessment Annex B – Strategic Transport Modelling Report [APP-260] Tables 7 to 13, which show summary validation performance by number of count screenlines and journey time routes meeting criteria – but does not identify which ones fail. Annex B Figure 11 appears to show a number of validation count sites on the M25 in the vicinity of M25 Junction 7 (M23) but performance of these sites does not appear to be reported. A Local Model Validation Report (LMVR) is mentioned in the Annex B text but does not appear in the Examination Library. In our Written Representation, KCC requests this being made available, so the performance of the model in the vicinity of M25 Junction 7 (M23) can be confirmed.

10.4. KCC notes from Transport Assessment [AS-079] Table 11.3.4 (and Annex B Tables 128 & 178) that the 55% public transport mode share targets assume a nearly three-fold increase in total air passenger coach services between 2016 and 2047 with Project but this is supported by a fifteen-fold increase in air passenger coach services for Kent. If this ambitious patronage is not realised there is an associated negative risk that private traffic levels between Kent and Gatwick are higher than forecast, taking the merges & diverges of the M25 Junction 7 (M23) intersection over capacity. To better understand this impact, we make a request for a sensitivity test on public transport mode share forecasts in our Written Representation.

Surface Transport Impact B – Access via Local Road Network – Neutral

10.5. KCC acknowledges the ability of the local road network to support the forecast demand from the Project, as outlined in the Transport Assessment [AS-079], in view of the highway improvements to terminal access associated with the Project. This should provide a neutral impact to people travelling to and from Kent. We note also the very low proportion of Kent passengers forecast to access the airport via the A264.

10.6. We would like to review these impacts in the light of the model sensitivity test requested in our Written Representation under Surface Transport Impact A.

Surface Transport Impact C – Rail Network Capacity - Negative

10.7. KCC acknowledges the significant volume of services and their theoretical capacity on the rail network to support the forecast demand from the Project, as outlined in the Transport Assessment [AS-079]. The assessment shows marginal changes in train loadings – though the veracity of these would be dependent on the spread of demand across the busiest parts of the day on the rail network.

10.8. KCC has concerns about potential pressure on the two London transfer stations that support Kent trips to Gatwick, given there are no direct rail services (although Network Rail has concluded that service operations would be feasible via Redhill station).

10.9. In view of this, together with our concern over the ambitious fifteen-fold increase in air passenger coach services for Kent to support the 55% public transport mode share target, we anticipate the Northern Runway Project will have a negative impact on current rail network capacity. A request for a second model sensitivity test on public transport mode share forecasts has been made in our Written Representation.

Surface Transport Impact D – Public Transport: Kerbside Provision for Coaches

10.10. KCC appreciates that planning and funding support for additional coach services to Gatwick would be a positive impact for Kent travellers but is concerned that capacity provision for this additional traffic is unclear in the Transport Assessment [AS-079]. KCC agrees that coach supply should be determined by the operators / market forces but requests the Applicant to confirm

that sufficient kerb space would be available to accommodate the significant increases in forecast coach arrivals & departures. KCC is concerned that the significant dwell times associated with coaches catering to air passengers (boarding & alighting with luggage) will limit the capacity of the finite kerb space available, in turn causing congestion on airport service roads, which may affect all roadside access. KCC notes that Transport Assessment Annex C – VISSIM Forecasting Report [APP-261] paragraph 2.1.1 indicates there are “*two 24-hour Terminal Forecourt models, one for the South Terminal and one for the North Terminal, including detailed pick-up and drop-off behaviour and dwell, car parking etc. to test how the forecourts perform*”, but the report itself does not appear to confirm the information requested.

Surface Transport Impact E – Public Transport: Proposed Coach Services

- 10.11. Not all of the proposed enhanced coach services appear to have been carried over from Transport Assessment [AS-079] Tables 7.1.1 and 11.3.2 to Surface Access Commitments [APP-090] Table 1, which outlines the Applicant’s funding commitments for coach services. Proposed enhancements to the Uckfield-East Grinstead-Gatwick and the Romford-Upminster-Dartford-Gatwick coach services are missing, which would have a negative impact on the Applicant’s 55% public transport mode share targets as well as travellers from Kent.
- 10.12. Transport Assessment [AS-079] Table 12.2.1 states the assumption that the Lower Thames Crossing is operational by 2029. On 9 March 2023 the Secretary of State for Transport made a statement indicating that construction of the Lower Thames Crossing would be re-phased by two years, with a revised estimated opening year of 2032. It is not known whether there will be further delays to that project. This means the enhanced Romford-Upminster-Dartford-Gatwick coach service will continue to suffer from existing and worsening congestion at the Dartford Crossing, providing a negative impact to the remaining service between Dartford and Gatwick. We propose a temporary mitigation until the Lower Thames Crossing is operational in our Written Representation.
- 10.13. The proposed new Royal Tunbridge Wells-East Grinstead-Gatwick coach service is assumed to be routed via the A264. This is a narrow, rural, single-carriageway road which KCC deems unsuitable for such a service – proposed to be half-hourly – providing negative impacts for coach passengers, other drivers and local residents along the route. We propose an alternative routeing for this service in our Written Representation.

11. Climate Change

Climate Change Impact A – Compliance with National Targets - Negative

- 11.1. KCC is committed to playing its part in helping the Government meet the UK's Net Zero target and to meeting the legally binding ambitions of the Paris Agreement (see Section 5: Relevant Kent County Council Policy Documents). At a local level, Kent County Council has set targets relating to climate change and has been clear that no development should not disbenefit these.
- 11.2. The Applicant's proposals refer to the Government's Jet Zero Strategy. However, the Climate Change Committee (CCC) has several concerns around the Jet Zero Strategy and states that the strategy carries considerable risks in relation to the aviation sectors' contribution to emission abatement to the Sixth Carbon Budget. The Climate Change Committee's Progress in reducing emissions. 2023 Report to Parliament outlined their key messages. These are as follows:
- **Reliance on nascent technology.** The Jet Zero Strategy approach is high risk due to its reliance on nascent technology – especially rapid Sustainable Aviation Fuel (SAF) uptake and aircraft efficiency savings – over the period up to the Sixth Carbon Budget. The Government does not have a policy framework in place to ensure that emissions reductions in the aviation sector occur if these technologies are not delivered on time and at sufficient scale.
 - **Demand management.** Demand management is the most effective way of reducing aviation CO₂ and non-CO₂ emissions. The Government has a range of options to manage demand, such as digital technologies, addressing private flying and providing lower-cost domestic rail travel. The Government should develop a suite of policy and technology options to address aviation demand.
 - **Airport expansion.** The Committee's Sixth Carbon Budget Advice recommended no net expansion of UK airports to ensure aviation can achieve the required pathway for UK aviation emissions. Since making this recommendation the Committee has noted that airports across the UK have increased their capacities and continue to develop capacity expansion proposals. This is incompatible with the UK's Net Zero target unless aviation's carbon-intensity is outperforming the Government's pathway and can accommodate this additional demand. No airport expansions should proceed until a UK-wide capacity management framework is in place to annually assess and, if required, control sector CO₂ emissions and non-CO₂ effects. A framework should be developed by the Department for Transport in cooperation with the Welsh, Scottish and Northern Irish Governments over the next 12 months and should be operational by the end of 2024 at the latest.

- **Sustainable Aviation Fuel (SAF) mandate.** The process to implement the Government’s ambitious SAF mandate is delayed and dependent on an uncertain domestic and global feedstock supply. The Jet Zero Strategy sets the SAF mandate target at 10% SAF by 2030. The CCC’s Balanced Pathway assumes 2% SAF uptake by 2030; our Widespread Innovation Pathway assumes a 3% share in 2030. Government must build in contingency and risk management into the SAF mandate to prepare for the possibility of constrained domestic and global SAF supply throughout the 2020s and 2030s.
- **Non-CO2 effects.** Aviation non-CO2 effects have a net warming effect on the climate but have high levels of uncertainty and exhibit regional and seasonal variation. The second SAF mandate consultation does not include a defined commitment on aviation non-CO2 effects beyond developing an evidence base on its impacts. The Committee recommends Government commit to a minimum goal of no further additional warming after 2050 from non-CO2 effects.

11.3. The CCC views the Jet Zero’s reliance on new technologies as high risk. The Committee also advise that there should be no net airport expansion across the UK. They also suggest a clear action plan for the DfT:

“No airport expansions should proceed until a UK-wide capacity management framework is in place to annually assess and, if required, control sector GHG emissions and non-CO2 effects. A framework should be developed by DfT in cooperation with the Welsh, Scottish and Northern Irish Governments over the next 12 months and should be operational by the end of 2024. After a framework is developed, there should be no net airport expansion unless the carbon-intensity of aviation is outperforming the Government’s emissions reduction pathway and can accommodate the additional demand.”

- 11.4. The framework is due to be completed by the end of this year, after which the CCC states there should be no net airport expansion unless the carbon intensity of aviation is outperforming the Government’s emission reduction pathway and can accommodate the additional demand.
- 11.5. It is currently unclear within the Applicant’s proposals how they are complying with the Climate Change Committee’s recommendations. On this basis, we deem the Project to have a negative impact in terms of greenhouse gases and climate change.

Climate Change Impact B – Aviation Emissions - Negative

- 11.6. Document 5.3 Environmental Statement – Appendix 16.9.4 – Assessment of Aviation Greenhouse Gas Emissions [APP-194] outlines the anticipated aviation emissions from the future baseline and a future with the Northern Runway project. The data shows that between 2029 and 2050 an extra

18,523 ktonnes of CO₂e is projected to be produced from aviation emissions due to routine use of the Northern Runway, or 18,693kt of CO₂e in the event of a slow fleet transition.

- 11.7. To put this figure into context, the emissions from Kent as a whole in 2021 from the industry, commercial, public, domestic, transport, agriculture, waste management and land use, land-use change and forestry (LULUCF) sectors was 8,144 ktonnes¹, less than half the extra emissions of this project to 2050.
- 11.8. To further put this figure into context, the Woodland Trust states that one hectare of woodland sequesters 270 tonnes of CO₂e over 30 years². The timeline between 2029 and 2050 is 21 years and so one hectare of woodland would sequester approximately two thirds of this amount (if we assume that the sequestration is proportional each year $21/30 \times 270 = 189$ tonnes of CO₂e).
- 11.9. The extra aviation emissions from this project to 2050 would require 98,005 hectares of woodland to fully offset the extra emissions (Calculation = $18,523,000 \text{ tonnes} / 189 \text{ tonnes per hectare} = 98,005 \text{ hectares}$). This is equivalent to completely planting four of the seven districts within the 'Gatwick Diamond' for the entire duration of the project: Mole Valley District Council (25,832ha), Reigate and Banstead Borough Council (12,914ha), Tandridge District Council (24,819ha), and Mid Sussex District Council (33,402ha).³
- 11.10. Overall, this Project will have a negative impact in terms of aviation emissions.

Climate Change Impact C – Cost to Society of Greenhouse Gas Emissions - Negative

- 11.11. The government now evaluates the cost of the impact of greenhouse gas emissions on society within policies:
*“Greenhouse gas emissions values (“carbon values”) are used across government for valuing impacts on GHG emissions resulting from policy interventions. These carbon values represent a monetary value that society places on one tonne of carbon dioxide equivalent (£/tCO₂e)”.*⁴
- 11.12. The cost of one tonne of carbon on society, according to the Government's Green Book, ranges from £276 per tonnes in 2029 to £378 per tonne in 2050. When calculating the extra cost to society due to the emissions from this project (using the Government's carbon values), the annual cost ranges from £185 million to £343 million. From 2029 to 2050, the cumulative impact cost of the extra carbon emissions released from this project totals £5.93 billion.

¹ UK local authority and regional greenhouse gas emissions national statistics - GOV.UK (2023)

² Forestry Commission: Responding to the climate emergency with new trees and woodlands – a guide to help local authorities and landowning businesses achieve net zero (2022)

³ LG Inform: Size of the geographical area - Land only measurements in hectares in West Sussex (2023)

⁴ Valuation of greenhouse gas emissions: for policy appraisal and evaluation – GOV.UK (2021)

- 11.13. Overall, the cost of greenhouse gas emissions as a result of this Project will have a negative impact on society.

12. Heritage Conservation

Heritage Conservation Impact A – Impact on Historic Buildings - Negative

- 12.1. The Applicant's Environmental Statement – Chapter 7 Historic Environment [APP-032], Baseline Report [APP-101] and Historic Environment Figures [APP-054] do not cover West Kent. It is essential that there is a reasonable assessment of the historic environment of West Kent so that a review of the impact from this scheme on the heritage assets' significance, including their settings, can be undertaken. A key part of the significance of a heritage asset is being able to appreciate its environment and its period context.
- 12.2. Low flying aircraft, increased flight numbers, increase in pollution from aviation fuel and increased traffic through Kent may have an impact on the designated and undesignated historic buildings in Kent. This could particularly be the case for the four historic buildings within the high-status residences, such as Squerryes Court, Chiddingstone and Chartwell. The historic buildings within the villages along the A25, such as Westerham and Brasted, and along the A264, such as Ashurst, could also be affected.
- 12.3. An indirect impact could be the detrimental effect on the setting of the more isolated but high-status historic buildings, especially in terms of the impact on the understanding and appreciation of medieval and post medieval components. This impact on setting and on the buildings themselves, may lead to increase in restoration and maintenance costs and decrease in income generated from tourism, wedding venues, film locations etc.
- 12.4. Section 7.9 of Environmental Statement – Chapter 7 Historic Environment [APP-032] focuses on the immediate site of Gatwick Airport and its adjacent areas. There is no assessment of increased noise, visual or pollution impact on Historic Buildings despite clear increases being demonstrated in Environmental Statement – Chapter 14 Noise and Vibration [APP-039]. For example, APP-039 identifies a significant increase in overflight of Hever Castle which will have a detrimental impact on the historic building.
- 12.5. Other historic buildings that need to be assessed and considered are Penshurst Place and Chiddingstone Castle, along with those located within the Conservation Areas of Markbeece, Chiddingstone, Hoath Corner and Royal Tunbridge Wells historic spa town.
- 12.6. Until a Historic Environment Assessment of West Kent heritage is undertaken with a suitable impact assessment (the study area should be agreed with

KCC's Heritage team), it can only be assumed that the Northern Runway project will have a negative impact on historic buildings in West Kent.

Heritage Conservation Impact B – Impact on Archaeology - Neutral

- 12.7. The Northern Runway proposals are unlikely to have a direct impact on Kent's archaeological remains. However, there may be impact from additional overflying aircraft on the setting of some archaeological sites, such as Squerryes Park Hillfort, in terms of appreciation and understanding of their site and situation.
- 12.8. Until a Historic Environment Assessment of West Kent is undertaken, it can be anticipated that the Northern Runway Project will have a neutral impact on archaeology in Kent.

Heritage Conservation Impact C – Impact on Historic Landscapes - Negative

- 12.9. Historic landscapes could be directly affected by an increase in overflying aircraft and more indirectly by increased road traffic. Aircraft noise would be intrusive and have a negative impact on the appreciation, understanding and enjoyment on the extensive designated parklands, some of which are major tourist sites in Kent. The wider historic landscapes of West Kent are a key part of the historic character of Kent and the tranquillity of the historic areas are valued by residents and visitors. The proposals may also result in a detrimental visual impact on the views from and towards the historic parklands located on the hills, particularly towards the northern part of the study zone.

13. Socio-economic

Socio-economic Impact A – Economic Benefits to Kent

- 13.1. KCC acknowledges the potential benefits from the Project in terms of economic activity, employment and tourism, as stated in the Needs Case [APP-250] under construction, operational and wider economic impacts. These benefits would largely be brought about by the improvements in resilience and operational performance of the airport that the proposed interventions should deliver. KCC appreciates that Kent would enjoy some share of these benefits, as part of the 'six authorities area', bringing a positive impact of the Project to the County.

Socio-economic Impact B – Skills and Employment

- 13.2. Expansion at Gatwick, as a result of the Northern Runway proposals, has the potential to boost skills and employment in not just the immediate area, but the whole of the South East. The Applicant's Employment, Skills and Business Strategy (ESBS) [APP-198] outlines Gatwick Airport Limited's ambitions to maximise on the opportunities the Project offers to improve skills, employment prospects, and business. It is often argued that Kent experiences mainly the negative impacts of the airport but benefits very little. Therefore,

successful delivery of the ESBS has the potential to ensure some of the economic benefits from the Northern Runway Project are shared with the wider area, including Kent and is therefore a positive impact.

14. Conclusion

14.1. This Local Impact Report has been prepared by Kent County Council (KCC) as a statutory consultee and neighbouring authority. The report outlines the positive, neutral and negative impacts KCC considers the Project will have on the county of Kent.

14.2. The table below provides a summary of the impacts that have been presented throughout this report.

Impact	Description of Impact	Nature of Impact
Noise Impacts		
Noise Impact A	Overflights	Negative
Noise Impact B	Go-arounds	Negative
Noise Impact C	Night noise	Neutral
Noise Impact D	Tunbridge Wells District	Inconclusive
Noise Impact E	Sevenoaks District	Neutral
Noise Impact F	Community Representative Locations	Neutral
Noise Impact G	Noise Envelope	Negative
Noise Impact H	Overflight of Hever	Negative
Noise Impact I	Overflight of Knole	Neutral
Noise Impact J	National Landscapes	Negative
Surface Transport Impacts		
Surface Transport Impact A	Access via Strategic Road Network	Inconclusive
Surface Transport Impact B	Access via Local Road Network	Neutral
Surface Transport Impact C	Rail Network Capacity	Negative
Surface Transport Impact D	Public Transport: Kerbside Provision for Coaches	Positive
Surface Transport Impact E	Public Transport: Proposed Coach Services to Kent	Negative
Climate Change Impacts		
Climate Change Impact A	Air quality during construction and operation	Negative
Climate Change Impact B	Aviation Emissions	Negative
Climate Change Impact C	Cost to Society of Greenhouse Gas Emissions	Negative
Heritage Conservation Impacts		
Heritage Conservation Impact A	Impact on Historic Buildings	Negative

Impact	Description of Impact	Nature of Impact
Heritage Conservation Impact B	Impact on Archaeology	Neutral
Heritage Conservation Impact C	Impact on Historic Landscapes	Negative
Socio-economic Impacts		
Socio-economic Impact A	Economic Benefits to Kent	Positive
Socio-economic Impact B	Skills and Employment	Positive

14.3. At Gatwick, bringing the northern runway into operation for departing aircraft will significantly increase the number of aircraft movements that the airport can handle. Whilst an increase in aircraft movements would enhance the economic benefits of the airport (through business travel, tourism, trade and increased employment both on site and in the supply chain), it cannot be ignored that routine use of the northern runway would have an adverse impact on local communities on the ground, would not further the purpose of the National Landscapes and would further contribute towards Climate Change.