



**TANDRIDGE DISTRICT COUNCIL  
WRITTEN REPRESENTATION  
GATWICK AIRPORT NORTHERN RUNWAY PROJECT**

**Planning Inspectorate's Reference TR020005**

**Local Authority URN's**

Tandridge District Council

GATW-S57419

March 2024

## **1. Introduction**

This Written Representation complements the Local Impact Report (LIR) that has been jointly prepared and submitted by the four Surrey host local authorities, Surrey County Council (SCC), Mole Valley District Council (MVDC), Reigate and Banstead Borough Council (R&BBC) and Tandridge District Council (TDC) – the “Joint Surrey Councils” (JSCs) in response to Gatwick Airport Northern Runway Project.

Whilst the Gatwick Northern Runway project has a range of impacts both detrimental and potentially beneficial, this submission looks to highlight the subject areas of Air Quality and Noise, which have the greatest adverse impact on Tandridge local communities and residents and are therefore of most relevance to the Council within the LIR.

Tandridge District Council with the JSCs recognise the importance of Gatwick Airport’s role in supporting employment for Surrey residents and generating investment in Surrey’s economy. However, the JSCs are firmly of the view that any economic and strategic benefits do not outweigh other considerations. Tandridge District Council is of the view that the adverse impacts do outweigh the benefits and therefore is opposed the Gatwick Northern Runway Project.

## **2. Policy Context - Tandridge Local Plan**

Section 3 of the LIR, sets out the Policy Context at a National and Local level, page 21 refers to Tandridge’s local context. Within Section 13 of the Tandridge Core Strategy entitled Environmental Quality there is specific consideration of Gatwick Airport. Paragraph 13:12 states “Gatwick Airport has a significant effect on the District because of aircraft taking off or coming into land over Tandridge. The noise from aircraft has an impact on the community of Lingfield and surrounding areas. The Council accepts that the airport can expand within the limits of the existing single runway. The Council will work with the airport operator British Airports Authority (BAA), Crawley Borough Council and neighbouring authorities to ensure the impacts of the agreed growth are minimised. The Council will oppose any expansion beyond the agreed levels if it would adversely affect Tandridge residents.”

Paragraph 13:13 goes on to state “Gatwick Airport also affects the District in that there is pressure for off-airport parking in the vicinity of the airport. The Council wishes to see any identified shortfall in provision for parking provided within the airport and not through the establishment of new car parks or extension of existing sites within the Green Belt. Restrictions on airport parking will also support the aim of increasing access to the airport by public transport.”

Policy CSP 16 relates specifically to Aviation Development: “The Council will seek to minimise the impact of Gatwick Airport by working with BAA Gatwick, Crawley Borough Council and adjoining local authorities on the development of the airport up to the projected 45 million passengers per annum within the agreed limits of a single runway/two terminal airport. New off-airport parking and extensions to existing sites will be considered in the light of Green Belt policy and the need to minimise the use of the private car to travel to the airport.

Tandridge is also directly impacted by the on-site and off-site Gatwick Airport operations including vehicle movements, air quality impacts including emissions, noise impacts and health impacts. Tandridge District Council will therefore oppose any expansion beyond the agreed limits that would adversely affect communities in Tandridge by way of aircraft noise or reduced air quality.

### **3. Noise and Vibration**

On Westerly operations, Tandridge is currently affected by air noise from aircraft flying Route 4 and from all arriving aircraft on the final approach, which particularly impacts the communities of Burstow and Lingfield and surrounding areas to the east of the airport. On Easterly operations, parts of the district are affected by overflying aircraft departing on Routes 3, 6, 5 and 2. Communities already impacted can therefore expect to be affected by more overflights if the proposed development goes ahead.

A key concern relates to the impacts of the development on noise levels and many consider proposed mitigation to be insufficient.

Issues raised include:

- Cumulative impacts of noise from Route 3, Route 4, Heathrow flights and to other airports, particularly the concentration of aircraft flying below 3,000ft in some areas.
- Increased noise from additional road traffic.
- Issues with the Applicant's approach to engagement or to providing requested data on noise matters.
- A failure regarding the noise envelope process, which was not determined in consultation with the local community and does not properly take account of community group views.
- The scheme does not ensure that benefits are shared between the aviation industry and local communities, arguably predominantly benefitting Gatwick and its customers.
- A lack of incentive for airlines to introduce the quietest suitable aircraft.
- Concerns that there will be a negative noise impact over a wider area without proper mitigation, including over land designated as National Landscape. That aircraft movements will create more of a nuisance, rather than be reduced as suggested by the Applicant.
- Concerns over airport operating hours and negative impacts of night-flights which some parishes believe should be banned and Tandridge feels they should certainly be restricted
- Wider implications for health and well-being due to noise impacts.

Noise and vibration impacts are set out in some detail in the LIR at Section 12 and page 196 and in Appendix C Noise.

### **4. Air Quality**

The airport's operation directly contributes to air pollution levels within the district from aircraft emissions and from airport related traffic using roads within Tandridge. Furthermore, the airport related emissions outside of the Tandridge District Council boundary also contribute to background levels of air pollution within the District.

Any expansion of the airport has the potential to adversely affect air quality within the District as a result of both road vehicle emissions during construction and road vehicle and aircraft related emissions during operation.

The main pollutants of concern from these sources would be nitrogen dioxide and fine particulate matter (PM10 and PM2.5) and Ultrafine Particulates (known as UFPs).

Section 11, page 184 of the LIR set out the broader case in relation to Air Quality and impact on Tandridge communities and residents.

## **5. Conclusion**

The LIR provides a comprehensive assessment of the impact of the scheme for the host Local Authorities within Surrey. The Tandridge area is impacted in a range of ways set out thoroughly within the Report. In this written representation we have highlighted two of the detrimental impacts, that form a strong basis for why Tandridge District Council is opposed to Gatwick Airports' Northern Runway

However, Tandridge District Council will continue to work with the JSCs and wider grouping of Gatwick authorities, to work collaboratively in responding to Gatwick Airport Limited's (GAL) proposals.