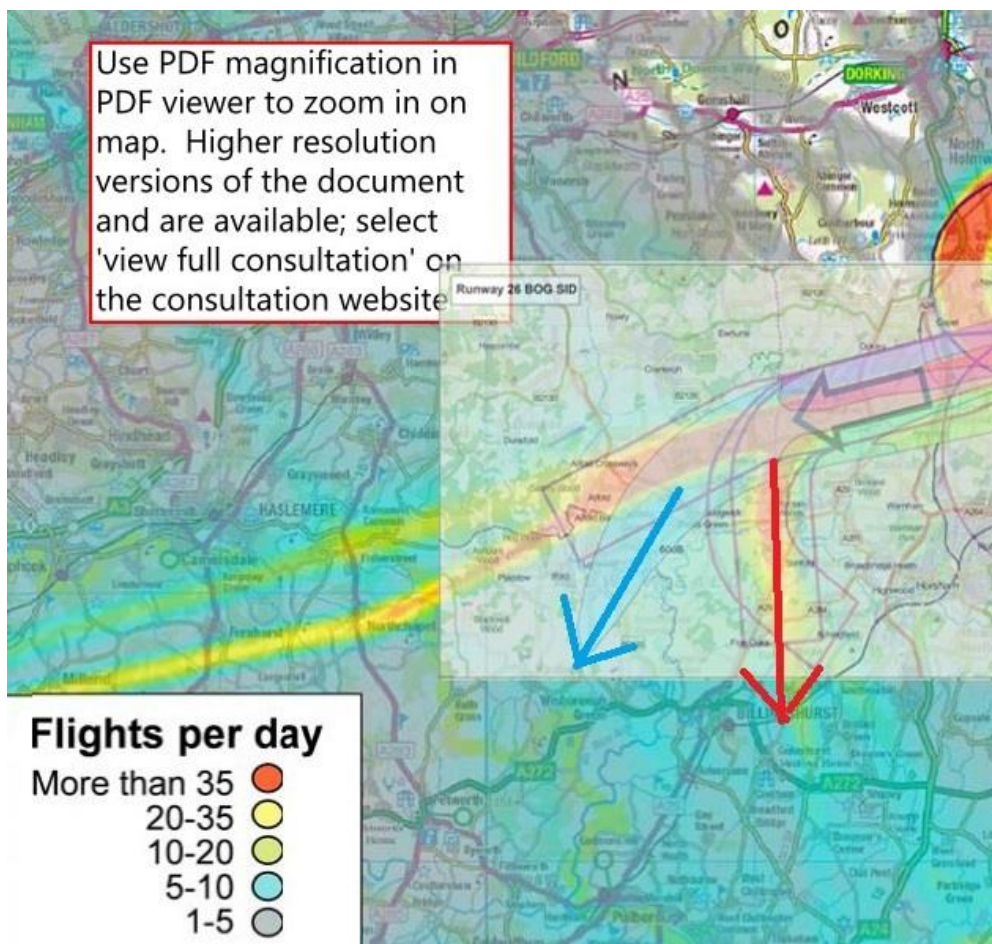


**From:** stuart spencer  
**Sent:** 08 August 2024 11:38  
**To:** Gatwick Airport  
**Subject:** Wrong positioning of BOGNA swath in GALs noise modelling

Dear PINS

I have not seen any response to my question of whether you have asked the applicant about the discrepancy that I highlight below.

Can I ask if this issue is being looked into by yourselves? To assist you I have now obtained a NATS produced heat map from 2016/17 which was used by GAL in an earlier consultation to representatively show traffic patterns and overlaid that with the BOGNA assumed position from the documents in the NRP that you sent me. The result clearly shows GAL are not using representative or worst case routings in their noise model as below: red arrow shows actual heatmap, light blue arrow shows GALs miss-placed traffic.



I believe I have now supplied sufficient evidence to justify an investigation by yourselves - the discrepancy WILL lead to lower noise impacts - so is an advantage to the applicant. The other question to be

answered is whether GAL has miss represented other routings in their noise model.

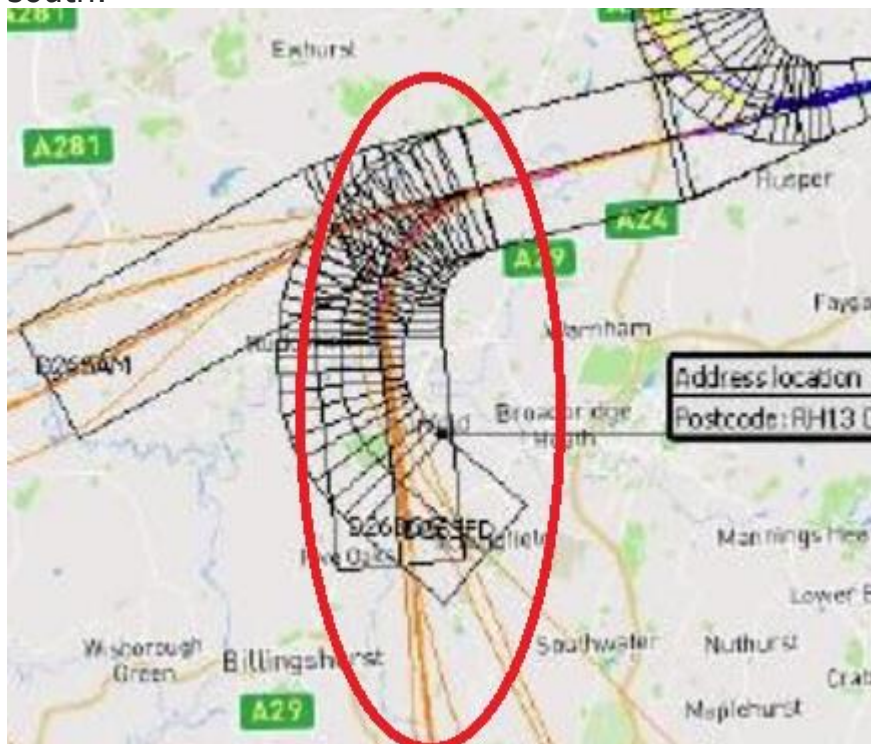
Thanks

Stuart Spencer

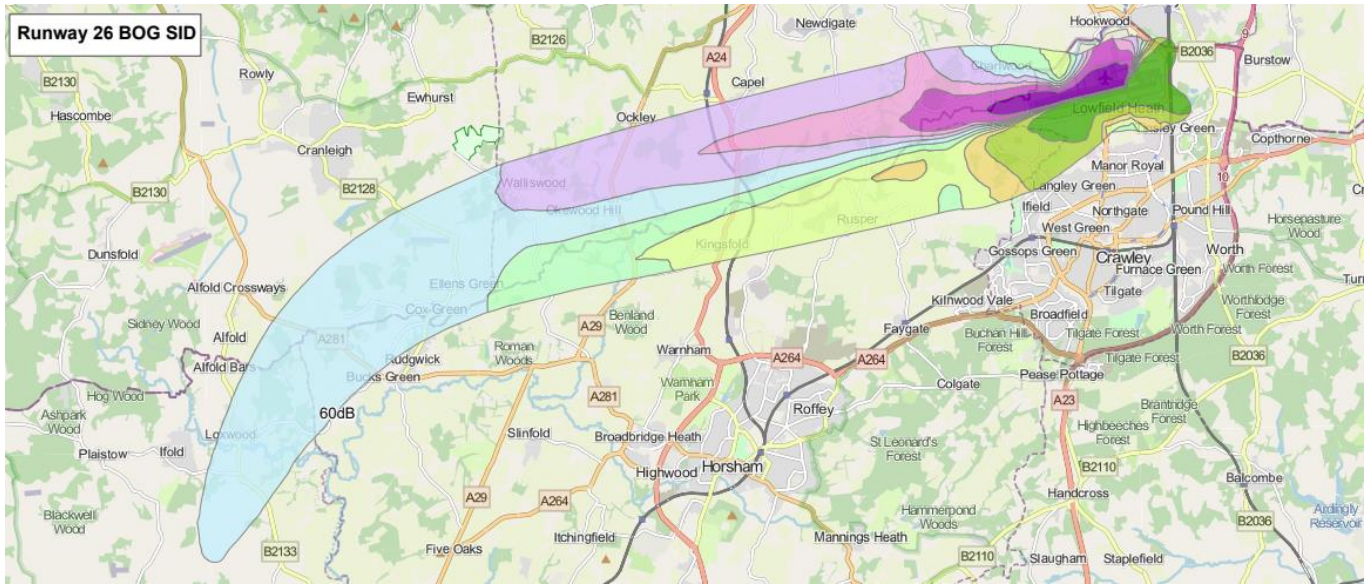
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On Tuesday, 6 August 2024 at 19:13:21 BST, stuart spencer wrote:

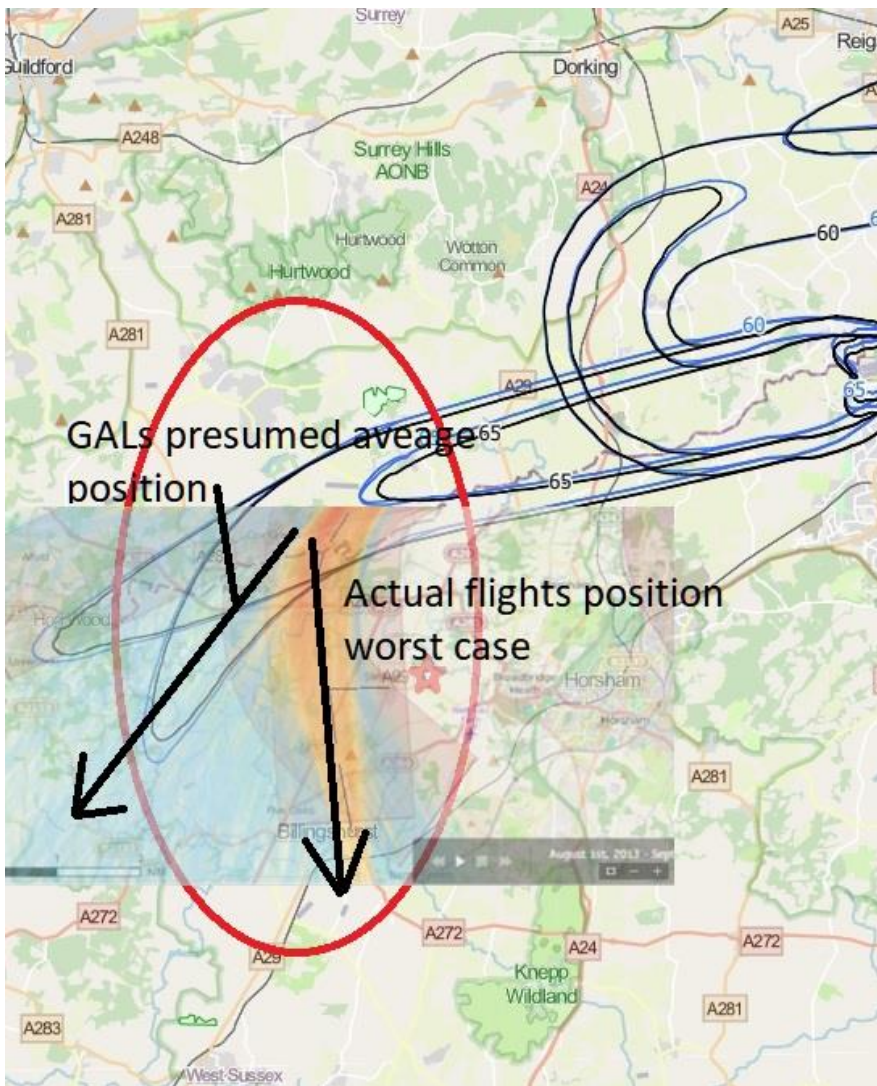
Thanks for sending the information, but it looks like the BOGNA SID noise impact has been assessed by GAL using an average position of plane intensity (the method to reach this is unexplained) and not using either the published PRNAV/SID position nor the line that currently causes most disturbance. GALs approach will significantly and materially underestimate the worst case noise scenario. Below is the worst case position which shows the vast majority of planes flying over or within a 1 mile radius of Slinfold. The published BOGNA SID area is shown in black heading south.



and this does not match what you have sent me in the screen grab as below. This will mean the impacts in the BOGNA swath will be completely wrong. Has this been raised with the applicant?



To see the magnitude of the difference we can lay the two positions on top of each other as below.



The two positions are very, very different. The orange heat distribution shows GAL'S used position is clearly unrepresentative and the consequence is this will not portray either a realistic or worst case noise impact from the proposed development. Has this been raised with the applicant?

thanks stuart spencer

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Dear Mr Spencer,

[5.1 Environmental Statement - Chapter 14 Noise and Vibration](#) contains a list of figures relating to air noise.

These figures can be found in the following documents:

[5.2 Environmental Statement - Noise and Vibration Figures - Part 1](#)

[5.2 Environmental Statement - Noise and Vibration Figures - Part 2](#)

[5.2 Environmental Statement - Noise and Vibration Figures - Part 3](#)

Kind regards,



The Planning  
Inspectorate

**Steven Parker**

NSIP Officer - Energy Team

The Planning Inspectorate

T 0303 444 5000



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**From:** stuart spencer  
**Sent:** Tuesday, August 6, 2024 11:56 AM  
**To:** Gatwick Airport <[gatwickairport@planninginspectorate.gov.uk](mailto:gatwickairport@planninginspectorate.gov.uk)>  
**Subject:** MAs of n65 n60 and other over flight information

Dear PINS

I am struggling to find in the library of documents maps that show contours for the above as I want to be able to assess the number of flights that will be overhead my property which is within the BOGNA NPR swath.

Scot Lynus stated on 31/7/24 that the public can get this information from a summary of chapter 14, but I have found this not to be the case.

Can you help locate any maps?

Stuart SPencer