



BLETCHINGLEY PARISH COUNCIL

██████████ – Clerk to the Parish Council

20 Lambert Cottages, Rabies Heath Road

Bletchingley, Surrey RH1 4PN

██████████ Email: info@bletchingley.org.uk

Website: www.bletchingley.org.uk

29 January 2015

By E-mail: airports.consultation@systra.com

Airports Commission Consultation
FREEPOST RTKX-USUC-CXAS
PO Box 1492
Woking
GU22 2QR

Dear Sir/Madam

Airports Commission – Consultation Document – Gatwick Airport Second Runway

Please find below Bletchingley Parish Council's response to your Consultation in relation to the provision of additional runway capacity in the South East.

Bletchingley Civil Parish lies some 6 miles to the North East of Gatwick Airport. The Civil Parish has many ancient buildings, including three Grade 1 listed of which the Parish Church (which dates from Norman times) is one. The Civil Parish is divided East/West by the A25 and is bounded to the West by the M23 and to the North by the M25. The village suffers from the noise of these major roads; particularly the HGVs that use the A25 to access a huge tip on the outskirts of Redhill, soon to be joined by yet additional HGVs emanating from a new sand quarry to the West of the M23, a development, permission for which was granted by Surrey County Council in July 2014.

1 Your own scrutiny of the cost and viability of the Gatwick scheme comes to the conclusion that the level of financing that would be required is significantly greater than the Company's financing to date and may be difficult to achieve in a context where there is uncertainty around passenger demand. Concern was expressed at the public meeting on 16 December 2014 that the Company's stock would become "junk bond" status and the Airport's largest customer (Easy Jet) expressed concerns at the level of likely increase in airport charges to passengers.

2 There is poor/inadequate consideration of road infrastructure requirements both in terms of finance as well as connectivity. No consideration appears to have been given to road connectivity in an East/West direction, with changes to the road system that Gatwick will finance being limited to "tinkering" with the roads immediately surrounding the airport.



This East/West connection is reliant in the main on the M25 which is already at a standstill on many occasions. When that standstill occurs, there is a considerable, at times unsustainable, increase in traffic on the A25, which passes through many historic villages(including this one), with the likelihood of adjacent ancient properties being damaged.

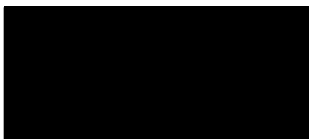
3 The emphasis on access via the railway system is North/South which is already creaking under the strain of commuter pressure. Whilst some improvements are underway, it is very uncertain whether these will deal with the existing pressures on the system, let alone an increase in passenger numbers (particularly bearing in mind that a majority of those passengers will have luggage that will need to be accommodated). There is a black hole in the proposal so far as the East/West rail link is concerned. This “black hole” will need to be remedied if a second runway at Gatwick were to be chosen and considerable further improvement than that already envisaged at Redhill Station will therefore be necessary. An announcement was made last week of development to Redhill Station but that would need to be totally reconsidered if this station were to become (as it must if this East/West rail connectivity were to become mandatory as part of the permission) a major link in the rail connection to Gatwick.

4 The area around Gatwick encompasses 2 Areas of Outstanding Natural Beauty. The more than doubling of flights over these areas would shatter the tranquillity currently enjoyed (but at times even now frequently disturbed) by those areas.

5 The sky over the South East of England is already overcrowded. Recently the trial of the PRNAV navigation system for aircraft taking off from Gatwick has severely disturbed the tranquillity enjoyed for the most part in this village. In this connection we enclose a copy of this Council’s letter to Gatwick Airport Limited of 20 October 2014.

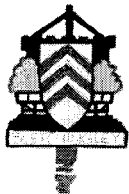
The Parish Council request that you take the above matters into account when making your final recommendation to Government.

Yours faithfully



Parish Clerk

Enc.



BLETCHINGLEY PARISH COUNCIL

██████████ – Clerk to the Parish Council

20 Lambert Cottages, Rabies Heath Road

Bletchingley, Surrey RH1 4PN

██████████ Email: info@bletchingley.org.uk

Website: www.bletchingley.org.uk

20 October 2014

Flight Performance Team
7th Floor, Destinations Place
Gatwick Airport
West Sussex
RH6 0NP

Dear Sir/Madam

Gatwick Flight Noise

Over the last few months Bletchingley Parish Council (“BPC”) has received a number of complaints and comments concerning the revised use of air space in the local area. This is as a result of your recently introduced Noise Preferential Route (“NPR”) the northern boundary of which passes marginally to the south of the centre of Bletchingley. Some residents have complained to the Flight Performance team as individuals as well as to BPC. The attached data, covering 2 days, is a partial record of aircraft passing just south of the A25 in an east west direction. The records are for the RH1 4LZ postcode area and were made on 20 and 21 September 2014. The record covers 73 aircraft records over an aggregate 9 hours and 30 minutes. Some of the recorded overflight times include a record of the sound pressure in terms of dB(A). During this period the back ground noise varied from 32 to 43 dB(A) with individual aircraft being recorded at 42 to 75 dB(A). Of the 52 sound recordings detailed in the attached table 42 were 50 dB(A) or above, 19 were 60 dB(A) or above and 5 were 70 dB(A) or above. A typical bedroom would normally be expected to be 30 dB(A) and normal speech is generally in the range 55 to 60 dB(A). Given that a 3 dB(A) increase is equivalent to a doubling of the sound intensity the noise detailed in the table is often loud and intrusive. You will also note that the overflying recorded commenced soon after 06:00 in the morning. This is normally the case 7 days a week.

Whilst the record presents a short snapshot of the disturbance experienced by some of our residents, the records are representative of the recent ongoing disturbance experienced on an almost daily basis. One of the additional changes noted is the reduced elevation of many of the aircraft. Your published NPR shows the route south of Bletchingley however it is clear that the majority of aircraft are concentrated at the northern limit of the published NPRs, both easterly and westerly.

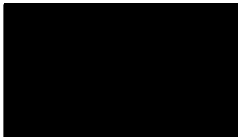
The impact on our quiet village life as a result of these recently introduced NPRs is considerable. The changes appear to be designed to concentrate the noise in a restricted area close to and above our village. The wider impact however includes, Redhill, Reigate, South Nutfield, South Godstone, Bindley Heath, Earlswood and Salfords.

We note that the changes have been introduced without consultation but appear to be becoming a permanent feature in our once quiet village. We believe you should reconsider the NPRs as currently operated.

As a parish council we have avoided taking sides in current debates and action groups as there are conflicting points of view and consultations to be considered however we do need to take our parishioners views into account and your NPRs have not been received well in Bletchingley.

We look forward to receiving your response.

Yours faithfully



Parish Clerk



20 September 2014		
Time	Noise level dBA	Comments
06:09		
06:13		
06:30		
06:41		
07:01		
07:09		
07:14		
		Not recorded.
11:48		
11:57	32	Ambient noise level in house – no overflying aircraft.
		Not recorded.
15:01		
15:12		
15:40	33	Ambient noise level in house – no overflying aircraft.
15:42	56	Plane visible to south.
15:45	42	Plane visible to south.
15:49	45	Plane visible to south.
15:51	50	Plane visible to south.
16:35		
16:42		
17:04		
17:32		
		Record stopped for the day.
21 September 2014		
06:16		
06:18	33	Ambient in bedroom
06:21	57	
06:27	52	
06:39	51	Visible flying east west slightly to south
06:48	62	Visible flying east west slightly to south
06:50	52	Visible flying east west slightly to south
07:13	47	Not visible
07:17	53	Visible flying east west slightly to south
07:22	57	Visible flying east west slightly to south
07:30	57	Visible flying east west slightly to south
07:47	48	Visible flying east west slightly to south
07:51	54	Visible flying east west slightly to south
07:56	59	Visible flying east west slightly to south
		Not recorded
09:59	48	Visible flying east west slightly to south
10:18	52	Visible flying east west slightly to south
10:20	37	Ambient in garden
10:26	57	Visible flying east west slightly to south
10:28	49	Visible flying east west slightly to south
		Not recorded
11:02	50	Visible flying east west slightly to south

11:04	49	Visible flying east west slightly to south
11:09	64	Visible flying east west slightly to south
11:11	50	Visible flying east west slightly to south
11:21	53	Visible flying east west slightly to south
11:25	52	Visible flying east west slightly to south
11:47	48	Visible flying east west slightly to south
11:50	52	Visible flying east west slightly to south
11:52	58	Visible flying east west slightly to south
		Not recorded
13:33	43	Ambient in garden
13:34	54	Travelling east west slightly to south
13:59	72	Travelling east west slightly to south – low
14:02	71	Travelling east west slightly to south –low
14:15	67	Travelling east west overhead
14:18	68	Travelling east west overhead
		Not recorded
15:17	75	Visible flying east west slightly to south
15:28	52	Visible flying east west slightly to south
15:38	66	Visible flying east west slightly to south
15:51	49	Visible flying east west slightly to south
16:04	47	Visible flying east west slightly to south
16:13	68	Visible flying east west slightly to south
16:15	60	Visible flying east west slightly to south
16:23	59	Visible flying east west slightly to south
16:25	63	Visible flying east west slightly to south
16:43	68	Visible flying east west slightly to south
16:49	71	Visible flying east west slightly to south
16:50	63	Visible flying east west slightly to south
16:55	68	Visible flying east west slightly to south
16:58	66	Visible flying east west slightly to south
17:01	66	Visible flying east west slightly to south
17:04	70	Visible flying east west slightly to south
17:07	69	Visible flying east west slightly to south
17:11	58	Visible flying east west slightly to south
17:12	41	Ambient in garden
		Record stopped for the day.