

The background of the entire image is an aerial photograph of Tunbridge Wells, showing a row of white, multi-story houses with dark roofs. The sky is filled with several black silhouettes of commercial airplanes in flight, scattered across the upper and middle portions of the frame. The overall scene is bright and clear, suggesting a sunny day.

TWAANG

**Tunbridge Wells Anti Aircraft Noise Group
Town Forum - 22 November 2018**

**Support our campaign to return tranquillity to the
skies above Tunbridge Wells and surrounding areas**

Email: twaang00@gmail.com

Web: twaang.org.uk

TWAANG PROGRESS REPORT ON GATWICK AIRPORT NOISE ISSUES

- Developments with the Gatwick Noise Management Board (NMB)
- Gatwick's Draft Master Plan 2018 + Consultation Process
- Changes to the Reduced Night Noise Trial

DEVELOPMENTS WITH THE NOISE MANAGEMENT BOARD

In July 2018 the 8 Community Group Representatives on the NMB wrote a widely distributed letter expressing:

- no confidence in the NMB.**
- the need for a change of Leadership.**

This came about due to:

- A lack of progress in reducing noise.**
- Reluctance to address the balance of Noise and Growth (Government Policy)**

DEVELOPMENTS WITH THE NOISE MANAGEMENT BOARD

A REVIEW SUBCOMMITTEE has been set up to look at the NMB and to make recommendations for its future:

- Constitution**
- Terms of reference**
- Membership – with the implication of a possible reduction in the number of community groups.**

There are currently eight community groups who are members of the NMB, paired at meetings for speaking and voting. They represent six rural areas, one urban (TWAANG) area and one group representing both town and rural concerns.

DEVELOPMENTS WITH THE NOISE MANAGEMENT BOARD

The NMB's chairman had been reluctant to accept the issue of Growth and Noise as an agenda item, in spite of Government policy that there should be a balance between Growth and Noise.

In the event this was not surprising since it transpired that Gatwick was about to launch a major expansion plan in order to enhance its value, prior to selling the Airport – the Draft Master Plan 2018 announced on 18 October.

GATWICK'S DRAFT MASTER PLAN 2018

The plan is to increase the number of flights by almost 30% by 2028 and 40% by 2033.

- Passenger numbers increase by over 40% and 50% in the same time.

The plan uses two approaches to achieve this:

- Increased use of present runway using time based navigation.**
- Develop the standby runway for regular use.**

They continue to plan for an additional runway by safeguarding the land required for what would become the third operational runway.

GATWICK'S DRAFT MASTER PLAN 2018

REASONS TO OBJECT:

- **Noise: 80,000 extra flights annually are planned within 10 years,**
- **Aircraft are getting quieter, but slowly. The life of a commercial jet is 30 years, it will be 2033 before Easyjet have replaced 90% of their fleet.**
- **The benefit of quieter aircraft will be offset by increased numbers of flights, and greater concentration with the introduction of precision navigation.**
- **Frequency is the main problem for people overflown.**

GATWICK'S DRAFT MASTER PLAN 2018

REASONS TO OBJECT (Continued):

- **The spill over of delayed flights into night time is likely to increase - already a serious problem between 9pm to 12am.**
- **As frequency increases, planes tend to fly further eastwards and are likely to traverse more of Tunbridge Wells town.**
- **Adverse effects on health and educational achievement (WHO report).**
- **Economic damage - tourism, visitors, retail, property values etc**
- **Safety issues**

GATWICK'S DRAFT MASTER PLAN 2018

**There is an on line consultation process inviting local community feed back, which ends 10 January 2019.
Respondents need to be informed before answering.**

gatwickdraftmasterplan@ipsos-mori.com

CHANGES TO THE REDUCED NIGHT NOISE TRIAL

As a result of pressure from Community groups representing rural populations, an extra route has been added to the three we reported in March. It passes over the edge of Tunbridge Wells as can be seen from the following maps.

We understand that the start of the trial may be delayed beyond January 2019, possibly by a matter of weeks only.

PROPOSED PREFERRED TRIAL ROUTES

Subject to change in the design process

Approximate locations of routes

White lines show limit of "overflight", i.e. areas of approximately equal noise

Minimise overlap of overflight areas





Finish