



# ALBURY PARISH COUNCIL

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27<sup>th</sup> March 2018

To: [expansion.feedback@heathrowconsultation.com](mailto:expansion.feedback@heathrowconsultation.com)

Dear Sirs

## Heathrow Airspace Consultation

This letter is sent on behalf of Albury Parish Council, in response to the Heathrow Expansion Consultation. Albury is a historic parish to the south east of Guildford with circa. 1,000 inhabitants. It lies in the Surrey Hills, in a designated Area of Outstanding Natural Beauty, the Green Belt and in an Area of Great Landscape Value. The landscape found in our Parish is valued by both its residents and the many visitors it attracts for its natural beauty and tranquility. Albury Parish currently lies on the flight path for both Gatwick Airport and Heathrow airport and suffers further from air traffic from Farnborough airport.

We are disappointed that there is no overall strategy across all of these airports to minimise their combined impact on our parish and the Surrey Hills AONB, which faces encroachment from air traffic and road traffic. Surrey is the most overflowed county in the UK and already suffers noise, light and environmental pollution from existing aircraft, and any expansion of Heathrow will exacerbate this.

We believe that a new runway would be better placed away from the south east of England, to the north of England, where it could provide economic benefits and jobs where they are needed. This would promote house building, and economic prosperity in the north of England and reduce the north-south divide which places so much pressure on the south east of England to deliver housing, business, road and rail links, the need for which continues to erode the Surrey Hills AONB.

In response to the specific questions asked in the consultation:

### 4.2 Noise

Albury Parish Council would expect to be consulted by the Noise Envelope Design Group (NEDG) to help reduce existing and new aircraft noise over the Surrey Hills AONB and AGLV.

We do not support the extension of Heathrow Airport to include a new runway where planes take off to the west but subsequently turn east on route to Europe and eastern destinations, as aircraft using this flight path will fly over the Surrey Hills AONB. The incremental increase of aircraft numbers from the new runway would further damage the tranquillity of the Surrey Hills. This is an area valued and given the highest protection under UK law by the Secretary of State, in order to protect its natural beauty.

Regarding night flights. We would prefer to stick to current Government guidelines of 11pm-7am for night flights and for there to be a reduction in the number of aircraft allowed to fly during these times with fines for airlines that regularly offend. If a "stack" system is to be used for holding aircraft, this should be higher and further out over sea and not over the Surrey Hills or the Downs. This would reduce the impact of noise and emissions. We would also like to see a ban on night flights at Gatwick.

### **4.3 Surface Access**

Heathrow Expansion will see an increase of freight and passengers travelling via roads. We have great concerns about the impact on the M25 and A3, as they traverse Surrey. These roads are already some of the busiest in the UK. We do not believe that using trains and public transport is a realistic target to absorb this excess traffic, as the latter depends on the existing over loaded road network and the former on a railway network that does not function well under current usage volume. We have particular concern that the M25 Wisley interchange will be rebuilt within the next 10 years and during construction will become a greater bottleneck caused by extra Heathrow traffic, with a subsequent knock on effect on local roads. A similar situation will exist at Guildford when the upgrade is completed at the Dennis interchange-as identified in the Guildford Borough Local Plan.

### **4.4 Air Quality and Emissions**

We support surface access to Heathrow using rail links which avoid cluttering local roads that cannot cope with the existing volume of traffic and its pursuant contribution to poor air quality but the rail network must be built to accommodate this increase in movements before construction of the new runway. We are concerned that any new rail links would be delivered considerably after the new Heathrow runway is built, leaving the existing road system to cope with the excess traffic. However, this does not override our concern about the new runway at Heathrow and the increase in aircraft movements therefrom and their negative noise impact on the Surrey Hills.

### **4.5 Carbon and climate change**

Mention is made of incentivising low carbon flights but no details are provided regarding how airlines will be incentivised to deliver this or how it will be policed.

### **4.6 Natural Environment**

We are critical that this focus is solely on the immediate vicinity of Heathrow. It is important that the natural environment of the Surrey Hills AONB is equally respected.

Yours sincerely

*Joanna Cadman*

**Joanna Cadman**  
*Clerk to the Council*

