



Slinfold Parish Council

PO Box 315, Billingshurst, West Sussex RH14 9XX
Tel: 01403 785864 Email: clerk@slinfold-pc.gov.uk

Freepost
GAL Draft Masterplan Consultation

Also by email to gatwickdraftmasterplan@ipsos-mori.com

14th December 2018

Slinfold Parish Council strongly object to all 3 initiatives in the Gatwick Masterplan consultation i.e.

1. Remaining as a single runway operation using the existing main runway;
2. Using the existing standby runway for departing flights together with the main runway, and;
3. Continue to safeguard land to the south of the airport for an additional runway.

The Parish Council's response to the questions asked in the consultation follow:-

QUESTION 1. Growing Gatwick further

Slinfold Parish Council strongly objects to all three initiatives in the Gatwick Master Plan.

QUESTION 2. Please explain your view in Q1.

This objection is based on:

1. **Climate Change.** All current research including the latest IPCC report indicates the need to dramatically cut CO2 emissions. Indeed, cutting emissions is now only viewed as part of the solution and reabsorption of existing CO2 is seen also seen as necessary. Aviation is one of the most damaging forms of transport and accounts for 4-9% of the total climate change impact of human activity. Mitigation for this is no answer and the only solution is to reduce carbon emissions. Expanding Gatwick flies in the face of all research and IATA pledges and warnings on climate change. Worryingly Gatwick does not include the Environment as one of its six strategic priorities in the Master Plan
2. **Noise.** The frequency of overhead noise events will substantially increase with an additional 109,000 aircraft movements by 2032. The noise contours are mainly irrelevant to local residents. What they hear are aircraft overhead. These noise events can be frequent and adding additional capacity at Gatwick will only significantly increase this. There also needs to be a commitment to review existing flight paths ahead of the FASI-S review. Additionally, the Parish Council has little confidence in the Noise Management Board to effect change in its current form and also doubts the NMB review will alter this. Additional overflights are unacceptable. Gatwick and NATS refusal to look at better departures dispersal only exacerbates the situation
3. **Transport.** As Gatwick grows so will freight traffic. Freight will not be transported by rail so it will all travel on the roads. Passenger numbers will increase significantly, and they will all need to travel to and from the airport. Roads around Gatwick, including motorways are already stretched. This burden will contribute to carbon emissions. The rail network is also at capacity for a large portion of the day and inadequate to serve the expanded

airport. None of the currently planned infrastructure enhancements factor in Gatwick growth, they are only based on natural growth

4. Insufficient local housing is available to provide homes for the additional 20k more staff leading to more long-distance commuting, congestion and pollution.
5. Insufficient local infrastructure for business or residents – roads, business parks, shopping centres, housing, schools, medical centres, hospitals etc. Schools and hospitals are already at capacity.
6. Providing the infrastructure needed would destroy huge amounts of countryside and urbanise the rural area all around Gatwick.
7. No additional money is being made available for infrastructure as it was with the second runway bid

QUESTION 3. Continues safeguarding of land for an entirely new runway
Strongly disagree

QUESTION 4. Please explain your view in Q3

- The Airports Commission “unequivocally and unanimously” selected Heathrow
- The government agreed, and parliament has since overwhelmingly endorsed that decision
- Continuing to blight a large area by clinging to the hope of an entirely new runway is detrimental to communities all around the airport and again any further growth would increase CO2 emissions
- Placing the majority of the runway capacity in the South East disadvantages the rest of the UK
- The proposal will leave a three runway airport without the infrastructure to support it. If that infrastructure is developed it will destroy large areas of countryside forever and blight the south eastern corner of the country with noise from a huge increase in aircraft movements

QUESTION 5. Maximising employment and economic benefit

- Gatwick already creates a skills shortage for other businesses locally, there is little unemployment locally. Further expansion will create a migration of people to the area seeking to work at the airport
- Gatwick hope to attract staff away from the London commute. This is a rather farfetched and naïve notion as the majority of people commuting into London are doing it for a reason
- Increasing dependency on the airport reduces resilience in a downturn
- The local area does not need yet further expansion at Gatwick to thrive
- There would be a need for mass housing and office developments that Crawley could not accommodate

QUESTION 6. Minimising noise

- The most common complaint is that the noise occurs too frequently; further expansion will worsen this hugely. Fewer flights by quieter aircraft are needed and a will to look at and amend existing flightpaths is lacking. Any change is caught up in the FASI-S review which will be delayed by Heathrow and is ultimately years away.
- The width of the arrivals swathe needs to be fully utilised without any concentration
- No new areas should be overflown. Gatwick, in its FASI-S statement of need, has asked for no fly restrictions to be removed. This should not be permitted and that principle reflected in any airspace redesign

QUESTION 7. Minimising further environmental impact

- Gatwick's attempts to minimise its own environmental impact does not address the real issue that it facilitates – flying is hugely environmentally damaging and expanding the airport to increase flights will increase this damage. We are in a state of emergency for climate change and need to act. See above answer.

QUESTION 8. Is community engagement adequate?

- No
- The long standing inability of Gatwick to provide even a complaints telephone line illustrates its cavalier attitude to local communities
- The locations for the exhibition related to this consultation are where favourable views are likely to be expressed – centres of population that are very largely not overflown. This demonstrates the fundamental bias that Gatwick exhibits against communities adversely affected by its operations.
- Gatwick ignores complaints about noise and the noise contours do not address the true impact of Gatwick's noise.

QUESTION 9. If you use Gatwick, how could it be improved?

- No Comment

QUESTION 10. Comment on surface access strategy

- Gatwick is handicapped by an overburdened rail connection north/south and a totally inadequate rail connection east/west
- Being accessible by means of only one motorway that reaches neither the Capital nor the coast
- Statements that suggest traffic growth is minimal are not reflected in local people's experiences.
- Increases in HGV traffic are particularly noticeable in the villages around Gatwick.
- Gatwick's Surface Access Strategy does little to support rural bus services.
- See previous answers

QUESTION 11. Further comments

- All three runway proposals create huge negative local impacts and contribute dangerously to the national and international environment. They fly in the face of all CO2 reduction initiatives and carbon warnings
- Gatwick needs to consider how to reduce its impact caused by its current growth, let alone consider facilitating further growth.
- We cannot meet worldwide Carbon emissions targets with continued emission levels
- We cannot meet our commitments under the Paris Agreement with further expansion of aviation
- The Parish Council will only be able to support the expansion of Gatwick once new aircraft and new quiet and low CO2 methods of propulsion have been developed. Clearly the aviation industry is some way away from that.

We would be grateful if you would acknowledge receipt of this response, thank you

Yours sincerely



Mrs Mary Burroughs, Clerk to Slinfold Parish Council