GATWICK’S MASTER PLAN GIVES YOU JUST 12 WEEKS TO RESPOND, OVER THE CHRISTMAS PERIOD AND UP TO 5PM ON 10TH JANUARY, PROVIDING YOU WITH ELEVEN LOADED QUESTIONS TO RESPOND TO.

IT IS IMPORTANT THAT YOU RESPOND STRONGLY OPPOSING TO GATWICK’S PLANS TO DESTROY SUSSEX, SURREY & KENT FOREVER.

THE 3 RUNWAY PLAN:

RUNWAY 1 Main runway is to be used with modern (satnav) flight technology to increase capacity meaning more planes, more flight paths and more noise!

RUNWAY 2 The emergency runway in conjunction with the main runway could be up and running in less than 2 years as a second runway with up to 85,000 extra flights.

RUNWAY 3 A brand new 3rd runway.

3 REASONS TO REJECT:

REASON 1 Noise. Up to 85,000 extra flights a year, that’s about 230 extra a day over the same people impacted today.

REASON 2 Lack of roads and a single railway line, that can’t be expanded, and lack of amenities.

REASON 3 Obliteration of rural communities, green land, areas of outstanding natural beauty and national parks forever in Sussex, Surrey and Kent due to mass housing and commercial parks.

www.cagne.org  cagnegatwick@gmail.com  www.facebook.com/gatwickcagne  @cagne_gatwick  cagne

Est. Feb 2014
CAGNE OFFERS YOU THE FOLLOWING ANSWERS TO HELP YOU TO STRONGLY OPPOSE THE MASTER PLAN AND AID YOUR RESPONSE TO THE QUESTIONNAIRE


You can also download suggested answers by visiting www.cagne.org but please use your own words for descriptive questions

SUGGESTED ANSWERS TO THE 3 RUNWAY PLAN QUESTIONNAIRE:

ANSWER 1  STRONGLY OPPOSE

ANSWER 2  NOISE - An increase of up to 85,000 extra aircraft will increase the noise enormously, over 200 extra flights a day. The longhaul and shorthaul aircraft will use the same departure flight paths and so impact in a concentrated way the same communities that already suffer today to the west, east, north and south. Ground noise will increase especially to the north of the emergency runway for Crawley, Horley and Charlwood.

What flies out of Gatwick has to come back and so expect a large increase in arrival traffic as Gatwick seeks to maximise the main runway usage.

Gatwick seeks to concentrated flight paths to increase capacity as well as new flights paths over new areas! (5.3.10)
LACK OF ROAD CAPACITY - Airport traffic uses the residential and country lanes to access Gatwick. The M23 smart road is for natural growth in the southeast and will be full by 2040 without Gatwick’s growth.

Growth in longhaul = growth in cargo = more lorries on our roads!

Usage of the emergency runway figures - Short haul alone could add 14m passengers to the roads and rail, and an increase in longhaul will add 300-500 extra passengers per plane to our roads and railway line.

A new train station at Gatwick does not increase capacity on the Brighton main line. Gatwick is a bottleneck preventing the line being expanded further down towards the coast. There is also no east to west rail link to take traffic from the roads. The Kent line into London joins the Brighton Line adding to the burden of the line. Gatwick does not join up to any major Government infrastructure projects and Victoria Station can’t cope with current passenger numbers. London Bridge changes were not made to deal with Gatwick’s Master Plan for 3 runways.

The Croydon Junction improvements are for natural growth, not Gatwick Airport’s Master Plan for 3 runways.

Gatwick Air cargo is also forecast to grow strongly in this scenario (5.3.14) but they do not detail how cargo will get to and from the airport. As cargo can’t go on the railway, it will be added to the road network. Total tonnage is expected to increase from 102,000 tonnes today to around 325,000 tonnes by 2032/33, this equates to over 92,000 extra vans on our roads or over 18,000 lorries.
Safety - Using parallel runways is recognised as a major safety concern. The main runway and the emergency runway used in unison has always been regarded as unsafe by the Civil Aviation Authority as planes would have to cross the emergency runway to get to the plane stands, these plans by Gatwick do not change this fact.

ANSWER 3 STRONGLY DISAGREE

ANSWER 4 The safeguarded land will present a 3 runway airport with no infrastructure; destroy rural areas that surround Gatwick with noise ghettos like Heathrow today and urbanise rural areas. The safeguarded land should be released to remove the constant threat by the owners of Gatwick to expand further.

Obliteration of the countryside of Sussex, Surrey & Kent as we know it - this is not just in the total removal of green land to accommodate housing and offices, but the loss of dark skies and tranquility for rural communities. The plan for using the emergency runway, and creating a 3 runway airport, would destroy our areas of outstanding natural beauty and national parks as we know them with noise and emissions – this is not progress or a legacy we should be leaving our children.

ANSWER 5 Jobs - There is little unemployment around Gatwick with 84.9% employment in Crawley alone; the third highest wages in the UK. Businesses will move away if quality staff become scarce, if they are out priced by Gatwick in salary structure; can’t get from A to B due to congestion; staff will move as schools, air quality declines and healthcare declines. Gatwick has always struggled to fill jobs with local staff and so places a huge burden on the infrastructure of workers travelling long distances to reach Gatwick. Gatwick has always been vulnerable to
recession, far more than Heathrow, due to decline in consumer spending power on leisure holidays.

**Mass housing and office developments** - With the increase of runway capacity there will be a need for mass housing and office developments removing much of the green land and adding to congestion on the roads and rail. Gatwick do not state how many jobs would be created in the Gatwick area, with three runways or 2, and so no calculations can be completed of the number of houses or offices that would be required or the additional number of cars, vans and lorries that would enter our road system, to service an airport far larger than Heathrow today.

**ANSWER 6 Noise** - There is nothing that can be done to reduce aircraft noise; planes have got quieter but it is the frequency and concentration of aircraft over the same people that is the issue. All three plans in the Master Plan will make noise much worse, and create noise ghettos in Sussex, Surrey and Kent.

The Gatwick Noise Management Board has not reduced noise. It is seen as a PR exercise of ticking the boxes to meet the Government requirements to engage with communities.

**ANSWER 7 A State of emergency for climate change** - Aviation is responsible for 5% of global warming. Its rapid growth puts it on track to consume a quarter of the world’s carbon budget by 2050. Gatwick’s plans fly in the face of reducing carbon targets for the UK and the world. High profile promises of short haul electric aircraft or more efficient fleets over the next 20 years won’t be sufficient to solve aviation’s climate problems.
Decline in air quality due to lack of fit for purpose infrastructure. Gatwick only monitors air quality in the immediate area around Gatwick, not where the real congestion starts with passengers endeavouring to reach Gatwick.

See answer details in Q4 and Q6.

**ANSWER 8** Inform but do nothing about the impact of noise and lack of infrastructure seems to be Gatwick’s philosophy. Gatwick seeks to charm communities and councils with charity donations, but ignores complaints about noise or the decline in resident’s wellbeing. The Gatwick noise contours do not address the true impact of Gatwick’s noise on residents in a 30-mile radius. Gatwick do not offer compensation or insulation to those truly affected. The Gatwick sponsored leaflet blights these communities as it shows all these areas as significantly impacted by aircraft noise!

Gatwick should seek to reduce noise for all communities in a fair and balanced manner.

**ANSWER 9** Passenger welfare - The airport cannot cope with current levels of passengers accessing the airport and no new terminals are proposed.

**ANSWER 10** See details in answers to Q2

**ANSWER 11** Reject the Gatwick Master Plan fully – no additional concentrated flight paths; no usage of the emergency runway in addition to the main runway; and no new 3rd runway.
JOIN CAGNE AND REJECT THE GATWICK MASTER PLAN FOR A 3-RUNWAY AIRPORT

ACTIONS YOU NEED TO TAKE NOW:

ACTION 1  Respond to the consultation and get friends and family do the same! Complete the eleven loaded questions online at: https://www.gatwickairport.com/globalassets/business--community/growing-gatwick/draft-masterplan-consultation-doc_18oct.pdf

WRITE       FREEPOST GAL DRAFT MASTER PLAN CONSULTATION
EMAIL       gatwickdraftmasterplan@ipsos-mori.com
PHONE       0808 168 7925 and pay £40 for a glossy copy of the Master Plan

ACTION 2  Tell your MP not support the Gatwick Master Plan for 3 runways

ACTION 3  Tell your local councillors not to support the Master Plan (details of your local councillors can be found online)

ACTION 4  To fight Gatwick’s Master Plan we will need funding. To support our legal challenge please donate to: www.crowdjustice.com/case/no-gatwick-emergency-no

This is an independent body that pays directly for research, experts, legal advice and legal action from donations made by you.

Please, this is your chance to stop Gatwick’s Master Plan for a 3 runway airport. We can’t do it without you, so reject the Gatwick Master Plan today.

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