

**CAGNE**  
**Communities Against Gatwick**  
**Noise and Emissions**  
West Sussex and Surrey

**Current Government NPS consultation –**  
**Deadline 19<sup>th</sup> December 2017**

<https://www.gov.uk/government/consultations/heathrow-expansion-revised-draft-airports-national-policy-statement>

Email your response to [RunwayConsultation@dft.gsi.gov.uk](mailto:RunwayConsultation@dft.gsi.gov.uk)

Write to: Freepost RUNWAY CONSULTATION

**You need to give your name and postal address to be counted**

Suggested comments you could make:

Communities surrounding Gatwick of Kent, Sussex and Surrey are gravely concerned by the Government's paper stating 'the Government's view remains that impacts of the Gatwick Second Runway on a priority habitats site cannot be ruled out,' as this continues the blight of residents, dealing with negative mortgages due to Gatwick's threats of expansion and the current intolerable levels of aircraft noise.

The Airport Commission findings were unanimous in favour of Heathrow expansion after years of analysing and cost to the taxpayers. To continue the debate blights communities further and prevents strategic planning by local authorities that are struggling to deal with the current growth in population surrounding Gatwick with lack of housing, schools and hospitals.

- Gatwick still only has one access road and one access railway that are already choked with Gatwick's low cost leisure travellers. The infrastructure already endures the natural population growth in the southeast with no rail connections from east to west or Heathrow.
- Lack of infrastructure is causing a decline in air quality; Gatwick continues to breach air quality levels as do towns and villages as the impact of road congestion is wide in rural areas due to lack of rail alternatives.
- Network Rail has explicitly said that new capacity is not for expansion at Gatwick but to deal with existing overcrowding and future background population growth in the South of England. If Gatwick expands, the benefits from these taxpayer-funded improvements (worth £bn) will be consumed by the airport, robbing commuters of the relief from over-crowding the Government promised them. If Gatwick expansion is reliant on the delivery of these rail upgrades, how much is the airport contributing to their cost?

Please note this is the same railway line that services Southampton Airport that which continues to grow and bring economic benefits to the local area as well reduces the carbon footprint of every passenger.

- It is fundamentally wrong that Gatwick Airport should be allowed to swallow up benefits on the single railway line that were intended for commuter growth in the southeast and not a second runway.

The cost of any infrastructure for a second runway was not fully incorporated in the Airports Commissions work dissimilar costing's for Boris Island or Heathrow, or that of Gatwick's submissions as they stated 'onward surface access is not their problem.' The cost to the public purse would have to include upgrades of the M23, M25, A272, A24, A29, A264, A281, previous attempts to expand Gatwick have included tunnels at Croydon, and service roads surrounding Gatwick; the Windmill Junction of the Brighton Main Line at over £2bn, the introduction of the Brighton Main Line 2 and upgrade of the Gatwick station cost £200m. All of this may not be enough to cope with the current growth in the southeast as well as Southampton Airport growth and Gatwick Airport 2.

- Gatwick's business plan seeks to increase flights by double (560,000) with no respite day or night as both runways are detailed as operating simultaneously.
- Gatwick has serious problems with aircraft noise - The Aviation Policy Framework advocate:  
*"future growth in aviation should ensure that benefits are shared between the aviation industry and local communities ... This means that the industry should reduce and mitigate noise as airport capacity grows"* (APF page 55)

And yet communities surrounding Gatwick have not witnessed any benefits from the growth of Gatwick through the reduction of aircraft noise, in fact this has escalated to form many new protest groups. Gatwick would now expect these areas to take an additional 560,000 flights a year as flight path routings will be over the same people they impact today as impacting new rural areas.

- Gatwick is fundamentally the wrong side of London for freight, and would have serious ramifications on other southern airport as well as the northern powerhouse if it were permitted to build a second runway.
- Gatwick has added 7.7% increase in passenger numbers as planes get bigger and 16% increase in freight in 2017 but has contributed nothing to relieving local areas that have seen a decline in air quality, far and wide, due to traffic congestion and lack of alternative public transport.
- For environmental and economical reasons it would be wrong to expand Gatwick as it would have long term ramifications on the southeast with its lack of affordable housing, overcrowding, lack of schools and hospitals. It would destroy areas of outstanding natural beauty, more heritage than HS2 with the removal of ancient woodlands, whilst causing urbanisation of Kent, Surrey and Sussex with mass inward migration of workers to the southeast due to lack of unemployment in areas

surrounding Gatwick. Jobs need to be taken to where there is unemployment; houses are boarded up in the north and where industry is needed grow.

- Historically Gatwick has always suffered from a recession (2008 not recovering until 2011/12 unlike Heathrow), as they are reliant upon surplus funds in the consumer purse for foreign leisure travel; offering back-packers destinations, all year round summer package holidays; Disney vacations which are priced lower than UK hotels can compete with and thus having a dire impact on the UK's coastal trade.
- Gatwick's next 5 year investment plan of £1.15bn is focused purely on facilities that benefit Gatwick shareholders and its passengers, not the surrounding communities or infrastructure. It focuses on more passenger and staff multistory car parks with robots operating them, a hanger, piers, Kentucky drive thru, a gin distiller, escalator to service passengers and staff, and more retail units inside the terminal.
- Airlines have moved to Heathrow when spare capacity has become available and this is not seen to change with a new runway at Heathrow. Gatwick could become a white elephant unless it takes flights from regional airports by offering low cost landing fees so adding to the migration of workers and passengers onto the roads.

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