

Gatwick Draft Master Plan 2018

Consultation questions and response

Submitted via online form 7th January 2019

- 1. Given the above, to what extent, if at all, do you support or oppose the principle of growing Gatwick by making best use of the existing runways in line with Government policy? Before answering, you will find it useful to read Chapters 4 and 5 in the full version of the draft master plan.**

The Parish Council is strongly opposed to both the proposal to expand use of the main runway to 60 million passengers per annum over the next 15 years, and the proposal to develop use of the existing standby runway. This level of growth would have unacceptable impacts on the infrastructure and environment in the local area.

Whilst it is government policy for airports to make the best use of existing runways, the policy document published in June this year (Beyond the Horizon: The future of UK aviation) stresses that: "This policy statement does not prejudge the decision of those authorities who will be required to give proper consideration to such applications. It instead leaves it up to local, rather than national government, to consider each case on its merits." (para 1.29)

- 2. Given the draft master plan looks out beyond 2030, to what extent, if at all, do you agree or disagree that land that has been safeguarded since 2006 should continue to be safeguarded for the future construction of an additional main runway? Before answering, you will find it useful to read Section 5.4 in the full version of the draft master plan.**

The question is potentially misleading in that the proposed area of land to be safeguarded for an additional runway (Plan 21) is not the same as in 2006, but an increase. Implicit in this proposal is that Gatwick would ultimately become a three runway airport and therefore the Parish Council strongly disagrees that the proposed area of land should continue to be safeguarded.

The Plan acknowledges (para 5.4.14) that any additional runway scheme would impact significantly on the local area and community in, it is claimed, both negative and positive ways. In our view the negative would far outweigh any positive and would not be offset by the proposed mitigation pledges. The forecast economic benefits identified in the Plan (para 5.6.17) refer almost exclusively to potential benefits for the national rather than the local community.

- 3. What more, if anything, do you believe should be done to maximise the employment and economic benefits resulting from Gatwick's continued growth? Before answering, you will find it useful to read Section 5.6 and Chapter 7 in the full version of the draft master plan.**

If Gatwick must continue to grow, it must grow sustainably with minimal impacts on the local area. Substantial investment in infrastructure is required to maximise employment and economic benefits from Gatwick's growth. Employees need to be able to get to work and therefore ensuring that Gatwick related congestion on the roads and railways is addressed is key. Gatwick must ensure that enough housing, schools and healthcare is available to the new employees that are a result of Gatwick's continued growth. We do not feel that the improvements to infrastructure outlined in the Masterplan will address the current problems with road and rail infrastructure. Therefore, with the standby runway and the potential second main runway proposal, significant infrastructure investment is required.

The Masterplan is scarce of facts and figures relating to the number of houses, offices and other business premises that would be required to service an airport of the proposed size.

4. What more, if anything, do you think should be done to minimise the noise impacts of Gatwick's continued growth? Before answering, you will find it useful to read Sections 4.5, 5.5, 6.4 and 6.5 in the full version of the draft master plan.

This would appear to be a technical question that is difficult for the general public to answer.

The Masterplan states that with the Standby Runway in regular use, aircraft noise would be broadly similar to today's levels. This is because of the use of quieter 'new generation aircraft' that are expected to make up nearly 50% of the Gatwick fleet by 2028. No technical or testing data to prove this claim has been provided with the Master Plan. There is no evidence to show that this 'forecast' will be accurate and that the new quieter aircraft will be in use by this point. The Master Plan does not detail the types of aircraft that will make up the remaining 50% of the fleet and the levels of noise that they produce. The information supplied is insufficient to demonstrate that this would reduce noise from the significant number of extra aircraft movements from the standby runway and potential 2nd main runway.

The answer to the question is therefore 'what needs to be done', rather than 'what more needs to be done'. The Master Plan does not go above and beyond what is likely to be naturally occurring improvements in noise through advancements in technology of aircraft. In order to reduce the noise impact, The Master Plan should clearly detail numerous measures that it will undertake as a minimum. These could include targets for the percentage of the fleet that will meet certain noise requirements by selected dates, active noise monitoring for communities overflown by concentrated flight paths, noise insulation and aircraft movements that are fair and equitably dispersed to provide periods of respite.

It is the frequency and concentration of aircraft over our parishioners that causes disturbance, not solely the level of noise. With the Standby runway facilitating an additional 10-15 aircraft movements per hour in peak times, in order to minimise the noise impacts of Gatwick growth, the fair and equitable dispersal of aircraft movements is key to provide respite for the populations affected.

5. What more, if anything, do you think should be done to minimise the other environmental impacts of Gatwick's continued growth? Before answering, you will find it useful to read Sections 4.5, 5.5 and Chapter 6 in the full version of the draft master plan.

No comment.

6. Do you believe our approach to community engagement, as described in the draft master plan, should be improved, and if so, how? Before answering, you will find it useful to read Chapter 8 in the full version of the draft master plan.

Warnham Parish Council has tried on numerous occasions to engage with Gatwick Airport Ltd, with no progress. Complaints and information about noise and the wellbeing of residents have not been adequately addressed in the past.

Documents provided to the public (including this Masterplan) do not simply set out the likely impacts to the public and are often too technical, particularly where air quality, noise and other environmental factors are concerned. Gatwick should explore the use of less technical indicators for noise in particular, to provide more effective communication with local communities.

Although the Noise Management Board has been set up to allow community noise groups to be part of decision making, the Parish Council believes that the NMB is imbalanced with more community groups representing areas to the east and further away from the runway. This needs to be addressed by Gatwick.

7. If you make use of Gatwick, what areas of passenger experience would you like to see improved?

No comment

8. Are there any aspects of our Surface Access Strategy that you believe should be improved and, if so, what are they? Before answering, you will find it useful to read Section 4.4 in the full version of the draft master plan.

No comment.

9. Do you have any other comments to make about the Gatwick Airport draft master plan?

The Parish Council is deeply concerned about the proposals contained in the draft Master Plan and does not support it. The claims regarding the associated noise with Gatwick growth are not supported by facts and figures and cannot be accepted. The fact that the consultation questions ask the general public for ideas and improvements for maximising employment benefits, minimising noise and environmental impacts, improving community engagement etc, shows that an extensive amount of work is required to prove that growth can be sustainable with minimal impacts to the local area.

Prepared and submitted by Ashley Brooks, Parish Clerk

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