



GACC

WHAT YOU SHOULD KNOW ABOUT A PROPOSED NEW RUNWAY AT GATWICK

Gatwick Area Conservation Campaign

www.gacc.org.uk

ACTION YOU NEED TO TAKE:

*SUPPORT
GACC.ORG.UK
IN ITS EFFORTS TO SAVE SUSSEX,
SURREY AND KENT*

*MAKE SURE
YOUR
COUNCIL VOTES
AGAINST
ANY NEW RUNWAY*

TWICE AS MANY AIRCRAFT
A new runway is not just a strip of concrete but would mean twice as many aircraft in the sky, twice the pollution, twice the climate change damage, twice the noise, and new flight paths over peaceful areas.

A PHONEY CONSULTATION

Gatwick Airport has launched a consultation on three runway options. But it does not provide a box for people to vote for 'No New Runway', instead providing a (difficult to find) box labelled "none of the above." So, many people are confused. Moreover the Airports Commission has already announced in its Interim Report that it will be focussing on the largest option, which the airport also say is their preferred option, so the decision has already been taken. Don't be fooled – there is no need for a new runway at Gatwick. It is important that all those who are opposed to any new runway should not be diverted into arguing the rival merits of alternative locations.

This document concentrates on Gatwick's preferred option.



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URBANISATION:

Making Gatwick larger than Heathrow would lead to the urbanisation of much of Surrey and Sussex. A report commissioned by the West Sussex County Council (WSCC) and the Gatwick Diamond Initiative found that there would be a need for around 40,000 extra houses: equivalent to adding 1,000 new houses to each of forty villages. Doubling the number of airport and airport related jobs, plus an influx of hundreds of new firms (as the Gatwick Diamond business association hope) would mean that a large number of workers would be attracted into the area from the rest of the UK or from the EU.



MPs SAY NO TO NEW RUNWAY:

The Rt Hon Nicholas Soames MP for Mid Sussex:

"The added pressure on our schools, hospitals, roads and railways and on our precious countryside would be completely unacceptable and spell a knock-out blow to the place that we all live in. Quite where all these new houses to house the new workers at an expanding Gatwick will go is quite beyond me."

The Rt. Hon Francis Maude MP for Horsham:

"Local residents will need a lot of persuading that the benefits of any second runway will not exact an unacceptable environmental price."



Crispin Blunt, MP for Reigate and Banstead:

"My overwhelming objection remains that the level of development, associated with an airport serving three times as many passengers as it does now, would devastate the local environment and leave the UK with its major airport in the wrong place."





ECONOMIC BENEFITS?

Gatwick Airport claims that a new runway would create economic benefits worth billions of pounds.

The Gatwick area has comparatively low unemployment. For the first few years thousands of construction workers, followed by thousands of house-builders, would need to move into the area.



There would be economic benefits for them - but not for local people.

Once the airport was up and running, and operating at full capacity, there would be thousands more airport workers each earning an income, but they too would need to migrate into the area. Hundreds of new firms would also need to import most of their staff. So, yes, the total income of the area as a whole would be much higher. But most of the extra income would go to the newcomers - not to existing local people.

For most ordinary people living in the area at present there would be no economic benefit, just longer queues at road junctions, longer queues at the doctors and at the hospitals, larger classes for their children, more noise, and fewer green fields.



A vote for a new runway at Gatwick is a vote for a worse quality of life for people in Surrey, Sussex and Kent.

NO NEW RUNWAY NEEDED

The Airports Commission Interim Report forecasts that Stansted will not be full until the late 2040s. It would make no economic sense, no environmental sense and no financial sense to build a new runway at Gatwick while Stansted remains under used.



Let passengers fly from their local airports so as to reduce their carbon footprint.

GACC agrees with Friends of the Earth, Greenpeace, RSPB, WWF and other national environmental organisations that any new runway cannot be reconciled with the UK's obligations under the Climate Change Act.



CPRE SUSSEX

Georgia Wrighton, Director of the Campaign to Protect Rural England (Sussex): "A second runway at Gatwick, together with sprawling development and urbanisation anticipated on a massive scale,

would concrete over cherished open countryside. A heady cocktail of increased flights, HGVs and cars would erode the tranquillity of rural communities, and the health and quality of life of people living under its shadow."

CPRE SURREY

Andy Smith, Director of CPRE Surrey: "Surrey is already struggling to cope with being squeezed between Heathrow and Gatwick airports, with serious environmental impacts in terms of noise and air pollution, both from flights and from road traffic."



"These problems would become significantly worse with a new runway at either Heathrow or Gatwick, which would undoubtedly make the quality of life worse for communities across Surrey, and would lead to new pressures on the beleaguered Green Belt."

MAKING THE NORTH/SOUTH DIVIDE WORSE

Making Gatwick bigger than Heathrow today would draw in more airlines and more flights from airports to the North of London.

That would make the north-south divide even worse – it is the North that needs the jobs - not the London area. Indeed it would be a nonsense to attract more people from the North to fly from Gatwick – the M25 would be stationary, not just sometimes, but all day!



IMPACT ON CRAWLEY

The new wide-spaced runway would lie only about 400m north of the residential areas of Crawley.

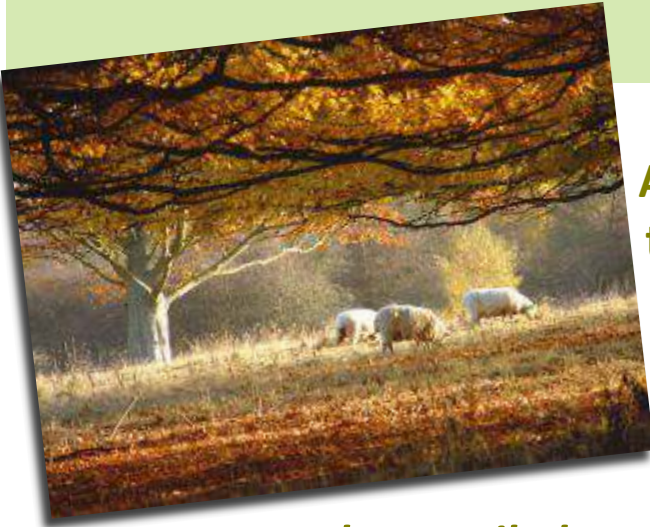
And the new airport boundary would virtually abut local housing, with little space for earth bunds or any other landscaping.



GATWICK'S **BIG** ENOUGH

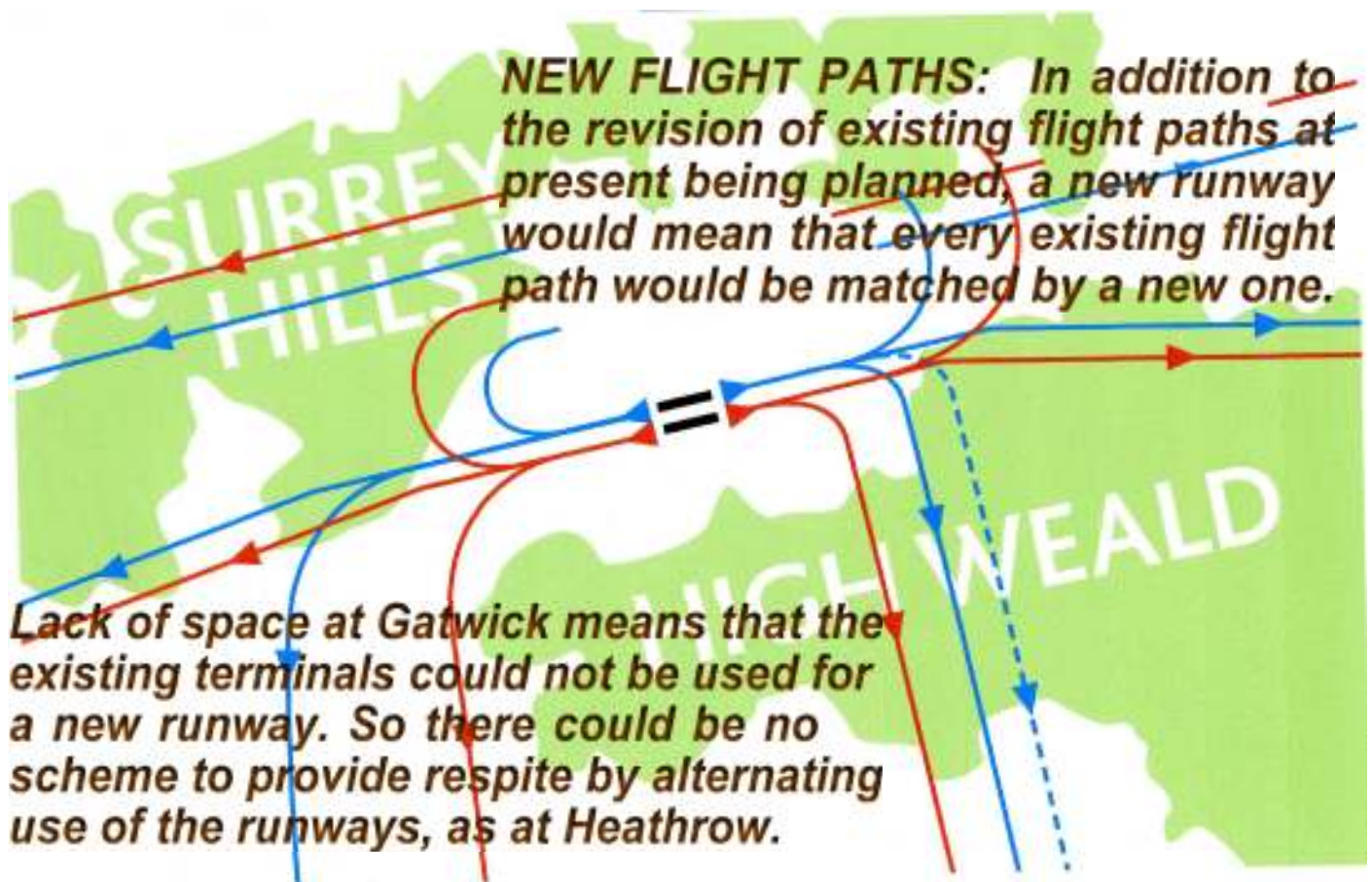
NOISE: 14,400 would come within the 57 Leq contour (defined as significant community annoyance) compared with 3,650 at present. But the EU also uses the 54 Lden contour. On this measurement the total number of people likely to be affected by noise would be 47,800 compared to around 10,000 at present.

GAL are incorrect in claiming that a major advantage of Gatwick compared to Heathrow is that, because the approach and take-off paths would be mainly over rural areas, comparatively few people would be affected. The International Standards Organisation recommends a 10dB difference in the assessment of noise in rural areas and in urban residential areas, to allow for the difference in background noise levels. GAL fails to take account of this.



AONBs: Gatwick is surrounded on three sides by Areas of Outstanding Natural Beauty, visited by over a million people each year in search of peace and tranquility.

Local councils have a statutory duty to conserve and enhance the natural beauty of these areas.



HERITAGE:

18 listed buildings would be demolished. Ironically among them the original "Beehive" terminal, listed grade II*. The new runway would also have a severe impact on the Ifield Conservation Area which includes a number of listed buildings and a 13th century church listed grade 1.



ROAD CONGESTION:

If the new runway were fully used, and even if 50% of passengers and staff, and 50% of employees in new firms attracted to the area travelled by public transport, there would be around 100,000 more cars a day on the roads. Plus innumerable white vans. It is nonsense to suggest that the improvements being planned at present, for example hard-shoulder running on the M25, could cope.



RAIL OVERCROWDING:

With full use of two runways, and many new firms attracted to the area, there would be around 80,000 more rail passengers a day. That would be on top of the 22% increase which Network Rail forecast by 2020. Again it's nonsense to suggest that this number could be handled by improvements such as longer trains.

GATWICK'S
BIG
ENOUGH



FLOODING:

Gatwick is sited on a flood-plain. Is this a good place for expansion?

A new runway, a new terminal plus associated buildings, taxiways and aircraft parking stands, plus whatever proportion of the 40,000 new houses are built in the Mole catchment, would greatly increase the rain run-off in any severe weather, thus worsening the flood risk in towns downstream such as Horley, Dorking or Leatherhead.



EXTRA COST: Accountants KPMG have calculated that a new Gatwick runway would need a Government subsidy of £17.7 billion, more than the cost of 30 new large hospitals. A study published by the Aviation Environment Federation shows that if the cost fell on air passengers through higher landing fees it would mean an



extra £50 per return flight..

..and if a new runway is built at Heathrow, the cost would mean much higher landing fees there, so - there would be no risk of airlines moving away from Gatwick.



TAXATION: The expansion of air travel is amplified by the fact that there is no tax on aviation fuel and no VAT on air fares. This results in a loss to the UK exchequer of £12 billion a year only partly counterbalanced by air passenger duty which brings in £3 billion.

MORE INFORMATION on all the issues in this document with full details and references can be found on the GACC website, www.gacc.org.uk or Google GACC Gatwick.