

CAGNE
Communities Against Gatwick
Noise and Emissions
The umbrella aviation community and
environment group

7th January 2020

CAGNE response to 'New Directions for Crawley'

*www.crawley.gov.uk/consultation or email NewDirections@crawley.gov.uk
by 9am Monday 17 February 2020.*

When a positive becomes a negative for Crawley and surrounding areas

Crawley Borough Council, and Horsham District Council, should see the proposals by Gatwick Airport for a 3 runway airport as unsustainable.

Currently the Gatwick management seek to progress two schemes; the growth of the main runway and to rebuild the emergency runway as a second runway, leaving the 3rd runway as safeguarded land for the foreseeable future.

We put it to CBC that the land for a 3rd runway should be released for commercial premises to meet the current need for modern facilities in the area, whilst removing the blight on Crawley, and surrounding areas, of building a 3rd runway.

Crawley is suffering the fallout of the 'drip, drip' growth of Gatwick Airport; as such, we as councillors take an overall view of the future of Crawley and its residents as a priority. The current issues, and the 'smoke and mirrors' game played by one commercial organisation in West Sussex, leaves Crawley vulnerable to further decline, not progress:

- Crawley has north-south communications which are not, as Gatwick claims, coping with the existing travel.
- Crawley has very bad east-west communications.
- Commuting to the airport and the industrial estate involves mostly east-west trips. 27,000 commuting trips are made every day by car.
- Crawley already has an Air Quality Management Area covering the main commuting routes, where congestion causes stationary traffic. Gatwick continues to breach since 2015.
- Gatwick's plans for moving road travel onto rail are unrealistic.
- Crawley has nowhere to build urgently needed new houses, which places an unfair burden on neighbouring councils and communities, especially in the Horsham area.

The Crawley council are aware of all this, but are not holding the airport to account. The biggest issue the council faces is how to build enough houses and improve infrastructure. For Crawley people, this issue presents more of a threat than anything else, as most low-skilled workers live close to the airport (or wish to).

There is a balance to be struck, and the burden of the airport is now outweighing the benefits, for Crawley and its residents.

A vast number of jobs at the airport are low-skilled/ zero-hour contracts, and this presents two issues:

- Low-skilled workers desire to live close to the airport, which adds to the burden on Crawley.
- Due to lack of affordable housing in Crawley, workers migrate in using the roads to access Gatwick, due to poor public transport and high cost – please see map as provided by the airport.
- Gatwick are proposing robotic baggage handling, additional car parking for 36,000 cars, airline stewards cleaning the planes, computerised air traffic control from Southampton and automation of check-in and parking. As such, not all jobs are going to be top executive paid positions, so those on zero-hour contracts might find themselves unemployed due to computerisation of aviation and service providers.

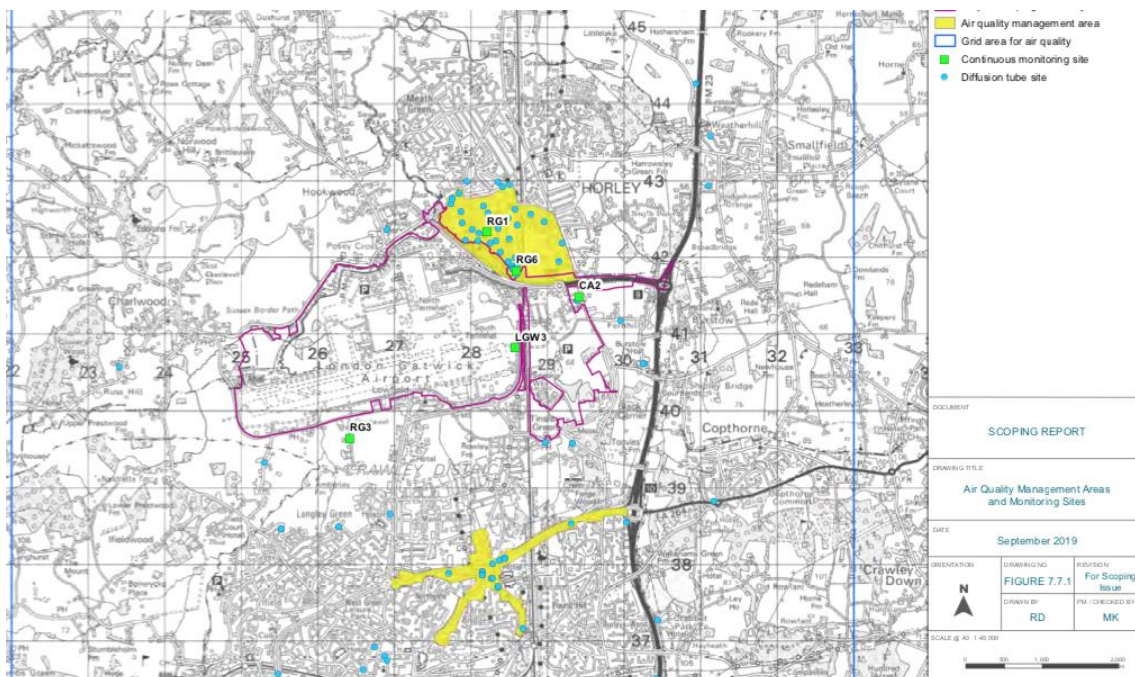
Further development of housing around Crawley will be in the gaps between Horsham, Crawley and East Grinstead. This will lead to a city of 250,000 people, still with poor east-west transport links. Additional housing will have to be found in neighbouring counties, but with Areas of Outstanding Natural Beauty in Mid-Sussex and Surrey, and green-belt restrictions in Surrey; Sussex is set to take the Gatwick housing burden.

HDC has already taken over 404 of Crawley 'housing need' for 2019 and are facing an additional 19,300 houses in the next 20 years without Gatwick expansion. Gatwick is in denial as to the pressure they will add to the lack of local affordable housing, schools, healthcare and amenities, and Section 106 money is not meeting the costs of the airport's operations nor is it guaranteed.

The main points are:

- Gatwick Airport are making unrealistic claims about how it can improve infrastructure and avoid congestion and pollution – please see report below on Gatwick expansion infrastructure demands.
- In the long term, employment opportunities will reduce due to:
 - automation of airport jobs;
 - restriction of movements due to Climate Change and increase in pricing of air travel due to Brexit and fossil fuel prices;
 - the volatile nature of low cost airlines which Gatwick caters for (2008 decline in air travel took Gatwick until 2013 to recover, unlike Heathrow)
- Crawley original planned size of 50,000 people; we are well past this and are suffering the consequences in decline in air quality. Gatwick has been continuing to breach air quality in Horley since 2015.
- Flooding, noise baselines, road infrastructure, land grab and air quality monitoring are all limited to the Gatwick boundaries, leaving us to deal with the fallout of this massive non-green-friendly expansion plan for 74 million passengers on our roads, and a railway line that cannot be expanded (13m extra passengers annually).
- Cycling and walking initiatives should be welcomed to reduce pollution, but they are unrealistic and limited in how much pollution they will truly reduce. To make the town centre pedestrianised may have further impact on the dying high street.

Air Quality – Humans can live for three weeks without food and three days without water but only three minutes without air.*



The UK has the Air Quality Strategy, which has a role in combating existing pollution and attempting to reduce future pollution. Under this strategy, each authority is obligated to monitor the air quality in their local area and measure their results against the objectives set out by the governing legislation. Gatwick continues to breach two air quality monitors close to its boundary. A report is being produced on air quality between the M23 and Gatwick Airport; its initial findings are that the harmful (smaller) 2.5 particles are coming from Gatwick Airport, whereas the larger particulates are coming from the M23. The smaller particles are not currently monitored by Gatwick Airport.

According to BEIS's National Atmospheric Emissions Inventory, Crawley has the fourth-highest NO₂ emissions per 10,000 people in the country as of 2018. However, unlike every other city/town surveyed in the Centre for Cities's report, the overwhelming majority of these NO₂ emissions (about 70 per cent of them) come from transport other than cars – most likely Gatwick Airport.

*Dr Gary Fuller

A recent report in the Crawley Observer detailed the findings of research conducted by the University of Birmingham into air quality in towns affected by traffic pollution. Crawley finished second from bottom in the league table published in the report. The Daily Telegraph reported (13th January 2020) that air pollution may kill 160,000 people in the next decade (British Heart Foundation research).

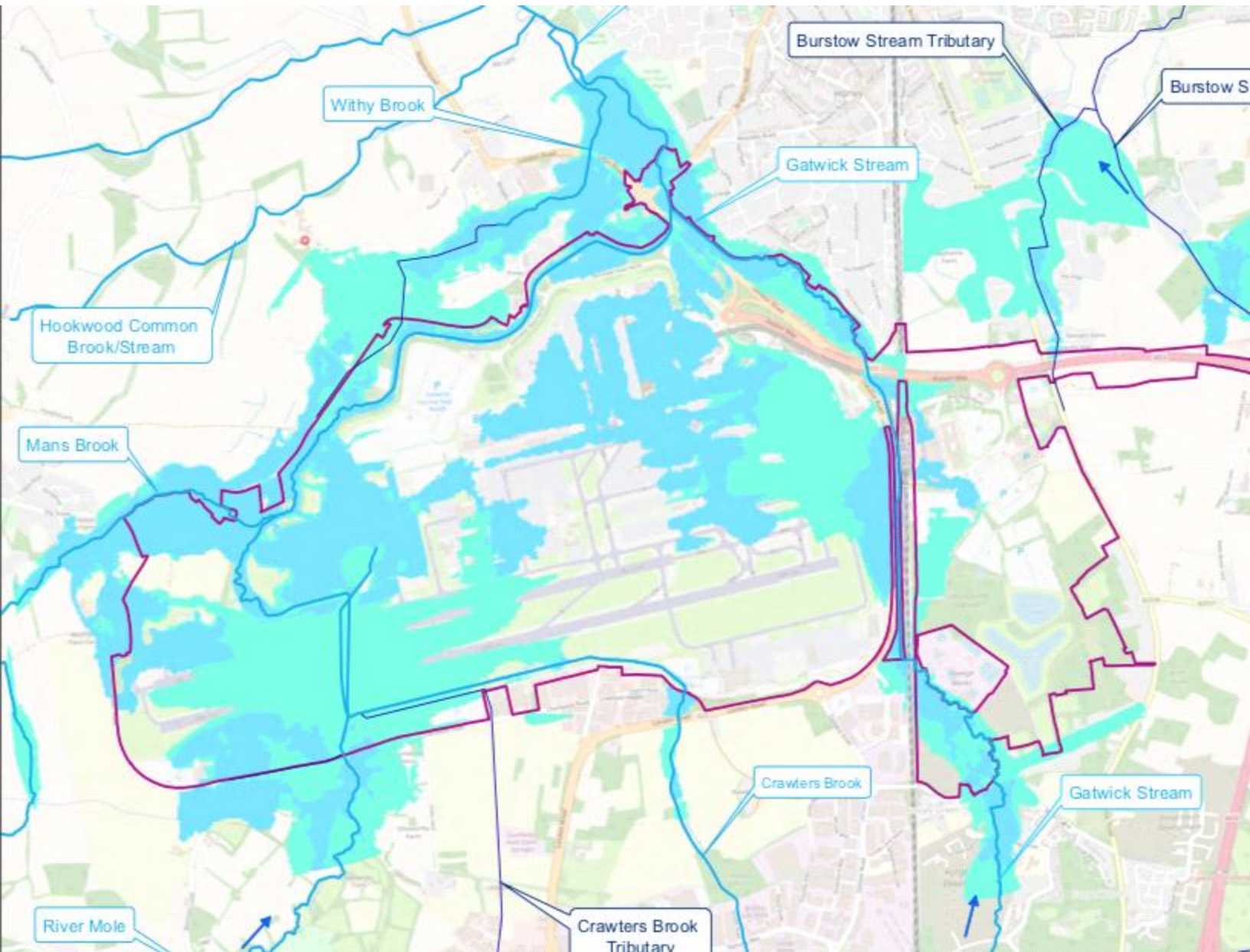
In the 'What do you think of Gatwick expansion plans' survey carried out during Oct-Nov 2019 the top concern was emissions and decline in air quality (93.8%).

Gatwick offers Crawley no green infrastructure or reduction in CO₂ – two runways alone would add **nearly 1 million tonnes of carbon** from air operations every year, according to Aviation Environment Federation. In addition to this would be the carbon created from travel to the airport by 74m passengers; Gatwick currently uses a fictitious format to state it is carbon neutral, whilst flying over 280,000 fossil fuel burning planes a year. They do this by obtaining their electricity from a supplier of 100% renewable; this would seem to be almost the entire basis of their claim, as well as adding to the air cocktail with a burning incinerator onsite.

Aircraft noise - Much is said about aircraft becoming quieter and yet today, when planes are meant to be significantly quieter than their predecessors, the Department for Transport recognise that tolerance of aircraft noise has dropped from 57 decibels to 54 decibels. Gatwick is seeking to add 90,000 flights a year by 2032 and offers only 1-2 decibel reduction, which is insignificant.

Aircraft already have to taxi burning fuel for some 20 minutes to reach the main runway from the south terminal. Aircraft also have to travel long distances to reach piers - this can only get worse with Gatwick expansion adding to the ground noise and emissions.

In the survey those that responded said that they opposed Gatwick expansion plans due to more aircraft noise (51.8%), more rail and traffic congestion (82%), and more pressure on building on green spaces (39.1%).



Flooding – Diagram as above

Boundary of Gatwick's concerns in purple – flooding. As more water is diverted away from Gatwick and the natural floodplains, it results in causing more issues for local citizens and local authorities' funding to deal with localised flooding issues. Mole Gap to Reigate Escarpment SAC is designated for its grassland, scrub and wooded habitats, with great crested newts and Bechstein's bats.

Light pollution is known to affect wildlife habits and cause issues for migrating species like the European nightjar and Eurasian hobby *Falco Subbuteo*. These species migrate over EEA states to their winter ranges in southern Africa but are with us during Gatwick's peak summertime. Gatwick causes huge light pollution at the airport and in the air of arriving and departing aircraft disturbing wildlife and population.

It would also require land outside their 760 hectare boundary to total 838 hectares. This will also cause years of construction traffic operations to and from the site adding to congestion and pollution.

Transport – Predictions by the Office for National Statistics in 2018 suggest that by 2026 the populations of London and the South-East will have increased respectively by 774,000 and 554,000. By 2035 the increases from 2016 for the two regions will be 1,266,709 and 974,709.

In 2017, 54.9%* of passengers used private car, taxi or car rental; 44.9% used rail or bus/coach to reach Gatwick. The Master Plan claims the airport "would be able to add between 10 and 15 additional hourly aircraft movements in the peak hours, which could deliver up to 70 million passengers by 2032."

This could mean around 25 million more passengers than in 2017, another 10 million passengers using trains and 12 million using cars, taxis and private rental each year – or 33,000 plus additional vehicle movements per day, which could be over 11 cubic meters of freight per large plane, potentially 84 extra lorries a day.

Gatwick state that based on the future predicted mix of aircraft types and the amount of freight that is carried in the belly holds of passenger aircraft, it is predicted that cargo throughout will increase from **157,500 tonnes in 2018 to some 227,100 tonnes in 2038**.

Network Rail confirm that they are looking at space on trains outside of peak hours to assist with freight movement but is this a reality to removing freight from the local roads?

We would also suggest in view of the very small area currently handling the freight that new extensive facilities will have to be built outside the current curtilage of Gatwick along with the Gatwick predicted new hotels, offices, car parks, and service providers.

The smart M23 is for natural growth in the South East, predicted to be full by 2040; smart motorways are now deemed unsafe - <https://www.bbc.co.uk/news/uk-51236375>. Currently, hardly a week goes by when there is not a serious incident on the M23, resulting in the closure of the motorway and consequent frustration for users, and resulting in traffic chaos on all local alternative routes.

Car share and cycle share is not seen as realistic, as residents would be reliant upon others working together unless metered and fixed, and roads would require designated cycle lanes to prevent road accidents due to the volume and speed of traffic.

Charging points to charge a car take 20 minutes – it is not feasible to have a charger at each parking space. Electric cars are expensive and so out of the price range of many, so it is felt unrealistic that this can be seen to reduce pollution in Crawley or at Gatwick. The other issue is that Crawley still has rural areas - these residents have to drive as they can't walk or cycle to work, schools or the town centre.

New railway stations at Three Bridges and Gatwick Airport do not increase the capacity of the single railway track that cannot be expanded. Adding more carriages only congests the line further at London and takes capacity out of the line further down towards the coast. See Transport below.

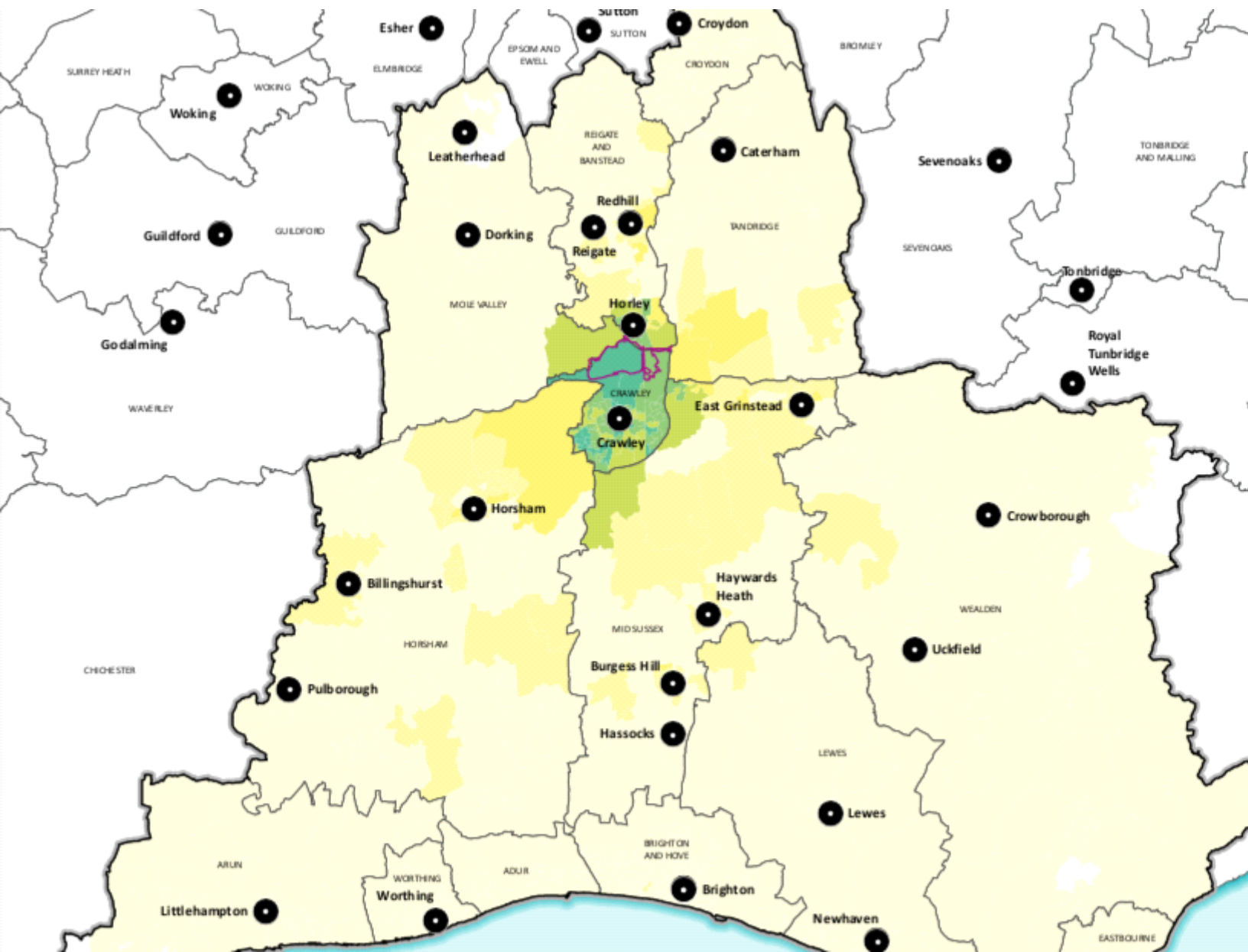
Network Rail is struggling with the natural growth in rail passengers now. Even with the recent investment in the stations, predominantly paid for by taxpayers, the line cannot be expanded due to

physical restrictions, so no additional trains can be added, yet Gatwick's proposed expansion would add 3.25 million passengers a year to the Brighton line by 2022/23.

Network Rail have confirmed that there is no feasible way that a new line can be added to the Brighton line due to physical restrictions. Also, the re-opening of old lines is not now feasible when they are now footpaths, etc. This would also add greater burden to the main line and congestion of.

* Jeremy Early

Diagram - Areas workers currently migrate from to work at Gatwick. Note densely populated area directly around the airport so where will the new workers live and migrate from? (see map above)



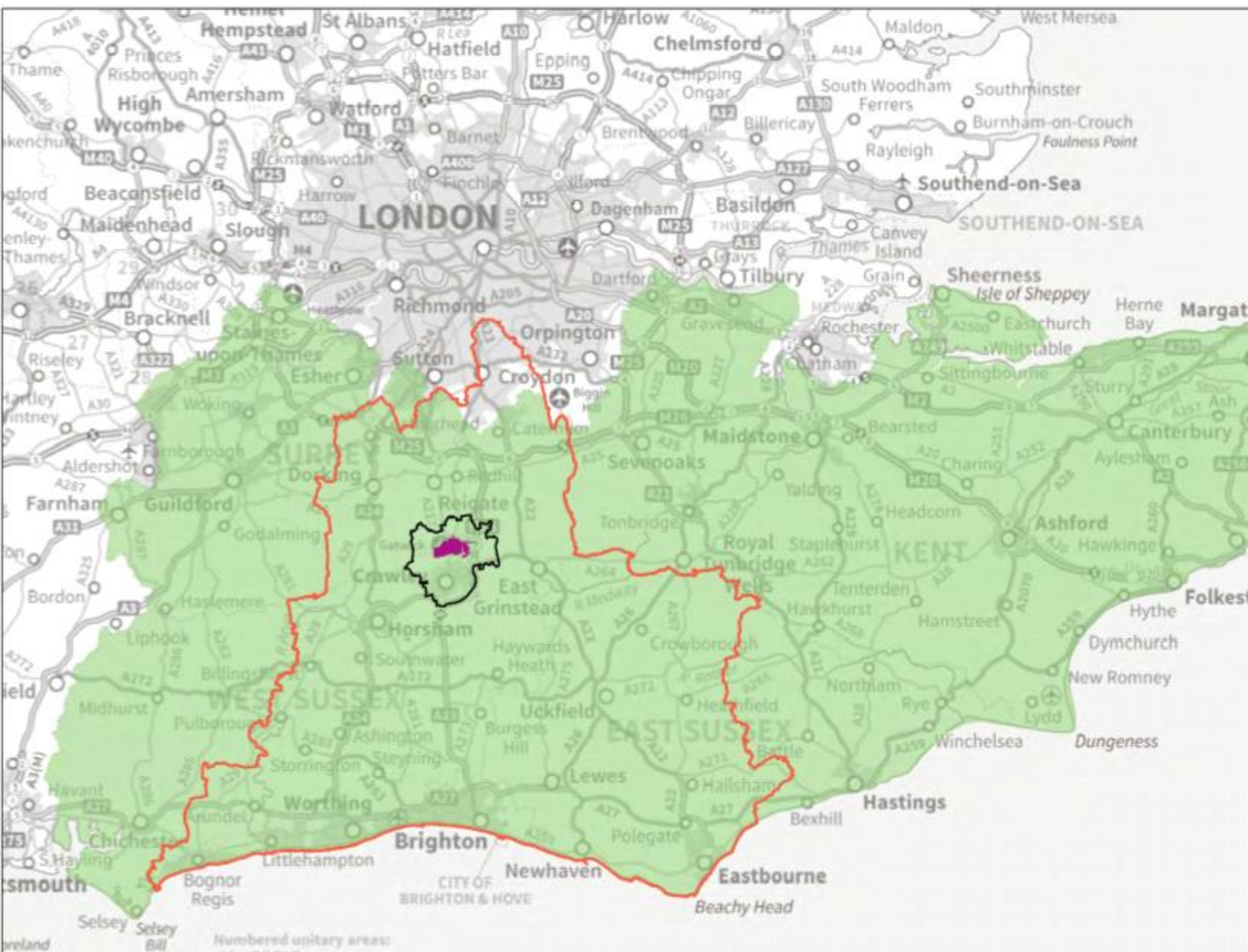


Diagram - The green area is that from which Gatwick intend to migrate workers by road and rail, to meet the needs of a 2-runway airport

Housing – Gatwick Airport are in denial as to the burden that expansion would place on affordable housing close to the airport.

We would like to see the land safeguarded for a third runway be relinquished with an agreement not to build for an additional runway for 40 years. This would enable the land to be used for much needed commercial buildings or residential, if deemed not too noisy sensitive. This would also lift the blight on those with houses set for runway demolition or under flight paths.

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