

## QUESTION 1

**...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?**

Response: Total opposition.

Arguments:

- Given the warnings by the IPCC in its recent report on the imperative need to reduce carbon emissions, any plans for substantial growth in aviation is irresponsible and a great threat to our children's future.
- Any expansion of Gatwick's activities poses a threat to the quality of life for those living around the airport, including the Tunbridge Wells conurbation and the adjacent Areas of Outstanding Natural Beauty.
- Expansion will increase the congestion over the South East, already one of the busiest airspaces in the world. The increased scope for delays, which cause late flights to slip into the night period, will be set to get even worse. Flights at night are recognised internationally as a health issue.
- Arrivals are pushed Eastwards at times of high activity, usually from 5:00pm onwards, taking the peak over the densely populated areas of Tunbridge Wells. More traffic will increase this problem.
- Tunbridge Wells is the largest town and conurbation in the area affected by Gatwick's operations, and it is due to grow substantially. It is Government policy that flying over densely populated areas should be avoided wherever possible, but their metrics do not acknowledge that Tunbridge Wells is affected - in spite of the fact that the change in 2013 resulted in a very large surge in complaints from the town.
- Recently there have been several instances of aircraft taking off from the standby runway too far down, shortening the takeoff run dangerously. Pilots report this as being due to inadequate runway marking but Gatwick appear to have done nothing to address the danger; are they to be trusted to manage two runways safely?
- Operating both runways simultaneously would involve landing aircraft taxiing across a runway in front of aircraft preparing to take off, which has safety implications.

## QUESTION 2

**Given the draft master plan looks out beyond 2030, to what extent, if at all, do you agree or disagree that land (mainly to the south of the airport) that has been safeguarded since 2006 should continue to be safeguarded for the future construction of an additional main runway?**

Response: Total opposition.

Arguments:

- Continuing expansion of the South East corner's aviation connections runs contrary to the Government's policy of supporting development in the North of the country, as demonstrated by the HS2 rail project.
- The Airport Commission selected Heathrow for an additional runway in the South East 'unequivocally and unanimously', a decision ratified in Parliament. The shortcomings of Gatwick's location played a part in the decision.

- Gatwick is tucked away to the South of London and plans for a rail service to connect it to Heathrow has recently been rejected. This means that it will remain fundamentally an airport for short haul flights rather than an international hub to rival or work in conjunction with Heathrow.

### **QUESTION 3**

**What more, if anything, do you believe should be done to maximise the employment and economic benefits resulting from Gatwick's continued growth?**

Response: No suggestions.

Arguments:

- If Gatwick is allowed to dominate the local economy it creates a risk in the event of a downturn in its fortunes. The local economy does not need further expansion at Gatwick to thrive.
- There is already a skills shortage in the area, as reported in the CBI/Pearson 2018 survey. Gatwick's expansion threatens to increase the problem.
- In 2015 Tunbridge Wells Borough Council voted overwhelmingly against a second runway at Gatwick on the basis that the town would derive little benefit yet suffer a substantial increase in noise burden. This is unlikely to have changed.

### **QUESTION 4**

**What more if anything, do you think should be done to minimise the noise impact of Gatwick's continued growth?**

Response: Gatwick needs to listen and respond to local concerns.

Arguments:

- Continued expansion carries the inevitable consequence of increased noise, in both the level and frequency of disturbance.
- The Master Plan talks about 'limiting or where possible reducing negative impacts'. This is an admission that negative impacts will increase, but the plan does not identify where these will take place.
- The number of scheduled Night Flights needs to be reduced. A single noisy flight can destroy a night's sleep.
- Penalty fines should be imposed on all aircraft whose arrivals are delayed into the night period, regardless of the reason. The present system of Gatwick self-authorising delayed flights does nothing to encourage improvement.
- Gatwick needs to continue to engage vigorously with airlines and pilots who fly approaches which generate unacceptable levels of noise, whether from being too low or too high or flying in a noisy configuration.
- Gatwick should consider imposing additional fees at all times on aircraft with poor noise ratings.

## **QUESTION 5**

**What more, if anything, do you think should be done to minimise the other environmental impacts of Gatwick's continued growth?**

Response: Serious increases in environmental damage are inevitable if Gatwick continues to expand.

Arguments:

- Environmental damage comes not only from flights, but from all activities related to Gatwick's operations, particularly road traffic for passengers and freight. It is disingenuous to rely on the increase in use of electric vehicles. Heavy lorries are unlikely to change and limitations on charging facilities will limit the use of all-electric vehicles. Hybrid vehicles will necessarily use their conventional engines.
- Improving local road infrastructure would reduce the environmental effects of congestion. Gatwick's plans need to include adequate funding for this, public bodies have no funds and should not be responsible.

## **QUESTION 6**

**Do you believe our approach to community engagement, as described in the draft master plan, should be improved, and if so, how?**

Response: Gatwick needs to live up to its claim that engagement is 'built on openness and trust'.

Arguments:

- The NMB is in difficulty because Community Noise Groups do not trust GAL's commitment to reduce noise.
- The NMB's proposed restructuring threatens to sideline the CNGs. Representation needs to be direct and cover all types of community, rural and urban, with population being taken properly into account.
- The Secretary of State has direct responsibility for the control of air noise around Gatwick as a Designated Airport, but is choosing to delegate (abdicate?) responsibility to the NMB which does not enjoy the confidence of the CNGs. This needs to change.

## **QUESTION 7**

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

Response: No comment, this is irrelevant to the noise and disturbance issue.

## **QUESTION 8**

**Are there any areas of our Surface Access Strategy that you believe should be improved and, if so what are they?**

Response: The realities imposed by Gatwick's location need to be discussed honestly.

Arguments:

- The problem lies not with GAL's fair intentions but with the limitations imposed by its location. The rail line between London and Brighton which serves Gatwick is congested and very difficult to expand further.
- The dedicated Gatwick service from London Victoria is overpriced, reducing the cost would encourage its use..
- The plans for a high speed link to Heathrow (LHR) have recently been turned down, limiting Gatwick's ability to act as a hub airport in association with LHR. There is little scope for improvement.
- Considerable investment would be needed from Gatwick to meet the demands on public road access as Local Authorities are under severe financial pressure.

## **QUESTION 9**

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

Response: No further comment.

When you are ready, the Feedback Questionnaire (Response Form) can be accessed from the following link:

[ipsos.uk/draftmasterplan](https://www.ipsos.com/ipsos-research/gatwick-airport-draft-master-plan)

The consultation is open until 5:00pm on Thursday 10 January 2019.