

WITHYHAM PARISH COUNCIL. DRAFT 29/10/2021
RESPONSE TO GATWICK AIRPORT SECOND RUNWAY CONSULTATION

Members may well be aware that on the 9th September Gatwick Airport started formal consultations on the growth of the Airport by routinely using its standby runway for departures thus increasing the capacity of the existing runway for arrivals. It has published thousands of pages of consultation documents to which a response is required by the 1st of December.

To respond in detail to all of the consultations is beyond the scope of the Air Traffic Committee. However, it is reasonable that the Parish Council does respond in principle to the proposed expansion of the Airport as the Parish lies beneath the flight path of incoming aircraft.

In brief the proposals are:-

- 1 To increase aircraft movements per annum from 280,790 in 2018 to 382,000 by 2038. This is a 35% increase.
- 2 To increase passenger movements per annum from 45.7 million in 2018 to 75.6 million by 2038. This is a 65% increase.
- 3 Major works at the Airport are proposed between 2024 and 2029 including expansion of both the North and South terminals; Road works; New hotels plus an additional 25,250 carparking spaces.

The group Gatwick Area Conservation Campaign (GACC) has published its response in its September newsletter Gatwick is Big Enough. The key points that are made are:-

- 1 The proposals are inconsistent with the National Policy of addressing Climate Change by reducing CO2 emissions. The technology for the advent of hydrogen or electric aircraft is not proven. The consultation papers themselves calculate that Gatwick current emissions are 1% of the UK emissions and that this would grow to 5.5% by 2038.
- 2 There is no account taken of none CO2 emission, such as contrails, on Global Warming. Recent research has shown that these can have a significant effect on Climate Change.
- 3 The noise contours of the Airport would increase. The assumptions as to the beneficial effect of new aircraft is overstated as the noise impact is calculated on average noise levels not noise event frequency. There is no proposal to mitigate noise by stopping night flights.
- 4 The case for needing new capacity is overstated. Based on reasonable recovery assumptions from the Covid 19 pandemic GACC calculate that the Airport will not utilise its existing capacity until 2040.
- 5 The growth assumptions at Gatwick assume the third runway at Heathrow is not built.

In the light of this the Air Traffic Committee request that the Council objects to the proposed expansion of Gatwick Airport and supports GACC in their campaign Gatwick is Big Enough.