

CHARLWOOD PARISH COUNCIL

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Gatwick Airport Limited

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Gatwick Airport

West Sussex

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By email only: gatwickdraftmasterplan@ipsos-mori.com

Dear Sir

Gatwick Airport Draft Master Plan 2018 Consultation

Charlwood Parish, which includes the villages of Charlwood and Hookwood, is the closest community to Gatwick and has a common boundary with the airport along most of its north and west borders. We are therefore impacted more than any other community by Gatwick Airport.

The Parish Council strongly objects to all three options:

- greater use of the existing runway;
- regular use of the emergency runway .
- safeguarding land for a third runway.

All of these options would make worse the problems our residents already suffer from - noise, road traffic and pollution.

Growth Scenario 1 – increased use of the existing main runway

A Aircraft Noise

Increased use of the existing runway would also have a corresponding increase in the noise level for Charlwood residents directly corresponding to the frequency of aircraft movements. Our parish will not reap the benefit of less noisy aircraft. We support the response from Mole Valley Council in which they argue convincingly that the simple measure of 57 Leq is not sufficient: measurements which assess the number of disturbing noise events are necessary.

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It is Government policy that the expansion of airports should be matched by a reduction of noise. We wish to see that policy implemented. As a first step Gatwick Airport must produce an impact report on the noise and air quality resulting from this proposed growth and which could affect the health of our residents.

B Increase in Traffic through the Parish

The expansion of Gatwick in recent years has resulted in a huge increase in traffic through the parish with associated noise, pollution and other adverse effects on pedestrians including making it increasingly difficult and dangerous for residents crossing the road. This situation has been aggravated by a lack of infrastructure in the road network and a lack of investment in public transport to the north and west of the airport. The increased use of Satnav systems, direct traffic onto rural roads, especially when local motorways or 'A' roads are congested. Indeed there have been occasions when the entire Charlwood/Horley road system leading to the Longbridge roundabout and Gatwick has become log-jammed.

There is no regular public transport from Charlwood to the airport to support a 24hr economy. The Fastway services runs through Hookwood (not Charlwood) and Surrey. The County Council is currently consulting on reducing subsidies for rural bus services even further.

A recent traffic consultation carried out by Charlwood Parish Council demonstrates that there is an excessively high level of traffic through the parish with a significant number of HGV's which is of particular concern. Whilst not all are directly attributable to Gatwick operations, a significant number are and any increase in cargo handling is of concern. It is essential that the agreement to restrict the use of the Povey Cross entrance to the airport is maintained to minimise rat-runs through Hookwood and Charlwood.

Growth Scenario 2 – where the existing standby runway is routinely used together with the main runway.

Scenario 2 in the Gatwick Draft Master Plan is based on a Government request for airports to make best use of existing infrastructure. Gatwick Airport suggests that the emergency runway at Gatwick is 'existing infrastructure', however at 198 metres between the two centrelines, it falls short of ICAO Annex 13 requirements by 12 metres. Gatwick's proposal is to relocate the emergency runway 12 metres to the North: this cannot be said to be using the existing infrastructure but is development of a second runway by stealth. This is contrary to the National Policy Statement approved by Parliament, and is open to a legal challenge should this proceed.

Charlwood Parish Council therefore strongly object to the regular use of the emergency runway which will bring aircraft closer to the parish and the noise and vibration at take-off will be unacceptable.

All our comments related to the increase in traffic under Scenario 1 are relevant to our objection to Scenario 2.

The proposal for a new taxiway around the western end of the emergency runway would also bring extra noise and pollution to Charlwood village. It would also in effect shorten the effective length of the emergency runway providing fewer options when actually used in an emergency

It is stated that there would be a new holding area at the west end of the Juliet Taxiway and that this 'will require an effective noise barrier' [2.3.5]. It is therefore essential that a large noise bund is built around the whole of this area to protect Charlwood village and the nearby listed grade 2 Charlwood Park Farmhouse, Tifters and Spicers.

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We note that two new hangars are proposed. The new Boeing hangar at present under construction is clearly visible from parts of our parish: we are disappointed that better visual protection has not been provided and urge that immediate attention is given to camouflage it.

We note with great concern that Gatwick Airport state that they have purchased 7.4 hectares of land from the Gatwick Aviation Museum, and that they propose to incorporate this within a new airport boundary. Indeed, this land appears to include a narrow strip which will bring the airport into the green belt, into Surrey, into Mole Valley, and into the parish of Charlwood. We strongly object to the creeping expansion of the airport towards our historic village.

The land purchased by the airport includes part of a grass landing strip occasionally used by the Aviation Museum. It needs to be made clear that this does not give Gatwick Airport the right on some future occasion to claim the existence of yet another runway.

Should this consultation on use of the emergency runway proceed to a full Planning Application, Charlwood Parish Council will object on the strongest grounds and, without prejudice to our objection seek legal conditions as below:

- There are to be no over-flights of Charlwood. Aircraft taking-off from the emergency runway should not be permitted to deviate to the north until they join Route 4.
- There must be a legal agreement that there will be no night flights on the emergency runway 23.30 – 0600. (Except, as at present, when the main runway is closed).
- Gatwick Airport have indicated that they might accept a ban on night flights for a period in the middle of the night for example from 01.00 am to 04.00 am. We are sceptical of this offer: there are few night flights in these hours at present; and the result might merely be more flights either side of this period. If, however, a condition were imposed to ban all night flights on both runways between 11.30 pm and 06.00 am we would welcome that.
- Light pollution must be prevented; with a complete ban on night flights, all runway lights could be switched off.
- The compensation area should be expanded. All Charlwood and Hookwood residents to be eligible for grants equal to Band D council tax in perpetuity as suggested by Gatwick Airport for some properties during the Davies Commission assessment. Additional roof and wall insulation for all homes and businesses to be fully funded by GAL.
- There must be a legal agreement with GAL that there will be no further extension of use or acquisition of land by ownership to the north or west by Gatwick Airport.
- All excavated earth and other suitable material must be kept on airport, and used to construct noise bunds.
- A new 106 agreement should be signed covering the Povey Cross access gate: there must be absolutely no increase in the number of permitted passes, and contractors are not to use that route for access.
- A construction management plan should be published. No construction traffic should arrive at the airport via Charlwood village including Lowfield Heath Road, Ifield Road, Povey Cross Road, Charlwood Road or Horley Road.
- Any proposed new ground holding area to the NW, and round-the-end taxiway, must have new bunds to protect the Charlwood and Hookwood communities from noise and visual intrusion.

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- Similarly any new hangars will require bunds to protect neighbours from ground noise. The hangars should be painted dark in camouflage.
- There must be no worsening of air quality.

Growth Scenario 3 – safeguarding land for a further runway

Charlwood Parish Council are appalled that the Davies Commission report on airport capacity in the South East has been ignored. The Davies Commission, confirmed by a large majority in Parliament, recommended a third runway at Heathrow. It did not recommend a second runway at Gatwick.

The decision on Runway 3 at Heathrow negates the need for safeguarding Runway 2 at Gatwick and the safeguarding policy should be removed forthwith.

Yours faithfully

Peter Barclay

Clerk, Charlwood Parish Council