

RUNWAY PLANS REPORT FROM GACC

Gatwick unwrapped



WARNING
This report contains facts
of a disturbing nature

Gatwick Unwrapped

A critical examination of the plans
for a second runway at Gatwick
January 2015

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GACC, founded in 1968, is the main environmental body concerned with Gatwick Airport, and has as paid-up members nearly 100 councils and local environmental groups.

Introduction

1. This paper sets out the reasons why we believe that a second runway would be an environmental calamity. It is mainly based on the consultation paper and other documents published by the Airports Commission in November 2014.
2. We welcome the methodical, detailed and rational approach adopted by the Commission, and we are glad that the Commission has quality-checked the sometimes over-optimistic figures used by Gatwick Airport Ltd (GAL). In a colossal advertising, publicity and lobbying campaign, the new runway has been sold to the public 'gift-wrapped'. When the parcel is unwrapped it is not quite 'what we had always hoped for'.
3. The Commission is asking for points on which their analysis may be incorrect or which they may have overlooked. We have picked up a number of such points and have included them in bold print in this paper. They will form the basis of our response to the consultation.
4. At full capacity a two-runway Gatwick is forecast to handle 96 million passengers a year, compared to 38 million at present. In terms of the number of passengers it would be substantially bigger than Heathrow at present - 72 million. The new terminal would handle 50 million passengers a year compared to T5 at Heathrow - 35 million. At the upper end of the forecasts, Gatwick would become as big as any current airport in the world.¹

Urbanisation.

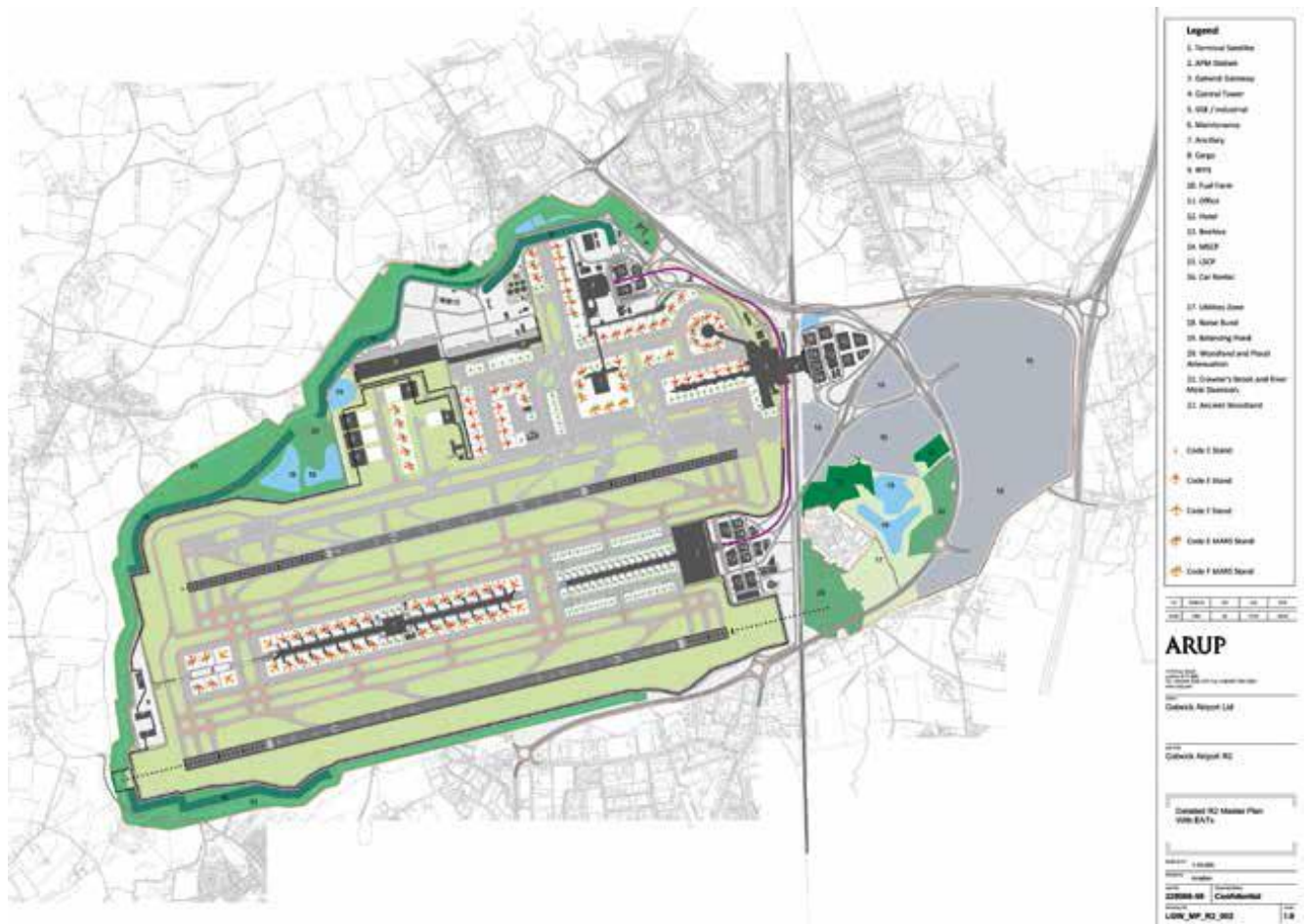
5. New jobs. There has been much debate about the number of jobs that would be created by a new runway, and where they would be. On the outcome of that debate depends the number of houses that would need to be built and the pressure on the roads and on rail services.
6. The Airports Commission suggest that a second runway would increase the number of airport jobs in 2050 by between 7,900 and 32,600. The wide range is because the Commission look at various scenarios for future growth in world air travel.² We consider these figures to be serious underestimates for two reasons:
 - a. they do not include the number of jobs created in new firms attracted to the area (the catalytic jobs); and
 - b. they do not include the induced jobs - those created in the local area when the extra workers spend their money.
7. In Annex A we set out our calculations of the total number of extra jobs. **We will tell the Commission that a realistic estimate would be that a second runway would create around 60,000 new on-airport, indirect, catalytic and induced jobs in the Gatwick area.**
8. GAL maintains that much of the labour to fill these new jobs would come from south London, particularly the Croydon/Wandsworth areas, or from the South Coast. But only a small proportion of the existing labour force comes from those places, and it is hard to see why the proportion should suddenly increase. According to the Commission, jobs at Gatwick with a second runway would

remain mainly low skilled.³ They would presumably be low paid, and it is hard to see why those seeking work in Croydon or Wandsworth would prefer to work at Gatwick rather than in better paid jobs in Central London.

9. **We will tell the Commission that, with low levels of unemployment in the Gatwick area, the creation of around 60,000 new jobs would far exceed the available labour, and could only be filled by large scale inward migration from other parts of the UK or from the EU.**
10. New houses. Consultants commissioned by the West Sussex County Council and the Gatwick Diamond Initiative concluded that the new jobs created by a new runway would create a need for 30,000 - 45,000 new houses - equivalent to a new town the size of Crawley.⁴ Or 1,000 houses added to forty villages. That estimate is confirmed by our calculation of around 60,000 new jobs. Since most of Surrey is designated as Green Belt it has been assumed that almost all these new houses would need to be built in West Sussex.
11. The Airports Commission puts the figure at 18,400 new houses.⁵ But that is based on a calculation of extra jobs which we have shown (paragraph 6 above) is far too low. **We will tell the Commission that a figure of around 40,000 new houses would be more accurate.**
12. The Commission suggests that these properties might be split evenly across 14 local authorities from Croydon to Worthing. **We will tell them that this is unrealistic. Several of the local authorities are within the Green Belt. Other such as Crawley (which already has nearly 3,000 on its housing waiting list) have no space left for building.**
13. **We will also tell the Commission that the in-migration of labour would put a severe strain on other social infrastructure, such as hospitals, schools, doctors and social services.**
14. Business premises. 286 business premises would be demolished to enable the new runway to be built, including City Place (Head Office of Nestlé), the Lowfield Heath Business Park, and part of the Manor Royal industrial area. GAL has suggested that replacement land might be found for some businesses on the land east of the railway (to be acquired as part of the runway plan), although they recognise that to use a substantial area for this purpose would require the (expensive) double decking of car parks. Not every firm would wish to become a tenant of the airport.
15. The relocation of businesses would put an additional pressure on land, mainly in West Sussex.

Noise

16. Proximity to Crawley. The airport plan published by the Commission (below) shows that the new runway would lie only about 400 yards north of the residential areas of Crawley. The new airport boundary would be within 100 yards of the most northern houses.⁶ It would only be 150 yards from an important Hindu temple.



17. A new earth bund is shown (dark green) on the south west corner of the enlarged airport, and this is welcome. It would, however, only be relevant to the 25% of flights taking off towards the east, when it would reduce engine noise at the start of the run. No visual or acoustic protection is shown to protect residents in the eastern part of Langley Green. **GACC will tell the Commission that the earth bund must be continued all the way to the old A23.**
18. Much of the northern part of Crawley would fall within the 57 Leq contour, defined as significant community annoyance.⁷
19. Noise contours. The Commission estimates that the number of people affected by noise (within the 54 Leq contour - moderate community annoyance) could increase from just under 10,000 to just over 30,000.⁸ A wide range of noise impacts is shown in the Commission's consultation document, depending on the type of metric used and on the future use of the airport, but they all show that the number of people affected by noise with a new runway would be two or three times as many as at present.⁹
20. **We will tell the Commission that these figures, however, do not include the 5,000 people who will be moving into the new houses currently being built at Forge Wood, on the north east of Crawley. (These houses were permitted by a decision of the High Court partly based on a statement by Gatwick Airport Ltd in 2010 that they 'had not a shred of interest in a new runway.'¹⁰) Nor do the figures include the inhabitants of the 500 houses recently given planning permission in Cophthorne; nor the inhabitants of the village of Warnham**

despite that village being clearly shown under a new flight path from the new runway.¹¹

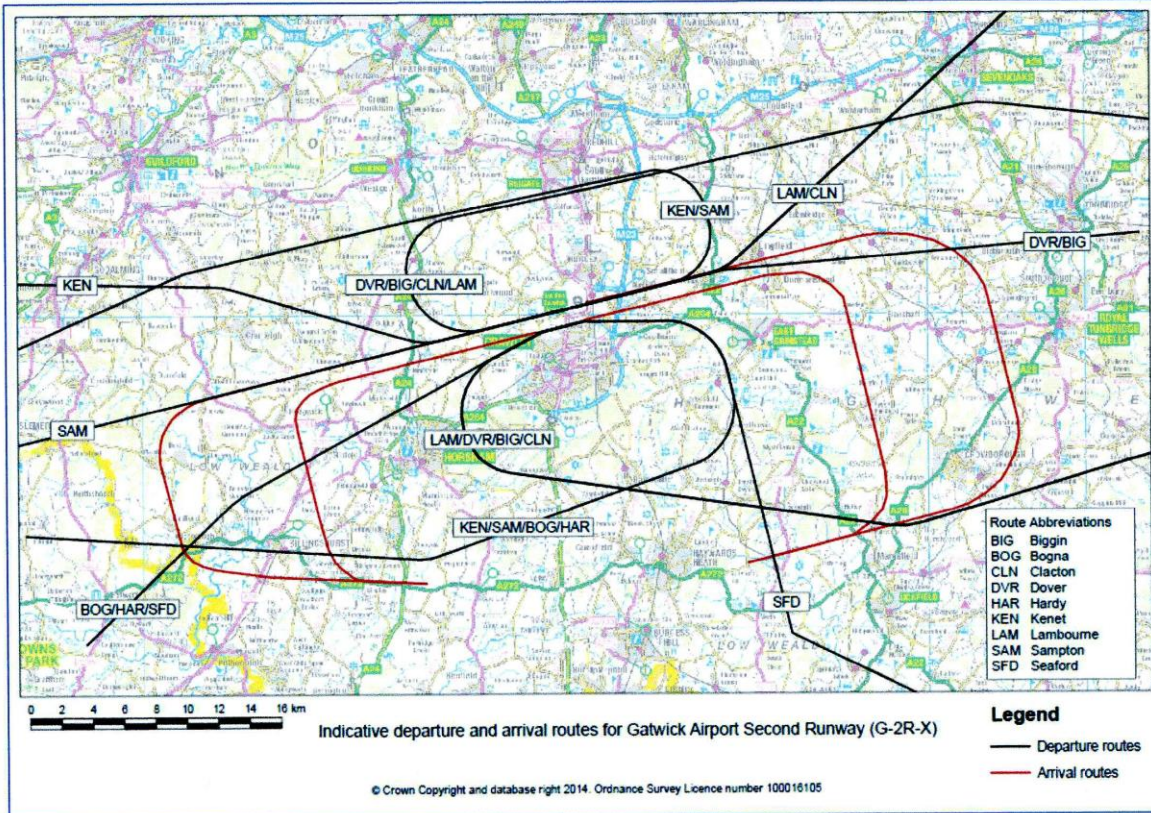
21. Because the runway is so close to Crawley, 20 churches, and 31 schools and nurseries would fall within the 54 leq contour.¹² There is evidence from Heathrow that aircraft noise can have an adverse effect on children's health and learning.¹³
22. If noise impact is measured by the total number of people within the leq contours then there are obviously far more at Heathrow. Nevertheless it is worth noting that the Commission find that, while a new runway at Gatwick would treble the number affected, a new North West runway at Heathrow would actually result in a reduction in the number affected.¹⁴
23. Rural area. GAL is 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. We are glad that the Commission recognise that 'there are areas around Gatwick that are rural and have high levels of tranquillity that would be adversely impacted by new development at the airport.' Many rural businesses require a high level of tranquillity.
24. Indeed when account is taken of background noise levels, it can be shown that the difference in the level of disturbance at Gatwick compared to Heathrow would be much less marked than shown in the usual simplistic Leq figures. Leq measures noise but does not measure annoyance. The International Standards Organisation recommends a 10dB difference in the assessment of noise in rural areas compared to urban residential areas, to allow for the difference in background noise levels.¹⁵ If that 10dB is taken into account, the difference between Gatwick and Heathrow is less marked.¹⁶
25. Moreover, Gatwick is surrounded on three sides by Areas of Outstanding Natural Beauty - the High Weald AONB and the Surrey Hills AONB - each visited by over a million people each year in search of peace and tranquillity. Local councils have a statutory duty to conserve and enhance the natural beauty of these areas, and this applies to any decisions they may take, not merely to planning applications.¹⁷
26. Ground noise. GAL has admitted that the noise from aircraft maintenance, from aircraft taxiing, and other airport operations would become worse for Crawley, Charlwood, Povey Cross and Horley.¹⁸
27. Ifield, with its historic church (grade1) and attractive Conservation Area would be badly affected by ground noise. **We will tell the Commission that it would be essential that the earth bund shown on the plans is at least 15m high.**
28. Charlwood, a historic village with over 80 listed buildings, would be particularly affected by the proposal to build four new hangars on the north west side of the airport.¹⁹ We are glad to see that the map published by the Commission now includes a new bund around the north west of the airport. **We will tell the Commission that to provide the minimum visual and acoustic protection this would need to be over 15m in height.**

29. Ground noise would be still further increased for Horley and Charlwood if End-Around Taxiways were constructed. **We will point out to the Commission that there appears some confusion on this point. The map published by the Commission does not show any such taxiways.²⁰ On the other hand the Commission's report on Operational Efficiency assumes that they will be provided, and that failure to provide them would 'compromise capacity, efficiency, resilience and safety'.²¹**

Flight paths

30. Gatwick with two runways is planned to handle 560,000 air traffic movements a year, compared to 250,000 a year at present. Aircraft at present take-off or land at a rate of nearly one a minute. With a new runway it would be nearly two a minute.²²
31. A major problem at Gatwick is that the two existing terminals are on the north side of the existing runway while the new runway would be to the south. It is therefore proposed that the runways would operate in 'independent mixed mode' with each runway handling both arriving and departing aircraft. Aircraft using the new southern runway would use a new terminal between the runways, and would mainly use flight paths to the south. Aircraft using the existing runway would use the two existing terminals and would mainly follow flight paths to the north.²³
32. **We will remind the Commission that with both runways handling arrivals and departures, there could be no scheme to provide respite by alternating the use of the runways, as at Heathrow.²⁴**
33. The proposed runway separation of 1,045m is only just greater than the minimum of 1,035m allowed for mixed mode operations by international safety regulations.²⁵ Thus there would be frequent occasions when two aircraft approaching Gatwick would be side-by-side only one kilometre apart for the final ten or fifteen miles: this separation would require accurate navigation and might not be practicable in strong winds. **We will tell the Commission that this would reduce the resilience of Gatwick to bad weather delays.**
34. New flight paths. The Commission has published a map (shown below) of the new flight paths with a new runway.²⁶ They emphasise that this is only illustrative and does not represent where the routes might actually be. One of the basic flaws of airport planning, in Britain and other countries, is that the actual flight paths are only decided after permission is given to expand an airport, causing many people to feel misled and aggrieved.
35. Nevertheless certain conclusions can be drawn. Aircraft departing from the existing runway are shown using the present flight paths, except that no routes to the south are shown. Thus the number of aircraft using the present routes would approximately double.

Annex 3: Gatwick Airport Second Runway – Indicative Arrival and Departure Paths



36. All aircraft departing to the west from the new runway are shown as using two new flight paths, one over Warnham and North Horsham (on the track of the immensely unpopular ADNID trial); and one turning sharp left to fly over the eastern side of Horsham. Since these two flight paths would need to take all aircraft taking off to the west from the new runway, Horsham could at busy times of day experience up to one plane a minute over either the north or the east of the town.
37. All aircraft taking off to the east are shown as taking a route over Cophthorne and Crawley Down, and close to East Grinstead which, at busy take-off times, would also suffer one plane a minute.
38. Arriving aircraft on both runways are shown as taking two concentrated flight paths to the east or two to the west, from a 'merge point' (or perhaps two 'merge-points') in the vicinity of Haywards Heath.
39. Experience in the past year has confirmed that new flight paths - and especially concentrated flight paths - over peaceful areas cause massive anger and distress because the previous quiet is shattered, expectations of tranquillity brutally destroyed, house values depreciated and people left trapped unable to move away without serious financial loss.
40. We will tell the Commission that the disturbance caused by new flight paths would be far greater than is measured by the conventional Leq or Lden metrics. And it would extend for 20 miles from the airport, much further than the Leq contours.

41. We will also tell the Commission that the procedure whereby flights headed north would be allocated to the existing terminals and flights heading south would be based on the new terminal would cause a problem for airlines such as EasyJet which operate services both to the north and to the south: they would need to duplicate their facilities in both terminals.
42. There would also be a problem where an aircraft had arrived from, say, Edinburgh and was due on its next leg to depart for a European destination. In such cases the aircraft would either need to cross the active runway or cross the flight path of other aircraft.

Road congestion

43. The extra road traffic due to a new runway would come on top of a forecast growth in weekday car trips and distance travelled in South East England of 40% by 2041.²⁷
44. Already the M25 is often at a standstill for parts of each day, and has been described as ‘the largest car park in Europe’. And the M23 near Gatwick has an ‘on time’ score of under 60%.²⁸
45. In Annex B we give a calculation of the number of air passengers due to travel by road plus airport employees plus the employees in new firms attracted to the area. It shows that the number of extra road journeys would be around 100,000 vehicles a day.²⁹ On top of that would be the plethora of white vans and heavy goods vehicles generated by the activity of the new firms attracted to the area.
46. This huge increase would put pressure not only on the M23 and M25, and but also on many A roads and local roads within 20 miles around the airport. Gatwick lacks any good road connections to the east or west. Many local roads through the neighbouring towns and villages would become congested with queues at junctions, making journeys to work or to school frustrating and time-consuming.
47. Yet the Commission only lists a few minor road improvements within a mile or so of the airport.³⁰ Otherwise the Commission is accepting GAL’s contention that they can rely on improvements to the M23 and M25 that are already in hand. These improvements, such as hard-shoulder running on the M25, are required to deal with the forecast growth in road traffic without a new runway.
48. We will tell the Commission that they have seriously underestimated the increase in road traffic. This is because -
 - a. their assessment is based on forecast road traffic in 2030, when the new runway would be operating at well under its full capacity; and
 - b. they have only looked at the extra road traffic caused by air passengers and on-airport staff, and left out of their assessment the road traffic due to catalytic and induced employment.³¹
49. To deal with the extra traffic on the A roads and local roads would require many traffic engineering schemes which would put a substantial extra cost on West Sussex, East Sussex and Surrey County Councils. In numerous cases it would cause damage to historic town and village centres many of which have conservation area status.

50. A new runway would be likely to bring forward the need for step changes in a number of local towns. For example, a new bypass or tunnel might be needed at Reigate, at considerable cost and causing substantial environmental damage. A new western bypass around Crawley has already been mooted, resulting in more loss of countryside, and a further adverse impact on Ifield. **We will tell the Commission that there appears to be no space for this new road on the southern side of the new airport boundary without demolishing more houses on the northern side of Crawley.**

Rail over-crowding

51. We set out our calculation of the increased number of rail passengers in Annex B. It shows that when Gatwick reaches full capacity on two runways there would be on average around 90,000 extra journeys every day in the vicinity of the airport.
52. We accept the argument advanced by GAL that much of the flow of passengers to and from the airport tends not to be at commuter rush-hours. But that would not apply to journeys by the workers in the new firms attracted to the area.
53. We are surprised that the Commission has accepted GAL's contention that no new investments in railway infrastructure would be required other than those already planned. Already with no new runway, the Network Rail forecast is that passengers on the Brighton main line will rise by 30% between 2010 and 2020. The Commission admits that: 'High levels of crowding would be felt in peak hours on some services, particularly into London Bridge, although this would largely be driven by background demand growth.'
54. **We will tell the Commission that they have seriously underestimated the increase in rail traffic due to a second runway. This is because -**
- a. their assessment is based on forecast rail traffic in 2030, when the new runway would be operating at well under its full capacity; and
 - b. they only looked at the extra rail traffic caused by air passengers and airport staff, and left out of their assessment the rail traffic due to catalytic and induced employment.³²
55. With Gatwick at full capacity vast infrastructure works would be required. The detailed Surface Access report prepared for the Commission indicates that when the second runway was operating at full capacity - *'Further options would involve a more significant investment in infrastructure. The delivery of a new rail tunnel from the Purley area into (and potentially through) central London incorporating an underground station at Croydon would constitute a major infrastructure project requiring significant national investment. Another infrastructure-led option identified is double-decking, although with limited capacity available in the terminating platforms at London Bridge, this is likely to involve extensive gauge clearance works covering the Thameslink tunnels and routes north of London as well as the widening of the Balcombe and Clayton tunnels south of Gatwick. These schemes would not only be very expensive but also involve extensive disruption to network operations during construction.'*³³
56. **We will tell the Commission that it is disingenuous to claim the benefit for the nation of a new runway operating at full capacity, while assessing the road and rail implications when the new runway is only half full.**

The Heritage

57. The destruction of listed buildings is a serious disadvantage of a new Gatwick runway. Nineteen listed buildings would be demolished. That includes five buildings classified as Grade 2*.³⁴ These buildings are among the 6% most important buildings in Britain.



Rowley. A 15C manor house, listed grade 2*. One of 19 listed buildings that would be demolished.

58. That would be an unprecedented loss of our heritage, of national significance. Indeed according to the Society for the Protection of Ancient Buildings, it would be the largest destruction of our heritage since the World War II blitz.³⁵
59. By comparison, the construction of HS2 would involve the destruction of only six listed buildings, including only one grade 2* building.
60. Ten more listed buildings would lie within 300 metres of the new runway.³⁶ The new runway would have a severe impact on the Ifield Conservation Area which includes a number of listed buildings and a 13th century church listed grade 1.³⁷
61. GAL has suggested that some of the listed buildings might be moved and re-erected elsewhere. That would be a difficult, costly and lengthy process. We doubt if it could be achieved within the GAL target timescale of opening the new runway in 2025. **We will tell the Commission that if this suggestion is to be taken seriously it must be made a legal obligation, with the airport bearing the cost.**

Woodland, countryside and floods.

62. The Woodland Trust has expressed great concern that the new runway would involve the destruction of 14 hectares of ancient woodland. The Trust say that the runway 'plans continue to include fundamental misunderstandings about the ecological impact, as well as worrying ideas like 'offsetting' irreplaceable ancient woodland.'³⁸ In total some 70 hectares of woodland would be lost.³⁹

63. Loss of countryside. The land where the new runway would be built is attractive, with important flora and fauna. It is described in a poignant paper prepared for GACC by naturalist David Bangs.⁴⁰
64. The main loss of countryside would be due to the need for massive new housing developments, and there would be a need to find land for associated retail and entertainment facilities, and also for new roads. There would be further loss of countryside for sites for the large number of new firms attracted to the area, and for the expansion of existing firms. And perhaps also for the most of the 286 displaced business premises.
65. Flooding. The Commission statement that the risk of flooding 'would not be known until well into a detailed design period and possibly not until the airport was operational'⁴¹ is astonishing, particularly with the predicted likelihood of an increasing number of extreme weather events this century.

Pollution and Climate Change

66. Air Quality. We are glad that the Commission reports that at Gatwick there would be no breach of the EU legal standards (set for busy city streets).⁴² Nevertheless doubling the number of aircraft using Gatwick, plus the pollution from the extra traffic, would undoubtedly result in a reduction in air quality for the communities around the airport. People who live in the country expect to be able to breathe clean air, not air which is slightly better than a busy city street.
67. Climate Change. The Airports Commission have concluded that one extra runway in the South East would be consistent with the Climate Change Act although this is disputed by the RSPB, Greenpeace, Friends of the Earth, WWF and other environmental organisations.⁴³
68. The conclusion that a new runway would be compatible with the Act is dependent on two crucial assumptions: first, that any substantial expansion at other UK airports is ruled out; and second, that scientists confirm that the non-CO2 pollution from aircraft emissions at high altitude does not have any additional damaging effect.⁴⁴ **We will tell the Commission that these uncertain assumptions are a doubtful basis on which to proceed.**

Economic benefits exaggerated

69. The Commission has suggested that - over a 60 year period - a new runway at Gatwick could benefit the UK economy by £42-127 billion.⁴⁵ A new runway at Heathrow would, however, produce roughly twice as much economic benefit, estimated at £112-211 billion.⁴⁶
70. **We will tell the Commission that a new runway at Gatwick would, however, also have serious adverse economic effects.** It would increase the North-South divide, would create more employment in the South East adding to the pressure on all aspects of the infrastructure, and would leave the North suffering the costs of decline. It would do nothing to assist a 'Northern Powerhouse' as envisaged recently by the Chancellor of the Exchequer.

71. The Commission forecasts show that (in some scenarios) building a second runway at Gatwick could result in the ‘migration of flights from Stansted and Luton to Gatwick’.⁴⁷ It would be ridiculous to concentrate even more activity in the most over-crowded corner of England, with even more traffic on the M25.
72. At a local level the predicted economic benefits would largely accrue to the additional labour force at the airport, in new jobs related to the airport or to the staff of new firms moving into the area. To the extent that the benefit would go mainly to people who move into the area, there will be few benefits to existing residents.
73. **A paper recently published by GACC, Bad for Business, which we have sent to the Commission, shows that a second runway would create many problems for local firms as a result of labour shortages, higher costs, traffic congestion, and the impact of noise on rural businesses.**⁴⁸

Worse for passengers

74. We note that in most future scenarios explored by the Commission, ‘Gatwick [with a new runway] remains mainly focused on the short-haul market ...’⁴⁹ Thus there would be no wide choice of long haul destinations.
75. The new terminal, which features large in many of the advertisements, is to be designed to handle 50 million passengers a year, making it larger than the two existing Gatwick terminals combined. But the Commission comment that there would be less space per passenger than in the existing terminals.⁵⁰
76. The Commission consultation states that ‘The airport has designed its expansion plans to be delivered in phases, with the initial phase including only the new runway, together with additional pier capacity linked to the existing terminals by bus, and the construction of the new terminal beginning at a later point. ... The Commission considers that [this] may produce a worse passenger experience than is currently the norm at Gatwick.’⁵¹ GAL have, however, now agreed to bring forward the construction of the new terminal and rapid transit system.⁵²
77. The Airports Commission estimates that the cost of building a new Gatwick runway would be up to £9.3 billion.⁵³ That is higher than GAL’s estimate of £7.4 billion.
78. In order to pay the cost of a second runway, the Commission states that passenger charges would rise from £9 at present to ‘between £15 and £18, with peak charges up to £23.’⁵⁴
79. That is an average extra charge per return flight of £12 - £28 per head. It can be compared to the current level of air passenger duty of £13 per head per return flight to Europe - a tax that has been subjected to prolonged opposition from the aviation industry.
80. We note that the Commission has not taken into account that the increased charges might cause some airlines or passengers to move to other airports.⁵⁵ If they did, the charges at Gatwick would need to be higher still as the cost would need to be shared among fewer passengers.

81. Carolyn McCall, Chief Executive of EasyJet, has commented that EasyJet is “quite concerned” at the prospect that Gatwick landing charges could rise to cover the costs of a second runway. “We make £8 profit per seat and our average price is just £60,” she said. If Gatwick’s charges doubled to an average of £15 to £18, “that is quite worrying in terms of our economic case.”⁵⁶
82. Willie Walsh, CEO of British Airways’ parent company International Airlines Group, has said recently: ‘I would not support a runway at Gatwick because I don’t think there’s a business case, and we would not be prepared as a significant operator there to see charges increase. I don’t believe that demand is as strong as Gatwick would argue. We believe there are opportunities to continue to grow but we don’t see a case for doubling the capacity at Gatwick in the near future - particularly if charges go up. That’s not going to be an attractive environment for airlines.’⁵⁷

Risk of decline / Compensation

83. Some local councils have been concerned that if a new runway were to be built at Heathrow, Gatwick might decline. The consultation shows that this is unlikely. The Commission estimates that the cost of a new Heathrow runway would mean passenger charges there rising from around £20 at present to between £28 and £29 with peak charges up to £32 per head.⁵⁸ But charges at Gatwick would remain at around £9 per passenger, so it would be unlikely that any airline would wish to relocate to Heathrow.
84. Gatwick Airport Ltd have made lavish promises of compensation. Foreign owned companies are, however, notorious for making promises which are then not fulfilled, for example Kraft in the takeover of Cadburys. We consider that no weight should be put on any undertakings unless they are incorporated into a legally binding agreement.⁵⁹ The Commission have stated that they giving serious attention to this issue.⁶⁰
85. Some of the promises are worth less than they seem. For example, the offer of £1,000 a year to those living within the 57 Leq contour would probably be worth less than the compensation to which home owners would be legally entitled under the Land Compensation Act.

No new runway

86. A second runway at Gatwick would cause unacceptable environmental damage, and would irrevocably change the character of Surrey, Sussex and Kent. Nevertheless GACC does not support a new runway at Heathrow. We recognise it too would do great environmental damage.
87. If all three options under consideration at Heathrow and Gatwick have unacceptable disadvantages, the conclusion will be for policy makers to look again more carefully at the option of ‘no new runway’. The case for this option has been cogently argued by many national environmental organisations.⁶¹
88. As in the past, the trend towards use of larger aircraft may make any new runway unnecessary. Assuming that aviation is kept within its climate change limit, Stansted, Luton and Birmingham are not forecast to be full until the late 2040s.⁶² All the national environmental organisations believe that it makes

sense to use existing airport capacity before building any new runway. GACC will be producing a detailed brief on this issue during 2015.

ANNEX A. THE NUMBER OF NEW JOBS

89. Start with facts. According to the Gatwick Master Plan, the actual number of airport jobs at Gatwick in 2012 was 23,200. Indirect employment (eg off-airport hotels, local taxi firms, catering) was 2,900; and induced employment (local jobs created when airport workers spend their money) was 15,600; bringing the total number of jobs generated by Gatwick to 41,700.⁶³
90. The Airports Commission suggest that a second runway would increase the number of airport jobs in 2050 by between 7,900 and 32,600.⁶⁴ Unfortunately the Commission does not give a mid-point figure - for the sake of simplicity in this calculation we will assume 20,000.
91. Catalytic jobs. On top of that figure it is necessary to add the new jobs in firms attracted to the area, or existing firms expanding - the so-called catalytic jobs. Research by the Commission puts the total number of new jobs, including catalytic, as 'rising to 90,000 by 2060.'⁶⁵ That would imply around 70,000 new catalytic jobs.
92. The Commission and GAL maintain that many of these new catalytic jobs would be created in London or across the South East - from Oxford to Margate, from Littlehampton to Canary Wharf - as a result of firms being attracted to the whole South East by the fact that it had two large airports.⁶⁶
93. We do not agree. A substantial proportion of the new firms attracted by a new Gatwick runway would wish to set up near Gatwick. So also for existing firms expanding. This view is supported by implication by the Gatwick Diamond business association and by the Gatwick Diamond Initiative (the body representing local councils) both of which have campaigned for a new runway on the grounds of the prosperity it would bring to the local area. And by Mr Stewart Wingate, Gatwick CEO: 'many businesses choose to locate nearby because of the opportunities and global connections the airport brings.'⁶⁷
94. If we assume that at least a third of the catalytic jobs would be created in the Gatwick area, that would imply 25,000 extra jobs. That roughly corresponds with the conclusion of the independent study commissioned by the West Sussex County Council and the Gatwick Diamond Initiative which found that 'The catalytic impact of 2 runways would be dramatic and could more than match the number of [airport-related jobs]'⁶⁸
95. Induced jobs. All the above figures exclude local induced jobs (generated when employees spend their money).⁶⁹ If, as mentioned above, the airport generated 15,600 induced jobs in 2012, then it would seem safe to assume that the extra employment due to a second runway plus the new catalytic jobs, would create at least 15,000 new local induced jobs.⁷⁰
96. Total number of jobs. Thus we have around 20,000 new direct and indirect jobs, plus 25,000 new catalytic jobs, plus 15,000 induced jobs. Therefore it would appear that a new runway might create a grand total of around 60,000 extra jobs in the Gatwick area.

ANNEX B. ADDITIONAL ROAD AND RAIL JOURNEYS

97. The following calculations show the approximate number of extra road vehicles and extra rail passengers which might be expected when a second Gatwick runway was operating at full capacity.

Passengers

Full capacity	95 m passengers per year
At present	37 m
Extra air passengers	58 m
Non transfer (88%)	51 m
43% rail + 11% bus = 54% public transport	
46% road	

Roads

Extra air passengers	23m per year = 64,000 per day
Airport employees + catalytic + induced 60,000 60% by road, twice a day	+ 72,000 per day
Total road (excluding buses and commercial) average	136,000 persons per day
Allow for more than one person per car	
Total (approximately)	<u>100,000 extra vehicles per day</u>

Rail

Target 43% air passengers	21.9 m per year = 60,000 per day
Airport employees + catalytic + induced 60,000 40% less say 15% bus = 25% by rail twice a day	=30,000 per day
Total rail, average per day	<u>90,000 extra journeys</u>

References

- ¹ Airports Commission Consultation Document November 2014 paragraph 3.12
- ² Airports Commission Consultation Document November 2014 paragraph 3.24. The lower figure relates to the 'global fragmentation' scenario.
- ³ Gatwick Airport Second Runway: Business Case and Sustainability Assessment. Airports Commission. November 2014. Paragraph 2.54
- ⁴ Berkeley Hanover. Power Point presentation. February 2013
- ⁵ Airports Commission Consultation Document November 2014 paragraph 3.25
- ⁶ Map in Airports Commission Consultation Document November 2014 paragraph 3.1.
- ⁷ A Second Runway for Gatwick GAL April 2014 page 102).
- ⁸ Airports Commission Consultation Document November 2014 paragraph 3.31. 54 leq

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- ⁹ Permission to build these houses was granted by the High Court, against the wishes of Crawley Borough Council: the judge based his decision partly on assurances given in 2010 by GAL that they had no interest in building a new runway.
- ¹⁰ Sir David Rowlands, former Chairman GAL. Speech to Gatwick Airport Consultative Committee January 2010
- ¹¹ Airports Commission. Noise: Local Assessment. Chapter 3.2
- ¹² A Second Runway for Gatwick GAL April 2014 page 48.
- ¹³ <http://www.scmp.com/news/world/article/1371346/domes-shield-students-aircraft-noise-near-heathrow-airport>
- ¹⁴ Airports Commission Consultation Document November 2014 paragraph 3.138
- ¹⁵ See www.gacc.org.uk/the-runway-issue
- ¹⁶ At Gatwick, with a second runway, 13,200 people would fall within the 57 Leq contour. If they were all living in a rural area as GAL suggest, then the 57 Leq contour would be equivalent to the 67 Leq contour at Heathrow – which has 9,500 currently living within it. But note that GACC would not claim that this comparison is entirely accurate because not all the people affected at Gatwick live in rural areas.
- ¹⁷ Countryside and Rights of Way Act. Section 85
- ¹⁸ A Second Runway for Gatwick GAL April 2014 page 49
- ¹⁹ A Second Runway for Gatwick GAL April 2014 page 28
- ²⁰ Airports Commission Consultation Document November 2014 paragraph 3.1. A description of how End-Around Taxiways would work is given in A Second Runway for Gatwick GAL April 2014 pages 86-89.
- ²¹ Operational Efficiency: Ground Infrastructure page 9
- ²² An average of 98 air traffic movements an hour. Gatwick Airport Second Runway: Business Case and Sustainability Assessment. Airports Commission. November 2014. Paragraph 1.44
- ²³ A Second Runway for Gatwick GAL April 2014 page 27
- ²⁴ At night it would be possible to use each runway on alternate nights, but GAL have promised Crawley Council that all night flights would use the existing runway.
- ²⁵ ICAO Annex 14 Vol 1
- ²⁶ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/371854/14-operational-efficiency--airspace.pdf page 39
- ²⁷ Banks, Bayliss and Glaister. RAC 2007
- ²⁸ Department for Transport . February 2014
- ²⁹ See www.gacc.org.uk/the-runway-issue
- ³⁰ Airports Commission Consultation Document November 2014 paragraph 3.9
- ³¹ Airports Commission: Surface Access: Gatwick Airport Second Runway.
- ³² Airports Commission: Surface Access: Gatwick Airport Second Runway. Page 2
- ³³ Airports Commission: Surface Access: Gatwick Airport Second Runway. Pages 6-7
- ³⁴ A Second Runway for Gatwick GAL April 2014 page 52
- ³⁵ Information supplied by email 10 April 2014.
- ³⁶ Gatwick Airport Second Runway: Business Case and Sustainability Assessment. Airports Commission. November 2014. Paragraph 2.67
- ³⁷ <http://www.crawley.gov.uk/pw/web/int169915>
- ³⁸ Woodland Trust website
- ³⁹ Gatwick Airport Second Runway: Business Case and Sustainability Assessment. Airports Commission. November 2014. Paragraph 2.45
- ⁴⁰ The Best of the Low Weald. David Bangs. July 2014. www.gacc.org.uk/the-runway-issue Scroll to Wildlife and Landscape Experts ...
- ⁴¹ Airports Commission. Gatwick Sustainability Assessment paragraph 13.5
- ⁴² See <http://www.gacc.org.uk/resources/NGO%20September%202014.pdf>
- ⁴³ <http://www.gacc.org.uk/resources/NGO%20manifesto%20September%202014.pdf>
- ⁴⁴ See Aviation Environment Federation. <http://www.aef.org.uk/>
- ⁴⁵ Airports Commission Consultation Document November 2014 paragraph 3.23
- ⁴⁶ Airports Commission Consultation Document November 2014 paragraph 3.128
- ⁴⁷ Airports Commission. Gatwick Sustainability Assessment paragraph 1.45 third bullet point
- ⁴⁸ Bad for Business. www.gacc.org.uk/latest-news
- ⁴⁹ Airports Commission Consultation Document November 2014 paragraph 3.13
- ⁵⁰ Gatwick Airport Second Runway: Business Case and Sustainability Assessment. Airports Commission. November 2014. Paragraph 1.30
- ⁵¹ Airports Commission Consultation Document November 2014 paragraph 3.39
- ⁵² Verbal evidence at Airports Commission Public Discussion Session. 16 December 2014. While this change will not increase the total cost, it would increase the difficulty of raising the initial finance for the project.

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- ⁵³ Airports Commission Consultation Document November 2014 paragraphs 3.48 and 3.52
- ⁵⁴ Airports Commission Consultation Document November 2014 paragraph 3.41
- ⁵⁵ Airports Commission Consultation Document November 2014 paragraph 2.26
- ⁵⁶ Financial Times 18 November 2014
- ⁵⁷ The Guardian 31 October 2014
- ⁵⁸ Airports Commission Consultation Document November 2014 paragraph 3.144
- ⁵⁹ For details see GACC submission to the Commission. <http://www.gacc.org.uk/latest-news.php> scroll to ‘Can we trust Gatwick to keep their promises.’
- ⁶⁰ Statement by Sir Howard Davies. Airports Commission Public Discussion Session. 16 December 2014
- ⁶¹ RSPB, WWF, Friends of the Earth, Greenpeace, Campaign for Better Transport, and AEF <http://www.gacc.org.uk/resources/NGO%20manifesto%20September%202014.pdf>
- ⁶² The Airports Commission Interim Report indicated that Stansted will be full by 2041 (figure 2 page 13) but that related to the current planning limit of 35 million passengers a year. The Technical Appendix Table 6.5 shows that Stansted will not reach maximum capacity of 45 million until nearly 2050. That is on the ‘carbon-capped’ forecast which assumes aviation will be kept within the Government’s climate change limits. The premise that there is no need for a new runway at Gatwick does not imply that, if built, it would remain empty. The economics of the aviation industry mean that airlines tend to congregate at the largest airports. Thus a new Gatwick runway would tend to attract traffic from other airports.
- ⁶³ Gatwick Master Plan July 2012 paragraph 8.1.1
- ⁶⁴ Airports Commission Consultation Document November 2014 paragraph 3.24. The lower figure relates to the ‘global fragmentation’ scenario.
- ⁶⁵ Airports Commission Consultation Document November 2014 paragraph 3.24
- ⁶⁶ The Commission appear to have accepted this view. See Local Economy Impacts Assessment.
- ⁶⁷ Letter to local residents December 2014
- ⁶⁸ Berkeley Hanover. PowerPoint presentation. February 2013
- ⁶⁹ Airports Commission. Local Economy Impacts: Assessment. Page 18 paragraph 1.1.1
- ⁷⁰ If the new induced jobs were created in the same proportion to airport jobs as indicated in the 2012 Master Plan, this figure would be considerably higher. We have reduced it, however, as we suspect the 2012 figure was exaggerated by GAL for publicity purposes.