



“What about our Air Quality?”

"Gatwick Airport has never and will never breach air quality limits", claims Mr Stewart Wingate, CEO of Gatwick Airport...

... the truth is that limits have already been broken surrounding Gatwick.



Ask the residents of West Sussex and Surrey, since no environmental study has been undertaken for a second runway

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Air quality targets close to Gatwick Airport have been broken despite the airport's public denial.

It is inevitable that this will happen again.

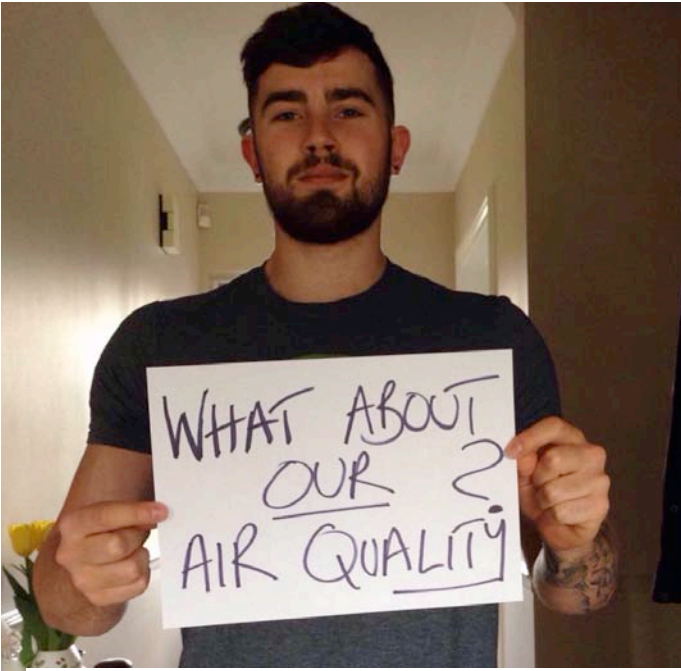
Why?

- **Because, even today, we have inadequate infrastructure in the surrounding area, and...**
- **Because, traffic congestion is an additional major cause of air pollution on top of that caused by aircraft.** (See Appendix B).

In the face of these facts, the CEO of Gatwick Airport, Mr. Stewart Wingate, had claimed that, "Gatwick Airport has never and will never breach air quality limits."

Gatwick also states that, "...onward surface access is not our problem". ('surface access' means road and rail transport). While this may not be Gatwick's problem, it will certainly be a problem for the area's residents, businesses, schools and for the NHS, because, as CAGNE establishes below, there is no alternative access to a prospective Gatwick 2, other than by road.

- I. The Airports Commission has stated that 51,000 people would have worse air quality if Gatwick expands. Gatwick ignores this statement.
- II. The Airports Commission report states 20,000 homes will experience greater Nitrogen Dioxide (NO₂) pollution if a second Gatwick runway is built.
- III. Gatwick states that air quality limits have never been breached. This is misleading as is demonstrated by Crawley Borough Council (the local council for Gatwick), which has recorded that the limits have already been breached close to the airport in recent years. See: <http://www.crawley.gov.uk/pw/web/PUB218647>
- IV. An expanded Gatwick would have worse air quality than Heathrow, since it has no alternative surface access other than a single railway line and a single road, both of which are already congested. The possible expansion of either or both has been ruled out – see below.



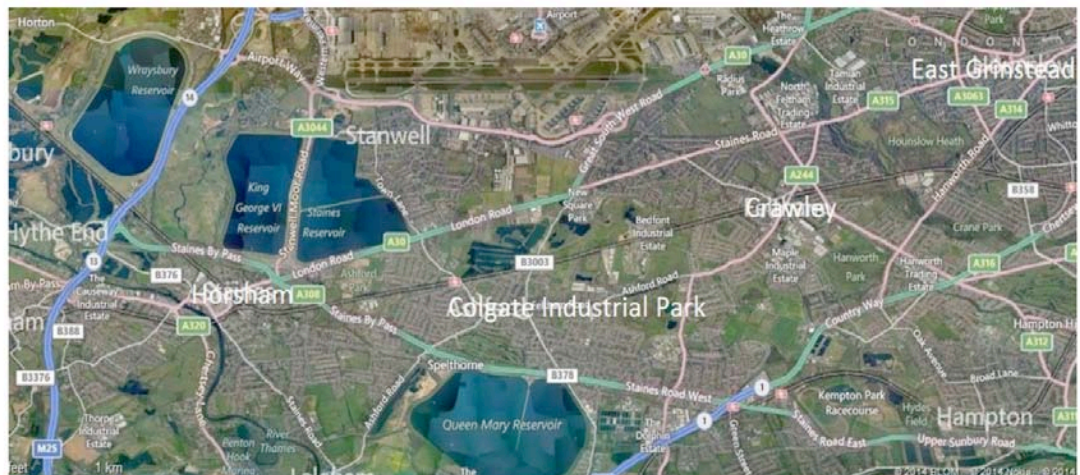
“What about our air quality as we enjoy the countryside and keep fit?” asks Ben aged 23.

Gatwick 2nd Runway will create:-

- Unbearable **increase** of aircraft noise to tens of thousands of Horsham district residents with no compensation those that chose to live in rural areas with very little ambient noise – 30-35decibels. Urban areas have 70-80decibel noise constantly. Gatwick will go from 250,000 flights a year to 560,000.
- Grid locked roads and overcrowded railways – Horsham district has endured little infrastructure upgrade and is **already** a congested area which in turn creates more pollution and health issues
- Demand for **20,000** ⁽¹⁾ houses will pave over **green** countryside. This figure is questionable as AC state 32,500⁽²⁾ ‘low skilled’ workers to start, which general means low paid workers who need to live in affordable housing close to the airport
- Loss to future generations of green open space and heritage – this would be an irreversible urbanisation of our **precious** rural areas (recreating the Heathrow suburbs - polluted, congested, overcrowded, mass urbanisation)
- **32,500** jobs needed to start ... in an area that has over 7,000 vacancies currently in a 10 mile radius to Gatwick. ⁽³⁾
- How many school places will be required? Lack of medical facilities and health care is a major concern now. Will businesses relocate in West Sussex? Will new businesses want to be in a congested area with a lack of staff?

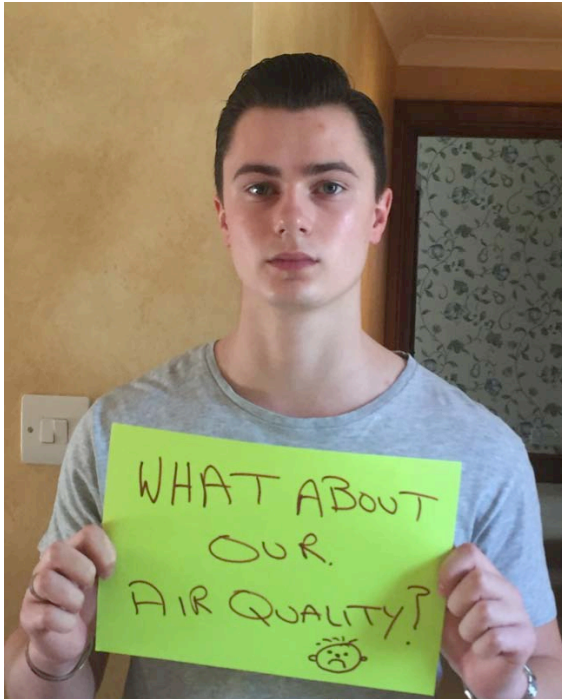
- (1) Airport Commission
- (2) Mayor of Crawley statement 22/11/14
- (3) Airport Commissic

Crawsham ? ⁽⁸⁾



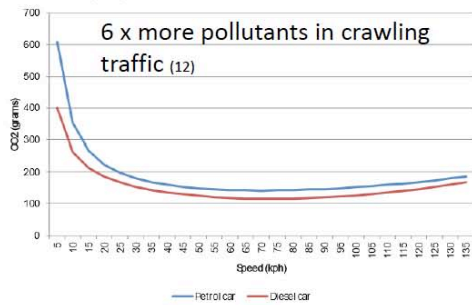
(8) Indicative view of destruction of green countryside and urban sprawl to support larger Gatwick Airport

- V. Crawley Borough Council is now legally required to identify Air Quality Management Areas (AQMA), and it has done so close to the airport. This underlines the grave concerns about the potential high level of pollution across the town should a second runway be developed at Gatwick. An AQMA close to the airport was added to the areas being monitored after the Airports Commission report was released and so was not included in the environmental sections of the Airports Commission's work.
- I. CAGNE asks why the AQMAs have been limited solely to locations immediately adjacent to Gatwick Airport when the levels of road traffic pollution in the much wider adjoining road network represent a major contributor to the area's overall pollution.
- II. The Airports Commission identified that '*substantially more people will be put "at risk" by poor air quality at an expanded Gatwick than at an expanded Heathrow.*
- III. Gatwick is served by one of the UK's worst railway lines, which may not be expanded, a fact confirmed by a Network Rail report in September 2015. This forces road use and its associated pollution.
- IV. It is more expensive to travel by express train to Gatwick from London than it is to fly to European destinations from Gatwick. This financial disincentive encourages even more vehicular travel on the already overloaded roads.
- V. The taxpayer contributed to the new Gatwick station, but the enhanced platform makes no difference to the limitations of the track itself (Network Rail September 2015 report – '*the line may not be expanded or new track laid*').)
- VI. The Civil Aviation Authority's CAP (Civil Aviation Publication) 1364, states that airports may not wish to invest in rail as this will detract from car park profits. Gatwick took £65.5m from car parking in 2014.
- VII. Gatwick 2 proposals state that 60% of passengers will travel by public transport, but as the single railway line cannot cope now, it clearly cannot possibly take the estimated additional 90,000 passengers per day.
- VIII. The M23 motorway will be full with natural growth by 2040, says GACC (The Gatwick Area Conservation Campaign) . The southern loop of the M25, into which the M23 feeds, has six lanes and is already congested. In parts, the situation is so critical that the carriageway has been expanded to eight lanes by incorporating the hard shoulder.

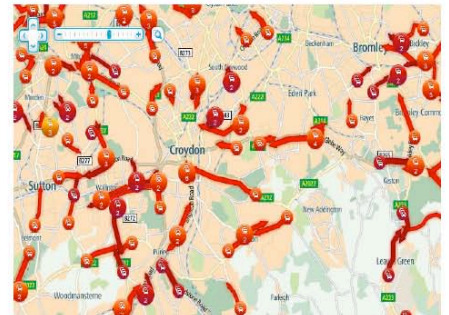


“These are the current levels of congestion on our roads around Crawley and beyond, so our pollution will be higher than Heathrow,” says Jonathan aged 19

Current Pollution/Congestion.....



Now add 36,000 commuters and **95 million** more air travellers, 250,000 trips per day (13)



- IX. The local A roads are largely single carriageway - the A24, A29, A281 and A272 - and these, and the A264, are all already at congested levels. This forces existing traffic on to country lanes and unsuitable minor roads. Yet Gatwick is seeking to add a 1,000% increase in freight to the road network with no allowance for the additional congestion or vehicle emissions, and no costs in its figures for essential infrastructure improvement.
- X. Gatwick states that it will not ask the Government for a penny, and yet in a letter obtained under the Freedom of Information Act from Sir Roy McNulty, Chairman of Gatwick Airport, to the Leader of West Sussex County Council, Sir Roy reiterates the Council Leader's concerns regarding the lack of infrastructure to support the necessary mass inward migration of workers. So, who will foot these bills?
- XI. A second Gatwick runway would require a new town of 40- 45,000 houses, largely 'affordable' homes. This, in turn, would require massive public investment in additional schools, hospitals, GPs' surgeries, road, rail, utilities, and infrastructure development.
- XII. Sir Roy suggests that West Sussex County Council should seek Government funding in partnership with Gatwick and, since none of these costs are in Gatwick's figures, there is no alternative to the public having to foot the bill.
- XIII. By contrast, Heathrow's costs include the necessary minor, but very expensive, tunneling alterations to the M25 and associated roads. No other infrastructure works are necessary due to Heathrow's existing excellent road, rail and underground hub transport connections, and its central hub location.
- XIV. Gatwick claims that it will 'stagger' growth – CAGNE believes that this translates into Gatwick building a new runway - but no infrastructure, i.e. the proposed M23 Gatwick new link road. By 'staggering', the huge increase in vehicular traffic would have to use the existing, already congested roads, again exacerbating pollution.
- XV. In both airport options, the Airports Commission recognised that local air quality objectives and EU threshold limits are at risk of being exceeded. With regard to the 'Improve air quality consistent with EU standards and local planning policy' criterion, CAGNE believes that this objective cannot possibly be met at Gatwick if it is permitted to expand into an airport larger than Heathrow - without the additional transport infrastructure.

- XVI. Areas surrounding Gatwick already suffer from high emission levels with public road signs throughout Crawley, Horsham, Roffey and beyond encouraging drivers to switch off engines whilst stationary.
- XVII. The Airports Commission suggests that housing development will continue to grow throughout the affected fourteen counties. However, without any suitable east/west rail connections, residents living in the rural locations of these counties will have no alternative but to use road transport (mainly non-major roads) to access Gatwick for work and leisure, thus worsening pollution problems. Today, in Storrington and Cowfold, for example, (both in West Sussex), high pollution levels are well documented due to the 'country lane' style of roads that are unable to deal with current traffic levels. These will face their share of the additional 90,000 additional vehicles per day.

According to Surrey County Council's draft Surrey Infrastructure Report, which has assessed housing needs and Local Plans, there is a gap of some £3bn in the funding available for roads, public transport, school places, flood defences and other vital infrastructure. This is at a time when central government is significantly reducing the money it makes available to local authorities.

Above is an extract from Surrey Campaign to Protect Rural England, March 2016 Newsletter. The same situation is true in West Sussex.

- XVIII. Horsham District Council's air quality reports, including the Updating and Screening Assessment (2009) and Progress Report (2010), identified elevated levels of nitrogen dioxide in a number of areas. The Council is endeavouring to control emissions with traffic management.
- XIX. The most recent diffusion tube monitoring carried out in 2009, together with some preliminary data from an automatic analyser in Storrington, have indicated that the annual mean concentration of nitrogen dioxide at the High Street/Manleys Hill/School Hill junction exceeds the air quality objective for nitrogen dioxide. This is just one example, but with the new mass housing that would be necessary

for Gatwick 2, pollution can only escalate. See:
https://www.horsham.gov.uk/__data/assets/pdf_file/0019/5428/AirQualityReportStorrington_June10.pdf

- XX. Remarkably, little attention has been given to air pollution from aircraft if Gatwick were to become larger than Heathrow is today. There is potential for a toxic cocktail of aircraft pollutants mixing with the particles from a planned new incinerator, with long-term health risks for those exposed to both, in particular, children.
- XXI. Regarding aircraft noise, with arrivals and departures from a second runway combining with that of the existing runway and following the same route, there would be no noise respite for the residents of Horsham and surrounding areas. With aircraft flying overhead at, potentially, every 60 seconds, the airborne emissions from the incinerator would be disrupted thus presenting another direct, unseen risk to the surrounding built up areas of Horsham. Very little is known about the impact on health from the micro-particulates in the air from incineration, but this must represent another hidden risk to life in the area.

Air Quality will get worse

To reduce pollution, Heathrow already has 800 electric baggage tug vehicles at the airport and has invested £2m in electric vehicle infrastructure. Gatwick has none of these.

Gatwick has postponed the diversion of the A23 until a later phase in construction. However, Gatwick had earlier described the A23 diversion as, "designed to cut congestion in comparison to today, and will reduce unnecessary car movements and therefore improve air quality including gases and particulates". Now, in the interest of its private, mostly offshore, shareholders, it has decided to delay the diversion, which was designed to 'cut pollution'. This simply puts shareholder interest before the acknowledged health risk to its local communities.

Page 39 of the Airports Commission Air Quality Consultation, states: *Air quality monitoring data across the study area are summarised in Appendix E, for the period 2009 to 2014. There are five continuous monitoring stations in the immediate vicinity of Gatwick Airport. Sites RG1 and RG2 lie to the north-east of the Airport within Horley, Site RG3 is to the south of the Airport, while Site CR1 is to the east. LGW3 is on the Airport, close to the eastern end of the runway and to the A23. All of these sites are classified as urban background, suburban, rural or airport, **and there are no roadside or kerbside monitoring sites.** Measured annual mean concentrations of NO₂ have generally been well below the air quality objective, although a marginal exceedence (41.1 µg/m³) was recorded at the Gatwick East (CR1) site in 2014. The Gatwick East Monitoring station CR1 recorded 41.1 µg/m³ in 2014. (limit 40).*



“What about our environment, why should we suffer to benefit Gatwick Airport owners”, asks Abigail age 17



Air pollutant	Health and environmental effects
Carbon monoxide	Combines with haemoglobin in the blood to form carboxyhaemoglobin, reducing the blood's oxygen carrying capacity. Exposure to high concentrations results in loss of consciousness and death. At lower concentrations, CO affects the functioning of the central nervous system, causing impairment of vision, slowing reflexes and mental functions. Can also cause headaches and drowsiness.
Nitrogen oxides	Involved in the formation of nitrous and nitric acid, contributes to eutrophication or acidification. Also involved in the formation of tropospheric ozone (O ₃) and contributes to global warming. Exposure is linked to increased susceptibility to respiratory infection, increased airway resistance in asthmatics and decreased pulmonary function.
Hydrocarbons	Hydrocarbons and aldehydes can cause irritation of skin and mucous membranes and may lead to breathing difficulties. Long term exposure to hydrocarbons has been shown to lead to impairment of lung function. Hydrocarbons are also involved in the formation of tropospheric ozone (O ₃) and photochemical smog, which in turn may cause respiratory problems.
Particulate matter	Can irritate mucous membranes lining the respiratory tract and may give rise to breathing difficulties. Some constituents (e.g. polyaromatic hydrocarbons) may be carcinogenic.
Sulphur dioxide	Associated with respiratory disease, chest discomfort and possible risk of mortality

Current M23 trying to access Gatwick and London



New technology in vehicles will not be present in rural areas for some decades, thus conventional transport and its associated pollution will exist for many years to come. Diesel buses continue to undertake school runs, and cars are needed by every household due to the rural locations of villages and towns with little/ public transport available.

Public transport is inadequate or non-existent.

Gatwick is connected by just one railway line to central London and to the coast, and it is located on the wrong side of the capital for most people. This means train journeys are longer and therefore are less efficient. This will force passengers and airport staff on to the roads.

<http://www.networkrailmediacentre.co.uk/news/new-siemens-class-700-train-for-thameslink-arrives-in-the-country>

37% found Gatwick Express too expensive in a recent survey -

<http://www.britalypost.com/oyster-and-contactless-payment-launched-at-gatwick/>

Jeremy Quin MP

<http://m.wscountytimes.co.uk/news/local/horsham-mp-leads-criticism-of-galling-sussex-rail-services-1-7283212>

Bizarrely, staff and passengers from the east, west and north would have to pass Stansted and Heathrow to reach Gatwick, whilst adding to the emissions on the M25.

Gatwick will be a carbon burden to the UK -

The UK Carbon Budget is there to be spent, but this should be done wisely. Should it be spent on low cost airlines taking UK money out of the UK to Europe on holiday, or on long-haul business travel, routes that Gatwick does not serve?

In fact the UK is obliged by law to follow the requirement that we reduce our emissions by 80% from the 1990 baseline by 2050. In addition, we have agreed in the recent Paris summit to control the increase in global warming by substantially less than 2 degrees by 2035. The aviation sector, however, has said that it cannot comply with this. If it cannot, the required reduction by other sources has to go up to between 90% -100%. There is no evidence that this can be achieved, or anything approaching it can be done. In the absence of a miracle cure in extracting CO2 and other gases from the atmosphere, we will have to see a reduction from the aviation sector to near zero emissions by 2050. On the basis that this is impossibility, the logical, but unlikely, conclusion is that all airports must close down

by 2050 unless they can operate at near zero emissions.

If we are to trade carbon, we must surely look to what is best for the UK in bringing income into the UK, which would come at a cost to other industries in a carbon trade off. Gatwick brings little to the UK and is, in fact, a nett exporter with 71% of UK-based residents flying out of UK by EasyJet, which states that 85% of its passengers travel for leisure. (see EasyJet submission to Airports Commission).

If the CO2 budget is attributed to Europe (as this is Gatwick's prime destination), then is the UK going to attribute Gatwick's entire carbon footprint of 560,000 flights per year to the UK carbon budget? If so, this would have to be at the cost of other industries that produce revenue for the UK treasury, rather than a potential carbon deficit at any Gatwick 2.

New technology in aviation will reduce the impact of noise and emissions. However, this could well be a myth when it comes to Gatwick, as its airlines tend to fly older, polluting planes for budget package holidays.

Investment in newer planes only comes if the aviation industry invests and with the ever-decreasing cost of flying on holiday to Europe, it is unlikely this is to follow quickly. Indications are that investment in the airline industry is under pressure e.g. British Airways has announced that it has been forced to shelve a groundbreaking £340m scheme to create 16m gallons of jet fuel from London's rubbish every year, partly due to a lack of government support.

The fact that airlines – Ryanair, Vueling, Turkish Airlines, etc - seek to save as much CO2 (fuel) as possible would be a further indication of a lack of investment funds available for future development. Sustainable Aviation has been established for some time, but this is industry led and not community led in dealing with new noise metrics or surface access emissions.

www.cagne.org

Sharing Gatwick Airport and flight path information with residents of West Sussex and parts of Surrey

cagnetatwick@gmail.com

www.facebook.com/gatwickcagne

Twitter @cagne_gatwick

c/o Warnham Lodge Farm, Mayes Lane, Warnham, West Sussex RH12 3SG

Appendix A

Why are AQMAs only close to Gatwick Airport? Why do they not cover the areas where airport staff and passengers travelling to Gatwick exacerbate the pollution problem?

Hazelwick Avenue zone, for example, finishes near to Three Bridges Station and Haslett Avenue, which are just as busy and so should be included.

The Crawley Avenue zone finishes before the Tushmore Roundabout where the Crawley Avenue area is also a major pollution concern.

The Airports Commission forecasts that Gatwick expansion will increase NO₂ emissions at the Hazlewick roundabout by 4.6µg/m³ and Crawley Council have stated, “The air quality standard for NO₂ is that the annual average should not exceed 40 micrograms per cubic metre. During 2012, nearly all areas monitored were below this limit. However, there were three areas around the Hazelwick roundabout/A2011 corridor where this 40 µg/m³ limit was exceeded”. Note that this is many years before the potentially dramatic, negative impact of the possible Gatwick 2.

Further examples of how traffic is growing in Crawley and adjacent areas without the added burden of Gatwick 2, are:

- CAGNE believes that emissions in Horley (down wind from Gatwick) are about 50% aircraft and 50% cars on the A23.
- The Forgewood Road traffic plans will introduce some 17 sets of traffic lights into a one mile square between Antlands Lane and the Crawley Avenue flyover/roundabout. These will include - A 5-way set of lights on Crawley Avenue adjacent to St Anne’s Close in Pound Hill. This will stop and start possibly 80% of all traffic travelling from or to the M23 junction 10.
- Radford Road will have at least 3 sets of lights between the Balcombe Road and Gatwick Road. The Balcombe Road between Antlands Lane and Crawley Avenue will have some 6 sets of lights.
- The ‘stop/start’ impact of these new lights will increase pollution in the whole area to the east of the Brighton Railway Line. In this area, there are approximately 4,000 new homes either under development, approved or proposed on the western side of town (Kilnwood Vale) and on the east at Forgewood with 500 approved in Copthorne and another 500 proposed in their local plan. All of the new homes will generate significant additional traffic, all using Crawley Avenue in the east to and the Horsham Road through Cheals in the west, to get into town. There are

also 1,900 new houses, and a new industrial park planned adjacent to the existing Manor Royal Business District with no new roads or access points proposed. This will have a further negative impact on traffic endeavouring to access the M23 around Gatwick Airport. *Reference D Meakings One's Enough*

- North Horsham is to build 10,000 new houses adding commuter traffic to the A264 dual carriageway that is unable to deal with current levels of vehicles and HGVs.
- Crawley is not unique as many towns in West Sussex are suffering issues with increased traffic. This is causing further congestion and increased pollution today. Gatwick can not be judged purely on the Crawley area's pollution levels because the impact of Gatwick is, and will be, far reaching due to years of under-investment by West Sussex in its highways.
- The six-lane M23, which has just been widened for current growth and using the hard shoulder in parts to achieve this, goes to a single lane at Croydon. There is no mention of costings for improving this area that already suffers from M25 and M23 pollution and from stationary and slow moving traffic.
- West Sussex suffers a lack of investment in infrastructure and this is exacerbated by the natural growth in vehicle numbers. The combined effect has escalated the situation with junctions already overloaded. The railway line is little help as it cannot be expanded or improved.
- The categorisation by the Airports Commission of Gatwick is 'adverse'. The future air quality, with a Gatwick 2, can only worsen as the Airports Commission does not take into account the addition of +1,000 % increase in freight, and catalytic traffic growth generated by other businesses, warehousing and distribution centres, homes, school runs, etc. The pollution predictions up to and including 2050, therefore, seem misjudged.
- Without new by-passes for Crawley and East Grinstead, the congestion on the feeder roads of these highly populated areas is set to increase through natural growth. As a result, emissions will grow.
- The lack of diversion means traffic is likely to pile up at the Hazelwick roundabout at the heart of a newly created Air Quality Management Area (<http://www.crawley.gov.uk/pw/web/PUB266050>). This makes Gatwick's claims that the airport "has never and will never breach Air Quality limits" even more questionable.

Appendix B

Thursday, 17 March 2016 – Open letter from MP Group concerning Gatwick Air Quality Submissions

Gatwick is misleading local residents about the environmental impact of their plans to build a second runway, a group of South East MPs warned today. The MPs expressed their concerns about air quality claims and night flights in a letter to the Transport Secretary.

The Gatwick Coordination Group (GCG) is calling on the Transport Secretary to stop the airport from running advertising campaigns which contradict expert environmental evidence, and mislead their constituents.

Gatwick has repeatedly claimed the area around the airport “has never and will never breach legal air quality limits” and that it is the “greener” option for expansion.

But these claims ignore significant evidence in Sir Howard Davies’ independent Airports Commission report, the group of MPs, councillors and local representatives warn. The GCG are demanding Gatwick makes clear the real impact of a second runway on the local environment to nearby residents.

- I. Gatwick Airport claims: “Gatwick has never breached EU or UK annual air quality limits and the airport has committed to maintaining this record if a second runway is built.”
 - VII. The Airports Commission says: Air quality in the Gatwick area has previously breached the National Air Quality Objective. (Page 39, Final Report, Airports Commission)
 - V. Gatwick Airport claims: “Expansion at Gatwick would give the country the economic benefit it needs at a dramatically lower environmental cost.”
- The Airports Commission says: Air pollution at health based receptors will be worse at an expanded Gatwick than the Heathrow Airport Limited proposal.(Table 9.2, Page 191, Final Report, Airports Commission)

Chair of the GCG and Reigate MP Crispin Blunt said:

“Gatwick’s environmental claims ignore the evidence and are misleading local residents. Gatwick repeatedly claims that it has never breached air quality limits and is the greener option for expansion. But independent evidence from the Airports Commission shows this to be untrue.

“That is why we are calling on the Transport Secretary to intervene immediately to stop Gatwick from making misleading environmental claims.

“We have also objected to the Department for Transport drawing up plans for night flights at an expanded Gatwick, which would subject over 60,000 people in the Gatwick area to over 20 hours of continuous aircraft noise.

“It is incredible to think that the Department for Transport is contemplating this when the Airports Commission made a stronger case for Heathrow which included a clear and viable recommendation for a ban on night flights”.

About the Gatwick Coordination Group

The Gatwick Coordination Group was formed in June 2014 to represent serious local concerns over plans for a second runway at Gatwick Airport, as shortlisted by the Airports Commission.

Parliamentary membership of the group is as follows:

- Crispin Blunt MP – Member of Parliament for Reigate (Chairman)
- Sir Paul Beresford MP – Member of Parliament for Mole Valley
- Nusrat Ghani MP – Member of Parliament for Wealden
- Rt Hon Nick Herbert MP – Member of Parliament for Arundel and South Downs
- Jeremy Quin MP – Member of Parliament for Horsham
- Tom Tugendhat MBE MP – Member of Parliament for Tonbridge and Malling
- Henry Smith MP – Member of Parliament for Crawley
- Rt Hon Sir Nicholas Soames MP – Member of Parliament for Mid Sussex

The group also includes representatives of local authorities, parish councils and civil society. It states its aim is to share the common objective of ensuring a critical examination of the case for a second runway at Gatwick Airport, and that its consequences are understood.

Text of open letter to Patrick McLoughlin of Department for Transport

Dear Patrick,

Gatwick Airport Limited, Gatwick Airport Expansion, Air Quality & Night Flight Limits
I write to ask that you intervene to prevent Gatwick Airport Limited (GAL) from continuing to mislead local residents as to the environmental impacts of their expansion plans.

Air Quality

The Airports Commission evidence in the attached appendix exposes GAL’s environmental claims in their advertising misrepresent the reality of the impact expansion would have on neighbouring communities.

As you will be aware, GAL has undertaken an extensive advertising campaign across London print media. In those advertisements, GAL has repeatedly claimed that “the area around Gatwick Airport has never and will never breach legal air quality limits”.

Moreover, their press releases and media interviews have consistently pointed to the fact that expansion at Gatwick would be the “greener” option for expansion:

“We have always maintained that this decision is about balancing the economy and the environment. Expansion at Gatwick would give the country the economic benefit it needs at a dramatically lower environmental cost.”

Press release: the clear choice now facing Britain, 10th December 2015

<http://www.mediacentre.gatwickairport.com/press-releases/2015/15-12-10-the-clear-choice-now-facing-britain-growth-with-gatwick-or-inertia-at-heathrow.aspx>

It is absolutely vital that local residents and the public, not to mention the Cabinet, have accurate facts available to them and that they are not misled by a well-funded PR campaign by a promoter.

The assertions made by GAL are not supported by the evidence of the Airports Commission. Indeed, the evidence demonstrates that in many instances, expansion at Gatwick is far from having a “dramatically lower environmental cost” compared to the Heathrow Airport Limited proposal.

1. Air pollution at health based receptors will be worse at an expanded Gatwick than the Heathrow Airport Limited proposal. (Table 9.2, Final Report, Airports Commission)
2. More households will be placed “at risk” as a result of Gatwick expansion compared to the Heathrow Airport Limited proposal. (Table 9.3, Final Report, Airports Commission)
3. GAL have delayed the full diversion of the A23 – a measure they describe will “improve air quality” - to alleviate risk to their investors. (Multiple sources, see appendix)

Moreover, GAL’s assertion that it has never and will never breach air quality limits is also disproved by both Airports Commission evidence and developments since the publication of the final report:

4. Air Quality in the Gatwick area has previously breached the National Air Quality Objective. (Page 39, Air Quality Local Assessment Detailed Emissions Inventory and Dispersion Modelling, Jacob’s for the Airports Commission)
5. Since the Airports Commission published its final report on 1 July 2015, an Air Quality Management Area (AQMA) has been designated within 1 mile of the proposed boundary of an expanded Gatwick. (<http://www.crawley.gov.uk/pw/web/PUB266050>)

In the interests of reassuring communities close to the airport, I ask that you respond to this letter to confirm that the Department for Transport will be investigating the impact that expansion at Gatwick will have on local air quality and the impact on the Hazelwick roundabout AQMA in particular.

In the interests of ensuring high quality public discourse, can I also ask that you consider writing to the Chief Executive of GAL to ask that he ensures the comments he makes do not cause local residents to believe there will be no impact on the local environment at all.

In the interests of establishing trust with the local community, I also ask that you consider challenging GAL to improve local understanding of airport-related air quality impacts in the local community by funding air quality monitors and publishing real time information on their readings. This should include a live monitor in the Hazelwick roundabout area where the new AQMA has been designated and where the majority of the properties placed “at risk”- including a secondary school - by Gatwick expansion are located.

Night flights

We understand your department is trying to create a set of mitigation measures for a second runway at Gatwick, equivalent to those suggested by the Airports Commission for Heathrow. We understand that the conditions being developed do not involve a reduction or freezing in the current number of night flights, nor guaranteed respite for residents. This means that, should Gatwick get the go-ahead, 60,000+ people in the Gatwick area will have at least 20+ hours of continuous aircraft noise. Fewer than 10% will be entitled to Gatwick’s Council Tax compensation scheme. In our opinion, the fact that you are

engaged in work to try and ameliorate the effects of a second runway at Gatwick around night flights to a standard well short of those already proposed for Heathrow, further demonstrates the relative weakness of the case for Gatwick. We would be grateful for your authoritative briefing on what your officials are trying to achieve.

As I am sure you appreciate, it is vital that runway promoters communicate honestly with their local residents as to the impacts of their local schemes. I trust that you are as interested as I am that GAL do not continue to mislead communities neighbouring the airport regarding the impact of expansion, and that GAL take the necessary measures to re-establish trust.

Yours Ever,

Crispin
Crispin Blunt on behalf of the
Gatwick Coordination Grou

Please join Gatwick and BDB for our air quality seminar [View it in your browser](#)



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A BUSINESS BREAKFAST BRIEFING**

YOUR LONDON AIRPORT
Gatwick

REGISTER 

WHEN
Thursday 21 April 2016

08.30-09.30 Registration, networking and full English breakfast

09.30-10.30 Chair opening remarks and discussion

10.30-11.00 Q&A and Chair concluding remarks

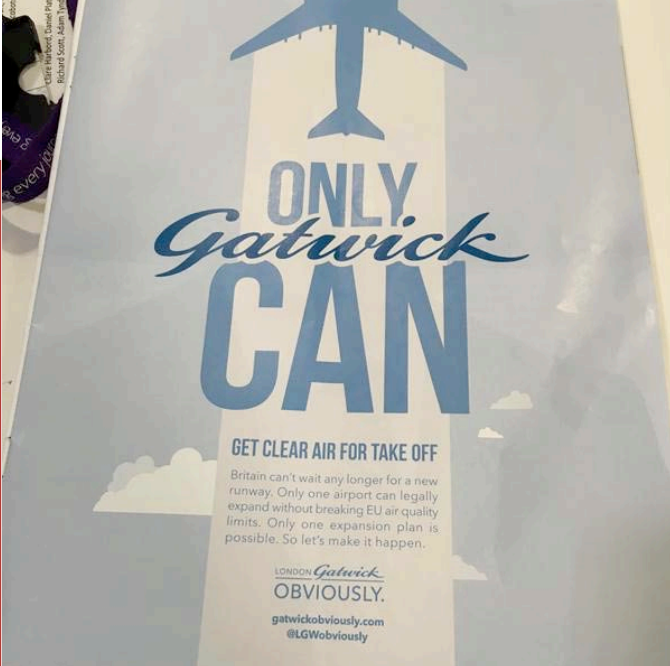
11.00 Event ends

Will the Government's Air Quality Plan improve air quality in London enough to be under legal pollution limits by 2025, and what are the implications of the Plan for Major Development in the Capital?

Join Gatwick Airport and Bircham Dyson Bell at the Landmark London on 21 April for an engaging and interactive breakfast briefing.

Particular issues which will be covered include:

- The importance of the Government's Air Quality Plan
- How confident can we be that the Plan's predictions will become reality?
- What are the key risks with the Plan's predictions and how can these risk be minimised?
- Will new vehicle emission standards and proposals for Clean Air Zones fix the problem?



ONLY Gatwick CAN

GET CLEAR AIR FOR TAKE OFF

Britain can't wait any longer for a new runway. Only one airport can legally expand without breaking EU air quality limits. Only one expansion plan is possible. So let's make it happen.

LONDON *Gatwick*
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www.cagne.org

Sharing Gatwick Airport and flight path
information with residents of West Sussex and parts of Surrey

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