



# **GATWICK GROUNDED...**

*why a second runway will never fly*



The multi-million pound advertising and lobbying campaign by Gatwick was rejected by the Airports Commission.

# Never in the **history** of aviation has so much high pressure lobbying been such a flop!

## Flawed **Economics**

Nowhere has Gatwick's lobbying come more unstuck than on the economic case for a new runway.

The Airports Commission was clear, firm and unanimous in stating that the economic benefit to the UK from a new runway at Gatwick would be substantially less than from a third runway at Heathrow.<sup>2</sup>

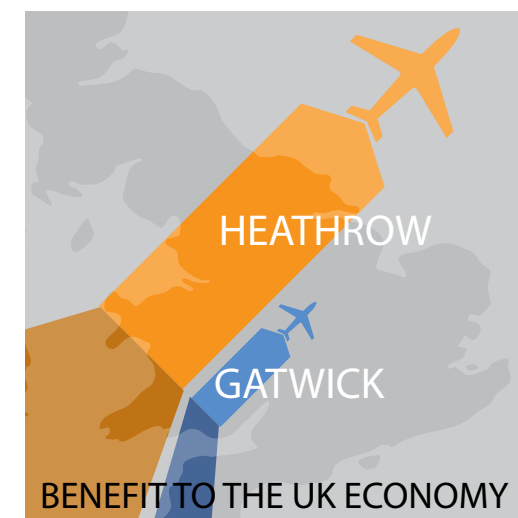
A new Gatwick runway would provide fewer connections to the fast growing markets of the world.<sup>3</sup>

Gatwick has always been mainly a leisure airport, catering for short-haul traffic to Europe. According to the Commission that is how it would stay even with a second runway.

And those are just the sort of flights that people find are more convenient from smaller airports closer to where they live.

### International tax fiddle

Global Infrastructure Partners (GIP), an American hedge fund, owns the controlling interest in Gatwick Airport Ltd. The advertising campaign was financed entirely out of an international tax fiddle which enabled them to pay virtually no corporation tax.



*"GIP have made no secret that they wish to sell their share in around 2018."*

*"The UK has a large network of Regional Airports.... vital to the leisure market!"*

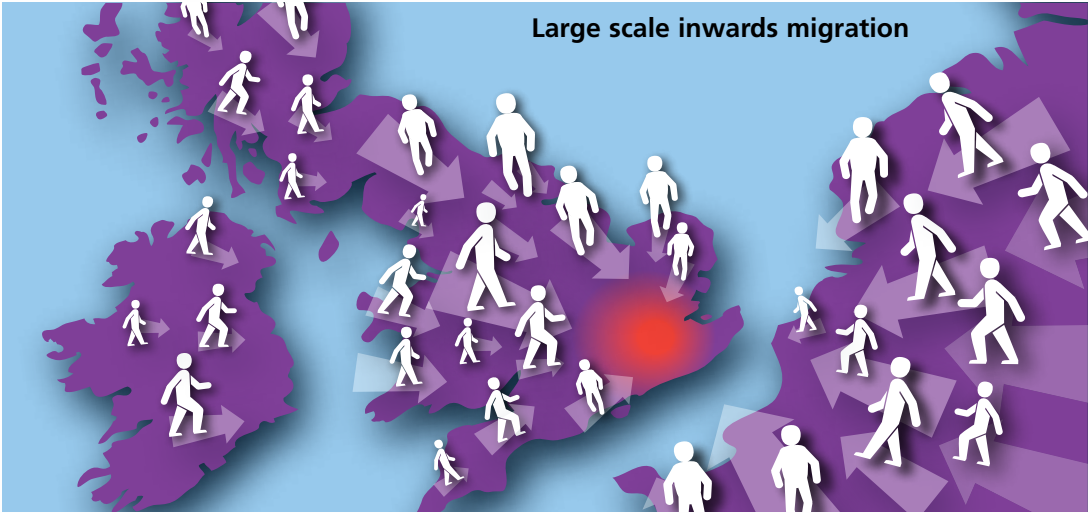




# In-migration

*“There is very little unemployment in the Gatwick area”*

The Airports Commission



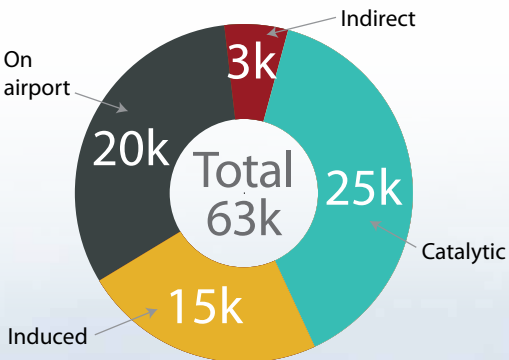
A second runway would double the size of Gatwick, making it larger than Heathrow today. That would create a substantial number of new jobs.

But, as the Airports Commission point out, there is very little unemployment in the Gatwick area.<sup>4</sup>

A total of 63,000 new jobs are predicted in the Gatwick area as a result of a second runway including 20,000 On Airport<sup>5</sup>, 3,000 Indirect<sup>6</sup>, 25,000 Catalytic.<sup>7</sup>

The result would inevitably be large scale inwards migration from other parts of the UK or from the EU.

**New jobs predicted in the Gatwick area as a result of a second runway**



*A new Gatwick runway would be a blow for the Northern Powerhouse*

## North-South divide

A second Gatwick runway would worsen the North-South divide.

The South East has one third of the population of the UK but two-thirds of the flights.

A new Gatwick runway would attract passengers away from airports north of London. It would be a nonsense to add yet more cars to the traffic jams on the M25.



A new Gatwick runway would stifle plans by the regional airports to develop more long haul services. If aviation is kept within climate change limits, no further growth could be permitted at regional airports.<sup>9</sup>

Creating around 63,000 new jobs in an area with little unemployment would overheat the South East and leave the North still more short of jobs.

*“If aviation is kept within climate change limits, no further growth could be permitted at regional airports”*

Aviation Environment Federation



SOUTH

NORTH



# Urbanisation



*"We believe that a second runway would almost certainly spell the end for Hever Castle as a visitor attraction."*

CHIEF EXECUTIVE OF  
HEVER CASTLE

Surrey, Sussex and Kent have much beautiful countryside. It has been estimated by West Sussex County Council consultants that a second runway would mean building 40,000 new houses, equivalent to a new town the size of Crawley.

Gatwick is surrounded on three sides by Areas of Outstanding Natural Beauty. They would suffer from creeping urbanisation, and loss of tranquillity.

A new airport larger than Heathrow would have an adverse impact on many tourist attractions and rural industries. The chief executive of Hever Castle, home of Anne Boleyn, has said: 'When people come to rural attractions they are expecting a degree of peace and tranquillity. We believe that a second runway would almost certainly spell the end for Hever Castle as a visitor attraction.'<sup>10</sup>



STEVE SLATER

# Noise

According to the Airports Commission a new Gatwick runway would mean three times as many people affected by noise compared with today.<sup>11</sup>

Comparisons of the number of people affected by noise from a new runway at Gatwick or at Heathrow are misleading. Low background noise in a rural area means that aircraft noise creates disturbance over a much wider area - up to twenty miles from the airport - and thus affects far more people than shown in the usual comparisons.

That is proved by the location of new protest groups illustrated below



The unavoidable layout of a two-runway Gatwick, with the terminals on 'the wrong side' of the runway, means that Gatwick could not provide respite by runway alternation.

A second runway would mean new flight paths over areas at present peaceful causing huge annoyance and severe loss of property values.

*"New Gatwick runway means three times as many people affected by noise"*

The Airports Commission



# Road and rail



It has been estimated that an extra runway when at full capacity would result in 100,000 extra cars per day on the roads in the vicinity of Gatwick.<sup>12</sup>

That would bring the M23 and M25 to a standstill. No significant widening is included in the airport plans.

The extra traffic would also overload all the local roads with traffic jams at every junction – and more pollution.

A second runway would mean around 90,000 extra rail passengers per day passing through Gatwick.<sup>13</sup> Some improvements are planned on the Brighton main line but they are all needed to cope with the natural growth in demand.

The cost of the necessary infrastructure improvements has been estimated at £8.5 billion more than suggested by Gatwick Airport Ltd.<sup>14</sup>

# The environment

A new runway would mean demolishing seventeen historic listed buildings - more than at any time since the blitz. HS2 would only mean demolishing six.

Five of the Gatwick buildings are listed grade 2\*. HS2 would only mean demolishing one such building.<sup>16</sup>

A second runway would mean destroying 14 hectares of ancient woodland.

Over 50,000 people would suffer from worse air quality.<sup>17</sup> That would be contrary to the EU Air Quality Directive which states that: 'Air quality status should be maintained where it is already good, or improved.'

## Severe climate change

Gatwick causes severe climate change damage. With no new runway the Airports Commission forecast it will be responsible for 121 million tonnes of CO2 over the next 60 years. With a second runway it would be responsible for 390 million tonnes.<sup>18</sup>

## Five of the Gatwick buildings are listed grade 2\*....



*"Gatwick's reliance on two key transport links, the M23 and the Brighton Main Line, does give rise to resilience problems in the event of major disruption. A significant failure on either of those links would have a highly disruptive impact on the airport's operations."*

Airports Commission.<sup>15</sup>

*"Gatwick would be responsible for 390 million tonnes of CO2 over the next 60 years"*

Airports Commission.<sup>15</sup>



# Renewed consideration

It has become clear that the environmental and economic disadvantages of a new runway at either Heathrow or Gatwick are so great that the option of no new runway should be given renewed consideration.

If a second runway were built at Gatwick it would fill up – by attracting airlines and passengers from other parts of the UK. But in fact there is no need for any new runway.

- **The predicted growth in air travel can be dealt with by using larger aircraft**
- **Higher load factors**
- **Making full use of other airports**
- **Reducing subsidy represented by tax-free fuel and no VAT**
- **Keeping demand within climate change limits.**

The Commission has failed to study the no new runway option seriously.

**The reason is simple:** if that had been their conclusion after nearly three years work they would have looked foolish.

# References

## (Endnotes)

- 1 Sir David Rowlands, Chairman Gatwick Airport Ltd. Gatwick Consultative Committee. 26 January 2012.
- 2 GDP increase Heathrow (carbon traded) £137-147 billion: Gatwick £89 billion. Heathrow (carbon capped) £103-129 billion: Gatwick £44 billion. Airports Commission final report page 24.
- 3 New long haul destinations 2050 Heathrow 75: Gatwick 21. Airports Commission final report page 21.
- 4 Airports Commission final report page 25.
- 5 Airports Commission consultation document November 2014. 7,900 – 32,600.
- 6 Eg, hotels, taxis, catering. Gatwick Airport Master Plan. Paragraph 8.1.1.
- 7 Jobs in new firms attracted to the area, or in expanded local firms. GACC response to Airports Commission consultation. February 2015. Page 7. [www.gacc.org.uk/the-runway-issue](http://www.gacc.org.uk/the-runway-issue).
- 8 Jobs created in the local area when employees spend their money. See note 7.
- 9 Aviation Environment Federation. Report June 2015. <http://www.aef.org.uk>.
- 10 Sevenoaks Chronicle, 17 September 2013.
- 11 Airports Commission consultation document November 2014 paragraph 3.31. By contrast, even with a third runway, at Heathrow fewer people would be affected than today.
- 12 GACC response to Airports Commission consultation. February 2014 paragraphs 51-63. These figures are higher than those used by the Commission because they relate to the airport at full capacity, and include the extra traffic generated by extra catalytic and induced employment.
- 13 GACC response to Airports Commission consultation. February 2015 paragraphs 63-69.
- 14 GACC response to Airports Commission consultation. February 2015 paragraphs 91-96.
- 15 Airports Commission final report paragraph 8.32.
- 16 Grade 2\* buildings are the 6% most important historic buildings in England.
- 17 Airports Commission Air Quality consultation document May 2015.
- 18 Carbon Assessment for Airports Commission. Jacobs. May 2015.



A second Gatwick is **opposed** by all ten local Members of Parliament.


It is **opposed** by easyJet and British Airways.

It is **opposed** by West Sussex and Kent County Councils, and by seven Borough and District Councils.

It is **opposed** by all the 100 parish councils and environmental groups that are members of GACC.

**Not a single county,** borough, district, town or parish council within 15 miles of the airport supports a second runway.



Published by the Gatwick Area Conservation Campaign  
Stan Hill, Charlwood, Surrey RH6 0EP T: 01293 863 369  
E: [gacc@btconnect.com](mailto:gacc@btconnect.com) W: [www.gacc.org.uk](http://www.gacc.org.uk)  
 [www.facebook.com/DoYouCareGatwick](https://www.facebook.com/DoYouCareGatwick)