



## WARNHAM PARISH COUNCIL

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### **Warnham Parish Council Written Submission to the Gatwick Airport DCO PINS Hearings**

<https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/TR020005/examination/have-your-say-during-examination>

Warnham Parish Council raise the following concerns relating to the Gatwick Airport DCO planning process to secure a new runway by rebuilding the emergency runway as a second runway.

Warnham Parish Council consist of xxx residents and has the mandate to oppose expansion at Gatwick Airport due to the impact it will have on our parish and its resident's wellbeing and house value.

Key concerns –

- Aircraft noise increase and new flight paths from 2 runway airspace
- Waste Management
- Localised Decline in Air Quality due to increase in traffic
- Shortage of affordable housing stock, healthcare provision, school places and amenities generally as Horsham will face the fall out of a new runway.
- Climate Change due to the increase in flight movements desired

Warnham Parish Council (WPC) is a parish to the xxxx of Horsham sandwiched between two major roads, A24 and A29, with all the ramifications of cut through traffic avoiding congested roads, school runs not feasible by bus or train, and aircraft noise.

### **Aircraft Noise**

Warnham Parish to the north receives 70% of departures in the form of 3 departure routes due to the predominantly westerly wind with the remainder of the time arrivals at approx. the low height of 1,500ft. The three departure routes form one route until they pass our parish as vector on to direct headings (route 7,8 and 1). If flown our parish becomes sandwich with an additional route (Wizad) which is not generally flown due to it being over Horsham.

This noise is not limited to a straight line (RNAV route) as the noise shadow falls 3 to 5nm (CAP14983) either side of the departing aircraft. Subject to the fleet is very low as heavy from freight, luggage, and passengers. It subsequently vectors north forming two routes and continues west.

In 2014 Gatwick flew a concentrated departure flight path (PBNV) trial over our parish, over new communities, which caused extreme anger. It then appeared as three optimal routes for airspace

change then called LAMP (FASIS predecessor) as well as a new flight path off a new runway in 2015 (now called the 3<sup>rd</sup> runway in the Gatwick Master Plan of 2018).

WPC would not be included in the noise envelope offered for this new runway. WPC would not be in the insulation or compensation area and yet our parish will be significantly impacted by continuous aircraft noise day and night with little, if any, let up.

The noise envelope does not accommodate FASIS or take onboard the growth Gatwick is progressing currently through FASIS (stage 3 having produced a very poor consultation process with undecidable maps).

FASIS should be included in this process as at present this is kept a secret from residents to the full scale of growth Gatwick seeks – the Master Plan of 2018 detailed main runway through modernisation of airspace will increase aircraft movements by 55,000 flights a year going from 285,000 flights a year (pre Covid) to 340,000 by 2033 – adding approximately 61m extra passengers to the 46m pre-Covid. With a new 2nd runway seeking to add 101,000 extra flights a year.

The maps as said having been poor, but we include a map having written the word 'Runway' in to help. This clearly show our parish will be hit the hardest as under much of the green departure routes desired to fit in with other airport growth plans for airspace.

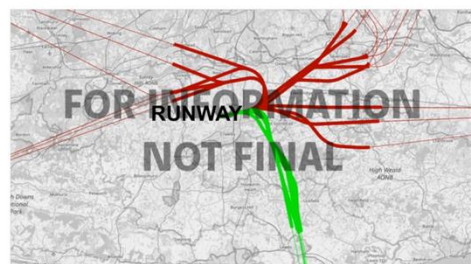
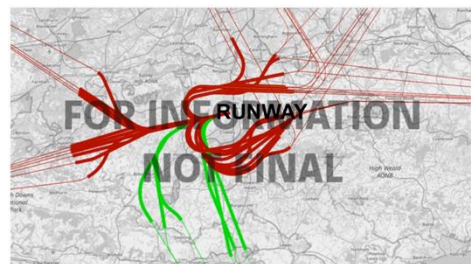
## Scope of London Airspace South: Gatwick Departure Options

The following images show all of Gatwick's Easterly and Westerly shortlisted departure options overlaid on one image.

Routes shown in **green** have been identified as suitable for early deployment and form part of the scope of Deployment A.

Routes shown in **red** have been identified as not suitable for early deployment due to interdependencies with other airports in the LTMA. These will be form part of a later deployment.

**All airspace design options are subject to change throughout the airspace change process as options are matured in detail and refined in accordance with safety requirements, our design principles, our appraisals and stakeholder engagement and consultation.**



The Gatwick Noise Management Board has been dominated by noise groups that seek to move arrivals over those closer to the runway. At present arrivals have the minimum join of 8nm day and 10nm night. If this was moved closer to the runway, as the results of the NMB study provided, it would fly over our parish frequently at less than 1,500ft, using flaps, wheels down and gears to take speed off quickly due to lack of distance to landing plus turning sharply which also increases aircraft frame noise.

- No research has been evident from the Gatwick submission to the impact two runway increase will have on our parish.
- No evidence is provided to how this will be mitigated with one or two runway expansion.
- As such we strongly oppose this new runway.

## **Waste**

As a parish we have three waste sites as neighbours as such we are very concerned by the potential increase in waste from a 2-runway airport as Gatwick propose to change the incinerator to a waste sorting site.

The consultation leaflet, which we have now acquired, did not provide any detail to the volume of waste expected from a two runway operation with 365,000 planes and 80m passengers plus 14,000 workers; it did not provide any breakdown to the type of waste or where it will be transported to; it did not detail increase in lorry movements however we have now obtained details from reading the GATCOM steering group report (24.1.24) that states Gatwick as detailing 5 to 8 extra lorries a day by 2025 and 15 by 2049. No detail of the size of lorry or data to the traffic modelling conducted by the airport to reach these figures is provided. As such we would ask that waste be a subject included in the hearings as well as air quality as we believe our parish will suffer due to the increase in traffic on the roads.

## **Climate Change, Air Quality and Sustainable Surface Transport**

Our parish is very environmentally aware with active climate change initiatives such as Wild About Warnham. We are therefore concerned that climate change is not included in the hearings nor decline in air quality due to the lack of sustainable transport and public services available to reach the airport for flyers and workers.

Many in our parish must drive to reach shops, bus stops and trains as such we cannot reach Gatwick Airport by public transport. We believe this can only lead to a decline in air quality for our parish. Along with the proposed (planning already agreed) incinerator if indeed this is to process the airport's waste as with the Biffa and Britanniacrest recycling sites for residential and commercial as well as the Biffa biomechanical digester. These potentially all lead to lorries on rural lanes, parked roadside due to driving rest periods, and waste roadside from the passing lorries. As Gatwick has significant food waste we are concerned about smell and vermin – flies, birds, and rats. We detail this as no detail were offered in the project change consultation operate over the Christmas period.

As said our parish is a cut through area for vehicles, including lorries, to avoid congestion on the A24 and A29 as such, perhaps not immediate consequences of a 2 runway airport, but consequently we are concerned the added traffic that the Horsham area will have to withstand with no investment will lead to more cut through traffic passing homes and children walking to school with no pavements.

Redhill Hospital is our main hospital as such residents/ ambulances drive via the M23, an unsafe smart road, and A roads pass Gatwick Airport through residential roads of Crawley. There are no buses from our parish to the hospital or direct trains.

With the increase in flyers, workers, SAF fuel lorries, and freight on these roads we are concerned our residents will be impacted by the increased congestion on the hospital's single access road (A23). Gatwick is only funding the new road outside it's terminals.

## **Housing Shortage**

Gatwick Airport's local authority - Crawley Borough Council - can't meet its housing need now as such is placing considerable pressure already on neighbouring councils to assist. The Horsham area does not have any green belt designation.

There is a lack of affordable housing in the Horsham area as such we are concerned that our rural parish will face greater pressure to assist in providing more housing as it sits adjacent to Horsham. We feel the shortage of affordable housing should be addressed in relation to this application as should lack of healthcare, school places, and amenity provision.

The new housing included already in the Horsham District Council local plan would fall under the new flight path that Gatwick Airport is seemingly to select in the FASIS mapping. This sit is in the parish Neighbourhood Plan as such due to take the full growth of our housing need. These homes would not be under and receive any compensation for loss of house value, quality of wellbeing under the FASIS scheme or this DCO.

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Warnham Parish Council –

Warnham Parish is west of Gatwick Airport about 7nm as planes fly. It is a rural area and desirable at present with house prices being higher due to its ambience and historic charm of being birthplace of the poet Shelley and mentioned as a settlement in the Dooms Day book.

I am an elected councillor of Warnham Parish Council with 2,500 residents and have the mandate to oppose this new runway proposal.

North of our parish, close to the Surrey border already suffers three departure routes to the west which fly 70%+ of the time with all arrivals the remaining 30%+ being under the final approach. Departures and arrivals over at 1,500ft or less with wheels down early to decrease speed of approaching aircraft increasing noise by up to 5 decibels.

We are not included in Gatwick's figures or the noise envelope as we are outside the 51-decibel contour day and 45-decibel contour night and yet our parish currently has no let us from aircraft noise.

With a new runway departing planes are at their noisiest with near full thrust of engines.

We are concerned about the ramifications of a new runway on the roads, lack of affordable housing, lack of public transport, lack of healthcare, schools, and the impact that changes to the project (which we were not consulted upon) to the waste site at Gatwick.

Gatwick does not state where the waste from 2 runways will go. As our parish neighbours three waste sites we are very concerned by the potential increase in waste, HGV traffic on our roads and the increased smell and vermin from the waste sites.

Our parish is used as a cut through for traffic due to the current congestion on the main roads, as such we see Gatwick would add to this factor due to increase pressure on housing, lack of public transport to transport workers and flyers. This can only decline air quality locally for us.

We appreciate that Gatwick may dismiss these as factors that are not of their making, but we would suggest the far reaching impacts of a new runway must be understood and taken on board by the Planning Inspectorates when considering this application for a new runway.

We see no element of this application that our parish council can support. We do not believe this application is in keeping with policy. We therefore ask the inspectors to seriously consider the impact on our parishioners which we believe is far greater than any economic benefit Gatwick may say they will bring with this new runway.

Noise Hearing – 6th March

As Gatwick is at its busiest in during warmer months our residents to the north are already restricted from outdoor lifestyle, opening of windows due to the noise and emissions from passing planes day and night.

Kingsfold currently has no let up from aircraft noise being impacted by three departure routes 70%+ of the time and 30%+ arrivals, so noise 24/7 12 months a year. With 2 runways the noise for these residents would be unacceptable.

They are outside the 51-decibel contour day and 45 decibel night. They are offered no assurances by their noise envelope as it does not come out as far as our parish. The noise envelope does not include the modernisation of airspace where we see Gatwick seeking to expand over our parish with new flight paths as shown in the ACOG current consultation to the south of Gatwick.

Noise events must be a primary noise metric and not a secondary as proposed.

As Gatwick is currently progressing the modernisation of airspace, we believe this should be included in this DCO process. As EasyJet suggest in their Relevant Representation, Gatwick will require the redesigning of the airspace to prevent more airspace congestion and delays with a 2 runway operation. This puts our parish at immediate threat of new flight paths as due to the trial operated by Gatwick in 2014 over new areas of our parish, Gatwick is not trusted to conduct environmental or social impact studies.

We have no compensation; insulation offer to our resident now and none with a new runway for loss of house value and wellbeing.

With the vast increase proposed by Gatwick Airport we would see two runways firing off early in the morning (6am) as well as late evenings with arrivals the remainder of the time if not more departures of longhaul mid-day onwards.

The longhaul we experience are older planes that fly so low and increase the noise and visual impact over our rural, highly sort after parish.

Residents of Warnham were subjected to an experiment in 2014 when Gatwick flew the first concentrated flight path over the middle of our parish with no warning. This led to huge uprising of residents with anger towards the airport, elected officials, and with residents feeling helpless with talk of divorce, suicide, and negative mortgages.

This trial route then appeared as three routes off the 3rd runway plus part of something called LAMP, the predecessor to FASIS.

Our parish today is subjected to go arounds and bad weather flying which causes further anger amongst our residents as the heart of our parish is not under any flight paths that warrant such disturbance. Gatwick ignore this fact.

We see noise groups continue to seek to move noise over our parish away from their homes where planes are far higher and yet our parishioners are in the dark to this Gatwick noise management board operated for unsubstantiated noise groups.

Our parish already suffers an unacceptable totality of noise at very low heights which does not seem a consideration of this new runway proposal.

We see no element of this application that our parish council can support. We do not believe this application is in keeping with policy. We therefore ask the inspectors to seriously consider the impact on our parishioners which we believe is far greater than any economic benefit Gatwick may say they will bring with this new runway.

Sally Pavey - Chair to Warnham Parish Council

On behalf of and for Warnham Parish Council