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for Reigate, Redhill
and Merton

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The Reigate Society (RS)
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**MJ - REPORT No.
72.4
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A RESPONSE TO
THE AIRPORTS-
COMMISSION**

CONSULTATION ON AIR QUALITY

AIR QUALITY & NOISE POLLUTION at GATWICK (GW) R1 & R2 PROPOSAL; -

(The REIGATE SOCIETY (RS) reports are available on the RS Web site)

1.0 THE JACOBS REPORT;-

This Report indicates that the NECD and GOTHENBURG PROTOCOL obligations is under Review and that the objective is to reduce the level of European air pollution.

2.0 NOISE & AIR POLLUTION at HEATHROW (HR) & GATWICK(GW);-

The Report suggests that the potential pollution at HR is greater than that of GW.

2.1 Identical aircraft taking off and landing at an airport under similar conditions and loadings will no doubt produce a similar amount of pollution and that it makes little difference if the air traffic movement is at HR or GW.

The air pollution related problem of HR & GW seems to be that the pollution figures are related to the number of flight movements and can be adjusted for the presence of green fields on the one hand and by the local population density on the other.

2.2 Bearing in mind para 1 above the air pollution levels at both HR and GW will exceed the proposed protocol targets and that improvement and compliance can be achieved by reducing the number of flight movements at both airports.

It would appear that an expanded GW airport is in the wrong place and an alternative site for a Hub Airport needs to be found.

2.3 This problem becomes more pressing when considering the industry forecasts for air travel doubling every 15 years. If this figure proves to be correct and HR is excluded on environmental grounds all expansion will fall on GW and the GW3 Northern Runway may once again be the subject of a planning application even though housing and schools have been built at the Eastern end and the removal of the CHARLWOOD ridge (108 m) was considered to be necessary at the time of the previous application.

These options are neither economic or environmentally acceptable, none is the associated metropolitan green belt land take.

3 0 THE HUB AIRPORT OPTIONS;-

It is suggested that a Hub of locally dispersed airports free of pollution problems may already exist in the form of redundant or semi redundant war time Bomber Command Airfields that could be economically reactivated at a substantial saving on the present estimates.

3.1 It is noted that the USA Air Force in a review of priorities and costs is proposing to close operations at three local but dispersed RAF airfields and that local rail lines are present and connection should be possible.

There appear to be other airfield options available with local rail services.

(RS Report No. 50 +Addendum)

3.2 A hub airport North of London might help to reduce both rail and road traffic through

and round London and be both commodious and a saving to those with a post code North of the City.

3.3 Such an arrangement might leave capacity for business traveller at HR or GW.

4.0 TRANSPORT ISSUES;-

4.1 The much applauded proposal to provide a low cost rail connection between HR & GW a decade or so ago failed because of road / rail crossing problems. This failure to provide a rail link connection will have contributed to road traffic growth, delay and pollution problems mentioned in the Jacobs Report.

4.2 The failure to take note of the warnings made in the Ministry "M25 ORBIT REPORT" combined with the the decision to revoke the " SE TRANSPORT PLAN" but not the "HOUSING PLAN" has resulted in traffic growth with both air and noise pollution.

4.3 Towns and Boroughs within and close to London that do not have the benefit of a greenfield bypass are faced with the difficulty posed by the urban bypass with heavy and polluting traffic flows through new or proposed densely populated areas. These urban bypass routes have frequently grown out of the need to travel for work both locally and Internationally as commuting travellers try to avoid delay on the A class roads (RS No. 70)

4.4 DELEGATED DUTIES;-

The central administration has placed on the Local Authority (LA) two onerous additional duties

A. To make provision for a rapidly expanding population.

B. The role of monitoring pollution, producing an (LAQM) and ACTION PLAN

5.0 THE LEP PLAN;- GATWICK DIAMOND AREA (RS Reports No.70, and 71)

5.1 The approximate number of new homes to be Constructed within the GW Diamond Area is- 92,000+ to which must be added the other south London Boroughs and adjacent LEP areas with housing targets.

The LEP GW Diamond plan is for;-

CROYDON;-27000,newhomes;MV;-3766;Tan;-2500;E&E;-3620;Crawley;-7500;Horsham;-13000; B&H;-11300;MidS;-11050; & R&B;-12500.new homes.

5.2 Should GW2 construction be agreed additional homes for staff will be required, within the Green belt together with road capacity for all including construction and air travellers.

5.3 It is suggested that the following LEP roads are or will suffer from pollution as the provision of homes proceeds;-

The M25 (those sections which are scheduled for urban development), the A23, the A25, The A217, the A2011, and urban bypass routes that are sometimes classified as rat runs.

6.0 OTHER AREAS OF POLLUTION;-

6.1 Noise pollution is already a problem in Reigate where GW aircraft turn out North and East over the South of the Borough. HR East bound traffic now passes over North REIGATE rather than over the Downs ridge further to the North and incoming flights stack over Dorking villages.

6.2 Housing development for 1500 homes has commenced under the flight path North of Horley where there is also air pollution.

6.3 Homes are scheduled to be built between and adjacent to M23 and M25 and Are likley to be subject to both air and noise pollution.

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For the RS transport committee