

From: [REDACTED]
To: [Gatwick Airport](#)
Subject: Application by Gatwick Airport Limited ("the Applicant") seeking Development Consent for the proposed Gatwick Airport Northern Runway Project
Date: 15 January 2025 17:30:59

[REDACTED]
Interested Party Reference number: 20042969

I strongly oppose Gatwick's proposals to bring in the (heavily modified and partially relocated) Standby Runway into general use.

The following is a quote from the Gatwick web site: "The airspace above and around South East England is some of the busiest in the world and is likely to remain so for many decades to come".

To have the two largest international airports (Heathrow and Gatwick) in the UK less than 25 miles apart has already created one of the most crowded airspaces in Europe. This in turn has created the highest aircraft related pollution within the UK. More people in the South East are already suffering from overflight noise pollution than the rest of the UK. This has serious mental health implications on this population. Adding additional capacity to either airport will make these effects on the environment/population in the South East even worse. Expansion at Gatwick would thus have devastating consequences for local communities.

Gatwick airport's geographical location does not serve the UK as a whole in an efficiently and environmentally effective way. It has very limited rail links (none directly to the north or central UK), no underground rail connections to London and the only road link to the north or central UK is via the M25 which is already at maximum capacity. The main aims of Gatwick's strategy for surface access are contradictory. The airport says it will aim to increase the use of sustainable transport by passengers and staff. Yet the strategy proposes increases in highway capacity (for the last few miles only to enter the airport) and car parking. The airport's proposals would result in a steady increase in car travel to the airport, with total passengers accessing the airport by car in 2047 almost 40% higher than in 2019. Local roads and the M25 cannot service this expansion.

Local access road improvements (M23) into Gatwick might reduce travel time for the last few miles into Gatwick but do nothing to improve local or national journey times. Local roads are at full capacity and traffic entering the M23 is almost totally via the M25 and there are no plans to increase its capacity with the suspension of "Smart Motorways". This proposal will have a negative impact on car and bus travel in the Southeast.

This is an unnecessary expansion and certainly in the wrong place. It does nothing to support industries and investment in the Midlands and north of the UK. There should be no expansion at Gatwick by creating a new Northern Runway from the existing (northern) Standby Runway. Is moving the runway north by 12m creating a new runway as opposed to make better use of an existing runway? The existing runway cannot be used as it does not meet global safety standards to operate dual runway departures.

It seems very unlikely that Gatwick will become carbon neutral in the foreseeable future. Gatwick's true CO2 emissions include emissions from the flights that use the airport, how much passengers emit getting to the airport and how much the airport itself emits. This is all unsustainable.

Ian Wilson