

From: [REDACTED]
Subject: Gatwick Airport
Date: IP Ref no 20045632 re TR020005-003996
12 May 2025 08:53:53

[REDACTED]

Dear Sir/Madam

I am responding as an Interested Party re Development Consent for the Gatwick Airport Northern Runway Project. Please note my email address for future correspondence, and update the postal address you have for me to [REDACTED]
[REDACTED]

I am writing to comment on the points of GLA's Consultation document of 24/04/2025 found at the bottom of page 8 about the impact on UK's carbon budget.

GLA's submission states "The figure of 3.459% relied on by the ExA is derived from revised Table 16.9.13 of GAL's GHG Technical Note [REP9-120]. That figure, however, relates to Gatwick Airport as a whole with the benefit of the NRP. It does not relate to the project for which development consent is sought (the NRP), for which the figure is given as 0.657% in the next column of the same table. The latter is the figure that relates to 'the increase in carbon emissions resulting from the project' for the purposes of the ANPS paragraph 5.82."

My comment is that the consideration of the carbon emissions do not appear to take into account the following ruling in the highest UK court brought by Finch: <https://www.supremecourt.uk/cases/uksc-2022-0064> where **the future environmental impact of the business activity proposed in the development must be taken into account in the planning application.**

Until there is an aviation fuel developed which can replace oil, the impact of all such airport expansions will be likely to breach the UK's carbon budget. Hence, UK government stands to incur billions of pounds in infrastructure developments which cannot be operational under current international agreements on climate impacts. If the government wishes to move the chairs around on the Titanic by appearing to encourage growth in air travel until greener fuel can be developed, it will only run into trouble both legally and politically, and may be liable to repay the costs incurred by GLA and other airport expansion companies, who are relying on the weakness of the government's resistance to admitting that there is no green growth possible in air travel right now.

I submit that this application should be refused on these environmental grounds.

Yours sincerely,

Susan Goodwin
[REDACTED]