

From: [REDACTED]  
To: Gatwick Airport  
Subject: Gatwick expansion plans. Objections.  
Date: 03 June 2025 11:45:16

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• [REDACTED]  
Tuesday 3rd June 2025

Dear Planning Inspectorate,

I am writing on behalf of the **Langton Green Village Society** in response to your offer that affected communities submit any final comments on Gatwick's expansion application by 9th June 2025.

Langton Green is a village some 18 miles east and in a direct line with the start of the Gatwick runway, on the A264 to the west of Tunbridge Wells and at the start of the final approach path to the runway.

Our village has some 3,000 residents, most of whom oppose Gatwick's expansion plans.

The dominant wind direction for the South East is from the west.

Accordingly, approximately 70% of all planes landing at Gatwick congregate over our village to join the approach path.

Naturally Gatwick, and Gatwick's expansion plans are of extreme relevance to our village.

Langton Green has consistently and strongly objected to Gatwick's expansion applications, never simply as "NIMBY" objectors but because Gatwick's application fails to meet a number of important (UK Government) objectives relating to any potential airport growth in the UK. Those objectives/factors are:

1. Any need for additional flight capacity.
2. Environmental requirements, local, national and international.
3. Airport access.

A summary of the main points relating to each of these three criterion is as follows:

**1. Need for increased flight capacity**

- a. The national UK Government air traffic requirements report published in 2014 stated clearly that South East UK had sufficient leisure flight capacity for the foreseeable future but lacked sufficient business related seat and destination capacity.
- b. Gatwick is claimed to be the world's largest leisure flight airport in the world. Business flight capacity, not leisure, was identified as the future need.
- c. As well as capacity and route destinations, business travellers need flight connectivity.
- d. Additional business flights at Gatwick cannot meet that connectivity requirement in an acceptable manner.
- e. Connectivity between Gatwick and Heathrow will always be a slow process. At east 2 hours flight to flight, with a large amount of travel between airports. There is no real scope for improving this situation.
- f. A new runway at Gatwick simply would fail to provide the services needed to support the Government's real growth objectives.
- g. Whilst it might be argued that growth would be achieved through the total airport expansion project, once development had been achieved Gatwick would offer no real business volume growth to the UK; just take passengers away from other airports and redistribute any real income over a larger amount of airports.
- h. Gatwick's expansion plans fail to address the stated UK aviation expansion requirements. Gatwick would be offering the wrong services in the wrong location with little real additional benefit to the UK.

**2. Environmental needs. Local, national and international.**

- a. Air quality is already a strong local (Gatwick area) issue due to aviation impact.
- b. Sound intrusion is also a local issue. Night flights, low flying aircraft, aircraft volume and frequency.
- c. Gatwick is already causing considerable damage to the environment. Locally through sound and air quality degradation, nationally through CO2 emissions. It has been publicly stated by multiple expert authorities that the aviation industry claims of improvement in aviation CO2 emissions are based on as yet unproven technological improvements which are unlikely to ever be delivered.. Increased leisure aviation will almost certainly damage the UK's Net Zero plans.
- d. As far as six years ago, leading commentators were already saying strongly that to meet the CO2 reduction goals, leisure aviation would have to be curtailed. That need is stronger today than it was six years ago.

Gatwick's plans are damaging to the environment, locally, nationally and internationally and for these reasons should be rejected.

**3. Gatwick Airport access.**

A number of issues exist in this area of concern

- a. Rail. The London to Brighton line was reported as being at capacity several years ago with minimal scope for expansion other than building a new line. Cost. Feasibility. Timescale?
- b. The road from South London is totally constrained by the Purley bottleneck.
- c. major upgrades would be required on the M25 and M23. Cost, Timescale, implementation issues?
- d. Local access roads. Few major roads in the area designed for higher volume traffic.
- e. Some reports estimate that as few as 30% of all Gatwick passengers come from the local South East area. If so, 70% of all Gatwick passengers need to add the impact of internal UK travel to and from Gatwick to the environmental cost of their flights.

Gatwick is not a local airport, it is a national airport based on the wrong side of London, where access is already facing rail and road limitations regarding improvements, where up to 70% of all passengers already face access issues and where those services an expanded Gatwick would offer would fail to adequately address the known UK business growth and expansion needs.

In summary, Gatwick's expansion applications are for the wrong airport, in the wrong place, offering the wrong services to the nation and will cause harm to the environment and neighbouring populations.

If the Government wants to support UK business growth, the 3rd runway at Heathrow provides a solution much more in line with the national needs.

In the hope that the points raised in this letter meet with the Planning Inspectorate's agreement,

Yours

Langton Green Village Society Committee.

[REDACTED]  
Committee member with aviation brief.

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