

From: [REDACTED]
To: [Gatwick Airport](#)
Subject: Submission from Sussex Ramblers - Interested Party Reference number: 20044094
Date: 02 June 2025 10:28:29

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In response to Gatwick Airport Ltd's letter of 24 April 2025, The Ramblers maintains its objection to the proposal for a second runway at Gatwick airport.

The letter from Gatwick Airport Ltd fails to address the primary concerns raised in our submission to the Open Forum of 2 May 2024 and our initial objection in October 2023.

1) Deleterious effect on Rights of Way

There are no references to the applicant's proposed changes to the public rights of way network, both temporary and permanent. We remain particularly concerned with their dismissive approach to the **Sussex Border Path** as this long distance trail was conceived by Sussex Ramblers over 40 years ago.

The temporary diversion of Footpaths 367 & 368 east of Balcombe Road is completely unacceptable. It is almost a mile longer, on a far less pleasant route, comprising:-

- Footpath 381, part of which is fenced-in and narrow.
- Haroldslea Drive, a narrow road with motor traffic, part with no footway.
- Nearly half a mile along Balcombe Road, a very busy B road.

The permanent diversions of Footpath 346 / 2Sy are also unacceptable.

- Sharing it with National Cycle Route 21 means a loss of enjoyment and convenience for walkers, who must compete with cyclists.
- NCR 21 is itself to be temporarily diverted on to The Crescent, so more road walking again!
- And where NCR 21 rejoins its existing route, where's the continuation of the Sussex Border Path?

It is unclear where the permanent diversions will take the SBP and other paths when work is finally finished. We would expect to see Public Path Orders using Highways Act or Town & Country Planning Act to make the necessary changes to the path network. These include statutory rights of consultation, and possible objection by the public and organisations such as the Ramblers.

2) Increased aircraft noise.

Enjoyment of walking around Horley, Charlwood, Glovers Wood Nature Reserve, Salfords and Lingfield and along the Sussex Border Path is already marred by aircraft noise. And the level of disturbance on the wider SBP is already significant throughout the 30 miles between Rudgwick and East Grinstead.

Hundreds of additional flights must mean a substantial increase in aircraft noise. It will further diminish peoples' enjoyment of four of our most treasured National Landscapes, the High Weald, Kent Downs, Surrey Hills and the South Downs National Park. GAL's boasts of noise mitigation is limited to the immediate environs of the airport, and only applies to interiors. It is the effect of noise on those in the outdoors we are concerned about, whether out walking or simply being in their gardens.

Malcolm McDonnell,

Ramblers Local Footpath Warden

