

**From:** [REDACTED]  
**To:** [Gatwick Airport](#)  
**Cc:** [REDACTED]  
**Subject:** Gatwick airport application for a northern runway  
**Date:** 29 October 2023 17:21:19

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I oppose this Gatwick Airport application for a northern runway because it is a new runway –

- Policy has been misinterpreted by the applicant as this is an applicant for a new runway which does not comply with policy, Government's Aviation Strategy. Gatwick does not have 2 runways 'existing' that it can operate concurrently today as such it is a new runway being constructed at night.
- Increase in aircraft noise – evidence an additional 101,000 flights a year to a cap of 386,000.
- Decline in air quality further as Gatwick ignores the far-reaching impact of road and air emissions created by its operations.
- Lack of affordable housing locally to enable workers to walk or cycle to work as the applicant proposes. And lack of amenities eg hospitals, schools, etc
- Low skilled jobs are offered with little job security due to the volatile nature of the airport's leisure business.
- Gatwick sits on a single main road, the M23 which is deemed an unsafe smart road. To add to the huge increase in freight, passengers and workers will cause a significant increase in congestion on residential roads and an inevitable decline in air quality.
- The airport sits on the Brighton Main Line, which can't be expanded. Gatwick seeks to add an unacceptable burden to the line with over 32m extra passengers and luggage.
- We face a climate emergency, and a new runway would add a significant amount of carbon and greenhouse gases – Evidence CCC (2020) The Sixth Carbon Budget – Methodology Report. Available at: [www.theccc.org.uk](http://www.theccc.org.uk)
- Potential for flooding and sewage entering the river system again travelling to the River Arun.

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