

I have many concerns about the current proposals.

One of them is about the methods of assessing increased surface transport options and the plans that have been put before the enquiry. How did Gatwick arrive at this surface transport plan? Are the dates picked for baseline data the right ones?

RAIL:

I understand that the recent railway station developments that have taken place at Gatwick are to meet current demand up to 2036 and were not designed to cope with further airport expansion. However, the tunnels and bridges cannot be made bigger to cope with more tracks so the capacity cannot be increased for the planned additional passengers up to 80,000,000 pa. This suggests that rail transport options cannot be made adequate and they should have been a key component.

Also the enquiry heard that the baseline for data on expected increased passenger numbers was 2019 (46.6 million) but in fact most current data for 2023 shows only 40.9 million passenger journeys. Demand therefore will increase doubly from now to 80million if the runway is built. Already the railway carriages are full to capacity from Gatwick to London (I use them regularly) and the facilities for storing luggage on the

Thameslink trains are wholly inadequate. Can the figures for rail passengers be reconsidered and the possibilities for public transport to the airport given more priority?

Road Transport: driving to the airport is a more polluting method of getting there and is likely to use up more land (loss of biodiversity) in creating extra car parks. Whilst it is understood that parking is a good way to collect revenue for the airport, it would be better for the area to reduce road traffic movements by encouraging better bus, coach and rail options than are presently being suggested.

The environmental impact of all methods of getting to the airport should be better reflected in the proposals. Rather than picking an arbitrary baseline, the expansion impacts should be compared with NO expansion, especially against a backdrop of measures like air quality in the UK generally being likely to improve over the next 30 years, whereas the air quality around Gatwick is likely to worsen. Heathrow is already the largest single emitter of greenhouse gas in the UK, and I would question why we need a second emitter of huge proportion.

Can Gatwick have control over any negative impacts on air quality, noise from night flights and air quality in future? Or be required to respond to worsening of environmental impacts by changing operational methods (properly banning night flights for example);

From what I understand, more time is needed for a thorough and fully worked assessment of all aspects of environment impact, and this should lead to a reprioritisation in the planning of how passengers get to and from Gatwick in future.

Current plans for surface transport will not adequately protect the air, biodiversity or health of the population locally.