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From: [REDACTED] m on behalf of Krishnan Rainer Iyengar >
Sent: 13 May 2024 01:24
To: Gatwick Airport
Subject: Hearing re Gatwick Airport's proposal to bring standby runway into routine use - written version of oral submission 02-05-2024
Categories: Deadline

Good afternoon,

ladies and gentlemen, My name is Krishnan, I live in Crawley since 2002, currently work in the pensions industry, have worked at Gatwick in the past for two brief stints, in 2005 and 2011, I don't have any link to Gatwick Airport directly or indirectly and therefore don't stand to benefit financially from the airport's current proposal to bring its standby runway into routine use. While I do occasionally fly from Gatwick, I'm not a frequent flyer, let alone a binge flyer. Most of the time when I pass through the airport, I'm on my way to or from the railway station. I don't drive and use public transport or walk to move around locally / regionally.

I do support Gatwick's proposal to bring its current standby runway into routine use, primarily because ...

... it will enhance the resilience of the airport's flight schedules. Fewer aircraft stacked in the skies above Gatwick and its surroundings means less noise disturbance and fewer emissions for those underneath.

Bringing the standby runway into routine use will also open up more opportunities to attract more quality long-haul airlines to the airport launching new services to key business and leisure destinations around the world while enabling long-haul airlines already flying from Gatwick to increase frequencies on existing routes and launch new routes. As these services are typically operated by widebody aircraft, the additional underfloor belly space on these aircraft will open up new opportunities for local exporters, thus driving the local and wider regional economies by setting in motion a virtuous circle leading to ...

... higher levels of employment, ...

better paid jobs locally and regionally and ...

... through this wealth creation help change lives in this region for the better.

However, in return for being given permission to bring its standby runway into routine use, Gatwick must honour its informal undertaking to not use the current standby runway after 10 pm and before 7 am. At the same time, the airport should commit to give local communities living under its main runway' s flight paths a six-hourly nightly respite, from 11:30 pm to 5:30 am, and ...

... it should commit to no longer hosting private jets, as well as ...

to help fund in a meaningful way a new university campus in Crawley linked to one of the Brighton universities, specialising in artificial intelligence, augmented reality, blockchain and / or life sciences to lift long-term educational standards and increase employability locally, driving inward investment, as also ...

.... help fund in a meaningful way a new hospital for Crawley.

Let's treat and make the most of Gatwick as an economic asset to spread the benefits as widely and as wisely as possible while managing its negative impact on local communities as effectively as possible.

I appeal to those taking the final decision on Gatwick's proposal to bring its standby runway into routine use to not base their decision solely on the objections of a small number of very vocal, selfish and self-serving opponents, ...

... people who claim to care about the environment but whose leader has been spotted driving a four-by-four diesel, ...

... people who choose to contribute to the congestion and pollution on our roads because they have chosen to live where there are no meaningful public transport options as a consequence of the subdued economic activity they so prize, ...

.... people who say the local infrastructure can't cope with any further expansion at Gatwick but fail to mention that this is largely the result of decades of intentional underinvestment as a consequence of the neoliberal and austerity policies many among them, their councillors and MPs so wholeheartedly support, ...

people who - in the midst of cost of living crisis - are more concerned about the values of their generally well above average priced homes than that whether someone less privileged than them can put food on the table and has a roof over their head if Gatwick's ability to continue to create jobs directly and indirectly will be compromised as a result of no longer being able to expand, with Crawley, a town of approximately 110,000 (which b.t.w. is home to more people in the area surrounding Gatwick Airport than all the other towns and villages in its vicinity combined, and which suffered immensely during the worst of the pandemic when the airport was closed) - talk about blighting the value of their homes without giving a thought to thousands of lives whose employment prospects and futures will be blighted as a consequence of their preferences should they prevail, ...

... people who love to talk about the costs incurred the NHS on account of sleep deprivation and other - mainly atmospheric pollution related health hazards allegedly caused by Gatwick Airport, but choose to totally disregard the costs incurred by the NHS as a result of depression and other mental and physical health issues caused by long-term unemployment if Gatwick Airport can no longer provide sufficient employment for Crawley residents of working age, both directly and indirectly, and, lastly ...

... people who are unrepresentative of the wider population - both in the local area and the UK as a whole, where working class and ethnic minority voices are conspicuous by their absence.

K.R. Iyengar