

I do not agree with Gatwick Airport's reasons for expanding the airport with a second runway because it will cause irreversible environmental damage on a scale which is unjustifiable. It will generate a further 100,000 flights a year and emit potentially close to 1 million tonnes of carbon into the atmosphere. This makes no sense when the impacts of global warming are becoming all too evident. The thousands of people that live in the surrounding areas of Surrey, Sussex, Kent and AONBs within these districts will have their lives further blighted by airport noise and air pollution. The importance of the Areas of Outstanding Natural Beauty have not been addressed. Due to the modernisation of airspace we now have many more planes flying on multiple concentrated routes over all the districts, including us. This would only double, creating motorways in the sky overhead and become intolerable.

Gatwick Airport say that airport expansion is necessary in order to double capacity to more than 75 million passengers a year for reasons which are not clearly justified. Gatwick claim that a bigger airport will make us more internationally connected and able to transport more freight globally. We are already internationally connected with airports all over the country and in the southern half of the country, sufficiently with Heathrow, City Airport, Luton and Stansted as well. More goods and freight going out of Gatwick will mean hundreds more huge lorries transporting this cargo along all of our local road network. The added traffic from additional passengers who may travel by car will also add to the pollution and congestion on local roads. Gatwick Airport say that a benefit of expansion will be upgrading our road networks, but this will only benefit the airport not the wider district as rural roads will not be upgraded, just overloaded and more dangerous. With an average of around 80,000 passengers a day, and around 21,000 employees at the airport, Gatwick generates a large volume of road traffic. This adds to congestion on the M25, and is particularly serious on the rural roads east and west of the airport. Emissions from aircraft, air-side support vehicles and airport related traffic all contribute to the build-up of harmful gases such as nitrogen oxide, VOCs (Volatile Organic Compounds) and ozone.

In their consultation Gatwick have made claims about numbers of new jobs and local economic benefit. The expansion plans benefit the Airport and the related Aviation industries. They do not benefit all the towns and businesses of the wider area. Gatwick has failed to assess the adverse economic impacts the proposed expansion would be likely to generate by increasing outbound tourism, including the negative impacts on the UK tourism industry and balance of trade. Business passenger demand has now decreased as thousands more people work remotely than travel abroad for every business trip.

Gatwick Airport expansion will mean that space for new car parks, 3 hotels, offices, freight-handling warehousing and potentially mass liquid hydrogen storage will be required, both inside and outside of the Gatwick boundary. Removal of green land to accommodate Gatwick's growth is inevitable as there is no suitable place for alternative fuel stores inside the small boundary of Gatwick or new terminal.

In summary, there should be no further expansion of Gatwick Airport as it would have seriously negative impacts on noise levels, air quality, landscape and nature in the surrounding area and beyond which will destroy it forever. This would far outweigh the benefits to Gatwick and its owners and shareholders. To conclude - there can be no airport expansion if the UK is ever to meet its net zero targets in the future.