

I am writing in opposition to the planned expansion of Gatwick Airport and the desire to put into full use the Northern Runway. The basis for my opposition is as follows:

Lack of capacity in the local infrastructure and inability to add required capacity to meet the forecast demands laid out in the proposal from Gatwick airport:

- The train service is already at capacity. I get the train from Gatwick (LGW) several times a week. There is already standing room only on the faster trains at Gatwick and barely room for additional passengers on all trains by East Croydon. The line has no option for additional trains or tracks given the bottle necks on the line and the route North into London and existing tunnels.
- The roads are already under tremendous pressure. There is no East West public transport option and poor road networks.
- Surrey already has the most journeys of non residents through it outside of London. There is no way our local roads that are filled with traffic to Gatwick already, especially as soon as there is any issues on the M25, can cope with the increased volume.
- Labour supply to Gatwick is a real challenge, it was the airport that suffered the most in getting staff post covid and a lack of staff was a big factor in the airport struggling to bring on more aircraft and capacity.
- We know that there is a challenge in management of waste water with the local treatment plant already dumping water regularly into the river. 33m additional people generate a tremendous amount of additional waste.
- Noise of planes on the ground is already a major issue for residents. The additional runway and flights means a big increase in that noise. It is already at a point it is clearly harming the mental health of local residents, families and children.
- Exactly the same challenge of noise from flights in the air where existing noise from planes taking off, landing is already causing harm to local residents. The forecast traffic from 37m to 80m is simply too many for residents to cope with. Additionally the forecast from Gatwick Airport shows the intention to have larger, heavier planes that will cause more noise per take off and landing and cause more pollution per plane.
- Right now there is already an issue with planes being held low due to low planes also coming from Heathrow. At the moment residents are having to deal with traffic from both and the issue of planes held under 10,000ft leaving Gatwick to stay under those from Heathrow (LHR).
- The legal victory from Sarah Finch with Horsehill indicates that planning consideration should be for not only the direct environmental harm but also the total net impact. Increased capacity means a big increase in total flights, heading to destinations further away. This means the full impact not only of the airport and locally but the full impact of the whole flight, impact at destination and returning flights has to be considered.

- <https://www.supremecourt.uk/cases/uksc-2022-0064.html>

- There is a Net Zero target the government has signed up to. Aviation also has targets linked to this. This level of growth will not enable the net zero targets to be hit as there is no confirmed route to bring in either electric or SAF (Sustainable Aviation Fuel) use to a level that can offset this demand. This is especially true given the long lifespan of aircraft so all those being brought into service remain in service for another 25 to 35 years. There is going to be little change to aircraft design at a commercial level over the coming 10 years given the very long development and testing lead times (a single new plane can take 10 years). If we take an average lifespan of 25 years, we are likely to see today's aircraft design and fuel use in service in 2050. All that additional volume is therefore all additional CO2.

### **The Countryside and Rights of Way Act**

- this planning application on the basis that it is in breach of the Countryside and Rights of Way Act, the latest amendments of which were made in December 2023. In Section 85 of that Act, it very clearly states that public bodies such as the Planning Inspectorate has a responsibility that has to be considered in relation to this planning exercise.
- **"In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty".**
- The countryside around Gatwick Airport is that of outstanding natural beauty. There are multiple public footpaths and bridal ways that criss cross the local countryside. **Footpath 414** is one such footpath that today overlooks Gatwick airport. The proposed planning will directly negatively impact the surrounding environment viewed from this footpath.
- As well as the direct expansion and destruction of an area of natural beauty the **volume of traffic through the Surrey countryside and country lanes, will increase considerably causing further pollution, noise and harm to the local environment across Surrey and Sussex.** This is particularly an issue for East, West traffic with no major routes. With the M25 further North already struggling with capacity and many drivers turning to satellite navigation on phones to find alternative routes on roads through the countryside.
- Furthermore the local sewage treatment facility is already consistently having to dump waste in the River Mole. The infrastructure is just not set up locally to manage this additional volume of people. Whilst water authorities are not allowed to oppose planning themselves, it is clear that approval of this application would result in yet more sewage being dumped, harming the environment and flowing down the river Mole through the Surrey countryside. Important to note that this area is one of 36 national protected landscapes of England, having equal landscape status and protection to a National Park. All public bodies have a 'statutory duty of regard' to protect and enhance the natural beauty of the Surrey Hills landscape.
-

- **Therefore in light of the clear and documented Countryside and Rights of Way Act, Section 85, for “public bodies” as detailed below in relation to the protection of land of outstanding beauty, you have a responsibility to reject the planning application due to the significant negative impact this will have on the natural beauty of the area.**