



The countryside charity  
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Heidi Alexander, MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR  
United Kingdom

19 December 2024

21/12/24

Dear Secretary of State,

**Application by Gatwick Airport Limited for an Order Granting Development Consent for the Gatwick Airport Northern Runway Project**

**Unresolved matters following DCO hearings**

CPRE Sussex took part in the hearings on the application to expand Gatwick and now sees that a number of interested parties have been asked to help resolve some outstanding issues with a deadline given for responses of 23<sup>rd</sup> December 2024. We were not one of the interested parties invited to respond but we are very concerned that such serious matters are still outstanding at this late stage. We believe this shows how impractical a 2-runway airport at Gatwick is. We cannot see how expansion could possibly proceed in such a situation without causing substantial degradation of Sussex's environment, harm to the health and wellbeing of a substantial number of Sussex residents and a further up-tick in the impacts of climate change.

CPRE Sussex remain firmly opposed to Gatwick expanding to a second runway. Evidence accumulates all the time supporting our position and so we remain opposed for the reasons set out below. We submitted these as part of the DCO process but, given the uncertainty over major matters that remain, we wish to bring our position and the views of our members and supporters to your attention.

We are especially concerned because the significance of greenhouse gas emissions seem to be washed over in the Gatwick Carbon Action Plan that is grounded on (a) a mis-reading of policy documents such as Flightpath to the Future and thereby a reliance on government stepping in to deal with future technological failures, (b) aviation technologies that do not exist in any operational scale sufficient to meet the UK's Net Zero ambitions and (c) a weak approach to monitoring progress based on local resources that are already overstretched. If the Government is serious about Net Zero but still wants airports to expand it needs to square the circle by imposing conditions that ensure greenhouse gas emissions will be capped or captured. The aviation sector

To promote, enhance and protect a thriving countryside for everyone's benefit

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cannot possibly object to such conditions as such measures are included in their own roadmap to Net Zero.

We will write to other relevant Ministers on some of the lack of realism that is linked to the deployment of possible future aviation technologies in due course. These matters relate particularly but not solely to the use of so-called Sustainable Aviation Fuels. The evidence base behind the deployment of these technologies is rather weak and has been rather overstated in official documents.

As well as our concerns on greenhouse gases we have set out our concerns about some of the other outstanding matters (such as the inadequacy of sewage treatment and local housing crises fuelled by a lack of truly affordable rented accommodation) and attach a petition signed by a high proportion of our members and supporters. Unpromoted, many signatories made a short note of what they feel about a second runway at Gatwick.

Our detailed points follow:

### **Non-compliance with Policy**

A DCO application must be compliant with national policy. The Gatwick Northern Runway proposals are not consistent with national aviation policy (as we argue in our submissions relating to DCO hearing ISH1 – CPRE Sussex, Deadline 1 submission, Annex 1). The Applicant knows Gatwick is described by its owners as a “single runway” airport so claiming it has two already is surely inappropriate. The proposal is for a second, fully operational runway (with associated extensive reworking of taxiways and other works) and therefore a new one. The Airports NPS still indicates that any new runway in the south-east should be at Heathrow. ‘Beyond the Horizon – Making Best Use of Existing Runways’ does not envisage the creation on new runways so the proposal must be out of scope of the policy. Moreover, the proposed increase in passenger numbers exceeds the percentage figures envisioned for any increase resulting from “making best use”.

### **Failure to fully act on advice on climate change so as to reach Net Zero by 2050**

The Climate Change Committee’s advice is clear that there should be no airport expansion without clear demonstration that the sector will outperform emission expectations on the path to Net Zero. The Applicant has not clearly demonstrated that will happen.

The Applicant and the Draft DCO (even as amended) do not address the need identified in Flightpath to the Future (p8) for each airport that seeks to expand to address its climate change obligations. This is surprising given the scale of the climate change impacts of carbon dioxide and non-carbon dioxide emissions on Sussex and elsewhere. There are various aspects of this, some of which CPRE Sussex sets out in its Deadline 4 submission to the DCO hearings. Other points now arise from how the Applicant has previously responded to the ExA (e.g. Response to the Examining Authority’s Written Questions – Climate Change and Greenhouse Gases, p3) and the absence of emission cap measures in the draft DCO or any measures that will capture carbon dioxide emitted.

To meet climate change obligations the Applicant appears to rely on the High Ambition scenario in the Jet Zero Strategy documents which are heavily dependent on the introduction of technologies (such as Sustainable Aviation Fuels) that do not yet exist at the necessary scales and whose emission savings have been called into some question by the Royal Society through its call for more research (CPRE Sussex Deadline 4 submission). A key issue here is how carbon emissions are accounted for. In considering Sustainable Aviation Fuels (SAFs) account is taken of the greenhouse gases emitted by the production process. This substantially reduces any emission savings from the

use of biofuels. The Life Cycle Analyses (LCAs) supporting use of these fuels do not as yet account for the fact that carbon that would have remained in the terrestrial environment (e.g. as a forestry waste or a waste oil) will still be transferred to the atmosphere so they are not fully complete as LCAs, even though they take production emissions into account. It is inconsistent if the Applicant accepts this is good to do for SAFs but then rejects any idea of doing this for standard jet fuels from fossil fuel sources (e.g. Response to the Examining Authority's Written Questions – Climate Change and Greenhouse Gases, p3 et seq). Failure to account for this makes the assessment of greenhouse gas impacts unbalanced as different kinds of fuels are treated differently.

We note also that the Applicant has not fully answered the point made by the New Economic Foundation that the climate change impacts of non-carbon dioxide emissions need to be accounted for by use of the accepted established DESNZ multiplier (The Applicant's Response to Written Representations: Appendix D – Response to New Economics Foundation pp 2 and 3). The Applicant argues that DfT guidance allows the Applicant to make no use of the multiplier even to perform some sensitivity analyses. This does more than run against the spirit of this guidance. Since application of the multiplier to the proposal's emissions could push increased emissions into the range where they must be taken into account in the ExA's recommendations absence of any use of the multiplier seems to be a serious weakness in the Applicant's case and makes it harder for the ExA to make its assessment of the proposal. Surely the EXA needs to know whether the projects greenhouse gas emissions and other emissions have to be taken into account or not in terms of their national significance with respect to the Sixth Carbon Budget?

CPRE Sussex believes that for the above policy and climate change considerations the Applicant's proposals should not be given approval.

Should the Government be minded to approve expansion in despite of the above considerations then CPRE Sussex would ask that the DCO should be further amended as follows:

**A decreasing carbon emissions cap aligned with the aviation sector's own roadmap to Net Zero**

The "carbon plan" in the draft DCO and other responses of the Applicant (say to the New Economics Foundation and others) reinforces the view that the Applicant is over-reliant on the speculative roadmap and high ambition scenarios contained in documents such as the Jet Zero Strategy, Jet Zero Strategy One Year On, and Flightpath to the Future (see the CPRE Sussex deadline 4 submission).

CPRE Sussex notes that the draft DCO as amended by the ExA already places restrictions on operations in relation to noise and public transport. We fully support these amendments.

CPRE Sussex ask that a similar amendment is made to restrict greenhouse gas emissions if the high ambition scenarios for emission reductions are not being achieved. The desired rate of reductions in emissions to reach Net Zero could be deduced from the roadmap. If the Applicant wishes to depend on the high ambitions inherent in the aviation Net Zero roadmap to meet its climate change obligations, then they should be willing to accept the need to operate within the emission reduction pathway indicated by the roadmap. The Applicant has several ways in which it could implement a declining cap on emissions by, say, reducing use of aircraft stands or that of the proposed second runway if the sector as a whole were not delivering on the technology in a way that meant Gatwick emissions would be on track to reach Net Zero by the due date. The choice of method would be up to the Applicant. The government would not be restricting flights per se if the DCO had a declining greenhouse gas emissions cap. Other international airports and governments

are taking or exploring not dissimilar approaches (e.g. Schiphol). CPRE Sussex has already suggested that technology could be installed to achieve free air capture of carbon dioxide – again this is part of the roadmap to Net Zero. This could be a necessary condition of the operation of two runways, say, after 2035 (we do not propose an earlier date because we accept this technology is not yet available at sufficient scale). Annual reporting on emissions should also be explicitly required so that progress can be transparent to all users of the airport and local residents and so the SoS can base any decision to restrict future operations that were exceeding national emission budgets on transparent and robust evidence. Non-carbon dioxide emissions would need to be accounted for as well as carbon-dioxide ones.

## **Concerns on other matters that still appear unresolved**

### Waste Water Treatment

CPRE Sussex is concerned that this matter, where an upgrade of the current WWT plant is urgently needed to cope with existing demand and problems of flooding linked to rainfall and intense rainfall events (driven by climate change), remains not fully resolved. CPRE Sussex are concerned that the economic difficulties of Thames Water may prevent any upgrade occurring in a timely fashion and that the Applicant needs to provide an on-site facility for treating foul water emanating from the site due to higher numbers of staff and passengers. We recognise that this would be a significant extra cost for the Applicant, but this seems to be the only way the waste can be dealt with without the risk of imposing harm or damage on nearby residents and the environment. The DCO needs to be as clear as possible on this need for an on-site treatment works that is state-of-the-art (e.g. similar to that deployed by Southern Water near Hailsham, Sussex).

### Airspace use and visual and audible intrusion affecting the amenity of the National Park and High Weald Area of Outstanding Natural Beauty

This issue is linked to matters of exactly where increased numbers of aircraft will fly and how airspace might have to change should a second runway be operational. We note the concern expressed by some airlines (EasyJet, British Airways) on airspace suggesting this issue needed more consideration. Noise and visual intrusion can decrease the enjoyment people get from visiting these nationally important landscapes, so some account is needed of this. We are surprised that modernisation of the airspace was not included within the proposals because without that these impacts cannot be assessed.

### Air Quality and Odours

The issues discussed at ISH9 on these matters need to be reflected with air quality standards being binding in the DCO. As knowledge improves the impacts of poor air quality in the environment and on people are becoming clearer. Standards are rising, so the DCO should have targets in line with the WHO recommendations with the option for these to be tightened over time. Some safeguards are likely needed to protect local residents and the environment from odours that may arise from the handling and use of alternative fuels. We recognise there is uncertainty in respect of this but some provision for preventing nuisance is needed.

CPRE Sussex is concerned that the Applicant's approach to the risks of poor air quality to human health (and the health of its various employees, members, volunteers and supporters) is misconceived since comparisons are made to the risks of smoking. This frames the risks wrongly as one risk is voluntary (unless the individual is exposed to passive smoking) and the other is imposed by a polluter. This undermines confidence in the ability of the Applicant to frame risks

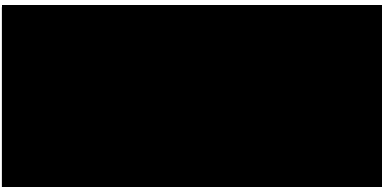
appropriately. This, in turn, indicates that more weight needs to be given to the views and expertise of other individuals and bodies who use more appropriate framing, such as the expertise and assessments provided by CAGNE and less weight to the material supplied by the Applicant.

#### Housing and transporting the workforce

Sussex, and Crawley especially, is already under substantial housing pressure (e.g. see CAGNE submission REP1-149) and is subject to widespread development that is proceeding without due weight being given to (a) the need to supply and treat water without damaging the environment, (b) the need of communities for local social infrastructure and (c) the loss of land and its associated services already performing other functions for society (e.g. agricultural land, amenity land that helps mitigate flood risk). Housing and transporting the workforce for a two-runway airport would put further pressure on local and even regional transport systems, housing supply and housing markets. Such wider impacts of the proposal need to be recognised as this will affect the ability of the airport to function without off-site impacts causing substantial problems for Sussex's economy, countryside and green spaces. These wider negative impacts of this NSIP could have been given more consideration by the Applicant and should be considered in the ExA report on the proposal.

Finally, I should point again to the aviation sector's own roadmap to Net Zero. This includes an element of demand reduction that does not appear to have featured yet in airport expansion plans. Indeed, they are inconsistent with them. Yet another reason not to approve Gatwick's second runway.

Yours faithfully,



Prof Dan Osborn,  
Chair, CPRE Sussex.

Copied to CPRE central staff, Director CPRE Sussex and staff and CAGNE

## **Stop Gatwick expansion – no 2nd runway in a climate crisis**

Dear Secretary of State

Please reject the application for a Development Consent Order to effectively give Gatwick Airport a second runway.

The proposals will mean unacceptably increased noise for residents close to the airport and under the flight path, increased air pollution, significant disruption and cost in accommodating additional unsustainable surface transport to and from the airport – and it is simply incompatible with the need to reduce greenhouse gas emissions in the midst of a climate crisis.

The economic costs of Gatwick expansion run into billions of pounds – and they will largely fall on the taxpayer and society at large, rather than the aviation industry. Analysis in 2022 estimated that the cost of cleaning up carbon emissions alone from Gatwick expansion will be £9.1 billion, of which only 7% will be paid for by the aviation industry. [1]

The health and wellbeing costs will be significant too. In addition to increased noise and light pollution from further aircraft movements, air quality – already poor – is likely to be made worse by additional flights and increased surface transport. Research has identified levels of air pollution close to Gatwick that are already “similar to those measured close to a highly trafficked road in central London”, with noise pollution levels above those recommended by the World Health Organisation. [2]

Critically, the expansion of Gatwick is fundamentally incompatible with the scientific evidence around global heating. The Government’s own advisers at the Committee on Climate Change have made clear that “there should be no net airport expansion across the UK.” [3] At present, the Jet Zero ‘plan’ to reduce aviation’s carbon-intensity amounts largely to crossing our fingers about technologies that do not yet exist, or have not been demonstrated at scale. With Sussex, and the wider world already experiencing the devastating effects of heatwaves, drought and water shortages and of flooding and biodiversity loss, we cannot afford to make things worse.

Finally, the manner in which the application process has been conducted – with limited meaningful consultation and thousands of pages of documents only released to the public very late in the day – has been a travesty of democracy, with residents and their local councillors given little scope to have a real say.

We ask that you turn down Gatwick's expansion plans and embrace a greener future for Sussex and our transport system.

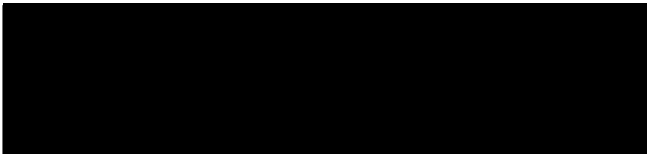
References:

[1] New Economics Foundation Public to foot £62bn bill for climate damage from airport expansions <https://neweconomics.org/2022/01/public-to-foot-62bn-bill-for-climate-damage-from-airport-expansions>

[2] Tremper et al. Sources of particle number concentration and noise near London Gatwick Airport <https://spiral.imperial.ac.uk/handle/10044/1/94356>

[3] Committee on Climate Change 2023 Progress Report to Parliament <https://www.theccc.org.uk/publication/2023-progress-report-to-parliament/>

Signatories to this petition  
enclosed



19/12/24

First name Last name Address City Zip code Comments

[REDACTED] There is enough noise from Gatwick already a further runway would increase this enormously I object to this application

[REDACTED] Please show some leadership on this and listen to the scientists. We are on the verge of ecological collapse.

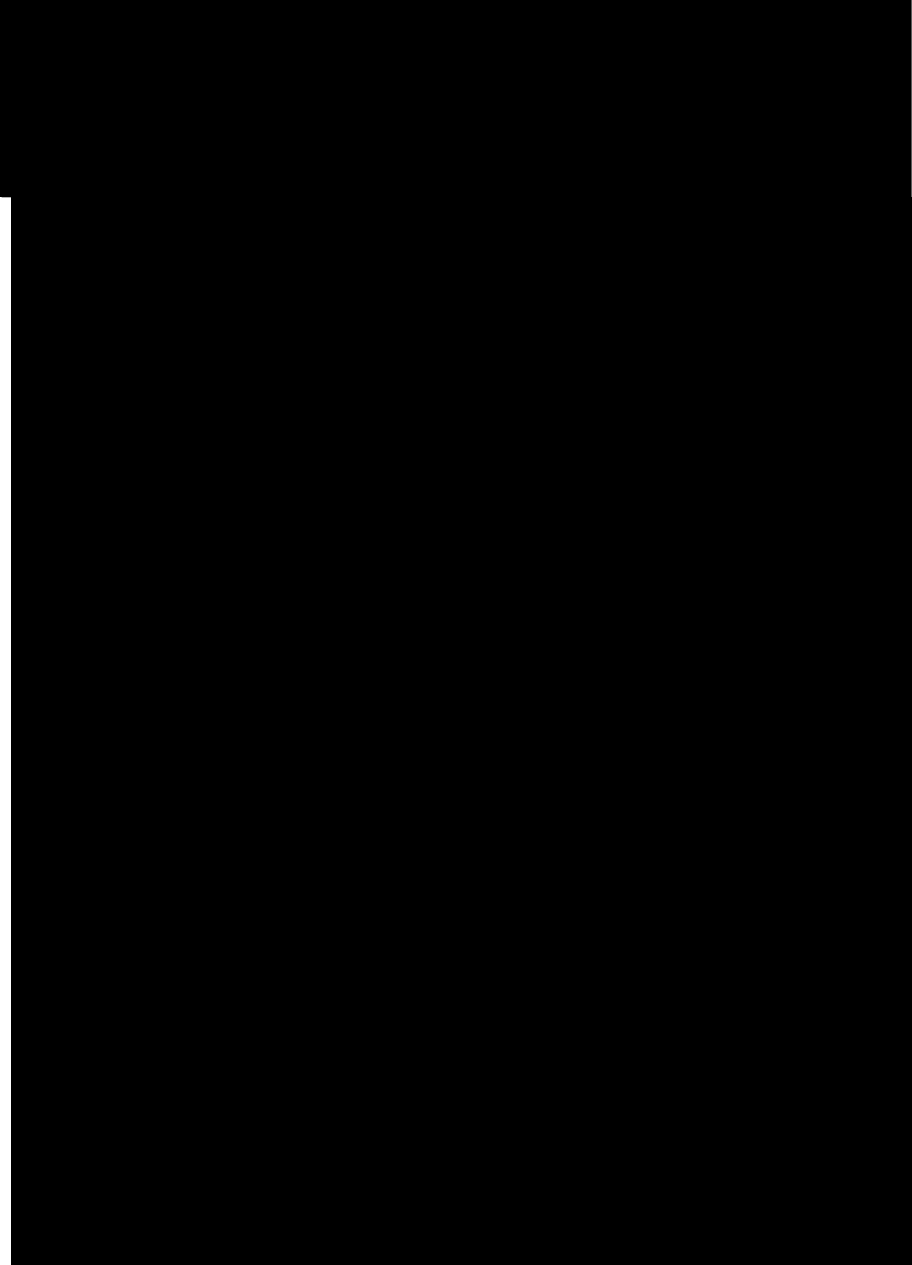
[REDACTED] PLEASE NO, NO , NO !!!

[REDACTED] We should be reducing air travel, not increasing it. The cancellation of HS2 followed by an increase in Gatwick's capacity would be madness when we are in a climate emergency.

[REDACTED] Gatwick should not be expanded. A second runway will add to climate change and increase existing local pollution

[REDACTED] Stop Gatwick expansion - no 2nd runway in a climate crisis





No to a second runway at London Gatwick, our lives are polluted enough with the current flights that over fly us and increasing the number of flights will make living near Gatwick a health risk.

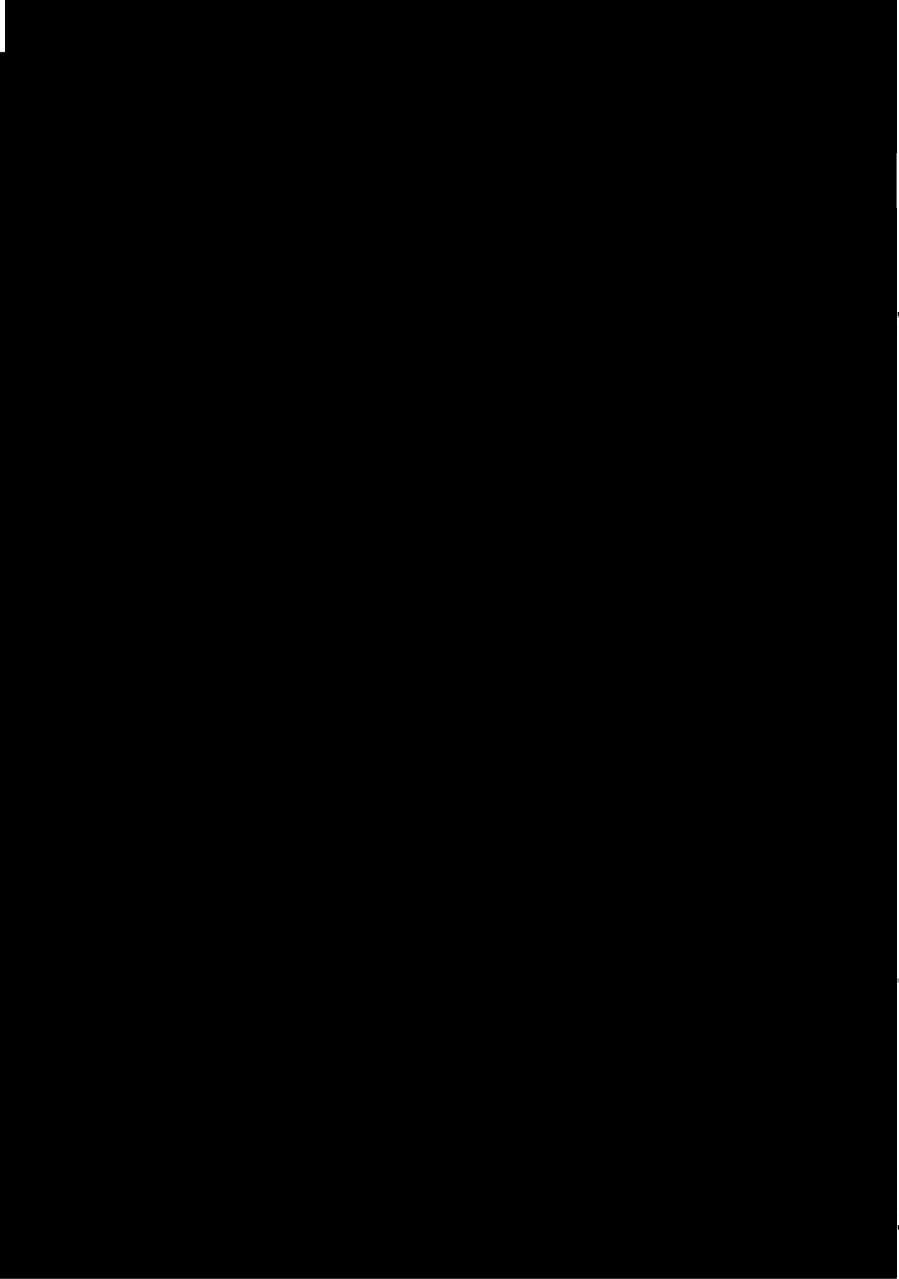
This is encroaching on woodlands enjoyed by many and the habitat of several breeds of birds and other wildlife. It will also result in increased noise and pollution for all those who live in the area which is heavily populated.

Having lost out to Heathrow after exhaustive enquiries LGW is determined to expand regardless. There should be no expansion at LGW in any event but this application is a Trojan Horse and should be rejected for that reason alone.

good luck

this govt has failed democracy so many times please do not give approval

This plan is outdated. It has been overtaken both by climate change and by aircraft technology (which makes direct flights to regional airports more viable). It also demands that more housing and road traffic be crammed into the already over-crowded south east.



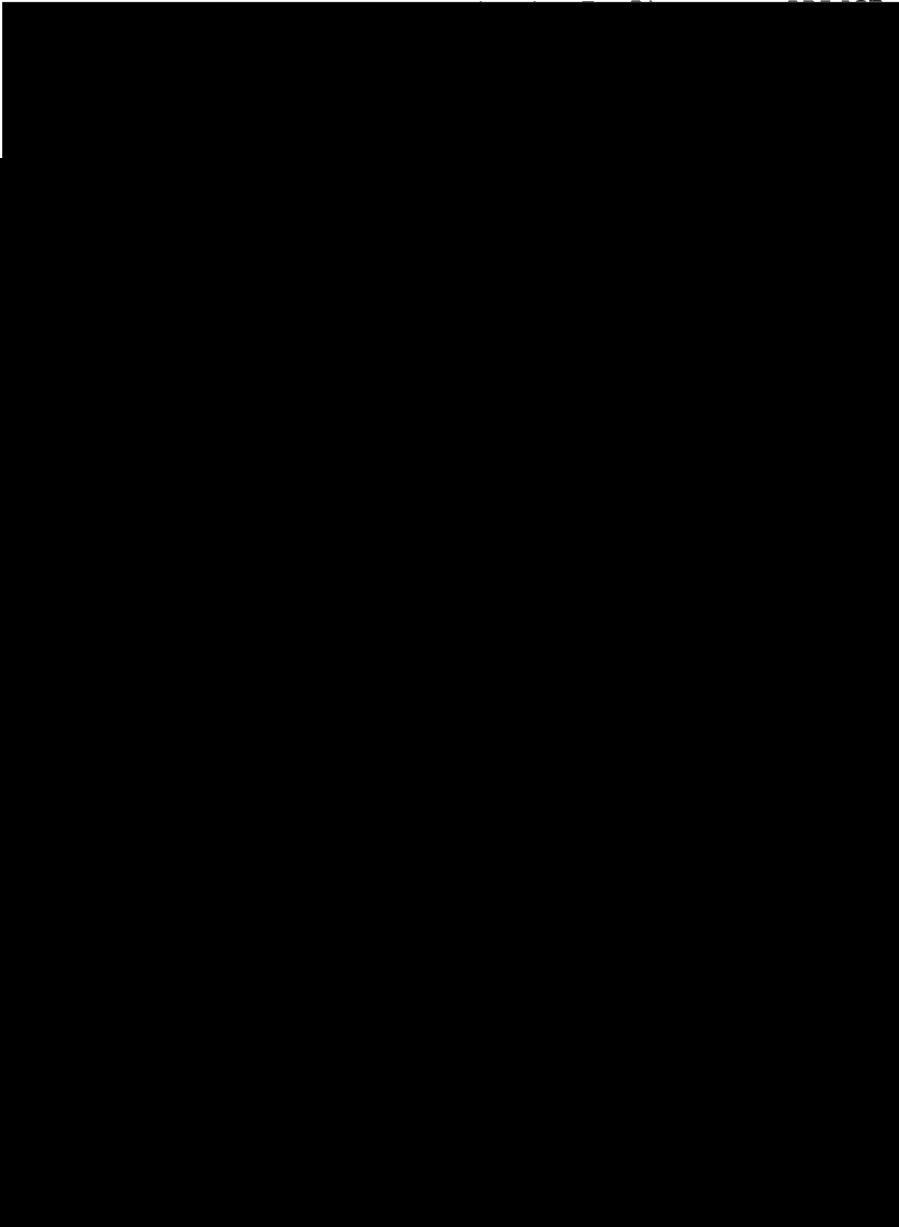
Just because something is not yet against the law doesn't mean it's not wicked.

Its madness that with the current climate crisis that this is even being considered .Less than 10 miles away the ULEZ has been brought in yet it is still considered ok to increase the number of flights which are mainly for holidays (non essential)

I live 5 miles south of Gatwick Airport and do not wish further air pollution.

We have enough pollution in Crawley from the A23 dual carriageway and the M23, we do not need more flights from Gatwick!

This expansion is totally irresponsible. The cost to the countryside would be unacceptable even without the climate crisis.



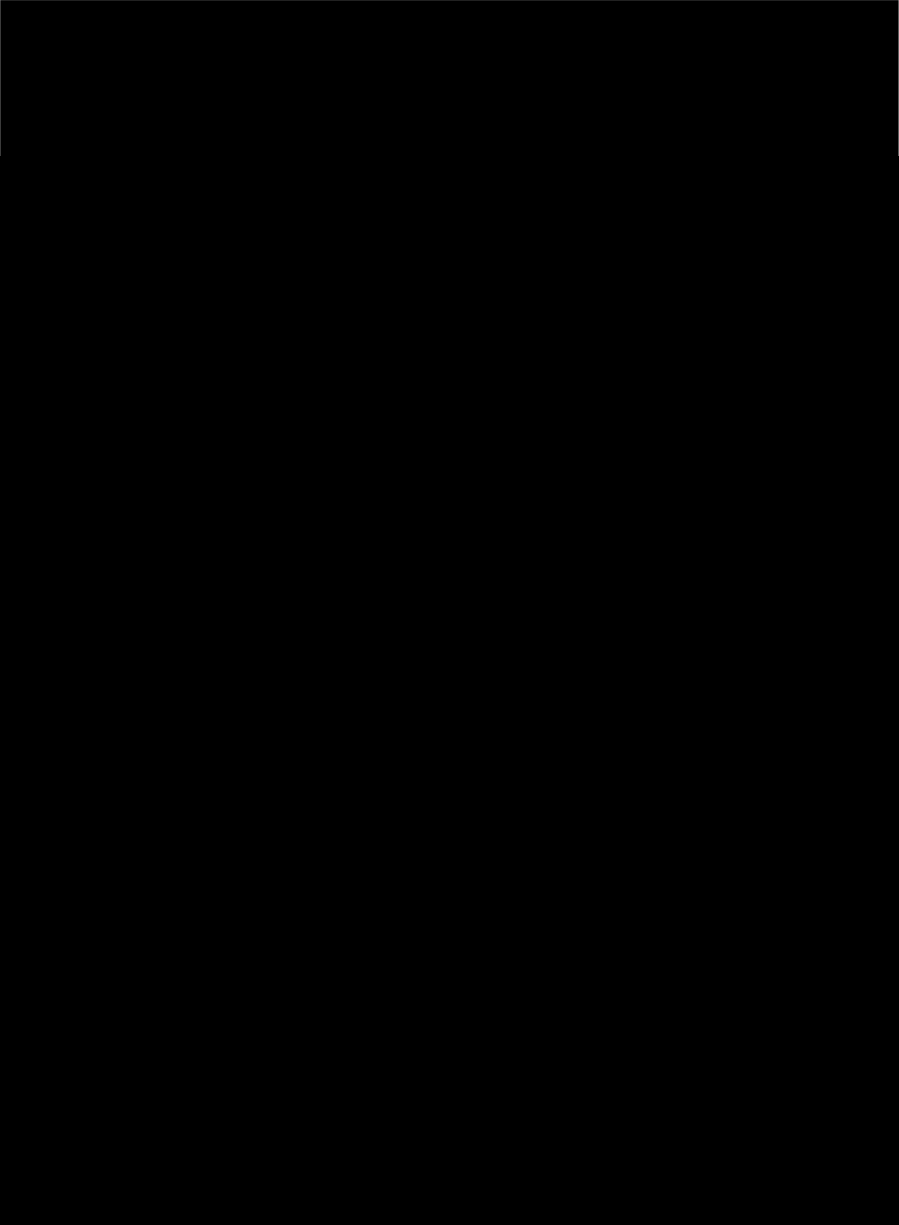
Increasing flights from Gatwick Airport by allowing regular use of the emergency runway must not be allowed because the planet is in the grip of a climate crisis which would be made worse by more flights.

I agree it's too much people should be cutting down on short haul holidays and flying less not more. Bad thinking for the environment along with mistakes our PM is making and not caring enough

Net Zero is vital... Be a hero

I live in Kent, but the noise of constant overhead flights until late at night is already too much before any proposed expansion.

I am against the second runway



The Government needs to stop continuing on the existing path of growth to meet demand. We live on a finite planet and need to match our demands to what the planet can provide without harming nature including humans. We cannot continue to expand airports. We need to curb flying. Please do not expand Gatwick airport.

We should not expand any facility which will increase flights. There is a climate emergency. No additional fossil fuel usage should be built into our infrastructure. I am also concerned about noise levels, including that from flights over Uckfield, which experiences unofficial overflying.

This stupidity beggars understanding.

With no additional infrastructure support - no additional housing, schools, roads, rail, GP Surgeries, hospital - this whole exercise is doomed to cause untold misery on the county.



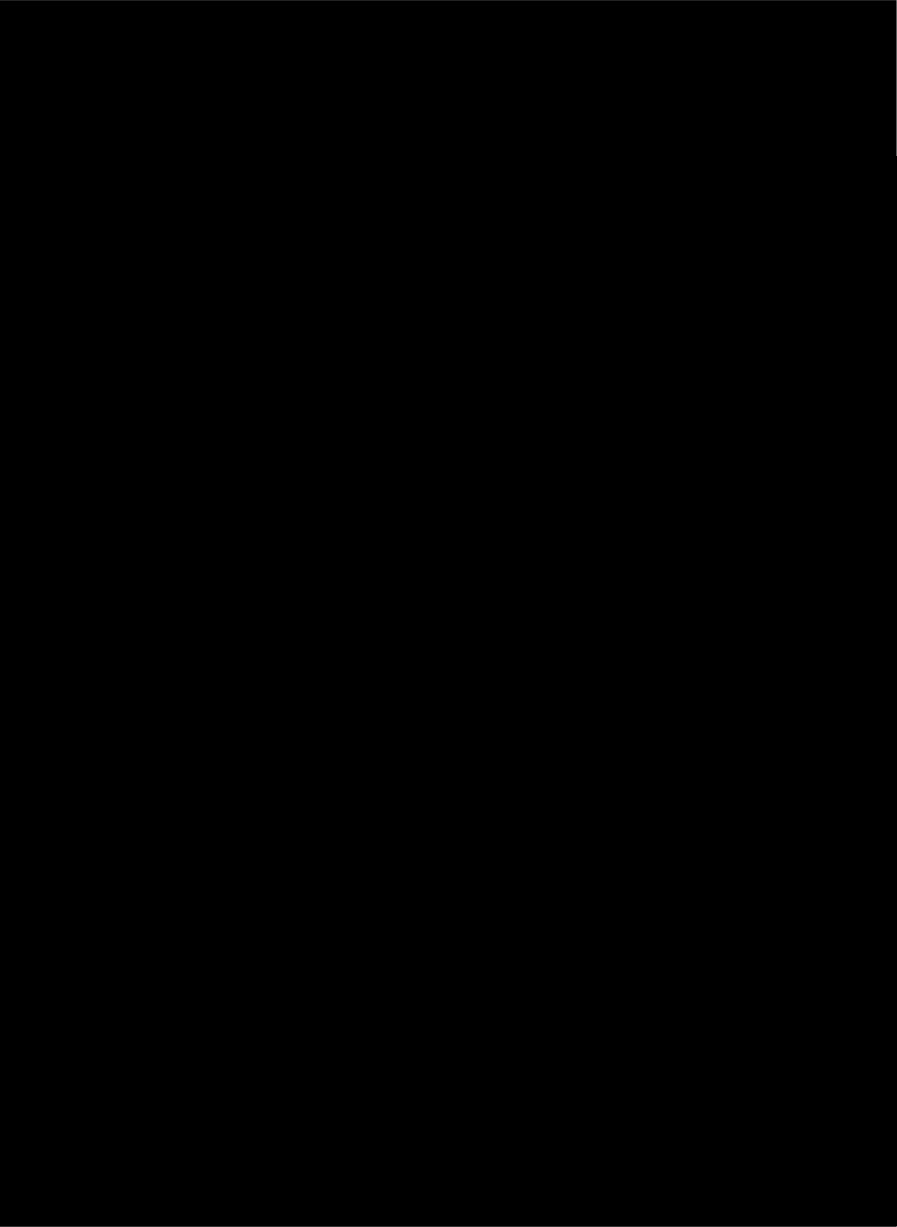
No second runway for Gatwick. Think of the climate

Think big. Have courage. Your decision impacts all future generations - do you want to be responsible for accelerating climate change?

This expansion must be stopped

Incompatible with UK commitments on climate & should not be allowed

At a time when the world we live in is under threat from climate change and excessive carbon emissions, the last thing we need is more air traffic and the pollution and devastation it creates to the world's climate.

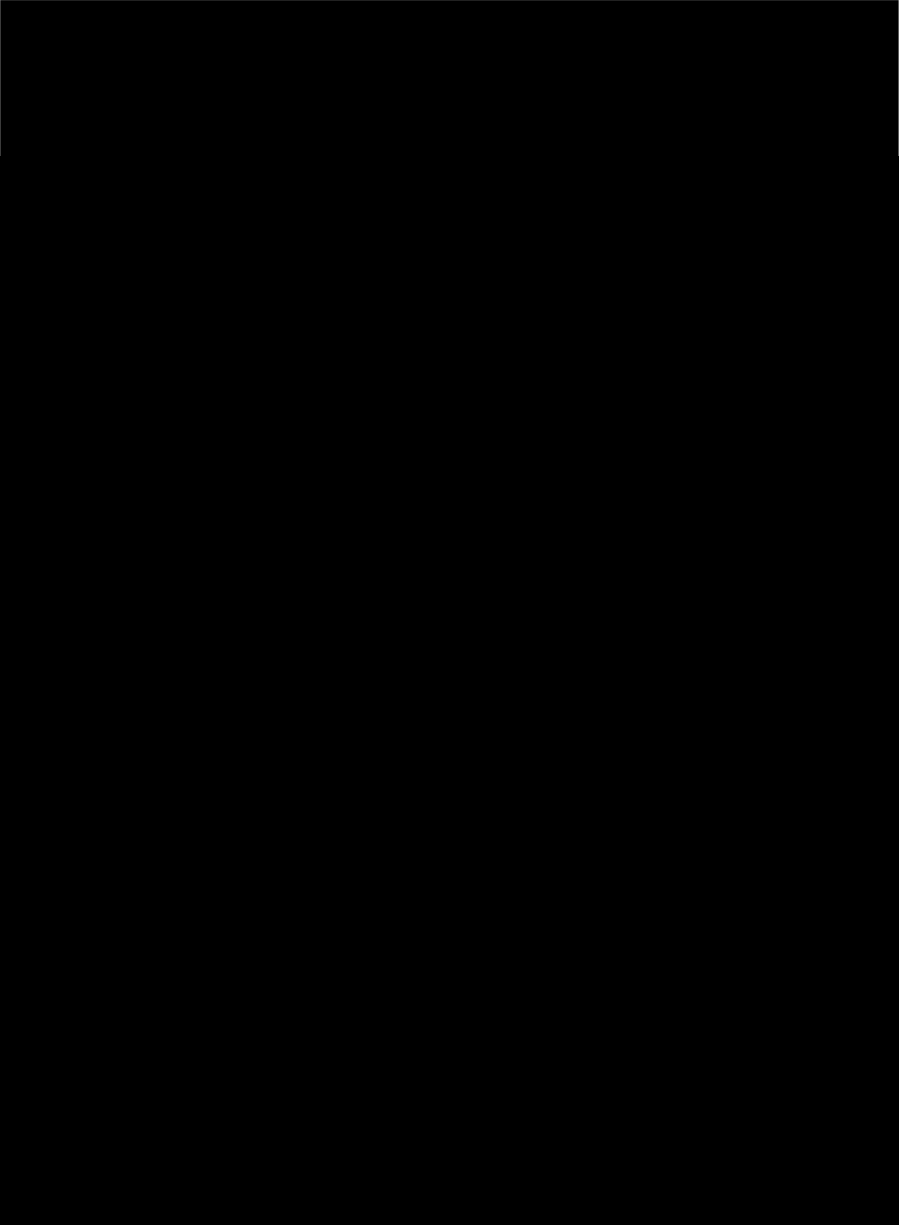


The expansion of Gatwick Airport would be completely incompatible with any efforts to reduce this country's carbon footprint. On ecological grounds there is absolutely no way this should be allowed to go ahead

Converting the "emergency" runway is using a back door method to expand Gatwick which we have been given promises that it would not happen. Plus an emergency runway is just that, which will make it a "smart motorway" with no plan B absolutely ridiculous !!

Absolutely opposed to increase in air traffic

I've already written to my local MP (and actually received a positive reply)!



This proposal makes a mockery of the real and urgent need to tackle the climate emergency. We should be apologising to our grand children for the catastrophe we have created for them.

Will create more noise and traffic conjustion  
Absolutely no to second run way. Terrible idea

**DO NOT GO AHEAD WITH THIS POLLUTING PLAN!**

This is just not on!

I find it inconceivable that this is even being considered at a time when the impacts of climate change around the world have never been so obvious.

The new runway undermines our (UK) commitments to control and reverse climate change. Reversal of cuts to Eurostar and expansion of international rail options to connect with expanding European network are needed instead.

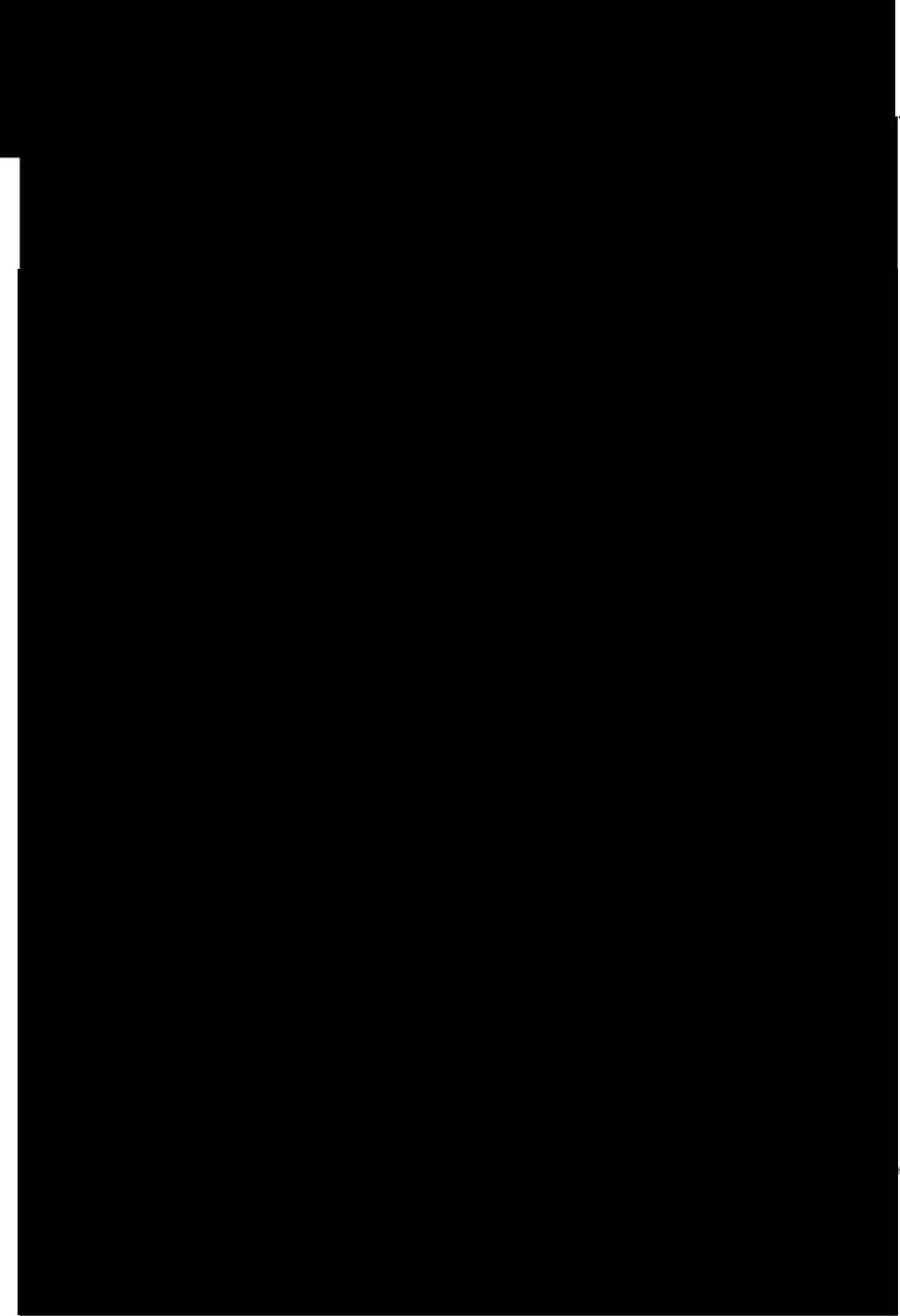
My family's sleep has been severely impacted by flights from Gatwick all through the small hours of the night and this is having knock on health impacts. The idea of increasing this is unbearable. I understand that Gatwick's CEO, [REDACTED] can expect to gain a £5 million bonus if the application is approved, despite the suffering caused to people and the planet.

The UK climate advisory group (The CCC) have spelled it out for the government - there should be NO AIRPORT EXPANSION

Please listen to your own advisors

If this new runway is granted planning consent it will be catastrophic for the quality of our lives.





Just say NO: less pollution ..not more please!!!

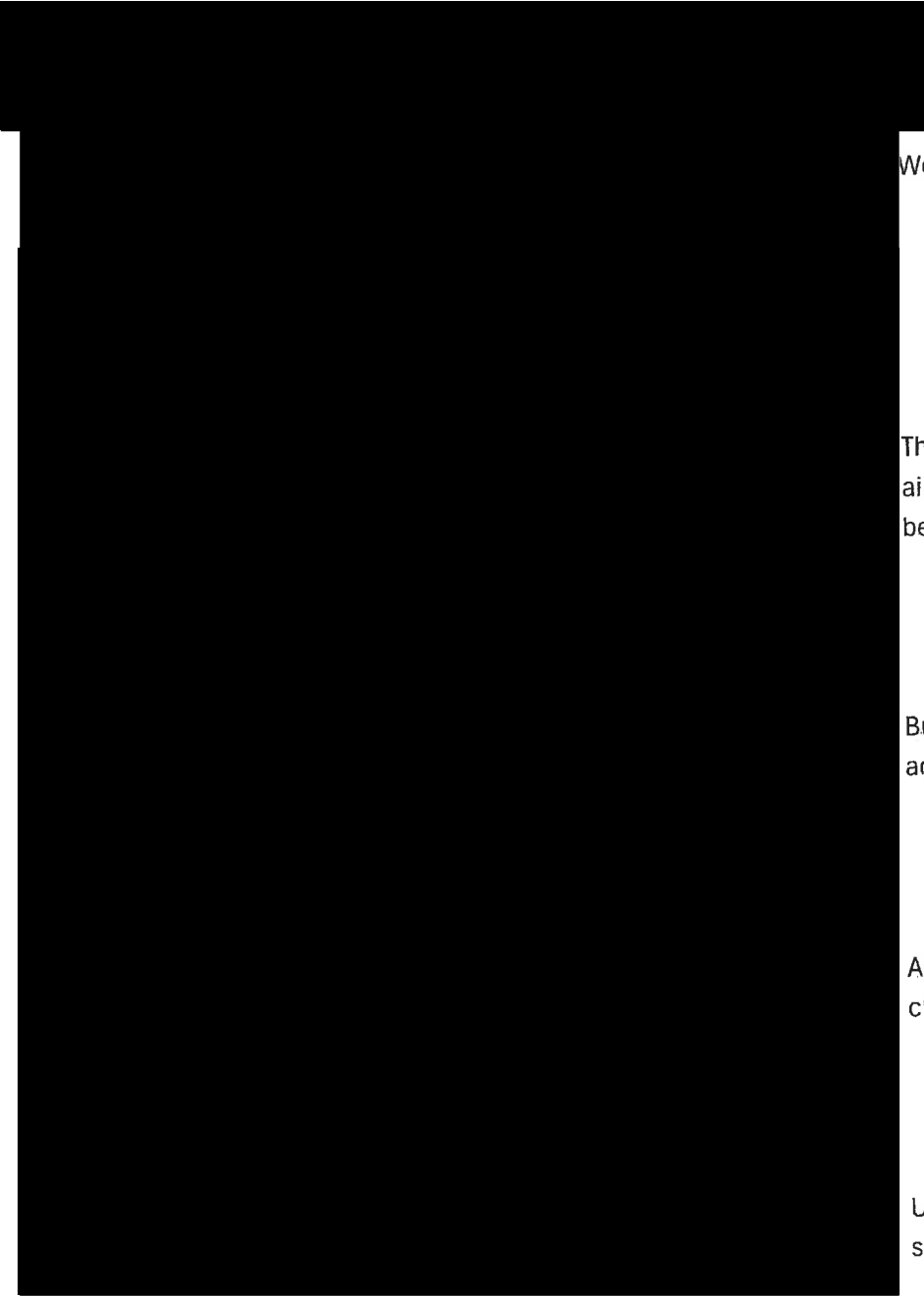
If you are serious about dealing with the "climate crisis" it would be utterly ridiculous and hypocritical to permit this.

No thanks

Airport expansion in a climate emergency must be illegal and is not consistent with net zero plans.

With Easyjet having just cancelled over 1,700 flights from Gatwick due to overcrowded airspace, how can expanding the capacity at Gatwick be justified?! If we don't decrease aviation in the short-term, until alternative engines which are more sustainably fueled are developed, we will not meet our emissions targets.

The capacity of Gatwick airport should no be increased as there is already too much noise and pollution from aircraft. Moreover climate-friendly aircraftare a long way off



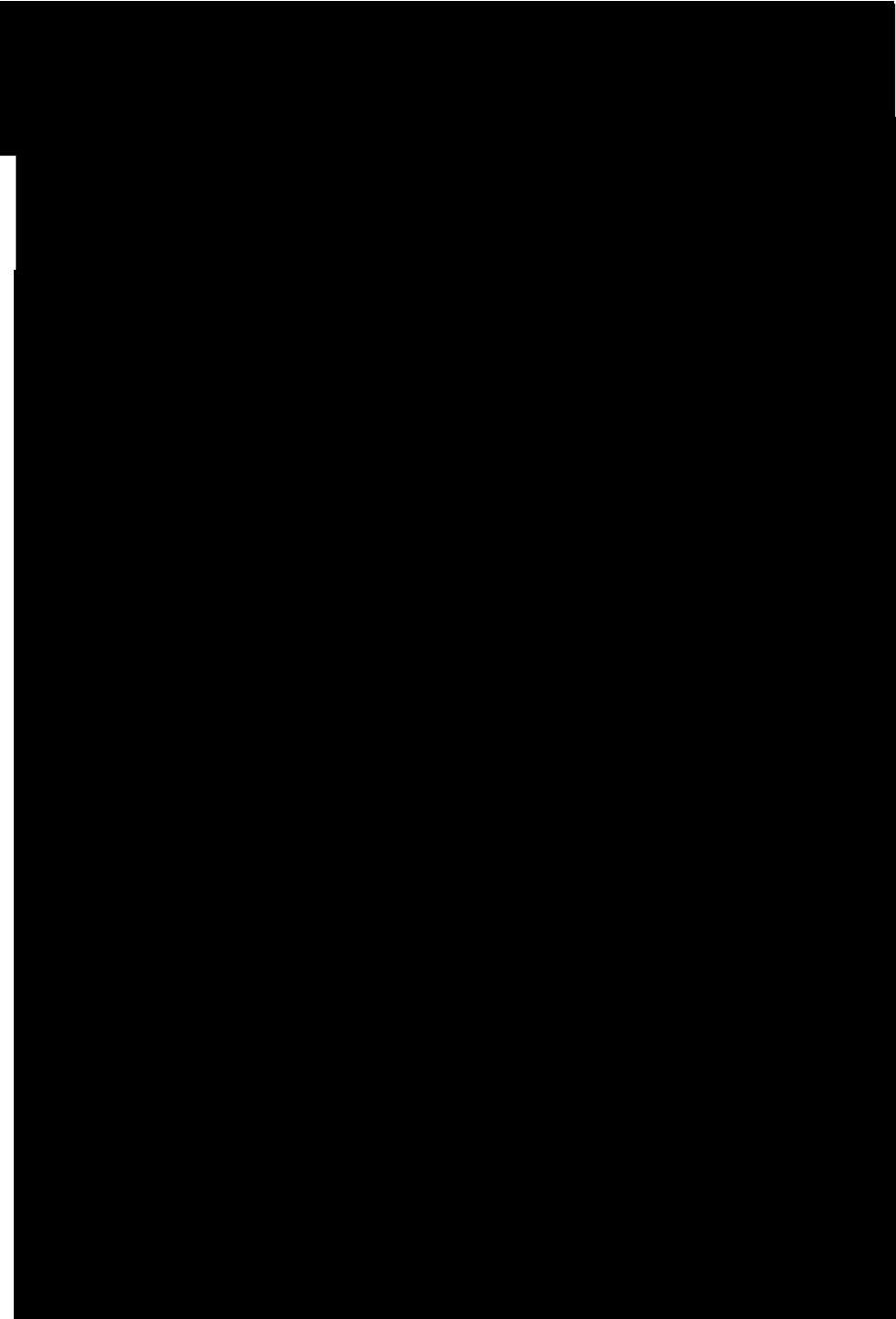
We need more investment in the rail network - not Airports.

This will be the end of rural Sussex and the M23 corridor will be covered with houses, airport-related distribution and businesses, long term parking. We have said no to this before.

Building infrastructure to increase air travel at this time of climate crisis is madness and actually malicious. Please do not allow this to happen.

A gross misuse of resources and dysfunctional planning priorities in the face of climate change

Using the emergency runway as a second run way is not compatible with net zero and a safe and healthy planet.



Aircraft noise and pollution is already having a negative impact on our local environment.  
This will significantly increase with these extra flights.

No !!!

I find it very hard to understand why our Government cannot grasp the reality that GLOBAL WARMING is here to stay and is affecting so many countries in so many disastrous ways. So far UK has escaped most of the worst effects.

We need to get the public out of airoplanes & cars as a matter of urgency. Encourage use of trains & buses & walking. Get children to school on buses not in parents cars.

Please wake up to the fact that this is what we all have to do to avoid the worst of Global Warming.

SO EXTENDING THE RUNWAY AT GATWICH IS AN ABSOLUTE NO and should be obvious to anyone with half a brain. Surely you can see that this makes sense.

Do you want to be the cause of floods, earthquakes & fires as is happening in many other countries. We , the UK, have a chance to help fight back against this looming climate change.

The Government & Councils UK wide should be trying to think out of the box. Abandon any project no matter what the cost to concentrate an everything which will really reduce all CO2 emissions.

Completely at odds with what is needed to try and stop climate devastation

The expansion of Gatwick Airport is not compatible with the aim to reduce carbon emissions in line with Government policies. Furthermore, the environment around the airport and wider afield will suffer from increased noise pollution, increased traffic flows in an area which already has poor infrastructure in terms of river pollution by sewage and lack of adequate water supply. The expansion will require an increase in housing and parking facilities building on already precious agricultural land needed for future food production

We should be flying less not more

Even though we were trying to reduce emissions!

We have managed till now. People should be flying less often, to help keep down pollution

When are the big corporations, big business going to start towing the line and stop thinking about their own profits. Its so discouraging that they can get away with what they do. They don't seem to care about what is drummed into the people all the time with ulez, electric cars etc. They just keep expanding, fly to space, go to war, private jets, corruption etc etc etc.....

No more flights and accompanying infrastructure, utterly unnecessary.

Using the 2nd runway will lead to a decrease in safety for the airport and its passengers.  
If the second runway was built as a taxi runway now to convert it to a fully functional second runway will have to come hand in hand with accepting reduced safety.

Also this 2nd runway will lead to much more noise pollution and air pollution in an area that already has its fair share, in the vicinity of one of the busiest airports in Europe.  
The roads in the area are already snarled up with traffic and this will just tip it over the edge.

Gatwick Airport has by far and away the most expensive carparking of all UK airports. If the capacity is much increased what will that do to carparking prices. They make more out of it than the airlines doing flying from there.

What are Gatwick giving back to the community it is operating in.

What will Gatwick do to compensate all the people whose property values are reduced because of the 2nd runway.

Not a small manageable increase â€¦ 100% more!!! Double the noise  
Double the traffic (roads & air) Double the pollution

This proposal cannot be allowed to go ahead. This crowded part of the country cannot support any further destruction of its environment.

Our first goal now is to protect the planet, not increase the economy

Reigate traffic is already very congested, quite often gridlocked by problems on the M23 so traffic heading to Gatwick will increase pollution and I am often already woken from sleep at 6am by low flying aircraft, this will increase too. Reigate will no longer be a nice town to live in

I object to a second runway at Gatwick for the above reasons.

We have enough runways as we are meant to be reducing our flying.

We need to reduce aviation, not expand, the planet cannot take it.

I strongly disagree with development of a second runway, the effect of the increase in traffic, noise and air pollution will have detrimental impact on my ability to enjoy my home

It would be very tranquil in my garden in Horsham were it not for the irritating drone of aircraft engines every few minutes. Most of these planes are going to or coming from Gatwick and there are also a significant proportion from Heathrow. There are already too many planes using Gatwick and Heathrow. With every flight there is additional traffic on our already congested roads. The combined effect of increasing aircraft and road traffic has an adverse effect on our environment. We are in a climate emergency and we need to reduce aircraft and road traffic not increase it.

I object to the runway expansion at Gatwick airport

Please do not expand Gatwick. We don't need additional traffic and more planes to pollute our skies.

This is just appalling. Less flights and more green jobs we were promised but yet again greed for more profit is more important than the climate. Gatwick proven it couldn't care less about the climate or the people living under all that noise and pollution. The only people who will benefit from this IS money grabbing Gatwick. This must be stopped. The government promised less flights let's see them keep that promise.

Please note that the Dutch take their net zero obligations seriously and their government has cut the number of flights from Schiphol airport. You should do the same and reduce the number of Gatwick flights.

We do not need another runway and 100 000 more airplanes worth of pollution as we are witnessing the climate emergency taking hold. 3 of the hottest days on record in the last month. What on Earth are we humans doing? I want a chance for my children's future

Aren't we in the middle of a climate crisis? There are already many canceled flights because of staff shortage then they want even more flights. We already have enough planes over our heads, we already have enough pollution



It is imperative that we move to combat climate change. No expansion of Gatwick airport should be entertained

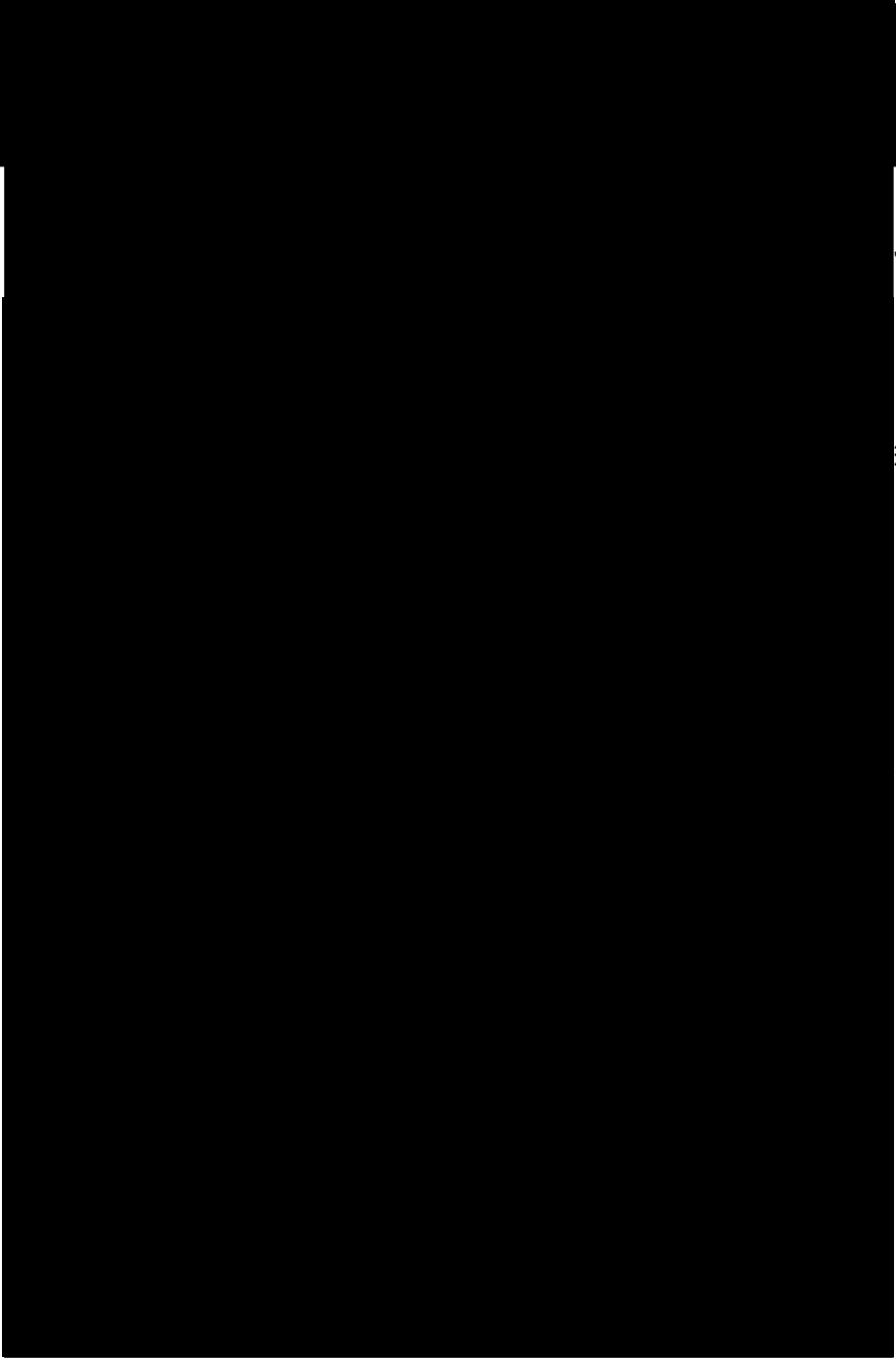
I lived 50 + years in Crawley, my father a route planner at Gatwick, so I have followed it's history, I use it regularly, and PLEASE trust me, this is the very LAST thing that is needed, for environment, local area or the airport itself.

We should be cutting back on flights as they are damaging the environment

I have recently moved to the East Sussex countryside and feel that it is on the edge of being blighted by the frequency of aircraft noise. Gatwick expansion will negatively impact the quality of life for huge numbers of people living in the area and result in significantly less local tourism - no one wants to be in the undoubtedly lovely countryside with planes overhead every few minutes.

Disastrous for the environment.

No to more pollution, noise , devaluation of properties.

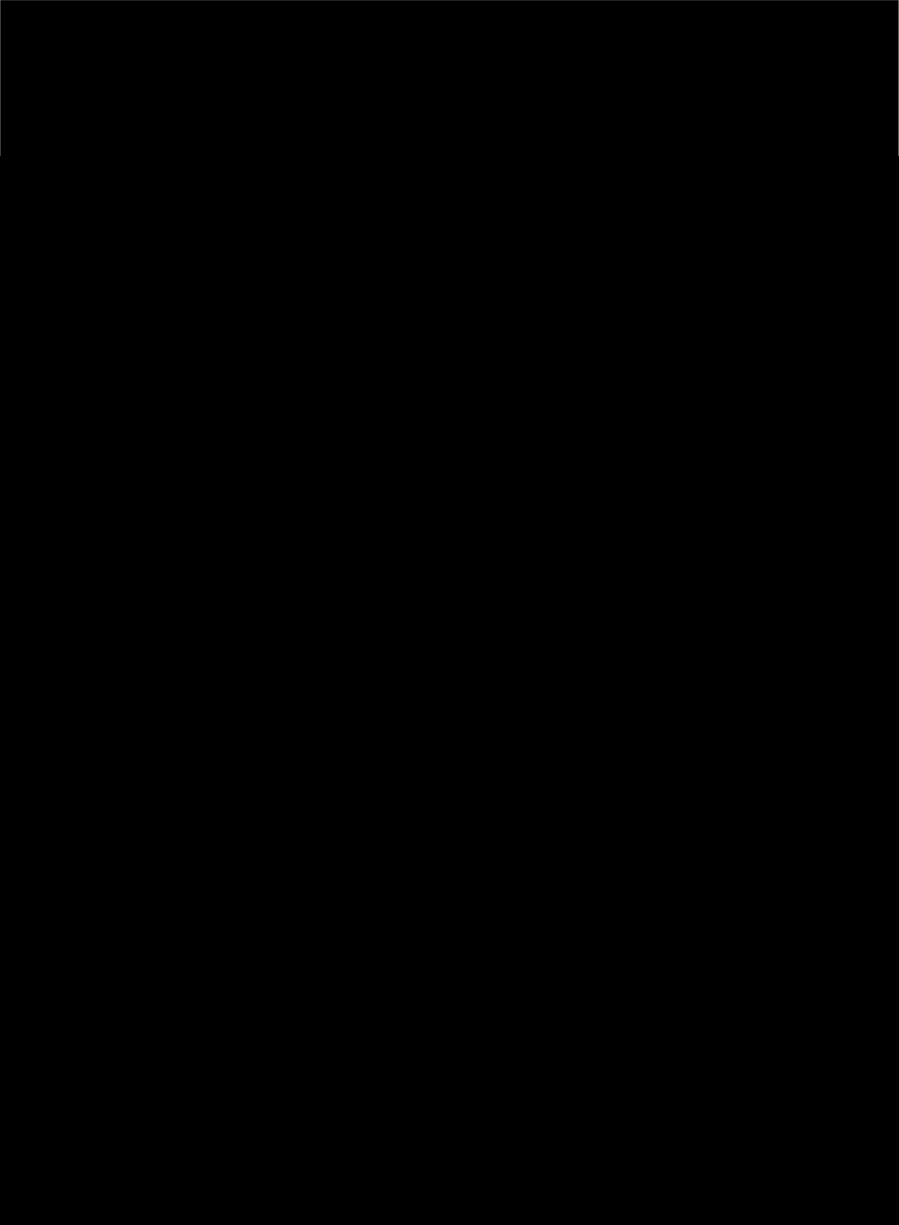


No more runways!

Stop destroying the planet

The proposed use of the emergency runway is "plane crazy".

This is not needed, as fewer people are travelling.



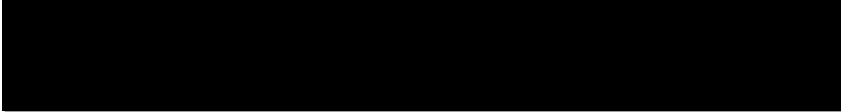
It is crucial to acknowledge the environmental consequences associated with aviation. The pollution emitted by aircraft poses significant dangers to our planet, contributing to climate change, air quality degradation, and overall ecological imbalance.

No more expansion course bad health ie asthma ect  
NO 2nd runway at Gatwick

We should be significantly reducing flights if we have any hope of having a liveable planet, not expanding airports.

Do they think they are exempt from their part in climate change?!?!?!?

We should be aiming for less pollution for this generation and future ones. Seeing what is happening in the world regarding climate change, let's be the country who REALLY do something about it!



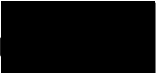
Am expansion and a further runway at Gatwick would be extremely and deeply damaging to the environment and cause huge pollution, noise and damage to the surrounding countryside of Sussex, already over built on

This is not the way to go; it will cause more pollution and noise in the countryside. There is enough capacity for air travel already.

Air flight is the planet's greatest man made polluter. We're near the 1.5 degrees tipping point. We can live differently without air travel. This is companies' marketing.  
AND - Emergency Runway? not needed for unexpected emergencies?

A disgraceful breach of trust to waste money to expand an airport when inevitably flying must decrease.

Airport expansion has no place in a climate emergency - greedy, ecocida



We suffer the constantly repeated noise of planes approaching Gatwick here in E Sussex. Any intensification would be intolerable on a personal level and unacceptable with regard to pollution and the state of the planet.

We moved here from London Hammersmith, with Heathrow's fly path being at much more lower altitude compare to now with Gatwick's take off. However the noise level is much worse with Gatwick air traffic.

We moved here from London Hammersmith with Heathrow's fly path being at much more lower altitude compare to now with Gatwick's take off. However the noise level is much worse with Gatwick air traffic.

This development is totally at odds with our need to move to fossil free fuels

Reduce flights. Stop the rich from flying so much.

Gatwick expansion is contrary to the government's professed policy in several respects. It should not go ahead.



Have we learned nothing?!

This will be detrimental to our beautiful countryside, reduce air quality and be a major step backwards towards tackling the most important issue of our time, which is climate change and its devastating consequences for the planet.

Extra Air Traffic in already congested area is a non starter and has to be stopped already too much Air pollution and noise pollution from existing Runway You have to also take into consideration Gatwick is surrounded by Busy motorways M25 , M23 to name but two Traffic Pollution Air craft pollution Noise pollution !!!!

I am currently a 'victim' of aircraft noise particularly in the early hours of the morning - 06.30 and late evenings and nights, it is inconceivable to increase that volume of aircraft noise by adding yet another runway.

The government really is trashing and the world !

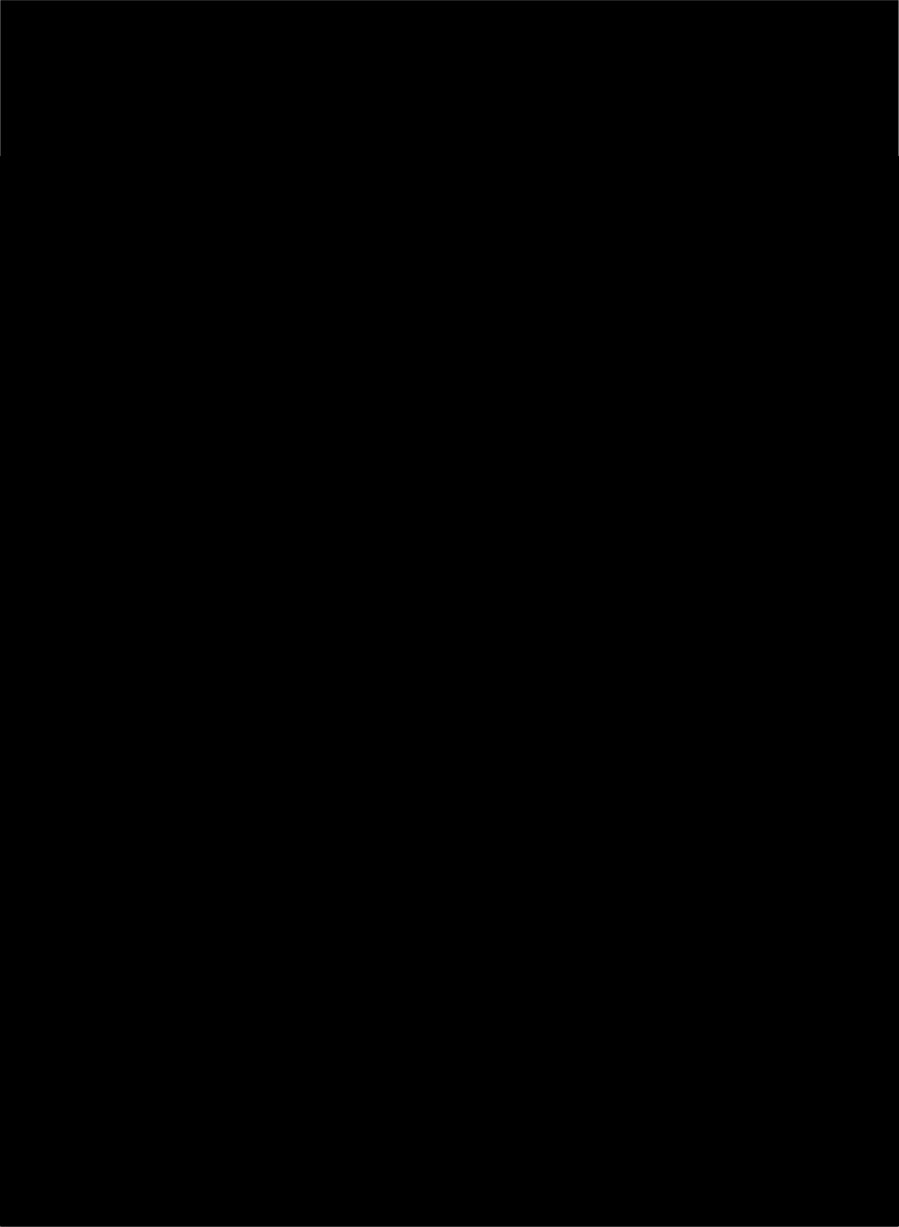
improve the infrastructure needed for the increase in population around the airport and the transport links before any airport changes are allowed. The whole area is blighted by a lack of essential facilities, schools doctors etc and strangled by a lack of sufficient and suitable roads. These problems are already with us from an unsupported increase in housing.

Our property is already blighted by aircraft noise and increased traffic. Local infrastructure is inadequate now, so would be unable to absorb increased traffic, which would be inevitable with Gatwick expansion.

This expansion is not in line with our COP commitments and will only drive more pollution of the environment.

THERE ARE ENOUGH RUNWAYS ALREADY AT GATWICK STOP REWCKING THE LOCALS LIVES.

I totally agree with the comments expressed by CPRE of which I am a member. We have to be serious about the affects of climate change for both our own sakes but particularly for future generations. The emergency runway must stay for the safety of all its passengers.



I live miles away from Gatwick high up on the edge of the South Downs National Park near Brighton. If I walk past 3 houses I am in the National Park and should be able to expect (as there are no major roads nearby) a tranquil walk with bird, animal and agricultural noises for company.

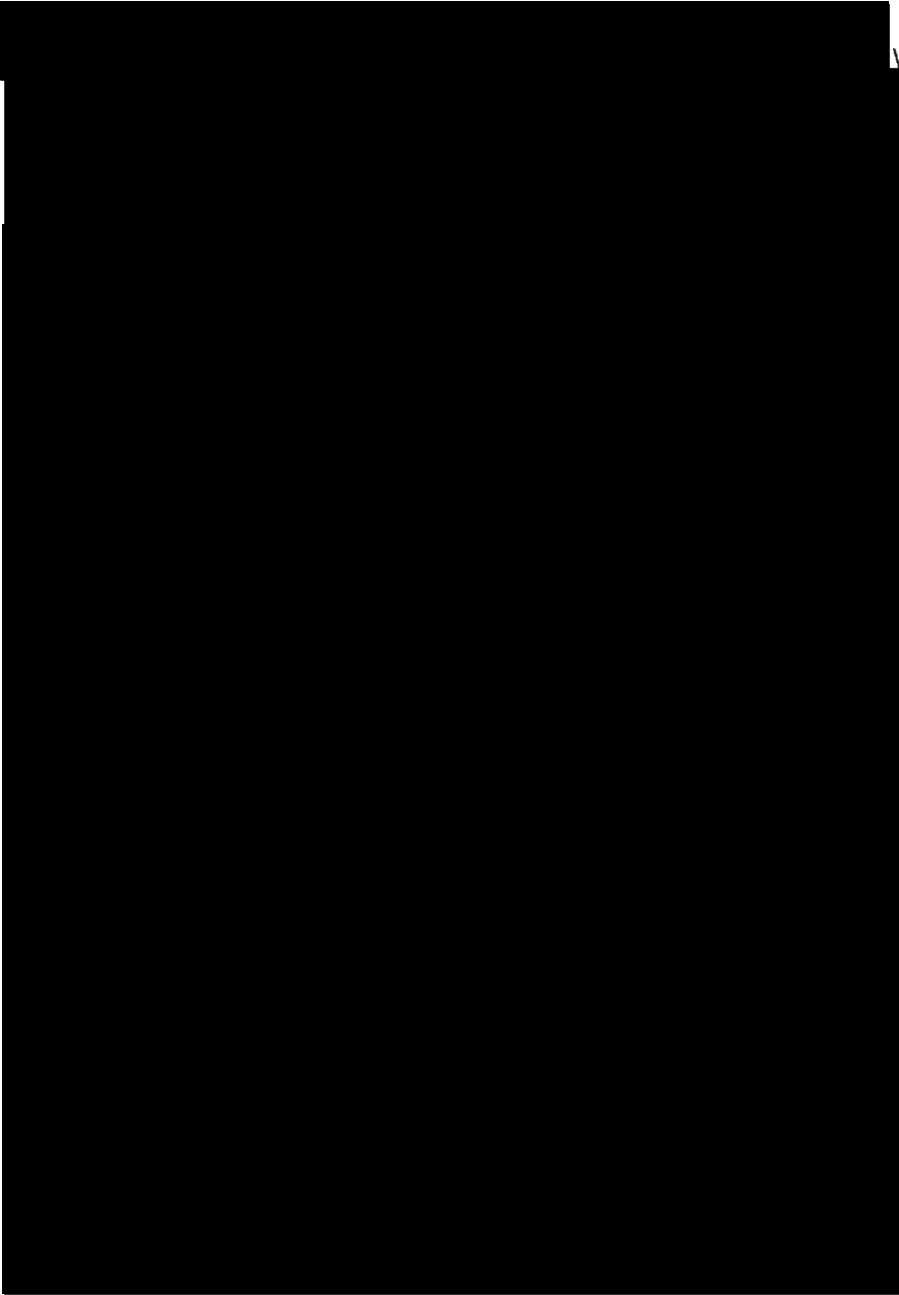
Nearly every time I go out when the wind is light I am subjected to aircraft noise. Sometimes when atmospheric conditions dictate this aircraft noise is surprisingly loud. Aircraft noise also occurs at night.

Many flights from Gatwick are for paid for by discretionary spending on holidays which just takes money out of the UK to spend abroad.

I used to live in Crawley and as a very young boy would cycle to the end of Gatwick airport to wait for a plane to take off (sometimes waiting for a long while) and my mother worked in the 'Beehive' airport hub, so I have found air flight to be an exciting thing in the past. Unfortunately now with the noise made by constant take off, landing and flying of planes impacting on peoples quality of life aircraft movements should be reduced. It is not only people who live in close proximity to the airport who are affected by aircraft noise.

I live fairly near Gatwick Airport and am very concerned at the use of the emergency runway to add additional capacity to an already busy airport with the concern over global warming etc. t





We need to be cutting down on the number of flights not adding to them. No-one needs to take more than one holiday abroad a year, or abroad at all.

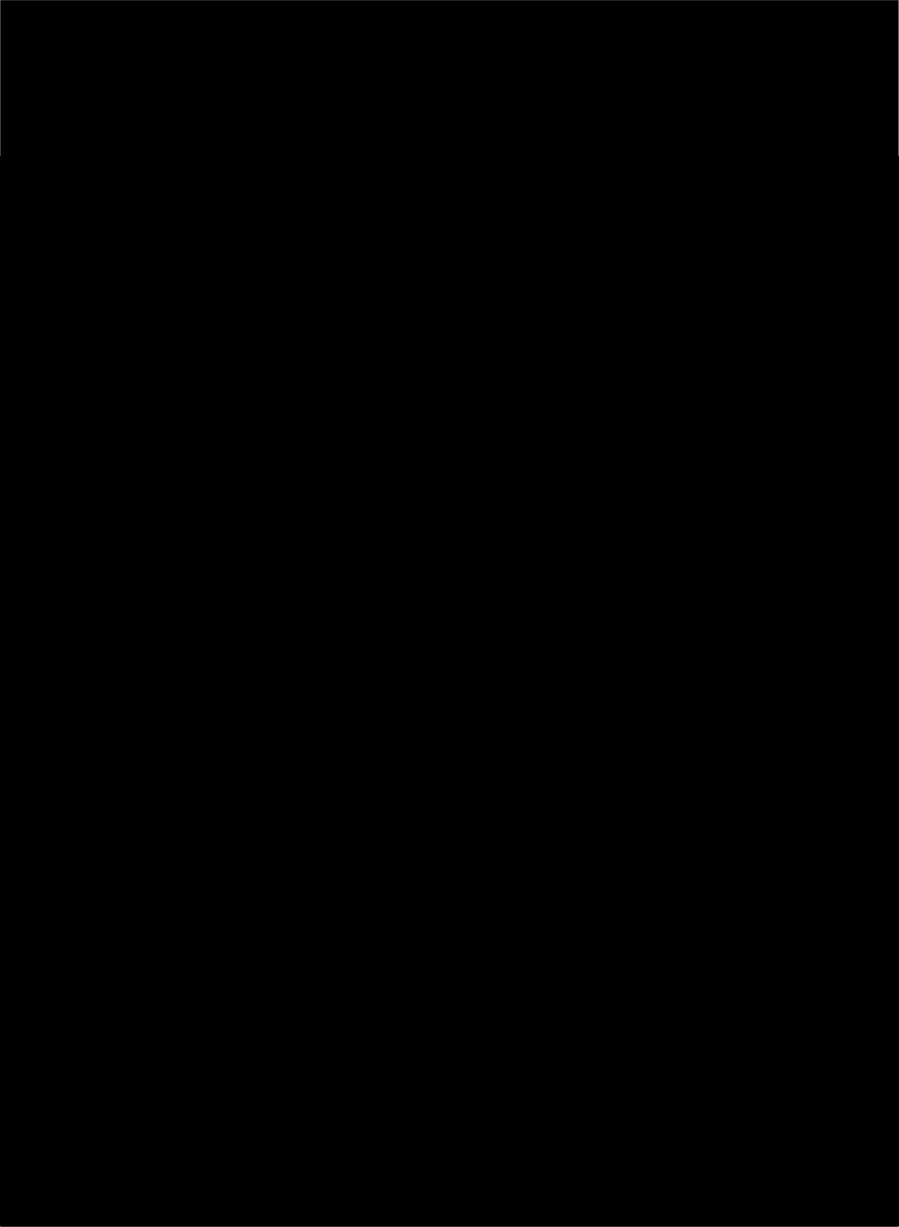
Does no one understand the phrase EMERGENCY ENVIRONMENTAL CRISIS!!

This would be a disaster for the quality of life and the environment.

There is already an unacceptably high level of aircraft intrusion over north Horsham, with what appear to be aircraft on similar paths but different altitudes.

When the weather is bad at Gatwick, the planes are given carte blanche to 'flee' low and noisily over my area.

There is considerable potential for disaster at sometime in the future.



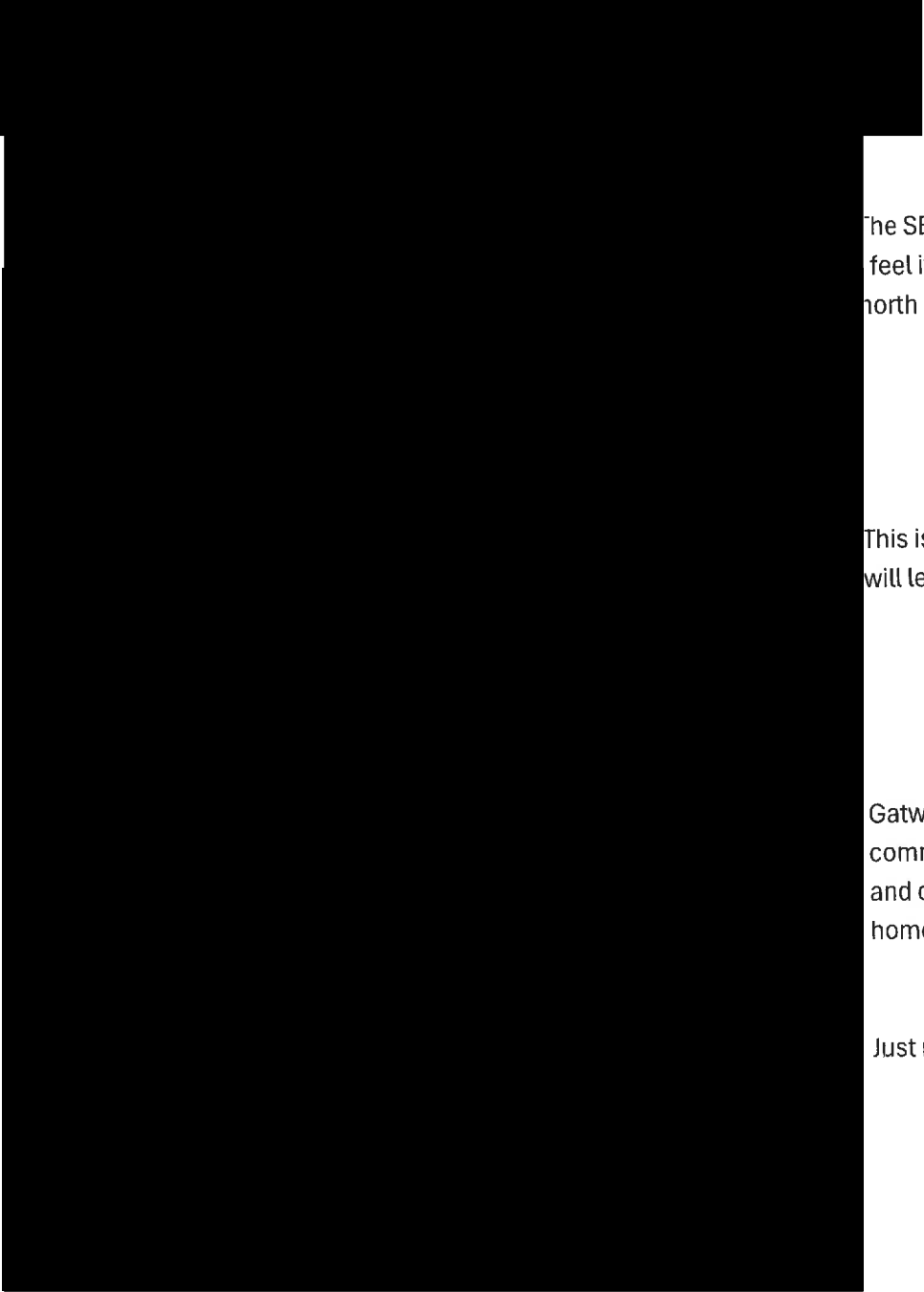
There is already an unacceptable number of aircraft going in and out of Gatwick airport, which despite pretending otherwise, has effectively been a two run-way airport for many years. It would not be able to have such a high volume of air traffic without constant use of the 'taxiway' to allow aircraft landing to leave the official runway almost immediately.

I have no doubt that approval of the taxiway as a 'second runway' will be the lever to seeking approval of a third runway on the basis that the second runway already existed.

Further more this area is congested enough without the undoubted population increase if further air traffic is permitted. I am of the opinion further aircraft movements would be virtually unsupportable due to lack of sufficient staff, at all levels.

An increase in the number of aircraft handled by Gatwick Airport can only lead to further congestion of the already overcrowded skies over North Horsham.

I TOTALLY OPPOSE THIS PROPOSAL AS IT WOULD HAVE A HUGE ADVERSE IMPACT ON MANY IMPORTANT ENVIRONMENTAL AREAS, POLLUTION, NOISE, TRAFFIC CONGESTION, HOUSING AND MORE STRAIN ON WATER AND SEWAGE TREATMENT, TO NAME A FEW.



The SE is already very overpopulated so does not need any more jobs and people feel it would be more advantageous to increase flight capacity in either midlands or north of England

This is totally incompatible with the current climate crisis. The extra flights every year will lead to massive road building to accommodate all the extra airport traffic.

Gatwick is big enough 24/7 noise and pollution is destroying the lives and health of communities living miles from the airport. Flightpaths affecting the same people over and over again is torture. We are entitled to peace and a full nights sleep in our own homes.

Just no more runways

The government must start listening to scientists..... The evidence and guidance is clear.  
NO AIRPORT EXPANSION!!!! there is no such thing as "carbon neutral flying" and there is  
no world where Gatwick can claim that investing any sum of money can guarantee this.  
End this now!

We do not need another extension to the airport. We need fewer planes. It is already so  
busy.

Support fully the objections raised  
Unacceptable noise & pollution levels

The proposals will mean unacceptably increased noise for residents close to the airport  
and under the flight path, increased air pollution, significant disruption and cost in  
accommodating additional unsustainable surface transport to and from the airport "and  
it is simply incompatible with the need to reduce greenhouse gas emissions in the  
midst of a climate crisis.

The government should take over the rail companies and re-create British Rail to make  
travel efficient rather than expanding air travel.

as stated,

Sheer madness & money chasing: i want my great niece & nephews to be able to live & breathe in West Sussex! Schipol Airport has only today been told to reduce its flights drastically -surely the only way to go, minister Harper

It's a Climate Emergency! Jet fuel is not taxed! We don't need any more airports! We need trained in Public ownership. You need to listen to science! History will not be kind on this regime.

I firmly believe that airport expansion is absolutely contrary to all the measures being rolled out to improve the future health of our planet. Moreover, our part of South East England cannot sustain the increase in traffic, housing and pollution, all of which are affecting quality of life at present. A second runway proposal is not altruistic; it is dangerous greed.

Pease do not ruin our beautiful Sussex countryside.

Please reject the application for a Development Consent Order to effectively give Gatwick Airport a second runway. This proposal goes against all the efforts that the rest of the World is putting into preserving our planet for our children and their children. The proposal appears to be an underhand tactic for profit.

Increased traffic in this area would impact the already congested roads getting to East Surrey Hospital, especially emergency vehicles.

There is such an overwhelmingly strong case against expanding our airports. It's unbelievable that this should even be contemplated.

No growth in airports in a climate emergency. Public consultation was so poor that it cannot be deemed of any significance

Need to consider both the short and long terms impact on the local environment, economy and populations before considering how much more money can be accrued.

It's not an overstatement to say that ifvtuus goes ahead, it contributesvto the ever quickening demise of our species. Do what it right, not what others want.

Air travel expansion accelerates climate breakdown.

We live on Ashdown Forest, an AONB, and are very concerned about harmful carbon emissions and noise levels on this fragile, protected area.

Sheer big business greed at the expense of Kent and Sussex residents

We cannot, must not expand any airport. Climate breakdown is with us now. Big companies and government should be looking to decrease not increase emissions.

I VEHEMENTLY OPPOSE ANY ADDITIONAL RUNWAY AT GATWICK AIRPORT AS UNGREEN AND CONTRARY TO LEGALLY BINDING COP AGREEMENTS NOT TO EXCEED DANGEROUSLY HIGH LEVELS OF CARBON EMISSIONS EXACERBATING GLOBAL HEATING AND CATASTROPHIC CLIMATE CRISIS . THIS IS YET ANOTHER WAKE-UP CALL !

Tricky - the south east is already overpopulated with relentless house building and traffic issues. What about improving the transport links to Luton and expanding that instead?

The last thing we need is another runway at Gatwick, it will just add to the pollution and further damage our environment and the beautiful countryside of West Sussex  
THIS IS ABSOLUTE MADNESS

The planes give enough noise pollution in our little village as it is.

Unacceptable in current climate crisis. It will increase pollution and noise and overload the local infrastructure which is struggling from lack of investment.

Allowing a second runway at Gatwick will not help the Government achieve net zero in line with their current goals - so the second runway should be scrapped.

I would rather not see an increase in passenger and traffic levels that this increased capacity will bring.

With clearer evidence of climate change emerging each day now is a time for action. Limiting air travel is an easy way to reduce carbon emissions.

All this crazy, climate wrecking, untaxed fossil-fuel powered flying has got to stop if we want a liveable world for our children



object to expansion of Gatwick because:

1. Adverse impact on the environment. In times when we are encouraged to buy electric cars, heat pumps, solar panels, etc. it makes no sense to increase the environmental damage due to increasing the number of aircraft.
2. Noise. The planned routes will fly over several populated areas, including North Horsham. This will have an adverse affect on the area that is already beset by road traffic noise and pollution. It will have a detrimental effect on house prices and mental health.
3. Change in working: With the advancement of technology, it has become less important for businesses to travel to undertake work. We have seen vast changes in remote working in a couple of years, this will only continue.
4. People going on holiday. Why do we want to encourage people to go abroad on their holidays, this results in their money being spent abroad rather than benefitting this country. Gatwick presents a false economy to workers and residents. With recession and downturn of the economy, Gatwick Airport is hit the hardest due to its business model of leisure travel.
5. Infrastructure: The South East is already overcrowded with massive expansion of houses on green spaces. It suffers from lack of infrastructure to support this, resulting in traffic jams, lack of access to medical facilities and school places. This will only get worse with Gatwick expansion.
6. Nothing has changed since Gatwick was turned down in favour of Heathrow expansion by the Airport Commission in 2015. Gatwick sits on a single arterial road (M23) and a single railway line that can't be expanded.

2023, with anthropogenic climate breakdown causing record air temperatures, record low Antarctic winter sea ice extent, extreme sea surface temperature anomalies, a "beyond extreme" marine heat wave off the coast of the UK etc etc - it's incredible that we're still having to sign petitions against such regressive and damaging plans

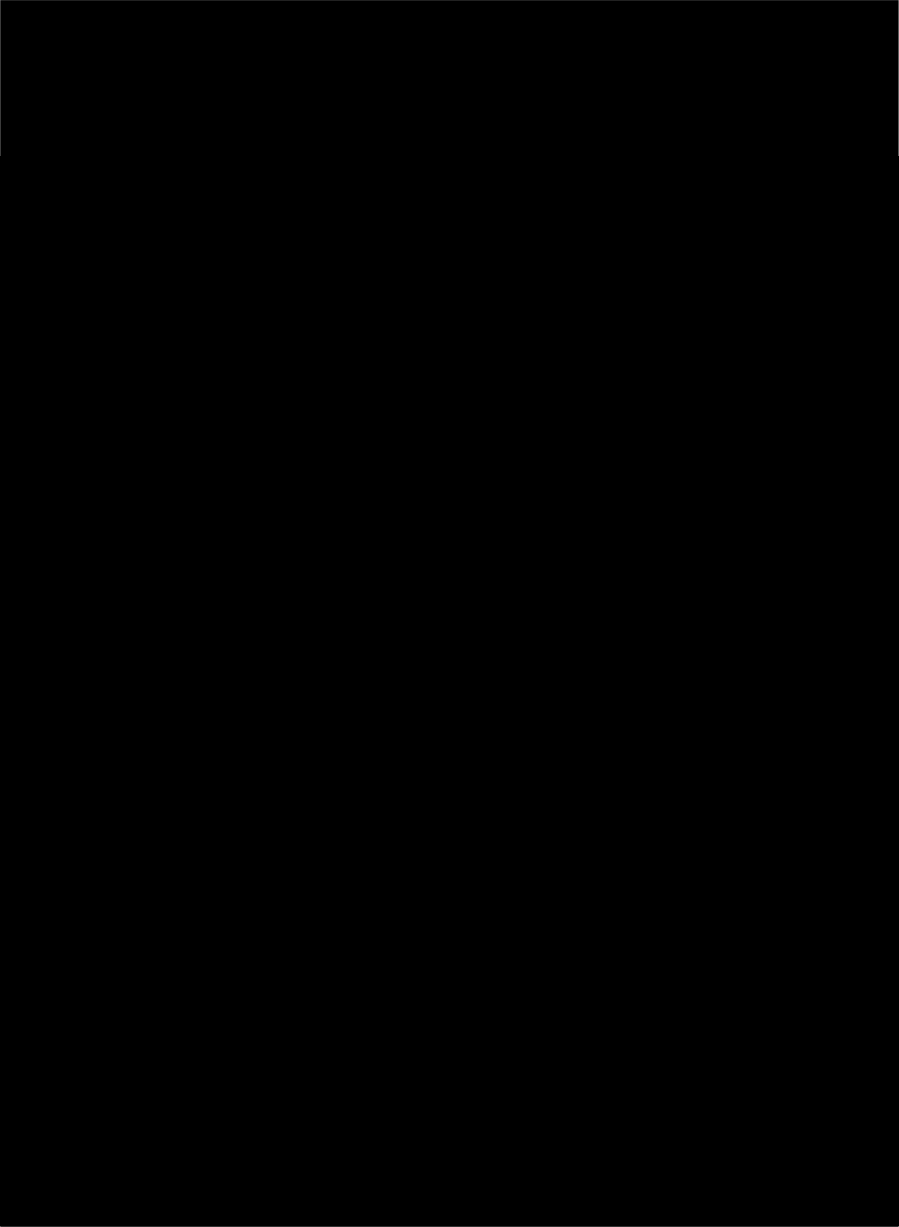
Gatwick does enough damage to the environment as it is without this massive expansion.....  
London has enough airports.

Please! No more noise and pollution in our lovely countryside!

Do not want anymore noise or environmental damage.

A second runway in use will add to air pollution already too high

We need to be discouraging air traffic not encouraging it. This is not consistent with any environmental policies aimed at reducing CO2 emissions.



We need to stop nonsense expansion of polluting travel options and invest in better facilities locally. The amount of money involved could regenerate deprived areas, schools hospitals and more

object to the Gatwick Airport expansion on several grounds:

1. Adverse impact on the environment. In times when we are encouraged to buy electric cars, heat pumps, solar panels, etc. it makes no sense to increase the environmental damage due to increasing the number of aircraft.
2. Noise. The planned routes will fly over several populated areas, including North Horsham. This will have an adverse affect on the area that is already beset by road traffic noise and pollution. It will have a detrimental effect on house prices and mental health.
3. Change in working: With the advancement of technology, it has become less important for businesses to travel to undertake work. We have seen vast changes in remote working in a couple of years, this will only continue.
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5. Infrastructure: The South East is already overcrowded with massive expansion of houses on green spaces. It suffers from lack of infrastructure to support this, resulting in traffic jams, lack of access to medical facilities and school places. This will only get worse with Gatwick expansion.

Just say NO!

The sky is already noisy and definitely don't want to add to this noise pollution

As well as air pollution, the impacts on the existing overloaded road and rail networks are material planning considerations which count against further flights being permitted

Unnecessary and bad for climate change  
No thanks to extra runway

This is an issue in delivering our national climate goals. Climate action is urgent. And needs deep transformative change !

There is no need for this proposed expansion. The Gatwick area is already overcrowded, especially with illegal immigrants.

I AM HOPING THERE WILL BE A REDUCTION IN AIR TRAVEL TO SAVE THE PLANET

We dont need more things swallowing up our countryside. Dont allow it.

I think it would be quite wrong to extend Gatwick Airport. That area is already extremely busy and noisy!

I would not like to live in Sussex. Incongruent to expand Gatwick when we are facing global issues

This expansion will cause harm to the environment, particularly locally. In Reigate, we have already seen an increase in Gatwick flights, we do not need more. There is also a lack of infrastructure in roads, train lines and housing needed for such expansion.

I live in Reigate next to the runway already the noise and pollution is unbearable and it will be much worse with the new runway and they keep sending me letters that I don't understand. I am [redacted] and when I phone them they are unhelpful, I would please like to join the committee.

I think that, in order to preserve wildlife, there should be very little development in Sussex but a lot more outside South East England.

This is just greed. How much more evidence is needed to prove the climate IS changing and NOW.

A second runway is a) not good for the climate, b) will drive both housing numbers and traffic flow into the stratosphere in West Sussex and Surrey

Stop this expansion of an additional runway at Gatwick

I totally object to the expansion of Gatwick Airport. We need to be reducing air travel and pollution and especially noise pollution that blights millions of peoples lives. France has banned short-haul internal flights where trains are faster. We don't need this.

CPRE Sussex have articulated the arguments against Gatwick's expansion very well. In the light of the extensive global heating being experienced right now, aviation must take its share in achieving net zero.

The Conservatives have no respect or care for the environment and this crazy development must be stopped.

✓  
We haven't even started to address existing carbon emissions and climate change. Why are we building something that will only make the problems worse?

The noise from planes landing in Tunbridge wells is already unbearable. It is driving me crazy! It is already way very regular!

We already have no peace. This would ruin so many lives.

How CAN this still be considered when we are in Climate Crisis?

Personally more flights from Gatwick would pander to me BUT that's not important. The planet is. It's a no brainer. Boo Gatwick expansion please.

OPPOSE ALL GATWICK EXPANSION

My health is bad enough when Gatwick use the other path let alone a new one they are noisy can not talk in garden because of how loud the planes are we can read what plan company and number of plan where using the extra bit in summer they get as close as bridgeham way also they have gone over our house now and then so not happy because of health issues. All my children [REDACTED] because of the airport can not cope with them using it all year long



No more expansion courses health problem among young children

Have read everything I can on this in an attempt to make an informed decision.

A conclusion of Manston airport in Kent potential would make a better solution/decision.

From an objective and logical approach, Manston Airport in Kent already has one of the longest runways in the country, a brand new railway station, a harbour, a sea port and dual carriageway infrastructure.

As we have seen with Dover, Gatwick airport and the Channel Tunnel on occasions, congestion can be an unavoidable problem.

Therefore why would anyone put all their eggs in one basket?

I look forward to hearing your thoughts on this?

Yours sincerely,

Tony...

If we get more planes we will get more cars so that will be a double whammy for the environment

sign as it is announced on BBC Radio4 that thousands of Easy Jet flights are being cancelled over the next three months due to congested airspace over Europe. To expand Gatwick Airport in these circumstances seems like folly .

Canada

Global boiling impacts. Airspace is finite and already crammed. Respect sleep and peace, basic needs.

A very bad development for Sussex and the environment

Behave like a honorable man, do the right thing, which is also the good thing. No rethoric veils shame. No excuse will justify the wrong choice.

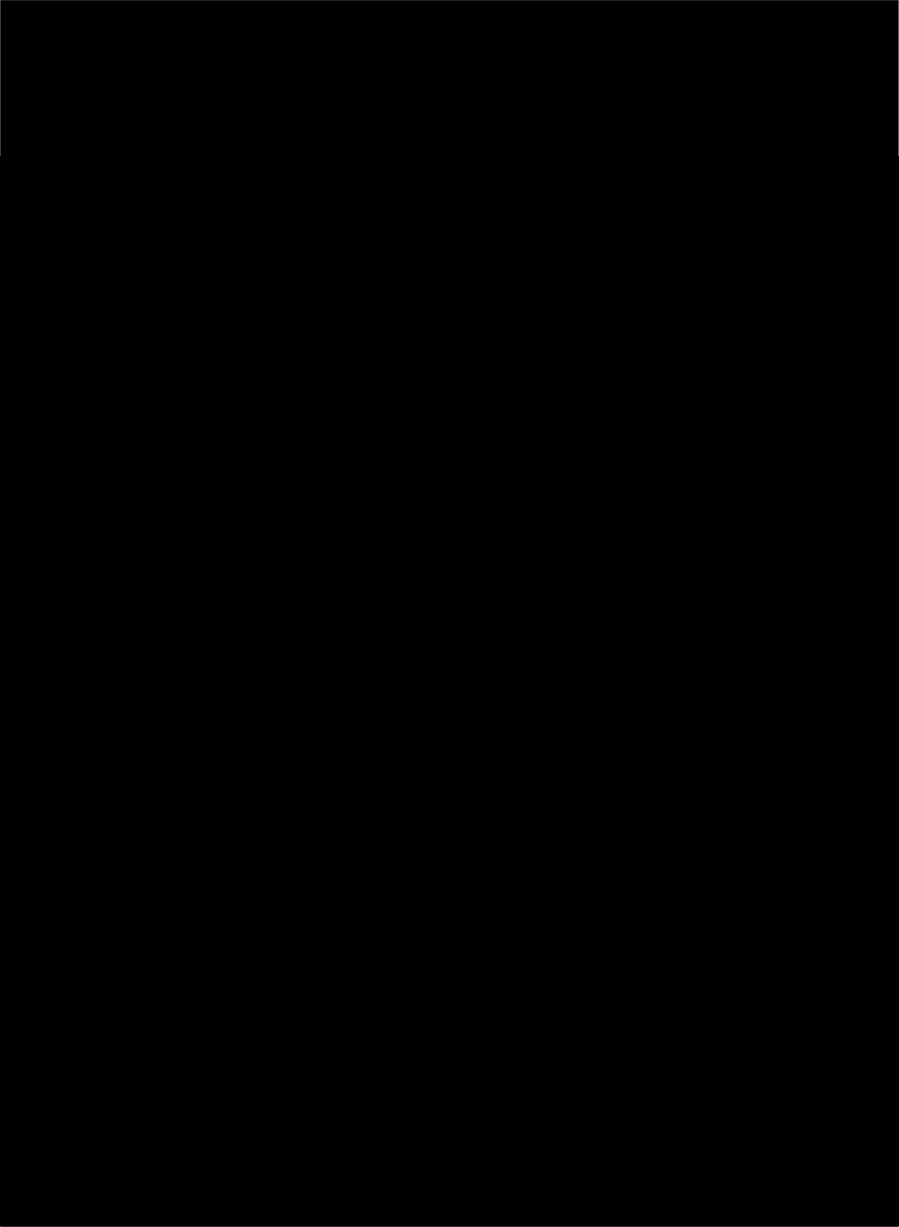
Planes are almost constant above this address and during peak times can be almost unbearable at intervals of 2,3 or 5,minutes, if this expansion is permitted they would probably have to be more frequent.

no more expansion

There are enough air flights in Britain taking off which are half empty. We don't need any more runways or unnecessary flights!

Everyone must work towards there being less air traffic worldwide to help towards saving our precious planet.

Why can't your pilots stay within the authorised flight paths?



I recall that when petrol rationing was necessary in the 1970s, the speed limit nationally, including motorways, was reduced to 50 mph - and the accident rate fell significantly. No doubt air pollution improved too though I do not recall that being measured. Here, too, is an opportunity to strike out for a truly climate friendly agenda and limit air travel by judicious and well thought out rationing. With the internet, much business travel is unnecessary, and holidays do not always have to be taken by air. We could take the terrible future we are leaving to our children seriously for once.....

We don't need another HS2 MP vanity White Elephant to eat money. Concentrate on getting the Gatwick Airport we already have running efficiently with enough staff now! The Special Needs service is especially inadequate with lack of employed staff to push wheelchairs drive buggies and help with luggage off conveyor belts. My [redacted] husband had to push me and get our one suitcase luggage off conveyor belt as the only woman staff sent didn't want to risk hurting her back and needed to push other passenger traveling alone.

The state of the climate crisis requires we act now and spread the effect of airport activity across the country and reducing the impact across the south east.

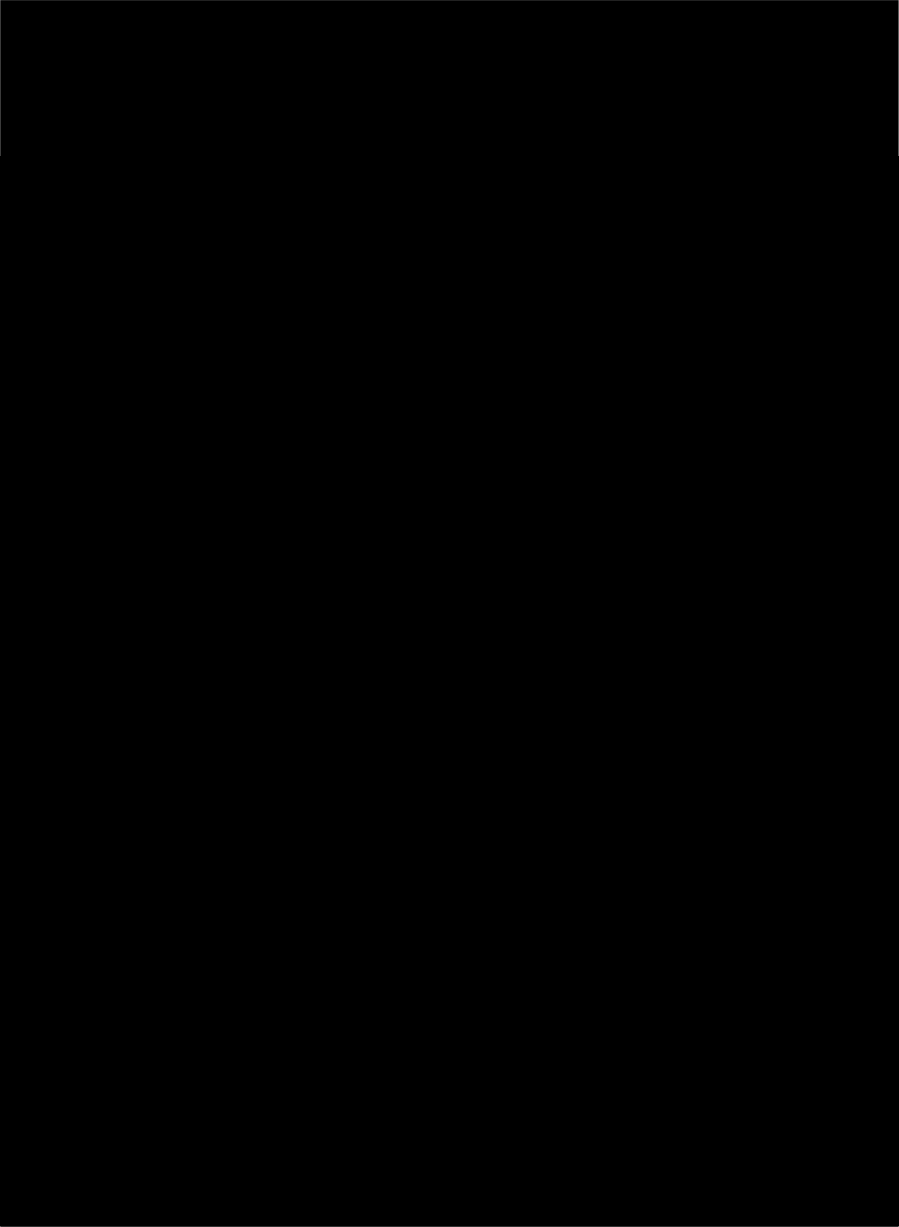
Price

Expansion of Gatwick would be devastating for the climate and local communities. Living in West Sussex, we are already blighted with noise from aircraft. Enough is enough.

At a time when we are being encouraged to have electric cars and environmentally friendly heating systems as well as the expansion of ULEZ, it seems ridiculous to open another runway at Gatwick. Not only will it increase air pollution from planes but will add to the pollution from cars and lorries.

I am against further expansion of Gatwick Airport that is contributing to global warming and is affecting our climate together with increasing noise and pollution. Electric trains across the UK and Eurostar to Europe should be further promoted as a low carbon, pollution free way to travel in the UK and Europe.

I do not want anymore planes taking off or landing at gatwick



the UK Government cannot and must not go back on our commitment of no airport expansion. We've already broken our pledges from COP26 and 27, so we must now be seen by the World not to be breaking any more.

No more pollution by aeroplanes!

I am very disturbed to hear of this

Every minute in overshoot reduces the capacity for earths systems to support life. We don't need another runway cutting up more of our countryside and polluting the environment!

Too much travel that's not essential/. Night flight ruin my sleep in summer. Ration flights

We really do not need this polluting addition. Limit flights, and tax frequent flyers, especially those with private jets.

It's high time to reign in the endless expansion of inefficient and polluting air travel.

...tter madness.

...nly 6% flights are business trips. You'd achieve more for tourism by cleaning up the  
...ewage problem.

...lo to further air pollution and noise pollution

...Grossly irresponsible. When you're in a hole, stop digging.

...am opposed to any net expansion in airport capacity in the UK

...Stop the new runway at Gatwick! We should be cutting flights not enabling more to  
...pollute the climate!,

...Bad for emissions & pollution at a time of climate change crisis.

...Bad for noise, bad for wildlife, bad for traffic congestion....Many flights being cancelled  
...anyway so is there actually a need?

...This can't be justified. As a regular victim of climate change induced flooding at our  
...home, I find this application repugnant

We would like to sign against the 2nd runway

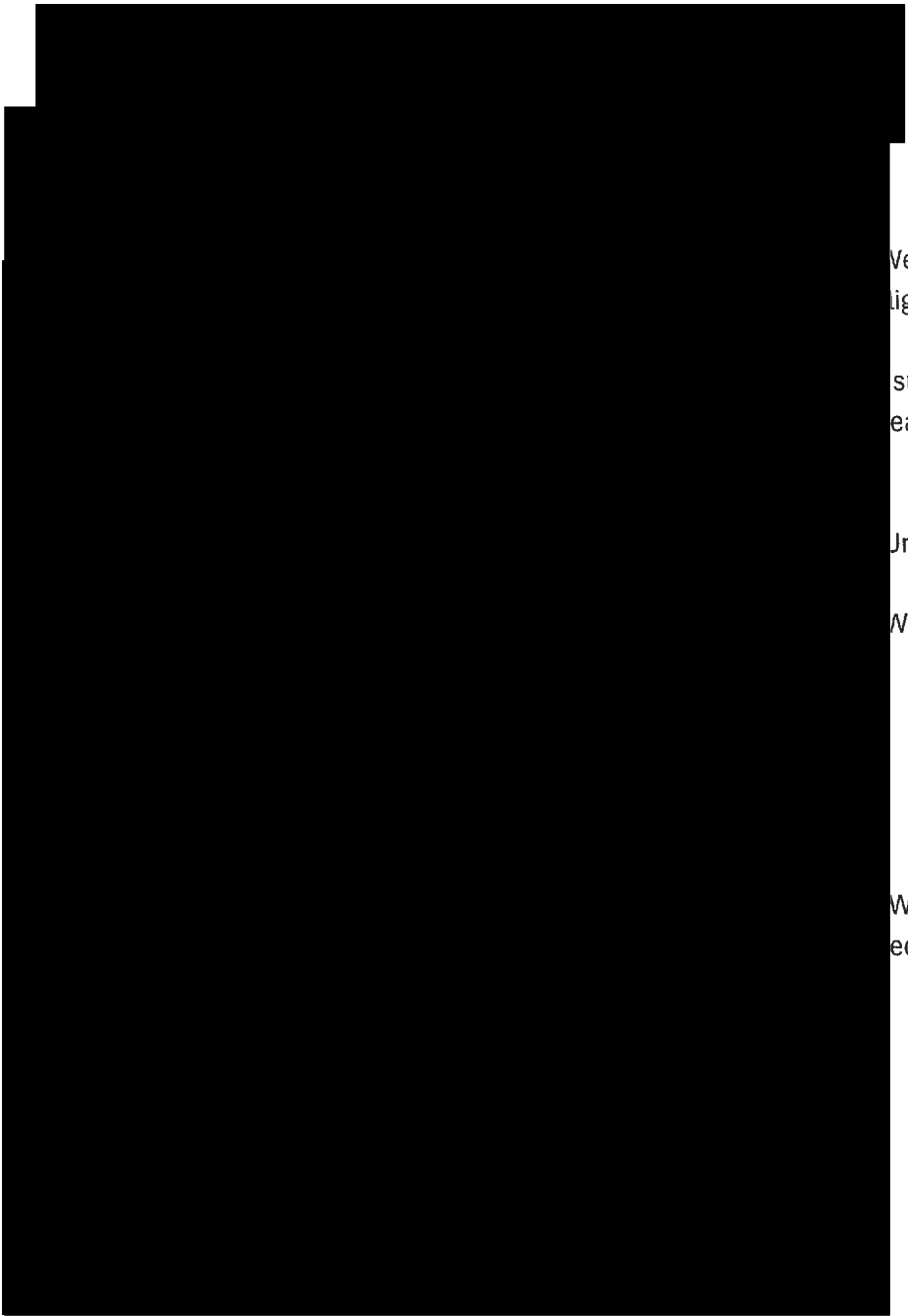
The area around Gatwick is already over developed with too many vehicles on the roads and too many buildings. Another runway will increase this. We should be reducing carbon dioxide emissions in every way possible from now!!!! No 2nd runway - ration flights instead.

I object strongly to the development of a second runway. We already have enough planes flying over this area. Often during the night and every 75 seconds during the day. But in a broader sense this would be an environmental disaster and do further damage to fragile land and climate

Our climate goals are crucial for the survival of our children

An expansion should not be allowed when we are in a climate crisis. Whilst Gatwick says it is providing more jobs and flights for the future, there will be no future if we don't stop carbon pollution.





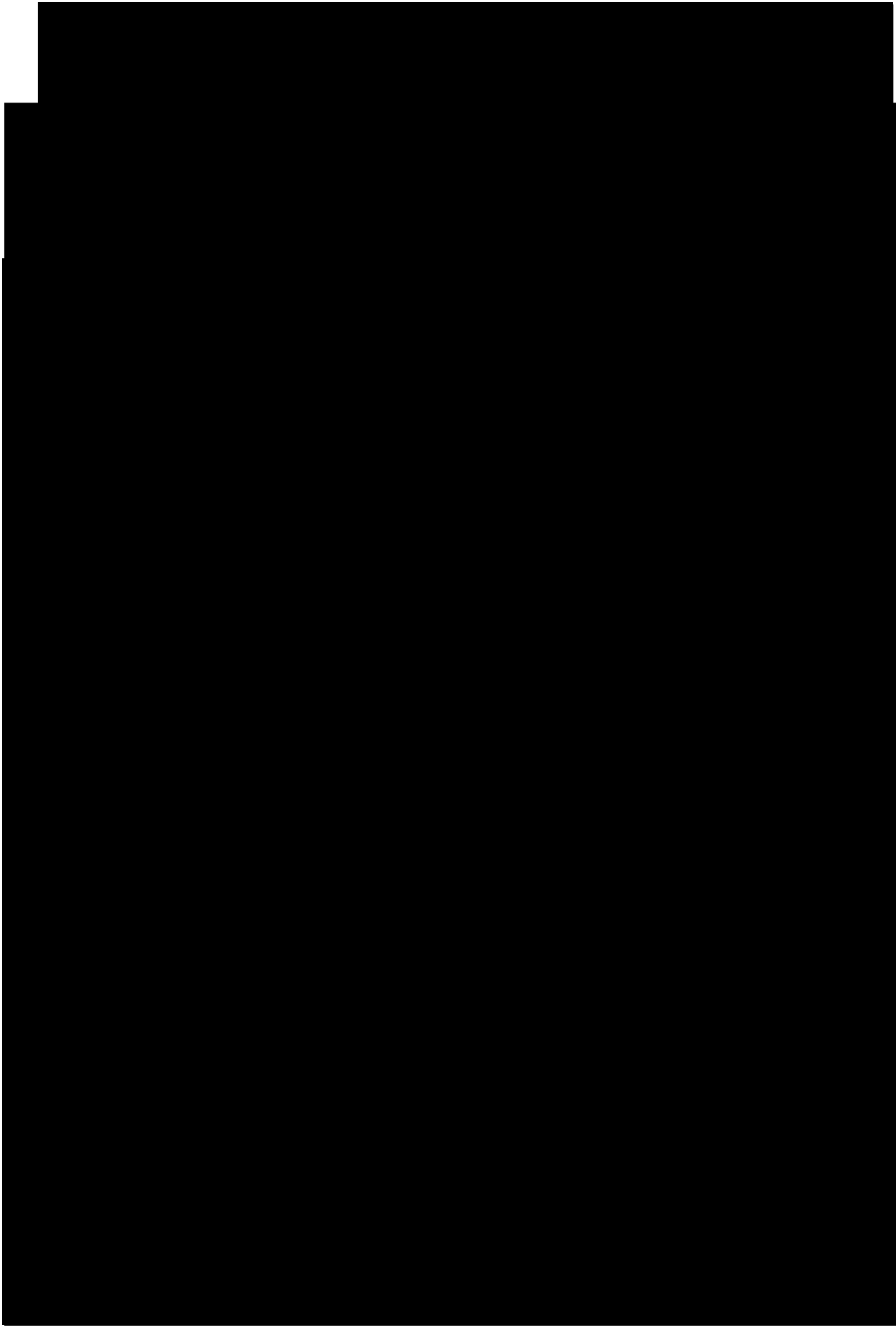
We have a climate problem, we need to discourage people from making unnecessary flights - not building more runways

I support your campaign to put a stop to a second runway at Gatwick Airport - for all the reasons you have identified and shared with me.

Uncaring business has no respect for the environment and local community

We should be aiming to reduce flights not building in extra capacity.

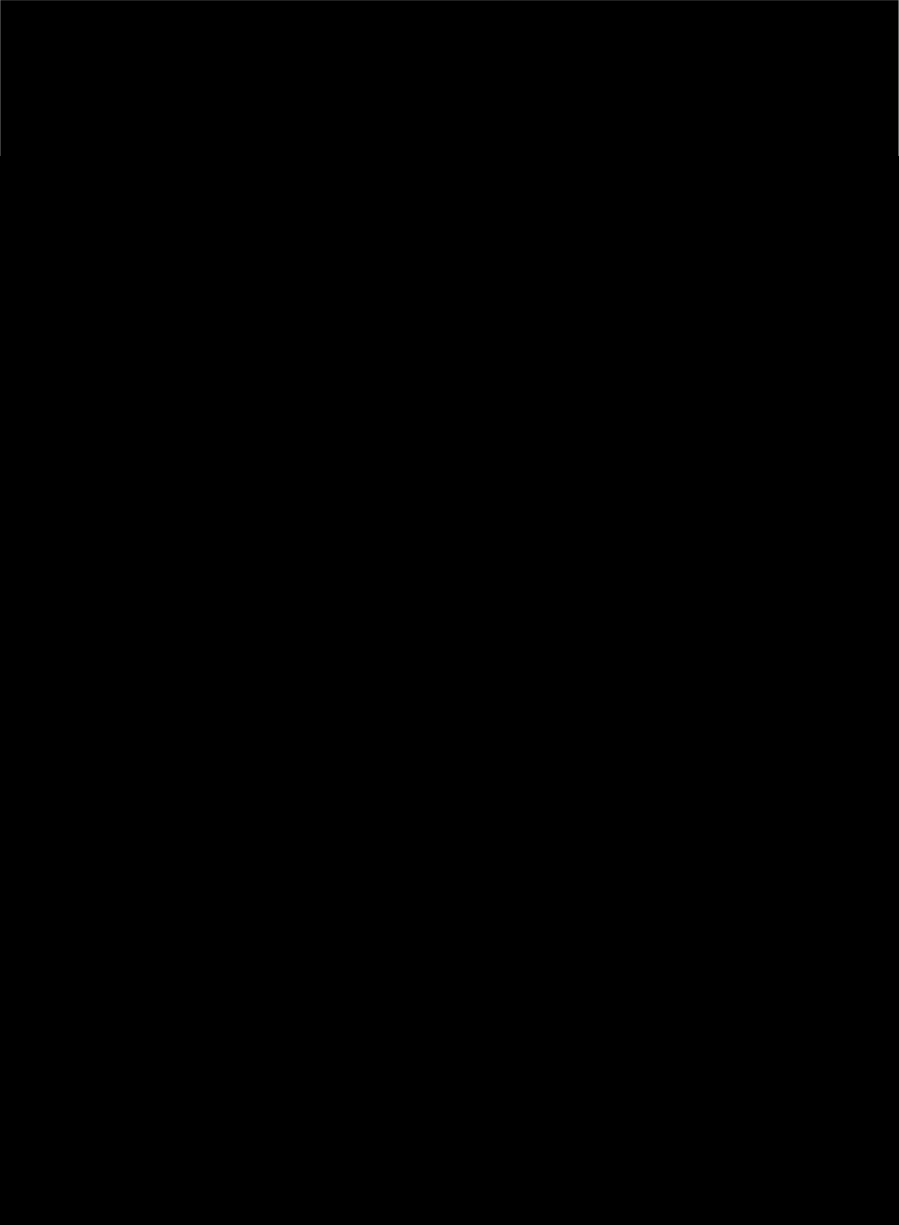
We cannot increase flying and save the planet. Regardless of whether there are any economic benefits, airport expansion is incompatible with life.



We need to be reducing CO2 emissions. Gatwick should not be able to waste the predicted efficiency gains in aircraft design by vastly increasing their number of flights.

We have many more things to worry about and not on a second runway for Gatwick

Flying should be low on all our priorities. Holiday at home. Spend your money in the UK where others of us will benefit, whilst combating climate change.

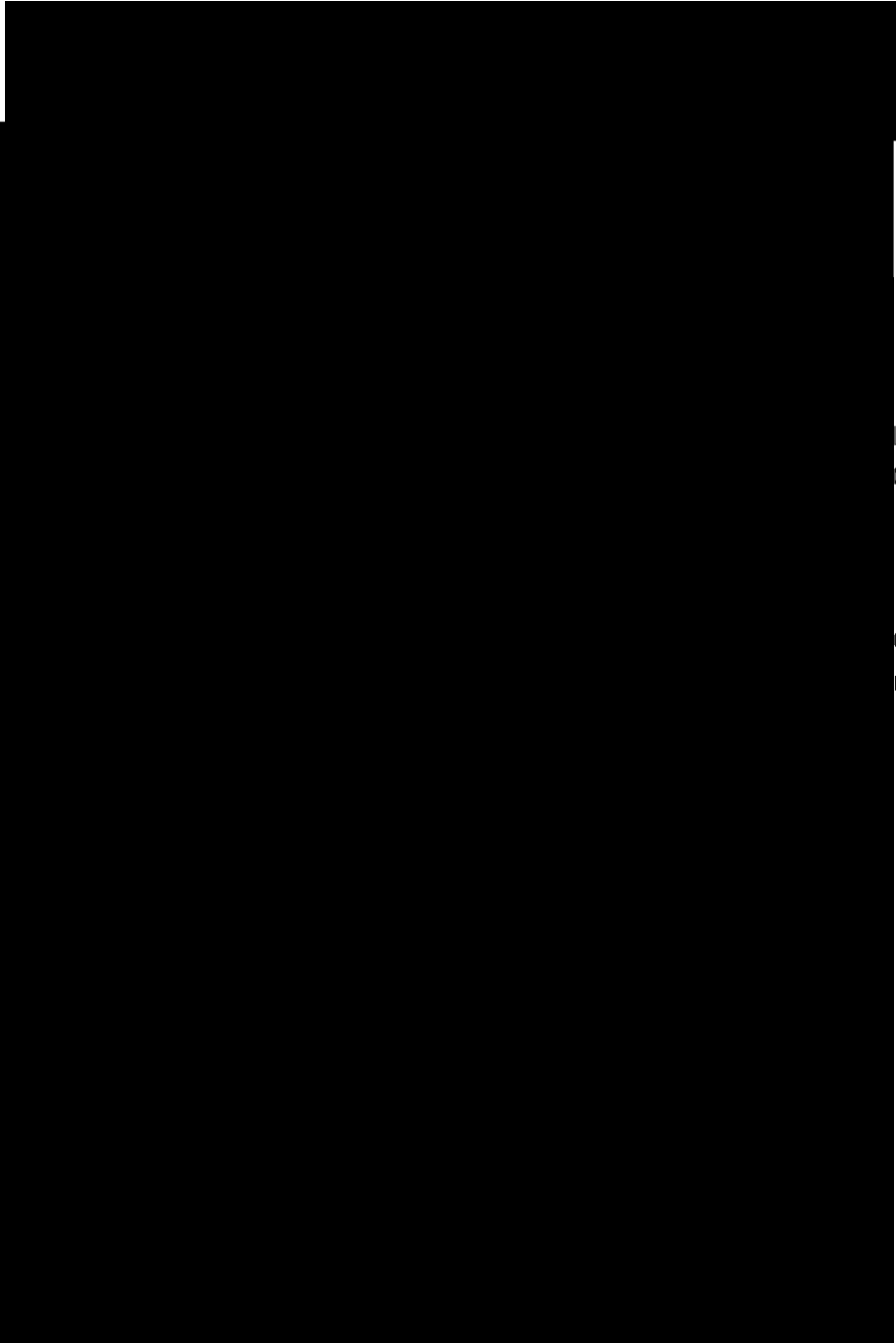


Gatwick Airport is already doing enough to harm peoples lives in the area.  
Stop now before more die through stress and poor air quality.

They are cheating the enquiry that chose Heathrow as well as going against any pretence  
HMG might have about being green.

Do not expand Gatwick airport - it would be increase pollution, bring countryside  
decimation, affect local residents' sleep and people's health, difficult to attract more  
employees who would have to travel further, would increase road building and, not least,  
be contrary to reducing climate change.

We must not destroy any more green spaces. The environment and our habitats for  
wildlife and plant species must become the first urgent priority from today, tomorrow will  
be too late.



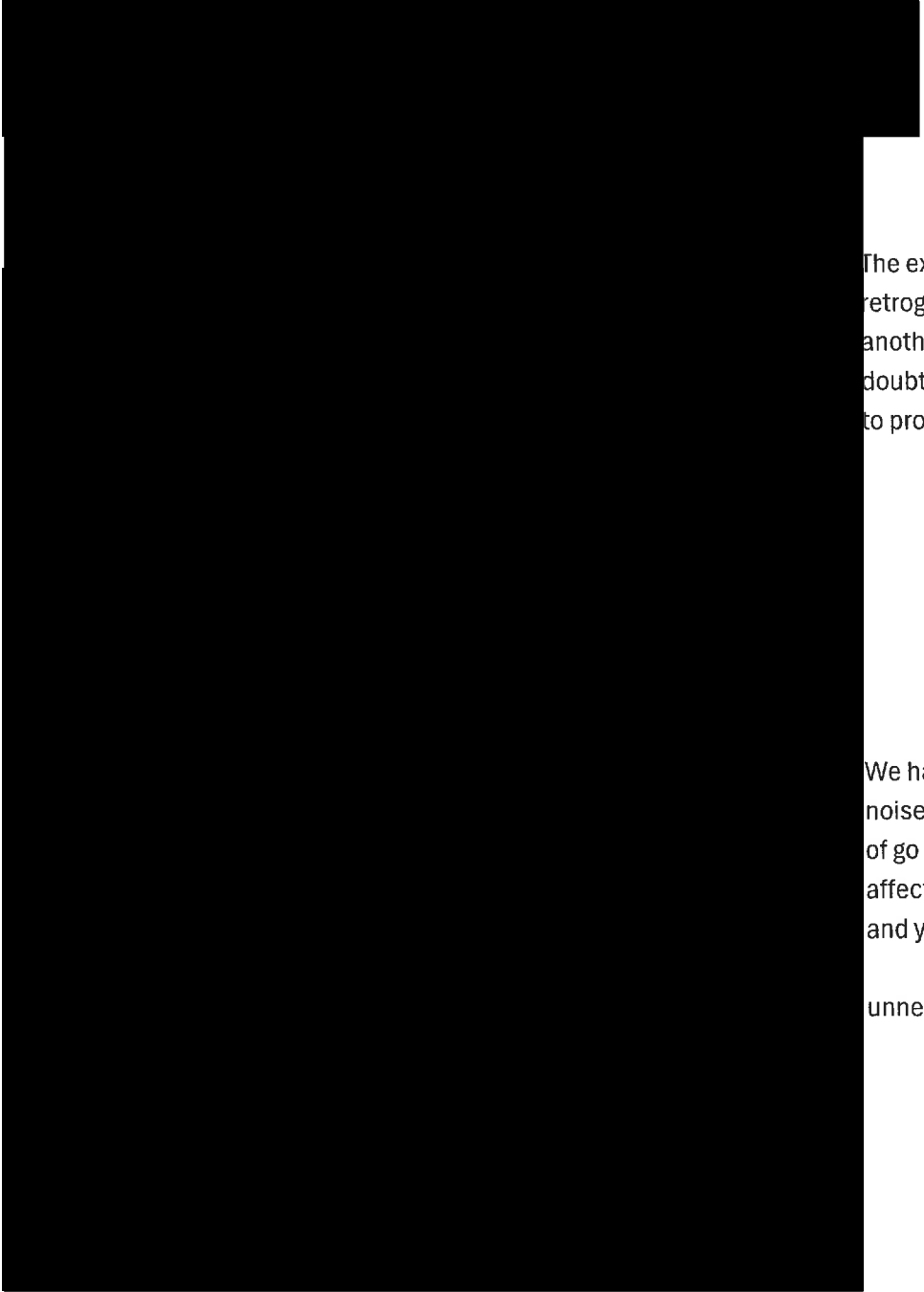
I wish to add my name to the say no to the Gatwick expansion campaign.  
Our property is on the direct flight path to this airport.

Gatwick is located in the heart of Surrey and this would could a great disturbance to all residents as the flights go through all the night.

Disgraceful to encourage more flights

Enough is enough! Woken every night by planes flying overhead. There is no respite currently from the continual noise of aircraft all day and night. A second runway would be a nightmare for the noise in this locality.

Air travel needs to be discouraged and made more expensive - so we don't need to expand any airports.



The expansion of Gatwick would be catastrophic for the local environment and a severely retrograde step in the battle against climate change. Allowing it to proceed would be another nail in the coffin of the government's objectives for net zero (something which no doubt all the climate change deniers will celebrate). Please do not allow this expansion to proceed.

We have lots of disruption already from light aircraft and Helicopters that create a lot of noise and then we are already experiencing a high amount of aborted landings in the form of go arounds and it's terrifying as it sounds like they are going to crash it's affecting my mental health please look into the flight paths of these and the flight data and you will see it's going to start recording them for evidence

unnecessary

We need to reduce air travel not increase it. Our very lives are on the line with pollution and heat across the globe.

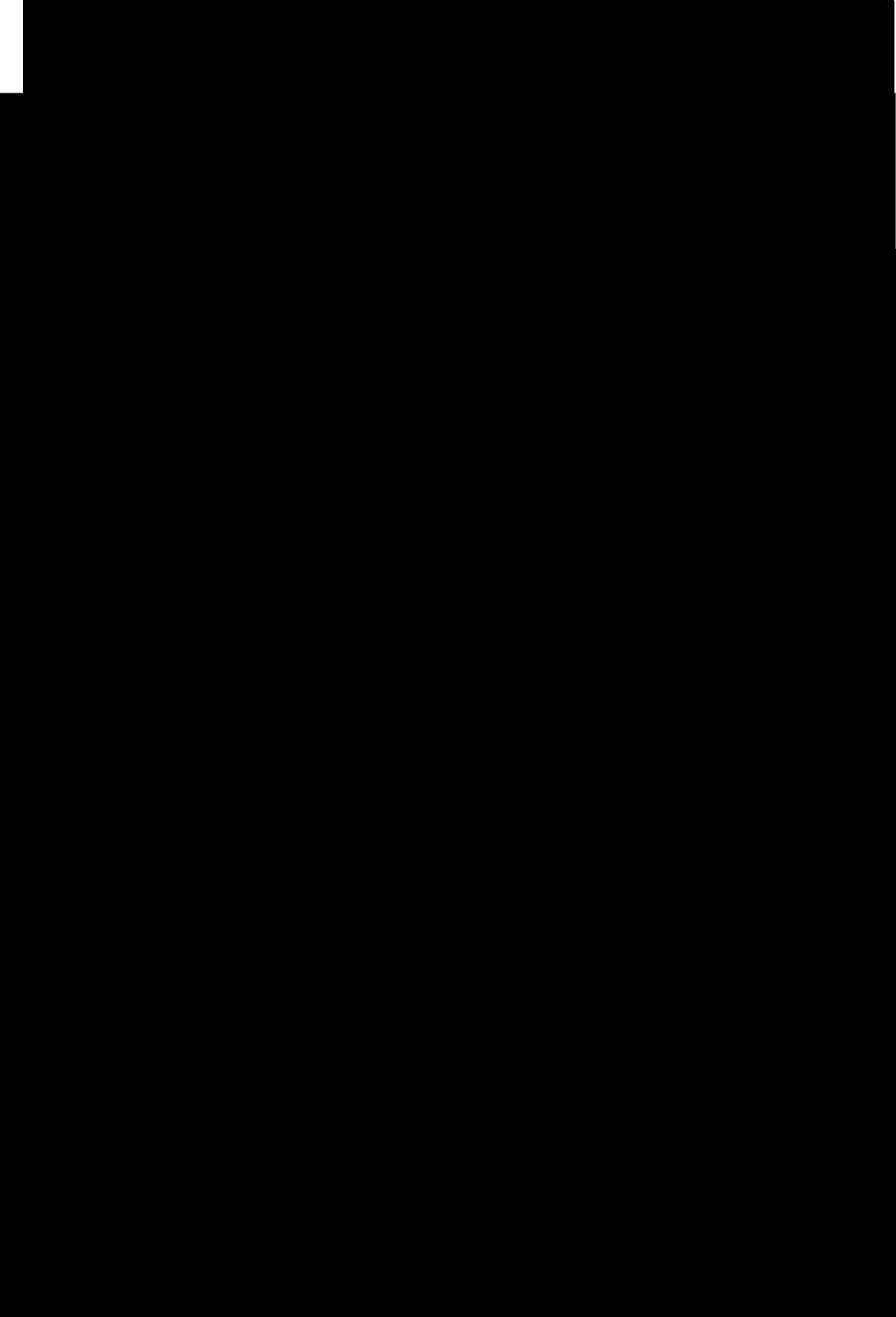
If you are serious about tackling climate change then the last thing we need to expand is our airports.

Why on Earth would expansion make any sense at all, with all the Net Zero agenda being brought to bear

Please stop this. Think of the climate crisis. It is not necessary or appropriate.

If a second runway has to be built then it should be done to the south of the existing one. The impacts of noise & pollution on residential areas would be far less. The current plans just bring the noise & pollution closer to Horley. This not something I will vote for.

No more noise or destruction of our countryside. Planes already fly most of the night over Surrey. I permanently sleep with earplugs in my ears but can still hear the planes.

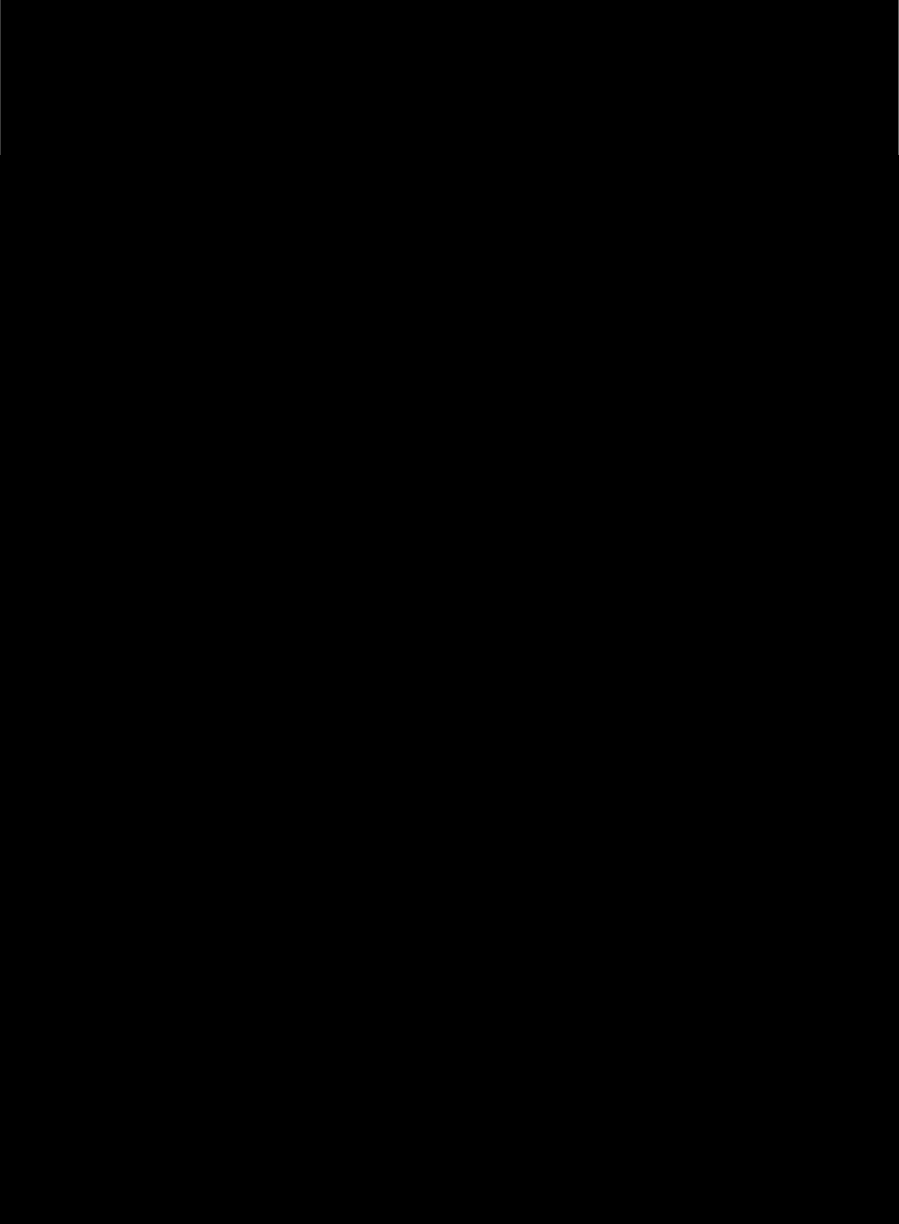


The air quality in the area is seriously compromised by ejections of take-off fuel . The extra run way at Gatwick would increase traffic and pollution that would further degrade the local area.

Frequent outbound flights routed over Ashdown Forest already will double

We need action on climate change and to protect our precious Sussex countryside. Anyone in support of this is focused on profit only at the expense of all else. How on earth will a second runway at Gatwick help with global warming? We have to stop cheap flights.

Another symptom of the overcrowding of South East England and the government's conflation of progress and growth with population increase, as ever disregarding our environment and neglecting quality of life for the many. Where do they think this will end ?



I would like to see our Government taking steps to address the climate crisis. The expansion of Gatwick Airport will cause distress to so many people and in my opinion, more important, loss of habitat for wildlife and of course the big one is climate damage, which this 2nd runway would most definitely add to.

It's not just the airport. The associated developers are very greedy. They want to develop the Gatwick Triangle, as they call it. This means expanding around our attractive, market towns such as Dorking, Leatherhead and Reigate. Vast areas of greenbelt and farmland will be destroyed by development. The environmental damage will be huge. I know because I lived and worked in Dorking for 30 years. The second runway was repeatedly opposed but the developers never give up. Get rid of them, please

This is expansion by the back door and must not be allowed to happen due to the adverse impact on the environment.



