

From: Claire Coutinho MP [REDACTED] >

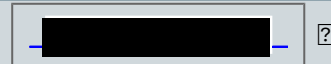
Sent: 29 January 2025 16:25

To: DFT [REDACTED]@dft.gov.uk>

Subject: FW: Proposed Expansion of Gatwick Airport using a DCO (Case Ref: CC23630)

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Dear Minister

Please see below a letter received from one of Claire's constituents who is keen to pass on her concerns regarding Gatwick Airport Expansion

Many thanks

Office of Claire Coutinho MP

FAO the Rt Hon Heidi Alexander MP,

Dear Ms Alexander,

I am writing to you as I wish to express my concern and object in the strongest possible terms to Gatwick's proposals to bring its standby runway into routine use creating up to 60,000 more flights a year and to grow traffic on its existing main runway to add a further 40,000 flights a year. I do not agree with Gatwick Airport's reasons for expanding the airport because it will unleash a further 100,000 flights a year over the district and beyond and will emit potentially 50% more emissions than it does at present - an increase of 1 million tonnes of carbon annually. This totally contravenes Government policy of reducing emissions, introducing the ULEZ zone in inner and outer London and increasing both on and offshore windfarms and solar farms around the country. It does not make any sense at all and does not contribute to the aim to make the country less polluting. This does not reduce the impact of global warming which is becoming all too evident.

Gatwick 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. They claim that a bigger airport will make us more internationally

connected and able to transport more freight globally. We are already internationally connected as a nation, sufficiently with Heathrow, City Airport, Luton and Stanstead, all of which are close enough to London or, in the case of City, inside the London boundary. Having another airport as big as Heathrow on the doorstep is not necessary and will be catastrophic for the district. At times the sky above us already looks like a patchwork quilt of vapour trails and this will only get worse with increased expansion. As the modernisation of airspace has created more concentrated flight routes, the skies look like dual carriageways at times. Eventually this could increase to motorways in the sky. Instead of living next to the M25, which is close enough for comfort, we will have a motorway in the sky over all of our heads as well.

More goods and freight on the roads will mean hundreds more huge lorries transporting this cargo along all of our 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, carbon monoxide, VOCs (Volatile Organic Compounds) and ozone.

In the consultation Gatwick is saying that it will be making best use of its existing infrastructure to create the new runway from the standby runway, but in reality this is not true. They will need space for new car parks, a terminal, 3 hotels, offices, freight-handling, warehousing, potentially mass liquid hydrogen storage will all be required both inside and outside the Gatwick boundary. Removal of green land to accommodate the growth is inevitable as there is no suitable place for alternative fuel stores inside the boundary. Heathrow used to be a rural area, now look at Hounslow. Is this the future that awaits this district? The economic benefits will be for the airport, and its employees and related airlines and aviation support industries. The tens of thousands of people who have to live under the flight paths and will have their homes blighted by noise and pollution will not benefit at all. The main beneficiaries of expansion are the huge shareholder groups the Vinci Group and Global Infrastructure Partners (Blackrock) This is what happens when we allow our infrastructure to be sold to the highest bidder. We are then at the mercy of the shareholders and billionaire managers of these huge hedge funds who won't care how many jets are flying over this district. For them, Gatwick is just another global asset - a small piece of their vast joint wealth. Before a decision is made, I hope careful thought and consideration will be given to the thousands of people whose homes will be blighted, air polluted and wider environment spoiled by the consequences of allowing this to go ahead.

Yours sincerely,
Mrs M R Barker
Resident of Hurst Green, Surrey

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