

**From:** [REDACTED]  
**To:** [Gatwick Airport](#)  
**Subject:** Open Floor hearing Wednesday February 28th  
**Date:** 02 March 2024 18:21:48  
**Attachments:** [GATWICK STATEMENT.docx](#)

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Hello,

My name is Dr JILL SUTCLIFFE I was due to give my statement at the Gatwick Open Floor hearings after 6 pm on Wednesday February 28th. The second afternoon session ended slightly early and people present were asked by the chair if they would like to speak then. I was one of those present and indicated that I would be happy to do that and after one contribution from a group which had pre-registered 3 individuals were invited to make their statements. I was the last person to make their contribution that afternoon.

I agreed to send a copy of my statement to the PI and it is attached. In particular, I have cited all key references for what I stated. I need to add a proviso that in view of other presentations which covered some of the same ground I adjusted my input accordingly as I spoke so as to avoid repetition. The attached paper is what I recall saying but please note I was amending it "on the hoof" as I spoke.

On a different issue, it was disappointing that the session was held in a Hotel where there were *no* refreshments available - no tea and coffee but some iced water; and no food. I ran the Objectors Office at the last large PI concerning Hinkley Point nuclear power station held in Cannington College in Somerset and ensured that warm drinks were always available as required and people could buy food in the college. That PI was attended by 600 individuals and a dozen large NGOs giving evidence and ran for the best part of a year.

The case presented by those supporting the application by Gatwick stressed the issue of hospitality ....and could have better demonstrated what could be provided.

Best wishes,  
Jill  
Dr Jill Sutcliffe

[REDACTED]

# **Good afternoon**

## **GATWICK STATEMENT**

I am Dr Jill Sutcliffe, an environmental scientist, who worked for Natural England, chairs the Local KKWG, the Keep Kirdford and Wisborough Green Group, co-chairs the Office for Nuclear Regulation-NGO Forum, was a member of my Parish Council + have lived in W Sussex for 40 years.

I wish to address 3 items:

**My experience** as I live under the flight path

A positive contribution made by the pandemic were the quiet unmarked skies when we could hear the nightingales and observe mammals, insects and birds in flight. And this quiet tranquil time also enabled a wide range of people to become interested in the local wildlife on their constitutional walks.

I last flew long haul in 2020 visiting family in Nepal where they were working on restoring the part decimated by the 2015 earthquake and cousins in NZ and Australia. I worked out what the whole trip might have contributed in the way of climate emergency gases, used a reparations website, greenly, and donated the resulting full cost I should have been charged to Solar Aid.

### **Climate change:**

Concern over the impacts of greenhouse gases on the climate led to legislation being introduced in 2008 and to the declaration of an Emergency in 2019.

As well as emitting climate changing gases such as **CO<sub>2</sub>** from burning fuel, planes affect the concentration of other gases and pollutants in the atmosphere. and water contrails.

The issue of aviation emissions is regarded by the independent Climate Change Committee as one of the most intractable facing the UK's commitment to reach Net Zero. 47% of all CO<sub>2</sub><sup>1</sup> emissions from the global aviation sector have been emitted since 2000 whereas emissions from the rest of the economy have fallen by c40%.

Currently, the answers to these issues is to fly less frequently and less far and **not** to build any extra capacity. In this way, time can then be used for creating appropriate solutions and these are currently being worked on while they will take more time than we currently have and it is urgent as some 6 of the 9 climate tipping points<sup>2</sup> which have been identified are currently being breached<sup>3</sup>.

- Current levels of greenhouse gas emissions risk triggering these climate tipping points
- These are shifts in the climate system that cause devastating irreversible changes, such as sea-level rise.
- Nine parts of the climate system are sensitive to tipping, including ice sheets, ocean currents and major forests.

United Nations synthesis report 2023

Gatwick seeks an increase to 75.6m passengers a year by **2038** and 80.2m by **2047** (from **46.6m pre-Covid**) plus workers and freight all trying to reach Gatwick Airport according to the **New Economics Foundation** study<sup>4</sup>.

Gatwick's own documents show that the proposed expansion would result in: • **70% more passengers using Gatwick** • **35% more flights, increasing noise impacts. This is unsustainable.**

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<sup>1</sup> *Nature communications*, Evaluating the climate impact of aviation emission scenarios towards the Paris agreement including COVID-19 effects

<sup>2</sup> **Climate tipping points** are critical thresholds in the climate system. When these thresholds are crossed, they lead to significant, often **irreversible changes**

<sup>3</sup> Potsdam Climate Change

<sup>4</sup> Up in the Air, Alex Chapman, NWF, July 2021

## **Environmental issues: Commitments**

The government's Airport Commission<sup>5</sup> report was clear that Gatwick Airport was **not** the one chosen for a new runway in the SE.

Nothing has changed; if anything, the situation has got worse as we now know how damaging flying is for the planet. Remember Gatwick is seeking an additional 101,000 extra flights a year.

Lord Deben spoke on the Climate series hosted by Amal Rajan at 9am on Radio 4 during the first week of the New Year, 2023. When asked what was the ONE thing he would do regarding climate change, the former UK government Environment Secretary and the previous Chair of the independent Climate Change Committee, who recently stood down, the Rt Hon John Gummer MP, stated that **ALL** planning decisions would need to take two issues into account, those of climate change and sustainability involving fully taking the impacts on Economic, Environmental and Social issues into account (Brundtland, 1987). We support the call by the AEF for a separate information session on climate change with expert contributions.

Thank you for your consideration

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<sup>5</sup> Airports Commission **Final report**, July 2015

## REFERENCES

Airports Commission *Final Report* July, 2015

Brundtland, G. H., *Our Common future*, 1987, World Commission on Environment and Development UN report

<sup>1</sup> Chapman, A, 2021 *Up in the Air*, , New Economics Foundation, NEF, July 2021

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Intergovernmental Panel on Climate Change, IPCC, 2013; and IPCC *Synthesis report and Summary for policy makers*

Lee D, 2020, Aviation contributes 3.5% to the drivers of climate change that stem from humans, Manchester Met University press release, and, *Journal Atmospheric Environment*

Quiggin, D, *Net Zero and the role of the aviation industry*, Research Paper Environment and Society Centre, Nov 2023

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Richardson, K et al, Sept 2023, Earth beyond six of nine planetary boundaries, *Science Advances, Sci Adv. 9*, 13 Sept 2023 published by the Potsdam Institute of Climate Research

United Nations 2023 IPCC Climate Change *Synthesis* report

<sup>1</sup> Vidal John. 22 Feb 2022 article in the *Guardian* Time to face the truth: UK aviation, as it exists today, and tackling the climate crisis are incompatible

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<sup>1</sup> **Climate tipping points** are critical thresholds in the climate system. When these thresholds are crossed, they lead to significant, often **irreversible changes**