

## Open Floor Hearing Contribution Jonathan Essex. 28<sup>th</sup> February 2024

This DCO glosses over the true scale of impacts of Gatwick's planned growth to 80 million passengers each year:

- Over 100,000 extra flights a year will increase noise but there are no plans to limit noise or meet the government's requirement to ban night flights.
- The air pollution modelling doesn't fit the monitoring data.
- A ridiculously short runway design life underplays the climate impact of flooding. We don't know where Gatwick plans to get its extra water supply from or the impact of increasing sewage and surface water from Gatwick being pumped into Horley and Crawley sewage works.
- Gatwick's air pollution, flooding and traffic models haven't been shared so the Environment Agency and National Highways have refused to comment on them. Now the DCO has started they should be made public.
- Did you know Gatwick's plans would increase its road traffic by a third, hence the huge highway works, increase rail congestion but not fund any more trains or connections, increase local road congestion but without better bus infrastructure.
- And where is the joined-up, landscape-wide ecological assessment needed? Missing, I think.
- And the economic case falsely presents Gatwick as a business airport, hypes the jobs benefits and excludes the economic impact of extracting tourism from the UK economy.

This under-estimating of negative impacts results in completely inadequate mitigation measures.

Gatwick's plans will have a huge material climate impact. But this has been belittled by discounting future emissions in line with the UK's Jet Zero strategy, offsetting for climate action in other sectors, by omitting the impact of contrails which the UK Climate Change Committee say will triple global warming, by overlooking flights that arrive not just leave the airport which will be caused by Gatwick's growth even if accounted for overseas, and finally by ignoring how aviation locks-in economy-wide carbon emissions. Overall Gatwick's climate impact could be as big as a third of the UK's 2038 carbon budget. To deny that runways lead to more flights is like denying buying cake will likely lead to the material impact of eating cake.

To discount, omit, overlook and ignore. And then to pretend it is insignificant. This is climate denial. To deny this process, decisions like this, have agency in averting climate breakdown, literally flying in the face of climate change.

Gatwick is competing with Heathrow to be the UK's biggest climate polluter whilst claiming its climate impacts are insignificant.<sup>1</sup> This is green wash of the highest order. Instead the UK must limit demand for flying, as called for by the UK's official climate change advisors. For Gatwick that must start by accepting it is big enough already.

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<sup>1</sup> Steadman, Shandelle and Pickard, Sam (2024) Airports, air pollution and climate change. Policy Brief. ODI, London. [REDACTED]