

From: Darren
Sent: 08 August 2024 15:38
To: Gatwick Airport
Subject: Additional objection as I could not access the website for deadline 21st August 2024 – Gatwick Airport New Runway Planning Application

Hi

I am a resident in the affected area and would like my objections based on the following to be taken on board please:

Darren Perks

- **Not Policy** – (ISH1) This is a new runway, so does not comply with ‘Beyond the Horizons – Making Best Use of Existing Runways’.
- You do not support the building of this new runway as the DCO has not adequately addressed the following issues, due to Gatwick Airport ‘not accepting’ any alternative viewpoint.
- **A Carbon Cap** – (ISH9) Call for this, to ensure that Gatwick Airport’s emissions are controlled and that they do reduce carbon (greenhouse gases) at the airport. Also demand that Scope 3 emissions are included in the cap, such as waste transportation to third party incinerators, and increase in flights to and from the airport.
- **Aircraft Noise** – (ISH9) Support the 0.5 decibel reduction every year in the noise envelope, as proposed by PINS (proposed at ISH9). If Gatwick disagrees, then they obviously don’t believe that aircraft will get quieter as detailed in Environmental Statement Addendum Updated Central Case Aircraft Fleet Report Book 5 May 2024. Re-iterate there should be a night ban.
- **Airspace is not big enough** – As submitted by EasyJet and British Airways RR, the airspace needs modernisation to allow for the increase in flights from 2 runways. Therefore, the modernisation of airspace should have been included in this application, as Gatwick are progressing this in parallel.
- **Insulation** – (ISH9) There should be full and meaningful compensation for all residents impacted by both a new runway and the increase in traffic on the main runway, including outside of the current contour of consideration.
- **Areas of Outstanding Natural Beauty** (ANOB) and of historic importance are not addressed.
- **Congested Surface Transport** – Gatwick has still not addressed the lack of comprehensive data encompassing all times of operations, such as early morning. It is also reliant upon third parties to provide services, without providing any adequate funding to facilitate sustainable transport modes (ISH9).
- **Air Quality** – (ISH9) Gatwick offers nothing more than to ‘monitor’ air quality. This is not acceptable; air quality standards must be legally binding in the DCO. Gatwick must not be allowed to have it in the local authority agreement, known as a 106. Air quality standards are rising, so the DCO should have stringent mandatory targets that must be met by the airport with 2 runways.
- **Waste Water Flooding** – The DCO must include a mandatory onsite wastewater sewerage treatment plant, to prevent local homes being flooded with sewerage due to no provision by Thames Water.

- **Lack of Housing and Amenities** – (CAGNE submission REP1-149) the lack of affordable housing and amenities has not been fully examined or considered. It is not acceptable for Gatwick to dismiss this, as a huge inward migration of workers will impact the existing housing shortage, as well as lack of schools, healthcare and amenities. There should be a housing fund to assist with the volume of construction workers that will migrate to the area to build the new runway, hotels, offices, and road.
- **Inward Migration of Workers** – (ISH9 Housing Fund) there is extremely low unemployment locally, so a new runway would necessitate an inward migration of workers. Most of these workers will be on minimum wage, so they will not use expensive public transport and will seek to live locally in rented accommodation which is in short supply and not cheap.
- **Significant Increase in Waste** – (ISH9) Demand that there be accountability in how much waste will be transported on our roads, and to where.
- **The Community Fund** – (ISH9) this is not fit for purpose, as it has set criteria that do not include areas of impact. It currently focuses on media opportunity events and charities, so does not reflect the impact the airport currently has on communities.
- **Odours** – (ISH9) Safeguards need to be in place to protect residents as there is a serious lack of detail on what odours will be generated by alternative fuels to meet decarbonising requirements.

I am also a chartered psychologist practicing in the area and know many of my clients have raised issues of worry and concern in respect of the future protection of the eco system of the planet particularly younger people who will be around in our future. They have also referred me to key scientific research indicated below:

New scientist:

Modern fuel-efficient jets can cause more warming than older planes

Passenger planes and private jets that fly higher can create longer-lasting contrails, meaning their contribution to global warming has been underestimated

7 August 2024

Aeroplanes that fly at higher altitudes can create longer-lasting vapour trails that are likely to cause more global warming. Since private jets and modern fuel-efficient jets fly higher than other passenger jets, these aircraft may be causing even more warming than previously thought.

The findings could help airlines work out [which routes to fly to minimise contrails](#), says [Edward Gryspeerdt](#) at Imperial College London. “If we could predict the contrail-forming regions of the atmosphere well enough, you could route aircraft around them, which would reduce this effect.”



[Effects of climate change](#)
metoffice.gov.uk

Reaping and Sowing

Imagine this dire scenario: the Atlantic Ocean's sea currents which bring warm water to Europe collapses, making large swaths of the continent as cold as the Arctic Circle.

In a grim turn, that's just the scenario that a team of European scientists are warning about in a [new study](#) in the journal *Nature Communications*: that this catastrophic collapse — along with the ruination of the Amazon rainforest and the melting of polar ice — is on track to actually happen if we continue along our current path.

Specifically, the scientists say these major Earth systems, important for keeping the global climate stable for human civilization, face a 45 percent or greater chance of collapsing in the next 300 years, even if we temporarily bring back global warming below [the 1.5 degrees Celsius threshold](#). Worse, the collapse may be irreversible.

The researchers modeled a range of climate policies on carbon emission rates, while inputting climate data on the Amazon rainforest, polar ice in Greenland and West Antarctica, and the Atlantic Meridional Overturning Circulation, which regulates the flow of warm water from the tropics to Europe.

"Domestic policies to reduce emissions need to be adopted and implemented, not only pledged, and a more significant and urgent effort is needed to mitigate the risks associated with tipping elements," the scientists write.