

From: Julie Etheridge
Sent: 08 August 2024 21:16
To: Gatwick Airport
Subject: Gatwick Airport New Runway Planning Application

To whom it concerns

Your website is not accepting responses so I am writing this email instead:

I object to the Gatwick Airport New Runway Planning Application for the following 16 reasons:

1. **Not Policy** – (ISH1) This is a new runway, and therefore does not comply with ‘Beyond the Horizons – Making Best Use of Existing Runways’.
2. **Impact on Biodiversity**- increased emissions, pollutants and loss of natural spaces will all severely impact already depleted wildlife and nature.
3. The DCO has not adequately addressed the following issues, as Gatwick Airport is ‘not accepting’ any alternative viewpoint.
4. **A Carbon Cap** – (ISH9) this is imperative, Gatwick Airport’s emissions **MUST** be controlled to reduce carbon (greenhouse gases) at the airport. We are currently experiencing a **Climate Emergency we need to be reducing carbon emissions NOT in anyway increasing them! Scope 3 emissions MUST be included in the cap**, to truly control carbon emissions that will be produced as a result of waste transportation to third party incinerators, and increase in flights to and from the airport. All other businesses are expected to consider Scope 3 in their operational impact and carbon footprint and there is no reason why Gatwick should be made an exception.
5. **Aircraft Noise** – (ISH90) 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. There must also be a night time ban as there is at London Heathrow to allow residents like myself to have a respite from constant aircraft noise, impacting sleep quality. Health and Wellbeing.
6. **Airspace is not big enough** –modernisation of airspace has not been included in this application, this needs to be looked at holistically and not as a separate issue. This application is therefore flawed.
7. **Insulation** – 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.
8. **Areas of Outstanding Natural Beauty (ANOB) and of historic importance** are not addressed. These precious spaces are increasingly under threat and need to again form part of the decision making process. Preserving these is in the public interest and the interest of our environment on which all human life relies upon.
9. **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). The area around Gatwick is already highly congested, particularly at peak times. Additional traffic will create more road chaos.

10. **Air Quality** – (ISH9) Gatwick offers nothing more than to ‘monitor’ air quality. This is completely unacceptable; **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.
11. **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.
12. **Lack of Housing and Amenities** – (ISH9 HOUSING FUND) 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.
13. **Inward Migration of Workers** – 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 expensive.
14. **Significant Increase in Waste** – An assessment of additional waste must be obligatory to again take into account the entire impact rather than ignore things that aren’t convenient to Gatwick’s expansion agenda and indeed where will this waste end up!
15. **The Community Fund** – 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. What about the impact of increased air pollution on children’s lungs! Increased burden on local NHS?
16. **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.

A local resident for all my life this area is already polluted and becoming increasingly unpleasant to live in and there is no justification for allowing this expansion as we face a climate emergency of catastrophic proportions.

Sincerely

Julie Etheridge