

**From:** John Telling  
**Sent:** 18 August 2024 10:36  
**To:** Gatwick Airport  
**Subject:** Gatwick Airport New Runway Planning Application

- The Development Consent Order (DCO) hearings TR020005
- Interested Party Reference number: 20043455

My comments are as follows:

### 1) **Policy**

This is a new runway, so the application does not comply with 'Beyond the Horizons – Making Best Use of Existing Runways'.

### 2) **Carbon and Climate Change**

The UK Government's Climate Change Committee has recommended that there should be no net airport expansion in the UK if the country is going to meet its legally binding target of net zero emissions by 2050.

It is unbelievable that as evidence of rapid global warming mounts by the day we should be considering increasing a commercial activity which will add further emission of carbon from commercial aircraft flying and all the activities (transport etc) to service it.

Today's children and those to come are going to pay a heavy price for the current generations' neglect of this impending climate disaster. We should not be contemplating increased aircraft activity and its servicing. Perceived human 'entitlements' and commercial aspirations do not trump the consequences of the laws of physics.

### 3) **Aircraft noise**

Why should people living in Tunbridge Wells, find themselves going to bed and and being woken by the sound of Gatwick aircraft? With the mounting evidence of the health impacts of noise and disturbed and disrupted sleep why is Gatwick permitted to operate at night and fly low over this town during the day?

### 4) **Air Quality**

Apart from the climate impacts, aircraft emissions and emissions arising from the servicing of commercial aviation all contribute to the general level of air pollution. There is now evidence of the health impacts, notably on children, whose organs are developing, of particulate ingestion. Do we not have to look beyond the short term commercial interests?

### 5) **Wildlife and Protected Areas**

Has the impact of increased aircraft emissions on wildlife and protected areas been investigated?

The Ashdown Forest is a Site of Special Scientific Interest (SSSI). It is also a Special Protection Area (SPA) for wild birds, a Special Area of Conservation (SAC) for heathland, and a Nature Conservation Review site. The forest's wildlife and landscape are protected by national and international laws. Other SSSI's could also be adversely affected.

### **Conclusion**

I do not accept that expanding the use of Gatwick Airport is compatible with addressing the urgency of the climate change situation or meeting climate change obligations. Neither is increased flying compatible with safeguarding human health and wellbeing needs. I am therefore opposed to any increase in flying from Gatwick, or any other Airport, and the unavoidable human and environmental impacts from commercial aviation.

John Telling