

From: Mike Lewis
Sent: 20 August 2024 23:56
To: Gatwick Airport
Subject: Re: Development Consent Order (DCO) hearings TR020005

Interested Party Reference number: 20043402

Dear Sirs

I am writing to input my views on the overall DCO process to date. I could not follow the subheadings of the Have Your Say process on the website, so I express my views below.

In general, as Gatwick is proposing a new runway, it does not comply with 'Beyond the Horizons – Making Best Use of Existing Runways'.

I am fervently against a new runway because the DCO has not adequately addressed the following issues.

- There must be a cap on carbon production to ensure that Gatwick's emissions are controlled and that they reduce greenhouse gases at the airport. Scope 3 emissions must be included in any cap, such as waste transportation to third party incinerators, and any increase in flights to and from the airport.
- I support a 0.5 decibel reduction every year in the noise envelope, as proposed by PINS. 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.
- If the new runway receives the go-ahead, then, like Heathrow Airport, there must be a ban on night flights so that residents on or near flight paths can get some nocturnal respite.
- As submitted by EasyJet and British Airways RR, the airspace needs modernisation to allow for the increase in flights from two runways. Therefore, the modernisation of airspace should have been included in this application, as Gatwick are progressing this in parallel. From my own observations, Gatwick's airspace is overflowed by Heathrow flights and aircraft therefore have to fly in to and out of Gatwick lower than necessary, thereby inflicting excessive noise and pollution for those living in the vicinity of the flight paths.
- 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. This means compensating for diminution in property values, funding for insulation and any trauma counseling or treatments required as a result of adverse effects on residents' mental and physical health from noise and air pollution.
- Gatwick have not addressed any adverse effects on areas of Outstanding Natural Beauty (ANOB) and historic importance.
- Gatwick has not addressed the lack of comprehensive data encompassing all times of operations, such as early morning, on surface transport congestion. It is also reliant upon third parties to provide services, without providing any adequate funding to facilitate sustainable transport modes.
- 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.
- 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.
- 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.

- There is extremely low unemployment locally, so a new runway would necessitate inward migration of workers. Most of these workers would be on minimum wage, so they would not use expensive public transport and instead seek to live locally in rented accommodation which is in short supply and hard to afford.
- The Community Fund 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 and how this will increase.

Yours sincerely

Michael Lewis