

1. Gatwick Airport Ltd has compared environmental impacts against a future baseline of 67 mppa in 2047 but other figures show that it is likely to be 80.2 mppa. ie assessment is not against the realistic worst case scenario.
2. Future environmental impacts should be no worse than now and assume no car growth and new train services,, local congestion and parking impacts in and around Gatwick should not be worse and as well as traffic there should be no increased impacts on air pollution, noise, flood impact, water neutrality.
3. The DCO has highlighted that in some areas the existing impacts are already unacceptable. These should be reduced or eliminated. ie no night flights, stronger noise limits and mitigation, impact on sewage overflow incidents and flooding given already poor quality of River Mole.
4. Gatwick should agree conditions to limit all these impacts as part of a new Section 106 whether or not the airport is expanded. And ensure surface transport modal shift, public and active transport investment.
5. Climate change is a significant impact and should be addressed, including emissions from flights. Gat wick would become as big as Heathrow, the single biggest UK climate polluter so it is not true to claim climate impact is not significant. There is a climate emergency and aviation must accept that it has a responsibility to constrain demand at airport level.
6. The Open Floor hearing on 2nd May is local election day, possibly General Election , this should be moved. and the other hearings may not have enough time for all the environmental issues to be considered.
7. The existing national aviation policies out of date, specifically with respect to climate change. It should be updated before a decision is made by the Sec of State.