

**From:** Bridget Bell  
**Sent:** 19 August 2024 09:34  
**To:** Gatwick Airport  
**Subject:** Have your say: Gatwick New Runway OBJECT to the DCO process

I wish to make an overall comment on the DCO process to date regarding the shortfalls in the process of the Development Consent Order (DCO) hearings TR020005 for Gatwick Airport's plans for a new runway.

I am writing to you direct as I cannot make head or tail of the 'Have your say' website.

I 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:

1. A Carbon Cap – (ISH9) there is a need to ensure that Gatwick Airport's emissions are controlled and that they do reduce carbon (greenhouse gases) at the airport. Scope 3 emissions must be included in the cap, e.g. waste transportation to third party incinerators, and increase in flights to and from the airport.
2. Aircraft Noise – (ISH9) there must be the 0.5 decibel reduction every year in the noise envelope, as proposed by PINS (proposed at ISH9). There must be a full 8-hour night ban, 10pm - 7am. Planes will never be 'quiet' or 'quieter'; they may only ever be 'less noisy'. Noise quotas must ensure no roll over between quota periods / years. Less noise should not enable more planes.
3. Insulation – (ISH9) There MUST 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. Insulation is part of the mitigation against aircraft noise, but it must be weighed up against the knowledge that in warm and hot weather opening a window for cool air is not an option: it let's the noise in.
4. Vitally, Areas of Outstanding Natural Beauty (ANOB) and areas of historic importance are not addressed. These are places where people go for peace tranquility, culture, to recharge their mental and physical health batteries. Not to be assaulted by near concentrated noise from low-flying aircraft for 24 hours a day with or without airspace 'modernisation' (a future hell in the making).
5. Air Quality – (ISH9) Gatwick offers nothing more than to 'monitor' air quality which 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 and the DCO should have stringent mandatory targets that must be met by the airport with two runways.

6. 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.

Bridget Bell