

1. This is a new runway and as such does not comply with "Making Best Use of Existing Runways"
2. I agree that there should be a Carbon Cap, which includes Scope 3 emissions and flights to and from the airport, independently monitored with data easily available to the public, on the basis that if carbon emissions are not complied with flights from and to Gatwick must be restricted, as described by CAGNE's submission. The level of Carbon Cap should be assessed to be legally compliant with the aims of the Climate Change Act 2008.
3. I support the PINS recommendation of annual 0.5 decibel reduction of allowable aircraft noise in the noise envelope, and there should be a ban on night flights.
4. In the same way as a Carbon Cap and noise reduction, Gatwick flights should be restricted by Air Quality levels, such that if Air Quality levels are not met, flights must reduce. It is not sufficient that Gatwick just agrees to monitor Air Quality - there must be enforceable conditions linked to Air Quality and clear public data on the results of monitoring Air Quality .
5. Conditions are required around waste water treatment as Thames Water cannot manage the additional waste water which will be generated by expansion .
6. Gatwick is in an area of low unemployment and unaffordable rentals and house prices. Mitigating the impact on accommodation and travel for construction workers and employees on the surrounding area is not properly addressed by GAL.
7. Comprehensive data on increases in surface transport is not sufficiently provided by GAL and GAL should contribute to funding sustainable surface transport.