

Noise – I do not feel this has been adequately considered as an issue effecting many thousand of inhabitants in the wider vicinity of Gatwick. In particularly night flights, especially in the summer when windows are open, mean disturbed sleep my family on a nightly basis. [REDACTED]. We need to see Gatwick commit to continuing 0.5 decibel annual reductions and a band on night flights similar to Heathrow.

I also suggest that the cost of damaging the lives and health of residents is compensated for directly to individual households and also to the health services generally. Grants for sound insulation such as acoustic glass should be made available for anyone overflowed by aircraft below a certain height or decibel level.

Area of Outstanding Natural Beauty – we live adjacent to such an area and within great landscape value and as such have tight planning regulations enforced to protect it. However, this does not seem to extend to airspace above it and the noise and con trials severely diminish the experience and enjoyment for those visiting or living here. This protection needs to extend to airspace.

Air quality – coupled with the above observation we need to see Gatwick commit to improvement of air quality as a second runway will only add to the problem at a time when there is a drive to reduce damaging particulates in the environment. Offsetting by improving areas away from the airport should not be considered as a suitable measure for fulfilling their obligations.

Modernisation of airspace should be a pre-requisite of this application.

Waste, water and sewage issues have not been addressed and with the local water company on the verge of going bust any owner including the government if nationalised will not be in a position to make the investment in infrastructure need to accommodate the collection treatment and disposal of the huge quantities of waste generated by this second runway. Gatwick needs to commit to a Carbon Cap including Scope 3 to cover the transport of waste from the airport.

Transport - Gatwick has failed to address the need for improvement of surface transport serving the airport as it does not fall within their control but already the roads are clogged up and Crawley and the country lanes are being used as rat runs avoiding the congestion of atrial roads caused by the expansion of Gatwick. Likewise train services with Gatwick express running on a regional commuter line cannot be improved without major investment by the government.

Labour sources will by necessity have to be drawn form a wider area given we are nearly at full employment already in the vicinity. This will inevitability produce greater demands on the road networks and increase demand for housing. This needs to be included in the plan and Gatwick has to contribute to these services.

For these reasons I continue to oppose this application for a new runway and Gatwick has not engaged with the community in any meaningful way to consider alternatives.