

- I do not support the building of this new runway as Gatwick Airport is 'not accepting' any alternative viewpoint and the DCO has not adequately addressed the following issues:-
- Not Policy – (ISH1). This is a new runway, so does not comply with 'Beyond the Horizons – Making Best Use of Existing Runways'. If this is considered to be repurposing the emergency runway, the absence of an emergency runway presents a serious risk to passengers, as recently demonstrated at Gatwick on 28th June 2024 and with common sense must render the airport not fit for purpose.
- Aircraft Noise – Gatwick disagreeing with the PINS 0.5 decibel reduction every year in the noise envelope, indicates that they don't believe that aircraft will get quieter as detailed in Environmental Statement Addendum Updated Central Aircraft Fleet Report Book 5 May 2024. On many grounds including current and future health concerns there must be a night ban. Inadequate sleep has been clearly identified as a factor in mental health, including an increased risk of developing dementia. Public services cannot be further stretched by increased risks associated with increased private profits.
- Inward Migration of Workers – (ISH9 Housing Fund) there is extremely low unemployment locally, so a new runway would necessitate an inward migration of workers. Most of these workers will be on minimum wage, so they will not use expensive public transport and will seek to live locally in rented accommodation which is in short supply and not cheap. In addition to housing pressures along with the lack of schools, healthcare and amenities in and around Gatwick have been highlighted by the Local Housing Plans, stalled due to inadequate water supplies to support large scale new housing there are a the lack of schools, healthcare and amenities.
- Waste Water Flooding – Thames water have made no provision for managing waster water and sewerage. The DCO must include a mandatory onsite wastewater sewerage treatment plant, to prevent local homes being flooded.
- Air Quality – (ISH9) 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.