

Not Policy – (ISH1) This is a new runway, so does not comply with ‘Beyond the Horizons – Making Best Use of Existing Runways’.

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.

A Carbon Cap – (ISH9) Essential to ensure that Gatwick Airport's emissions are controlled and that they do reduce carbon (greenhouse gases) at the airport. Scope 3 emissions are must be included in the cap, such as waste transportation to third party incinerators, and increase in flights to and from the airport.

Aircraft Noise – (ISH90) the 0.5 decibel reduction every year in the noise envelope, as proposed by PINS (proposed at ISH9), is needed. If Gatwick disagrees, then they obviously don't believe that aircraft will get quieter as detailed in Environmental Statement Addendum Updated Central Case Aircraft Fleet Report Book 5 May 2024. Most importantly there should be a night ban.

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 and not through a s106 agreement with the local authority. Air quality standards are rising, so the DCO should have stringent mandatory targets that must be met by the airport with 2 runways.

Waste Water Flooding – The DCO much include a mandatory onsite wastewater sewerage treatment plant, to prevent local homes being flooded with sewerage due to no provision by Thames Water.

It's very simple: we should all reduce our flying footprints if not eradicate them completely.