

**From:** [REDACTED]  
**To:** [Gatwick Airport](#)  
**Subject:** Response to proposed Gatwick Airport Northern Runway Project  
**Date:** 15 January 2025 12:14:10

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[REDACTED]  
Dear Transport Infrastructure Planning Unit,

Thank you for the opportunity to express my concerns regarding Gatwick Airport's recent application to build a 2<sup>nd</sup> runway. Having been denied the opportunity to build a second runway in 2016, it is disappointing that Gatwick has refused to accept the decision, and is now trying to gain permission through the 'back door'. The claim that they only want to bring an already existing emergency runway into full operational use rather than build a new one, is clearly a blatant attempt to circumnavigate the planning rejection of 2016. Once more, those of us who have the misfortune to have Gatwick as a neighbour must defend our right to have a life that is not blighted by noise and pollution.

I am a resident of Kent and my postcode is [REDACTED]. I do not live on the final flight path into Gatwick but I live in the area to the south that is overflowed by arriving aircraft as they join the final landing approach path. Since 2002 when I first moved to this area, the number of planes arriving at Gatwick has increased year on year and consequently the noise pollution is now significant. We know that the way in which air space is now being managed means that planes are instructed to join the final approach path in ever narrower corridors in order to allow more planes to land. This means that I am now living under, essentially, a motorway in the sky with planes constantly flying overhead at a height of 3000 – 4000ft. All this has all happened without any control on noise or pollution.

During the summer months the constant noise is so distressing and invasive with planes flying over my house every 2 minutes. As soon as the noise of one plane fades, another one comes to take its place. I have to sleep with my bedroom windows closed and am often unable to sit in my garden.

Over the past 23 years Gatwick has proved to be a poor neighbour more concerned with profit than taking responsibility for the impact it is having on its neighbours. It has a history of running poor consultations with leading questions and a lack of opportunity to express real concerns, and has a noise complaints process that is so time consuming that I have given up using it.

I understand that I am expressing very personal reasons why I am against expansion at Gatwick but I am not alone in my noise ghetto. West Kent is densely populated and the residents of Tonbridge and Tunbridge Wells are all affected by low flying aircraft noise. However, it is the rural villages to the west of Tunbridge Wells that are particularly badly affected with Groombridge, Speldhurst, Fordcombe and Penshurst often bearing the brunt of the planes joining the final approach. It is easy to focus solely on communities living in and around the airport but I want you to realise that noise pollution is a very real burden and issue for communities considered to be far outside the usual radius of impact. I live 18 miles from Gatwick and yet for me, aircraft noise is the most negative element that

decreases the quality of my life and the way in which I am able to enjoy living in my home. I find it disappointing and misleading that Gatwick only considers its activities to affect those in its immediate vicinity. In reality, the truth is very different. Their activities affect communities many miles away and I would like you to remember this when you are making your decision.

There are also wider reasons why Gatwick should not be allowed to expand.

1. They claim that 14,000 new jobs will be created if the planned 2<sup>nd</sup> runway goes ahead. However, most of these jobs will be low paid manual jobs that will disappear in the next 5-10 years as AI and automation increasingly becomes more sophisticated and widespread. In fact, there is already evidence of automation taking over with several carriers using automated baggage check in. 14,000 is also a paltry number and cannot offset the misery that a second runway will create for thousands of other people.
2. But most importantly, the Climate Emergency means that as a society we should be flying less not more. A second runway would be a disaster for the goal of net zero by 2050 and it is up to our government to say no when the greed and selfish ambition of Gatwick, a privately owned company, threatens the greater needs of our planet. I often hear people in their twenties say that they feel that anything they do to live more sustainably is pointless because governments do not make the big decisions needed to address climate change. This is your opportunity to make the big decision and say 'No' to Gatwick's relentless quest for more profit. They claim it is a nationally important infrastructure but it is not. It is not needed and would take the UK far away from achieving its climate goals and as such should be rejected.

Thank you for taking the time to read this email.

Kind regards,

Helen Champion