

From: [REDACTED]
To: [Gatwick Airport](#)
Subject: Application by Gatwick Airport Limited ("the Applicant") seeking Development Consent for the proposed Gatwick Airport Northern Runway Project ("the DCO")
Date: 16 January 2025 22:29:11

[REDACTED]
Dear Sir/Madam,

I'm writing in response to your letter dated the 3rd of January 2025 in connection with the Application by Gatwick Airport Limited ("the Applicant") seeking Development Consent for the proposed Gatwick Airport Northern Runway Project ("the DCO"); (Ref: TR020005).

I bring the following to your attention as these are important matters.

The town of Horley, where I live, has been in-situ long before Gatwick Airport. In the letter from Gatwick Airport to yourselves dated the 23rd of December 2024, the Applicant is seeking that you grant Consent with Requirements 15 (Noise Envelope) and 18 (Receptor based noise mitigation) which suit them rather than your proposed levels set out in your letter dated the 9th of December 2024. This will reduce the burden on the Applicant whilst increasing the burden on it's neighbours, like myself. Mitigation should not simply be in the form of double glazing, as this is not always sufficient. Why is this the case? Currently, depending on the weather, noise from the current Airport activities overwhelms the background noise. As a resident, when outside my house, I sometimes wonder if my house is on the airport apron rather than circa 1km away. When I am unable to enjoy time outside due to the high airport noise levels it is detrimental to my enjoyment of life and associated mental wellbeing. I therefore recommend that the noise requirements set out in your letter of the 9th of December 2024 are retained and when aircraft engines are further developed to achieve these levels, the Applicant can then expand their asset.

You should ignore the comment made by Mr Norwood of Gatwick Airport that if the limits are not relaxed and the project is delayed it would be "detrimental to the Government's stated aim of securing growth for the UK". This is emotive and subjective by him and is not relevant to the consideration.

Next, Mr Norwood at the Airport does not understand the railway system. He proposes maximising Thameslink train lengths. These trains are already 12 carriages and to lengthen them would necessitate lengthening all the railway platforms across the Thameslink network. Did he mean maximising the length of Southern trains where they run as 8 carriages?

What's more, he talks about reinstating four Gatwick Express train services an hour. If he is truly concerned with sustainable travel, he would promote abolishing the Gatwick Express as that route charges higher railway fares than the comparable Southern services. To reinstate four Gatwick Express services an hour would be detrimental to railway services to London Victoria from Eastbourne and Littlehampton and all the towns south of Gatwick Airport. This is because when there was four Gatwick Express trains an hour, the Eastbourne and Littlehampton trains had to join and detach at Haywards Heath which added circa 5 minutes to the journey. When the Gatwick Express went half hourly, these services stopped the join and detach procedure which sped up services. In total Gatwick Airport still has the same number of railway services to London Victoria. Abolishing the Gatwick Express would simplify the fare structure and travellers would spend less time at Gatwick Airport trying to navigate the ticket options. It would spread the load of passengers to London Victoria as travellers could take any train rather than going to the cheaper Southern services and shunning the expensive Gatwick Express services. It would even other flows across the Brighton mainline, such as between Clapham Junction and East Croydon. Finally abolishing the Gatwick Express would release capacity on the routes north of Gatwick Airport, as non-stop trains take up more train paths when mixed with stopping services.

Finally whilst I applaud the efforts to encourage Gatwick Airport users to arrive by public transport, for a vast number it simply is not possible or convenient. The expansion of the Airport and more travellers will also result in more mini-cab's who plight Horley and Hookwood, often leaving rubbish and excrement behind. The Airport will not make everyone use their expensive taxi offer. If they were sustainable and a good neighbour, should provide a dedicated space for mini-cabs to wait,

deposit their rubbish and use first world facilities.

Yours faithfully

Phillip Jemmison

A solid black rectangular box used to redact the signature of Phillip Jemmison.