

**From:** [REDACTED]  
**To:** [Gatwick Airport](#)  
**Subject:** Gatwick Expansion  
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I am writing in response to the plans for Gatwick expansion. As a resident of Fordcombe, which lies directly beneath the flightpath I am whole-heartedly against the expansion.

We are already subjected to a very high level of noise disturbance both during the day and night. Should these new plans get the go ahead we will suffer even more. At present the planes pass low above us, turning almost on top of us making conversation almost impossible in the garden. During busy periods the frequency of planes is approximately every 90 seconds, so I find it mind boggling to imagine this could be doubled safely!

The EA was minded to reject the proposals but suggested a noise insulation scheme for properties relatively close to the airport. I have no details as to what that would involve, but assume it would not cover Fordcombe even though we are very detrimentally effected by noise. Some double glazing for a few houses in no way solves the issue of damaged quality of life for many.

At a minimum there should be no night flights. Why should Gatwick receive all the night flights while Heathrow has a ban?

The proposals are also vague as to the level of noise acceptable, and for a non-expert it is confusing, probably intentionally. It seems the requirement to reduce noise also has a time limit, on what basis is this reasonable? If there is a noise issue it remains surely? At the very least there must be a legal requirement for assessment of the noise limits on a continuous basis.

These limits should be applied throughout the year and the monitoring noise results available to the public to scrutinise, not hidden away in some Gatwick or government department.

The second issue of transport is also poorly addressed. It is obvious that a rural area such as where Gatwick is situated, is not capable of handling 80 million airline passengers. There are very limited rail connections, so roads will therefore take the brunt of these increased passengers travelling to and from Gatwick. Gridlock in the surrounding small roads and lanes is therefore inevitable. For a government that puts such stock by achieving netZero this planned expansion is totally at odds with reducing carbon emissions from both cars, and of course the huge numbers of planes.

The basic premise that the surrounding area will benefit from the economic growth stimulated by this expansion is illusory. We will feel the negative effects but gain little from 80 million passengers passing through and over us.

Therefore I strongly object to this expansion.

Mrs Lisa Prifti