

From: [REDACTED]
To: [Gatwick Airport](#)
Subject: Gatwick Airport New Runway Proposal
Date: 15 May 2025 12:44:18

[REDACTED]

Dear Sir / Madam

Re: Request for Proposed Changes to the Gatwick Airport (Northern Runway Project) Development Consent Order Application
Interested Party Reference number: 20042890

We are writing to express our concerns about the applicant's responses to the questions raised by the Secretary of State.

- 1) Improvements to the roads and public transport should be paid for by the applicant, not the taxpayer, the applicant's offer is inadequate. Legal agreements should be in place before any new runway is approved. The target 54% of airport users travelling by public transport will not happen unless it is legally binding.
- 2) The path the applicant is pursuing regarding new noise criteria and compensation would not be legally binding. Residents should be assured they will be adequately compensated by the applicant for increase in noise and devaluation of home. Additionally, the use of two runways will create new flight paths, the compensation being offered by the applicant does not account for changes to flight paths, and no compensation is being offered for greater concentration of flights.
- 3) The applicant's offer of an agreement not to use the northern runway at night means that the main runway will have to accommodate all arrivals and departures. Significantly more sleep deprivation would be suffered by residents impacted by the southern runway, especially in the summer months. Both runways should be treated equally. There should be a night ban for both runways, like Heathrow and many other airports have.
- 4) Gatwick initially agreed to an onsite waste treatment plant due to the lack of capacity in neighbouring sewage treatment plants. This needs to be legally binding or Gatwick must have growth restricted to the capacity Thames Water can provide.

We trust that these items will be taken into consideration.

Mark & Jane Wilson