

From: [REDACTED]
To: [Gatwick Airport](#)
Cc: [REDACTED]
Subject: Gatwick airport expansion proposals
Date: 15 May 2025 12:26:35

[REDACTED]

Sirs

In response to the planning application for a second runway at Gatwick airport, I want to make it clear that I do not support expansion of the airport. There should not be a new runway and I believe there is not a strong enough need.

If the government does approve expansion, it should be subject to strict environmental, noise and other controls

The proposed noise limits, even as amended by the SoS, do not achieve the policy requirements that the benefits of growth should be shared between the aviation industry and local communities and achieve a balance between growth and noise reduction. To achieve the policy, the limits should be reduced further at a pace and to an extent that achieves a genuine sharing of the benefits of growth or the government should mandate alternative noise benefits, such as a ban on night flights.

In any event expansion should be accompanied by a ban on night flights as mandated for Heathrow.

There should be noise limits for all periods of the year for departures and arrivals and ground and plant noise, not just the peak summer period.

There should be better enforcement of minimum flying altitudes along the approach paths from the east, and the compliance performance of these flights should be made public.

There should be a process for renewing noise limits downwards over time.

There should be no earlier approval than 27th October of a new runway at Gatwick as due process must be adhered to.

Compensation – Residents should be assured of a robust DCO agreement that is legally binding, that can be appealed against should a resident feel inadequately compensated by the applicant for increase in noise and devaluation of home.

Surface transport has not been sufficiently addressed. Improvements to roads and public transport to address the increase in passenger numbers should be paid for by the applicant, not the tax payer. The potential decline in local air quality as a result of increased journeys is not acceptable. In addition, the local roads are already congested and are unlikely to cope with the volume of additional traffic.

Gatwick's suggestion that road drop-off prices should be increased to move passenger traffic to public transport is a nonsense, and only serves to produce more revenue for them. It is impossible to travel to Gatwick from the east by train or bus services efficiently as most public services operate radially out of London. From these locations it is far quicker to travel by road, and such access should be retained without quota restrictions.

Local infrastructure; including schools; hospitals and GP surgeries, is already under pressure and would need to be reviewed and expanded to meet the additional demands that increased housing would bring to cater for the new jobs.

Regards

John Adkins

