From: [redacted]
To: [redacted]
Subject: TR020043-001996-DT Consultation Letter - Gatwick - 28 April 2025
Date: 19 May 2025 08:30:51

[redacted])

In reply to your request for comments please see below.

Dear Gatwick Airport Case Team,

I do not support the expansion of Gatwick Airport, it would cause 5% of UK CO2 emissions alone when the government has already signed legally binding agreements to net zero by 2050. This cannot be achieved with the counter-intuitive expansion of this regional airport. The expansion of Gatwick instead of the growth of smaller surrounding airports in the South West and South East would concentrate traffic too much on one area causing unbearable amounts of noise, road congestion and air pollution in one specific area, Surrey/Sussex.

Abinger Parish based in Surrey would receive no funding towards the increased traffic, no protection from the doubling of day time flights and introduction of night flights or the damage this will cause to roads, housing prices or inhabitants mental wellbeing. It will make houses along these NPR flights intolerable due to the GPS tracking of flights, flights over Abinger, already too low at 2000ft will be doubled for these routes making it impossible for Parishioners to live here and their house would suddenly be devalued so they would not be able to move, effectively imprisoned by Gatwick made to endure the constant unbearable noise of low passing aircraft.

What Abinger and other Parishes around Gatwick would like to see is expansion in other parts of the country that balances the demand for cheap air travel with a varied supply. A plan to vary Gatwick flight paths to spread the suffering, an extension of the flight path over Abinger to the height limit of 4000ft rather than 3000ft to clear the 1000ft Leith Hill topography. Finally, a revision of Heathrow flight paths so that Gatwick flights can vector off to their destinations long before they reach 10 nm from Gatwick, rather than fly at low altitude below CAA regulations and causing excessive noise for 10 nm until they pass the Heathrow stack. If Heathrow removes the stack with FASIS South Gatwick will then be able to take off to 4000ft and vector off sooner, thereby spreading the noise routes closer to the airport rather than concentrating disturbing low altitude GPS routes for longer. Vectoring off sooner is better for everyone and does not affect areas a long distance from the airport as they currently are affected.

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

We support the EA's noise insulation and surface access proposals

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, not just the peak summer period.

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

Regards

Edward Bigland
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Edward Bigland

Abinger Parish Councillor - visit the website

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