

From: [REDACTED]
To: [Gatwick Airport](#)
Subject: Objections to plans for Gatwick Airport expansion
Date: 05 June 2025 10:26:54

[REDACTED]

Dear Sir or Madam,

As a resident in [REDACTED]s, Kent we will be greatly, and adversely affected by any expansion at Gatwick Airport. We joined a group of local residents to voice our concerns. Most of which centred around the over concentration of planes arriving at all time of the day.

When we first moved here back in 1998 planes obviously still came in over us in Langton but their flight paths were wide and varied. In the last two or three years those flight paths seem to have become much more concentrated. Right above our property. Additionally, planes can still be heard overhead well after midnight - almost every night.

I understand that there is a ban on night flights at Heathrow. I would like to think that residents in and around Gatwick would be granted the same considerations and safeguards.

Whilst I appreciate that progress will always be sought and made, I would ask that it not be to the detriment of local residents. I would liken the noise of a low flying arrival to Gatwick as similar to the noise of vehicles passing by on a Motorway at the bottom of your garden - where there wasn't one before!

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.

There should be noise limits for the all periods of the year, not just the peak summer period. Additionally I would like to see proposals for renewing noise limits downwards over time.

As well as the noise issue referred to above I would also question road access to an expanded Gatwick. The M23 can only just cope with current passenger numbers. If Gatwick's projections are correct the number of cars is likely to double. The question is, will that lead to another Motorway being built "at the bottom of someone's garden, where there wasn't one before?"

On a broader note, there is such a concentration of transport links in the South of England. I do feel that a degree of "levelling up" could be achieved by increasing capacity elsewhere in the country. I don't have the figures but the capacity of Heathrow and Gatwick already outstrip the capacity elsewhere in the country.

You may feel that my comments above place me fairly and squarely in the NIMBY camp, to use the much quoted acronym. I have to say that I agree with that sentiment. We purchased our house in a quiet corner of Kent seeking peace and relaxation. We chose a property with a garden as we spend a lot of time with family and friends in that garden. When conversation has to stop to wait for a plane to pass overhead it is less relaxing.

The house and garden represent major component of our financial plans for retirement. We will seek to sell the property when our needs dictate and use the

funds generated for our continued retirement. If the number of overhead planes doubles or worse, the value of this property will be greatly reduced. If not actually blighted.

There are planning rules designed to stop Motorways being built without due regard to the lives of local residents. Why aren't there restrictions for limiting a "Motorway in the sky?"

So, in summary, I can see that expansion is almost inevitable. I would therefore ask that it be achieved in a manner sensitive to the needs of those living in and around the airport and also those affected by takeoff and arrival paths.

Please submit my Email to the correct department looking after the public consultation on the expansion plans for Gatwick Airport.

Yours faithfully

Rob Gussinklo

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