

**Steve & Grace Chitanga**

September 30<sup>th</sup> 2023

Dear Sirs

Re : Gatwick airport runway expansion lunacy

I oppose this Gatwick Airport application for a northern runway vehemently. It is a ludicrous idea!

Given that it is a new runway –

- Policy has been misinterpreted by the applicant as this is an applicant for a new runway which does not comply with policy, Government's Aviation Strategy.
- Gatwick does not have 2 runways that it can operate concurrently today as such this is a completely new runway being constructed.
- *Increase in aircraft noise – evidence an additional 101,000 flights a year to a cap of 386,000. For 12 years local people in the ancient historic villages of the Chiddingstones, Penshurst, Leigh, Hever, Mark Beech have been protesting at the monstrous onslaught of noise disturbance over head. Planes both day and night thundering over country homes as low as 2,000 feet. A veritable nightmare! An independent authority needs to witness these cultural atrocities to understand how hellish life can be. Any further aircraft traffic would make rural life unbearable. Please see attached letters.*
- Lack of affordable housing locally to enable workers to walk or cycle to work as Gatwick proposes – besides lack of amenities.
- Low skilled jobs are offered with little job security due to the volatile nature of the airport's leisure business.
- Gatwick sits on a single main road, the M23 which is deemed an unsafe smart road. To add to the huge increase in freight, passengers and workers will cause a significant increase in congestion on residential roads and an inevitable decline in air quality.
- The airport sits on the Brighton Main Line, which can't be expanded. Gatwick seeks to add an unacceptable burden to the line with over 32m extra passengers. Simply crazy!
- **We face a climate emergency, and a new runway would add a significant amount of carbon and greenhouse gases – Evidence CCC (2020) The Sixth Carbon Budget – Methodology Report. Available at: [www.theccc.org.uk](http://www.theccc.org.uk)**

There cannot be any sane reason for approving this hideous project and I along with all sensitive members of our local communities urge you to oppose it.

S&G Chitanga

**Private&Confidential**

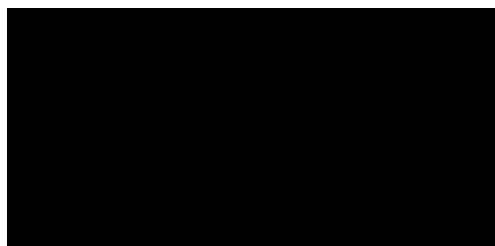
**Lee Howes**

**Airspace Office**

**7<sup>th</sup> Floor**

**Destination Place**

**Gatwick Airport RH6 0NP**



June 7th 2019

Dear Lee Howes

I am still awaiting a response to my letter of May 27<sup>th</sup> 2019. I recognise that it is customary for the responsible powers that be at GAL to ignore serious professional correspondence and treat it as 'never-received'. However, I demand some responsible, professional acknowledgement of my more than serious concerns. In case you didn't receive it, I enclose a copy of my last letter.

You did not in your letter of May 22<sup>nd</sup> give me a clear and detailed explanation of what Gatwick Airport is doing (alone and in conjunction with NATS) to alleviate the atrocious *unbearable* noise disturbance and concentrated overflying which plague our lives in Chiddingstone Hoath on a daily basis. The operations of Gatwick Airport are wrecking our lives...can you give me any reason therefore why, under good Old Testament morality, those afflicted by your evil handiwork should not wreck yours?

As you will see from the complaints I have copied you into, this week - Wednesday 5<sup>th</sup> being typical - has been yet another of the worst in living memory for relentless, toxic noise disturbance. You doubtless think I exaggerate : please come here yourself to [REDACTED], as a non-paying guest of mine, and see if you can get any sleep of an average night due to Gatwick's scandalous destruction of our peace and quiet. It is heathen, it is evil – nothing less than that, no exaggeration!

Frankly, knowing what you know, and being aware of the daily and nightly misery your putrid business is causing the residents of West Kent, I am amazed you can sleep easily in your own bed at night.

I will shortly be sending you and Mr Wingate copies of my Doctor's reports on the [REDACTED] being caused to our [REDACTED] - by your concentrated flight paths. I shall expect a formal response to those as well.

I would ask you, as a matter of courtesy - as I know you will - to record all of the 46 enclosed complaints – each one highlights a moment of serious anguish and distress for two sensitive human beings.

I would also ask you, once again, to outline, clearly and explicitly, in terms that I can understand as a lay person, the practical steps being taken by the airport to safeguard our mental health and human rights, by sensitive, compassionate management of aircraft routing.

Yours

Steve and Grace  
Chitanga

Night Flights Consultation  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR

28/04/2023

Dear Sirs/Mesdames

I would like to see a mandatory ban on night flights at Gatwick Airport from 11pm to 7am.

We (and swathes of those around us) would like to prevail upon you to espouse this much-needed policy, as at Heathrow. Successive governments have acknowledged for many years that noise from aircraft at night has significant health, economic and personal impacts on communities near airports and under flight paths, and have asserted that they take this very seriously. However, the regulatory regime for these flights, particularly the number of flights permitted to operate at night, has not changed for at least 18 years. This is shocking and irresponsible. Time and time again swathes of the local population are prevented from sleeping because of horrendous aircraft disturbance, or woken up from deep sleep vital to their well-being, especially in the warmer, and busier, Summer months.

Whilst a few aircraft types have become less noisy in this period, the impacts of night flights remain very substantial, especially due to the callously low altitudes at which these aircraft fly. Any possible reduction in night flights has been widely welcomed in our communities and is, in our view, an ideal opportunity for the Government to take more seriously the extensive health detriment and other tangible costs such overflights impose on local communities. The objective should be to put in place much more robust regulatory mechanisms that ensure night flights only take place where there is strong evidence that they have very substantial net economic benefits. This would be incontrovertible evidence of the former government's commitment to 'Build Back Better' in relation to the aviation industry.

At a minimum, the government should make clear to all airports that it expects them to reduce night flights substantially, if not to eliminate them entirely, limiting them to services of genuine economic importance, together with emergencies. It should ensure that there are strong pricing disincentives for airlines to operate at night, reflecting the costs they impose, and that all night flights are operated by the least noisy categories of aircraft on all occasions. The CAA and NATS should ensure that all aircraft flying after 11pm - normal sleeping time for typical local residents - are compelled to maintain a suitably high altitude, whether incoming or outgoing. This must be 4,000ft or above.

Grace and I live in a small but exceptionally unspoilt rural community within an AONB. Our sleep is constantly disturbed by night-time overflights : sometimes as many as 15 aircraft fly over the locality at dead of night – between 2am and 5am – at ridiculously low altitudes of some 3,000ft (we have measured them) causing sleep deprivation, frustration and anger. This is outrageous, perverse, inhuman, and repugnant to any civilised member of society. You only have to put yourself in our shoes to realise how monstrous this current destructive practice is – all in the name of commercial profit – sheer, unprincipled financial greed.

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The government should not be aiding and abetting the greed and commercial unscrupulousness of airports such as GAL, but should aim to develop and implement much more effective long-term regulatory arrangements that eliminate or significantly reduce night flights.

We urge you to take decisive action on night flights now, rather than needlessly perpetuate the current woefully damaging regime.

To summarise :

1. All noise abatement procedures must be mandatory to protect those most impacted by night flights.
2. I would like the policy to be worded as below, putting local residents' health before the commercial profitability of aviation –

***"Whilst supporting quieter and greener aviation growth we recognise the health impacts of night flights as such aviation must adhere to set noise abatement procedures at designated airports to reduce the adverse effects of aviation noise at night on health and quality of life".***

Thank you

*Stephen and Grace Chitanga*

