



GATWICK AREA CONSERVATION CAMPAIGN

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We anticipate Gatwick Airport Limited (GAL) have now reached the next and most critical stage of their expansion plans. It is expected that they will be submitting their Development Consent Order (DCO) application to the Planning Inspectorate next week. (1)

There is no conceivable justification for the increased carbon emissions that would arise from expanding Gatwick, for which no realistic mitigation currently exists. The negative impact on communities would extend many miles from Gatwick's borders. There would be significant increases in noise levels in all areas including for those living under flight paths many miles away and over the three tranquil Areas of Natural Beauty in the region. Air pollution in all its forms would increase with particular concern now arising from ultra-fine particles. This proposed growth would have severe effects on the local transport infrastructure, impacting on local road and rail networks, which is already overburdened as a result of current growth. The claimed additional workforce would further exacerbate the pressures on local education resources, health services and housing.

Chairman of GACC, Peter Barclay said:

"We are calling on residents and campaigners to join GACC in formally challenging Gatwick Airport's attempt to blindly steamroller on with its devastating expansion plans, flying in the face of the huge climate cost of aviation, and glossing over its unacceptable noise and other local impacts. There is no rational reason for allowing the massive climate impact of a second runway, nor the negative noise, air pollution, traffic and housing impacts on the surrounding communities and countryside."

Peter Barclay continues, *"Communities rejected the proposals in the 2021 Consultation and demonstrated the false claims of economic benefit yet Gatwick Airport Ltd continues to push for unsustainable growth simply to benefit its shareholders. These views are supported by all the local authorities around the airport who understand the overall detrimental impacts of a far larger Gatwick on their residents."*(2)

Campaigning for a better environment for the whole area around Gatwick

GACC, founded in 1968, has as paid-up members local councils, community groups and members of the public. We have built a reputation for sound judgement and reliable information and thus have the support of local Members of Parliament.

This week the government's own advisors, the Climate Change Committee (CCC) published once again their warning on airport expansion. ([Link](#))

Commenting on this latest announcement by the CCC, which is directly relevant to this plan for airport expansion, Peter Barclay says:

No more airport expansion plans, including this application from Gatwick, should be considered by Government until there is a UK-wide capacity management framework for aviation in place. Adding Gatwick to the long list of UK airports permitted to grow runs counter to the government's independent Committee on Climate Change latest advice that there should be no net airport expansion across the UK."

Responding to the CCC recommendation, Cait Hewitt, Policy Director at the Aviation Environment Federation said:

"This is the CCC's strongest ever advice on airport expansion. But in fact they've been telling the Government for years to get a grip on aviation demand. Instead the official 'strategy' allows unlimited growth in flying in the hope that new technologies and fuels will save the day.

"We can't sit back and wait to see if these magic planes will appear on the market while building in expansions that will allow for more and more fossil-powered flying. The Government's 'jet zero' plans are already falling apart; it has recently had to admit that it has no idea how to get enough sustainable feedstock to meet its targets to make aircraft fuel out of wastes and we've yet to see any proposals for ramping up aircraft efficiency improvements.

"The Government needs to stop giving in to the aviation industry's insatiable demands for growth and recognise that in a climate emergency all sectors of the economy need to start doing things differently."

Dr. Alex Chapman, Senior Researcher at the New Economics Foundation has said

"The climate cost of expanding Gatwick airport is exorbitant, priced at least at £13bn using the government's standard methodology, and the aviation sector has no proven technologies currently available to cut that burden. (3)

End

Notes

1. This is the equivalent of a planning application, but through a different process for developments deemed by the government to be of national significance. Gatwick are hoping to develop their standby runway into a full second runway.
2. This DCO application followed public consultations run by Gatwick Airport Limited in Autumn 2021 and Summer 2022.
3. GACC commissioned the New Economics Foundation to review Gatwick Airport Limited's economic justification for this airport expansion. This showed that the economic case for expansion incorrectly costed its climate impact (according to government rules) so was flawed. This formed part of the GACC submission to the first public consultation. As GAL failed to use the second public consultation to correct this error, the whole public consultation misled the public. This report can be found [here](#).

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