



GATWICK AREA CONSERVATION CAMPAIGN

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Stewart Wingate  
Chief Executive Officer  
Gatwick Airport Limited  
Destinations Place  
Gatwick Airport  
West Sussex  
RH6 0NP

10<sup>th</sup> May 2020

Dear Stewart

In its recent results announcement Gatwick stated that post-COVID-19 passenger numbers might return to recent levels within three to four years. That is clearly subject to substantial market and policy uncertainty; other commentators believe the impact of the pandemic on aviation demand will last much longer, or may indeed be permanent.

In any event a material and prolonged fall in demand for the airport's services means that there is, in our view, no longer a credible needs case for the development of Gatwick's emergency runway. The airport is therefore unlikely to be able to demonstrate that there is adequate justification for the development as required by paragraph 2.3.11-13 of the Planning Inspectorate's Scoping Opinion.

We are also concerned that the DCO process for Gatwick's emergency runway would absorb substantial human and financial resources at both local councils and other stakeholders at a time when those resources should be focused on supporting the communities and businesses so badly impacted by the current pandemic.

For both those reasons we are writing to request that you withdraw the DCO process with immediate effect.

Instead of pursuing planning consent for unnecessary development we propose that the airport should agree a new set of arrangements with councils and other stakeholders under which all future growth, including any growth deriving from more intensive use of the main runway, would be subject to rigorous planning scrutiny and consent, in line with government policy.

The Aviation Minister restated relevant government policy recently when she confirmed in Parliament that any expansion of any UK airport must meet stringent environmental criteria on, inter alia, climate change, pollution and noise. Current planning arrangements at Gatwick do not require that to happen in relation to main runway growth and should therefore be amended. The new arrangements should include a cap on air traffic movements and passenger numbers, as is the case at other major UK airports.

We appreciate that you and your executive team's focus is on responding to the significant challenges arising from the Covid-19 pandemic, but the issues we raise are important and we look forward to receiving your reply at your earliest convenience.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peter Barclay', written in a cursive style.

Peter Barclay  
Chairman

CC:

Tom Crowley, Chair GATCOM