



GATWICK AREA CONSERVATION CAMPAIGN

Charlwood Parish Council

27th November, 2025

www.gacc.org.uk

Gatwick Airport relocation of runway



PA graphic. Source: Gatwick Airport

GOOGLE EARTH

The key impacts

1. **Passenger numbers up over 70%** to circa 80m p.a. (currently 46m p.a.) - around the size of Heathrow today.
2. **Aircraft movements up over 35%** to 385,000 p.a. (currently 265,000 p.a.)
3. **Carbon emissions increase in line with extra flights** - Gatwick to use up 10% UK carbon budget from 2033-2037 rising to 16% from 2038-2042 (including non-carbon effects). Project impacts rise from 5.5% to 8% of UK carbon budgets over the same periods (assuming national biofuel targets are met).
4. **Noise from 100,000 extra flights** p.a.
5. **Transport congestion** – More road traffic and Brighton Mainline congestion
6. **Increased Housing demand**
7. **Water** - sewage capacity, flood impact and water supply.



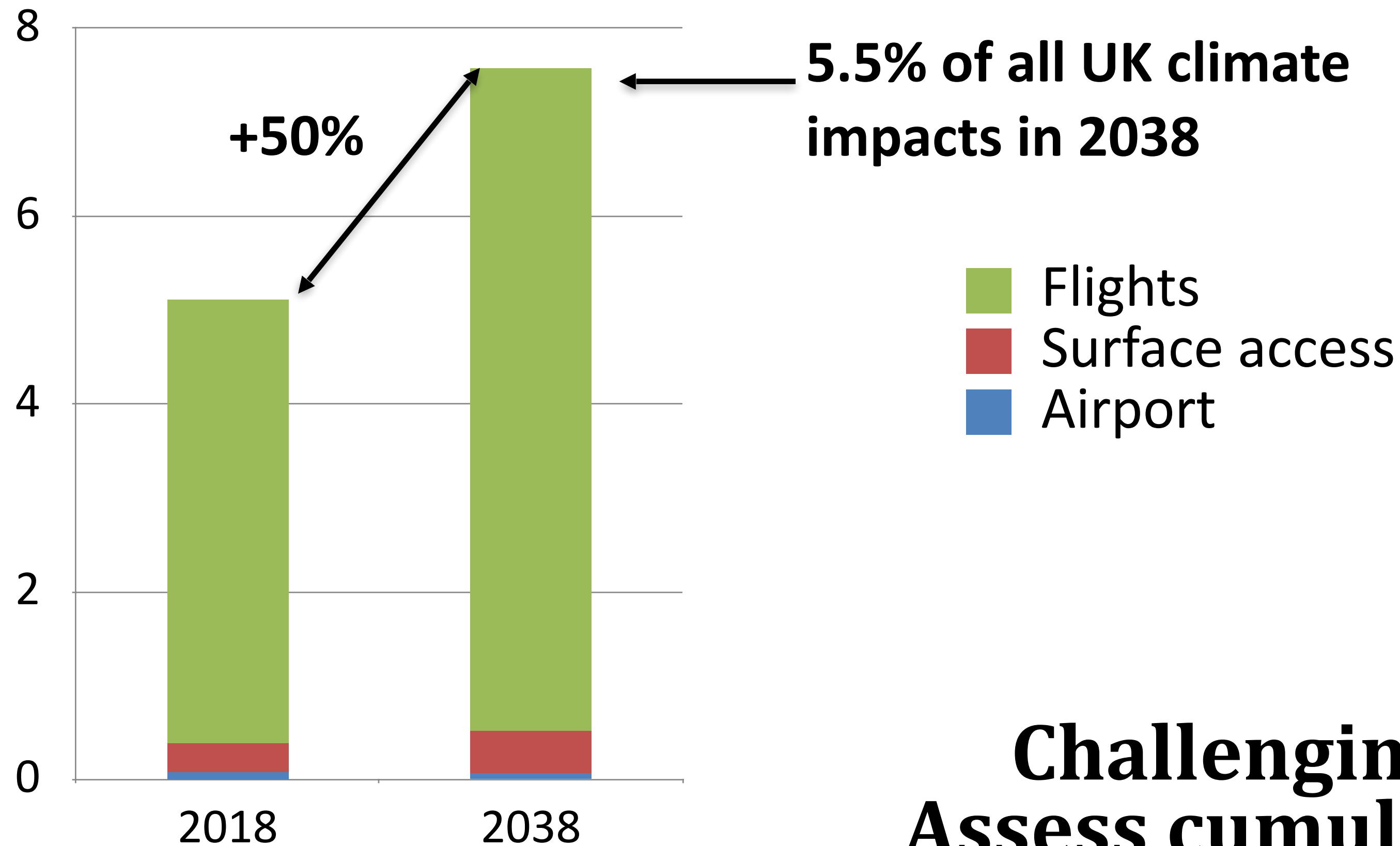
Noise and Night Flights



- 35% more flights – **future new routes as existing routes reach capacity**
- Small improvement in per flight noise as fleet is updated but benefits removed by increased numbers and not audible for arrivals
- **Misleading claim – more not “*less impact from aircraft noise than in 2019*” in future**
- Noise envelope proposals inadequate. Inconsistent with government policy
- **No change in night flights**
- Does not address tranquility: more flights over Areas of Outstanding Natural Beauty (AONB) below 7000 feet).

Climate change

“Gatwick says this change is not significant”



Excludes:

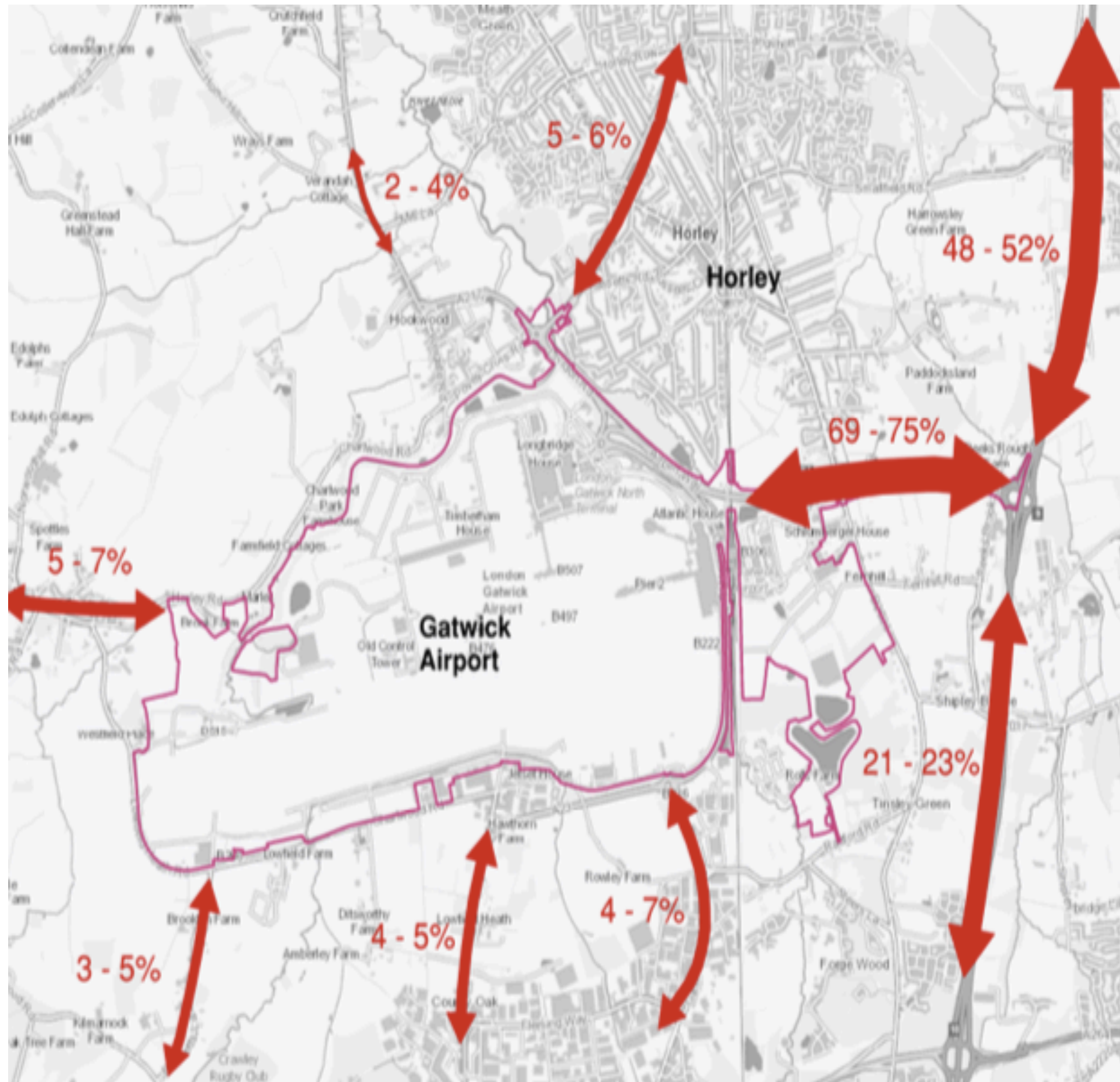
- Mitigations
- Non CO₂ impacts

Non CO₂ factors increase aviation's climate impacts by 2-3 times

**Challenging Jet Zero assumptions,
Assess cumulative impacts against 1.5C,
including surface transport impacts,
including contrails,**

Source: Gatwick Preliminary Environmental Information Report, 2021

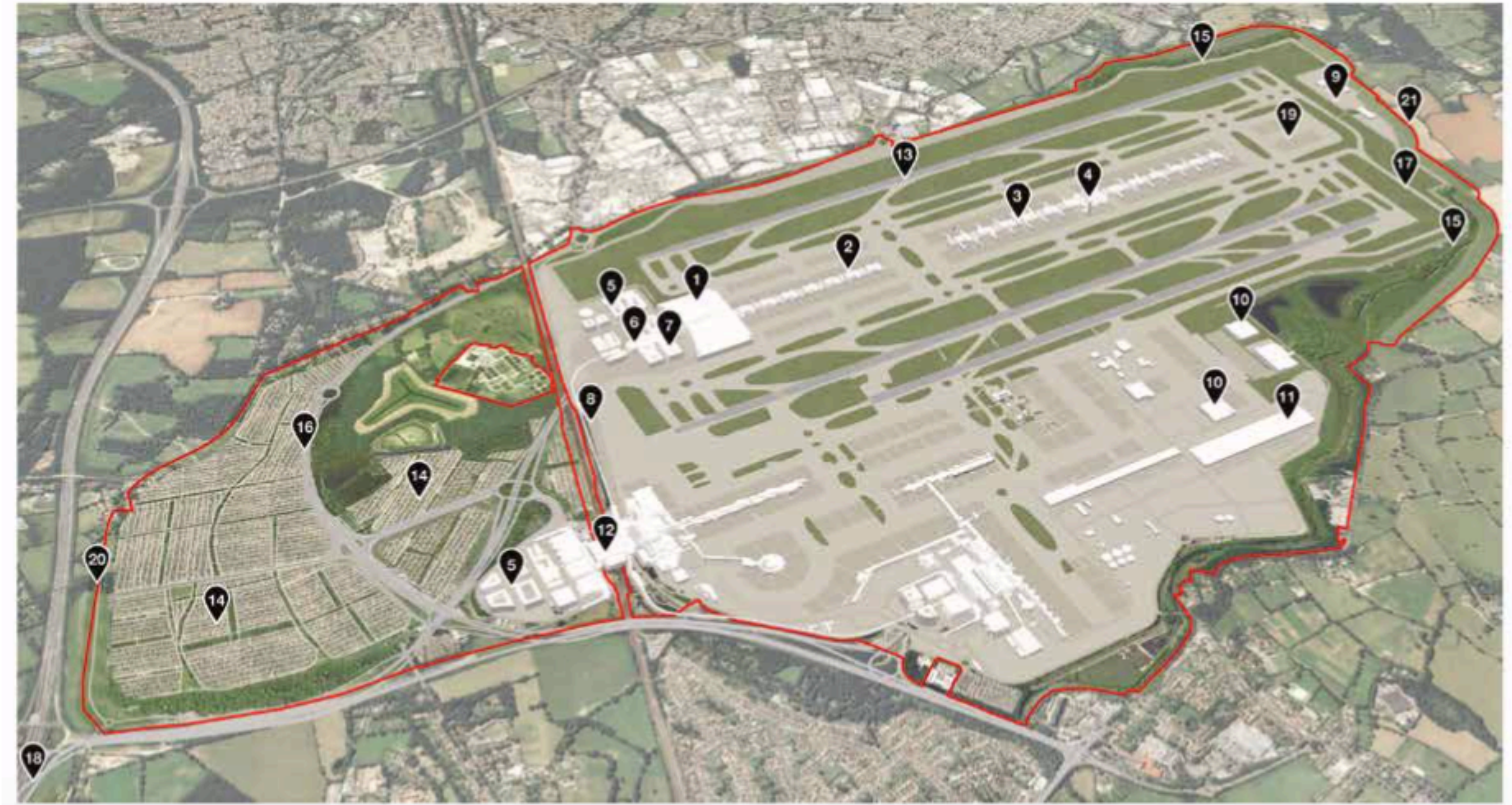
40% more Road Transport



- road widening and impact on local roads
- no significant increase in trains or bus travel
- **off-airport parking:** assumed no increase, but how to enforce this?

“The supply of off-airport car parking available to air passengers is assumed to stay constant, ie it is assumed that there will be no off-airport car park expansion beyond what is in existence now.”

Honest about long-term plans – two dualled runways?



Why: Employment, Economy and Need?

Need? Not demonstrated

The recent announcement of Jet 2's plans for 2026 at Gatwick doesn't point out they're simply filling part of the gap left by the demise of Thomas Cook in 2019 and still catching up on pre-covid levels.

Employment: *“the project is not expected to result in material net job creation at the national level” (automation has reduced airport jobs since 2006)*

Oxera

Economic benefit: *“A corrected benefit-cost assessment would very likely present a scheme with negative net present value to society” (inflates business flights, ignores offshoring of tourism income)*

New Economics Foundation



3. What is GACC doing now?

Only option remaining to challenge this decision is a legal challenge.

Our Legal challenge submitted October 30th 2025.

GACC appointed the legal team in December 2024:

- Alice Goodenough (solicitor), Alex Goodman KC and Gethin Thomas (barrister)
- Alice & Gethin won the first airport DCO case at Manston (first time around)

Heathrow

Time and time again, the Government seems determined to prioritise dubious claims of economic benefits over nature and communities. With these economic arguments increasingly showing cracks, it is impossible to justify this poorly-judged expansion.

What does this decision mean at Gatwick ? Whilst many would like to see the airlines upping sticks and moving to en masse to Heathrow that won't happen ! But a number of them will look to moving some services - particularly those that have been trying for Heathrow slots for any length of time.

4. What can you do?

Fundraising needed

£45,000 for first stage legal fees (end of October 2025)
our next target is £60,000 by the end of January.

£5,000 to cover against costs (Aarhus convention limit)

Estimate up to full £100,000 total legal costs to take case to high court

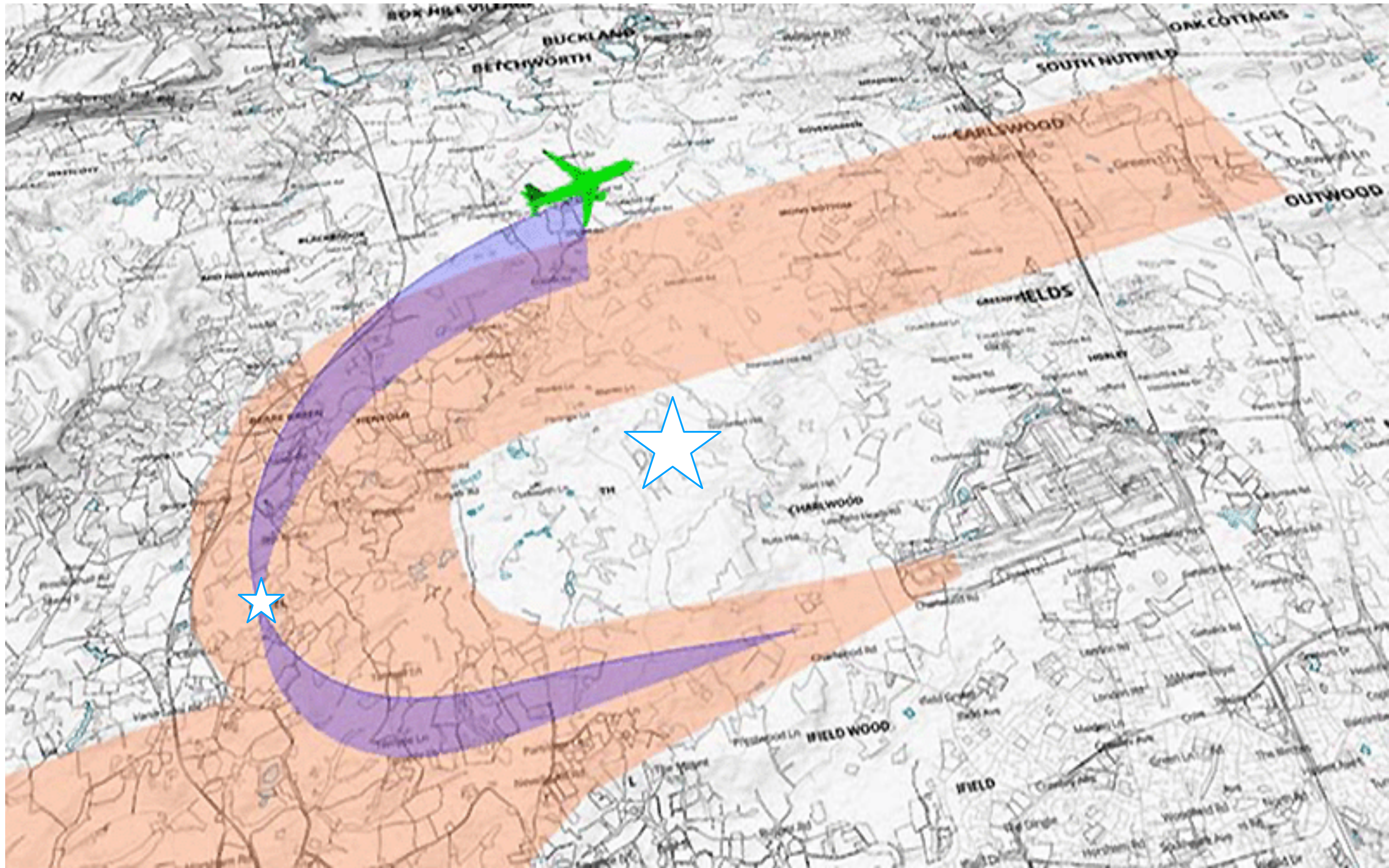
Planning and Infrastructure Bill

- due to pass through government before this reaches high court
- will reduce right to appeal high-court decision to once
- Government will want to fast track this decision

ROUTE 4

The latest position is still that Gatwick has submitted design options for Route 4 and these are likely to be considered in public consultation at the end of January 2026.

Providing nothing major happens then the preferred option will be put in place by August 2027.

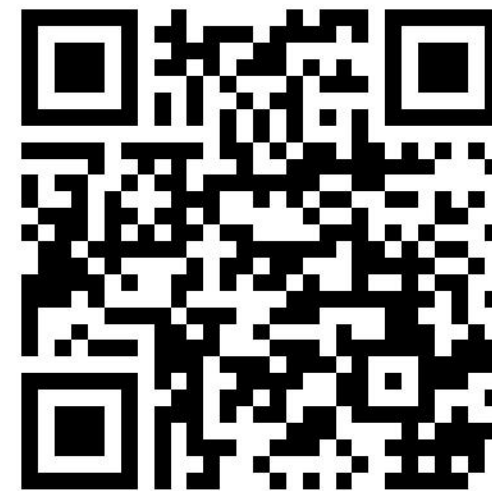




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GACC CROWD JUSTICE fundraising site is here

<https://www.crowdjustice.com/case/gacc/>



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