

GACC NEWSLETTER

Number 149--Legal challenge to Govt decision.

November 2025

Last Thursday (30th October) after intensive work by our legal team since the Secretary of State 's DCO announcement the first judicial review claim challenging the decision was been filed on behalf of GACC. Here's the core of the Press Release we issued that day.

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Peter Barclay, Chairman of the Gatwick Area Conservation Campaign (GACC), has today filed a claim for judicial review seeking permission to overturn the Secretary of State's decision approving the expansion of Gatwick Airport.

"Our claim argues that the Secretary of State has acted unlawfully in granting the DCO. She has failed to properly assess the full climate change impacts of Gatwick's expansion, which will add a further 119,000 flights per year. Expansion will jeopardise climate change targets, while inflicting harm on local communities.

"The notion that you can burn more kerosene at 30,000 feet and that this will benefit the economy more than it will harm the climate is dangerous nonsense. It is clear that Gatwick's economic case does not stack up. Moreover, without rapid decarbonisation globally by 2030 the future for humanity is bleak and Gatwick Expansion is utterly incompatible with that."

And our legal team said: "In making this decision, the Secretary of State has misinterpreted their own policies, failed to properly consider environmental impacts and left fundamental questions that undermine Gatwick's economic case unanswered."

GACC maintains that the proposed expansion of Gatwick Airport is incompatible with the UK's statutory climate obligations and will result in significant adverse local, and global, environmental and social impacts.

It is all the more worrying therefore that key questions raised throughout the process by GACC and economists from the New Economics Foundation (NEF), that go to the heart of Gatwick's business case went unanswered and were simply ignored by the Government. **If this expansion is about national growth, it makes no sense not to check that it will actually deliver, particularly when the government's own forecasts suggest it won't.**

On noise impacts, the Government has said it has understood and applied its policy but it has done neither.

Gatwick, and other airports must be required do as the government policy says, to share the benefits of aviation improvements with those living in the local communities, not continue to blight them with ever increasing levels of noise disturbance.

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We still need funds to continue this critical Legal Challenge
Please contribute to our Crowd Justice fundraising campaign

The link to fund raising is here: <https://www.crowdjustice.com/case/gacc/>

Or donations can be made directly to our bank at :
Gatwick Area Conservation Campaign
Nat West Bank plc
Sort Code 60 – 11 – 41
A/c number 52474119

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In other news the Parliamentary Environmental Audit Committee released (24th October) its report on **Airport expansion and climate and nature targets (Here)**

The report criticises government support for airport expansion. A sound analysis is given [here](#) by the Aviation Environment Federation (AEF).

And on the 29th October the Government's Department of Energy Security and Net Zero released the latest **Carbon Budget and Growth Delivery Plan (Here)**.

Comments so far suggest that the plan "still lacks realistic thinking on the most difficult to decarbonise areas, such as aviation" and "pins its hopes for cutting aviation emissions on [sustainable aviation fuels](#) and technological innovations that are still very much in their infancy", while "failing to encourage ultra-frequent flyers from making more sustainable choices"

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Thanks to those who managed to attend our last on line briefing session where we heard from AEF Policy Manager, Celeste Hicks and from our solicitor, Alice Goodeneough. If you weren't able to make it you can listen again [here](#)

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Gatwick managed to upset a number of local residents, either those living close to the project boundary or under one of the noise preferential routes. GAL issued (as they are obliged to) a notice relating to compulsory purchase written in tone and style that many found intimidating. They compounded the problem by issuing a help line number that wasn't manned and didn't function to begin with. Once we got in touch eventually GAL issued an explanatory statement but no apologies for upsetting residents in the first place.

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In September a [gated](#) [notice](#) [relating](#) [to](#) [compulsory](#) [purchase](#) [written](#) [in](#) [tone](#) [and](#) [style](#) [that](#) [many](#) [found](#) [intimidating](#). They compounded the problem by issuing a help line number that wasn't manned and didn't function to begin with. Once we got in touch eventually GAL issued an explanatory statement but no apologies for upsetting residents in the first place.

See [here](#) for further commentary on the government's bland response to airport expansion.

The Civil Aviation Authority is currently consulting on the airspace change process and taking the opportunity to update CAP 1616. We will shortly publish advice on completion of this consultation but if you're happy to complete it here's the [link](#). The closing date: 18/12/2025

Membership of GACC

You can further support GACC by becoming a member. Send us a subscription or a one-off donation - we always welcome your help. As a member you will be able to attend our AGM and vote for who should serve on our committee or even become a committee member. More information on joining is on website at www.gacc.org.uk

Forthcoming meetings dates:

10th November 7:30 pm

Newdigate Parish Council, Newdigate Parish Hall, Kingsland, Newdigate, RH5 5DA

17th November 7:30 pm

Capel Parish Council, Capel Parish Hall, 55A The Street, Capel RH5 5LD

26th November 7:00 pm

Public Meeting Charlwood, St Nicholas Parish Church, RH6 0EE, Charlwood
in conjunction with Charlwood Parish Council.