

## **Press Release: 30<sup>th</sup> October, 2025 FOR IMMEDIATE RELEASE**

### **GACC submits judicial review to High Court against Gatwick Expansion decision**

Media Summary:

GACC has filed a judicial review claim challenging the Secretary of State's decision to grant Gatwick's Development Consent Order (DCO).

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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.

Peter Barclay, who submitted the claim said:

"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.

Jonathan Essex, Vice-Chair of GACC, adds:

"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."

Alice Goodenough of Goodenough Ring Solicitors 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.

We know that we are not on track to meet climate change commitments, but instead of meeting that challenge head on and considering the full implications of this climate intensive infrastructure, the Secretary of State has buried her head in the sand hoping that this will deliver economic growth. **The UK Carbon Budget and Growth Delivery Plan published yesterday does nothing to assuage these concerns.**

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.**

Peter Barclay of GACC has instructed Alex Goodman KC (Landmark Chambers), Gethin Thomas (39 Essex Chambers) and Alice Goodenough (Goodenough Ring solicitors) to act on their behalf.

– **Ends** –

For further information, please contact:

Peter Barclay, Chair of Gatwick Area Conservation Campaign (GACC), and the person bringing the judicial review

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## **Notes to Editors**

The Gatwick Area Conservation Campaign (GACC) is the main community-based organisation monitoring and challenging Gatwick Airport's environmental and planning impacts. Established in 1968, GACC is an independent, volunteer-led body that brings together a network of individual community groups and individuals around Gatwick Airport. GACC represent the interests of local residents, councils, and environmental groups.

The Development Consent Order (DCO) for Gatwick Airport was granted by the Secretary of State 21<sup>st</sup> September, 2025 to authorise the conversion of Gatwick's emergency runway into a full-time second runway.

GACC's Pre-Action Protocol (PAP) letter was sent to the Department for Transport earlier this month, setting out the legal grounds on which the decision is being challenged.

The judicial review process allows the High Court to examine whether the Government's decision was lawful. Permission is required to proceed to a substantive hearing. A permission hearing before a High Court judge is expected to determine whether to grant permission.



Peter Barclay, Chairman GACC



GACC and Fellow Campaigners, 2025.