

# STOP GATWICK NORTHERN RUNWAY RALLY

## JOIN US



Make your voice heard on the first day of Gatwick's 6-month government planning examination.

**9am - 10am on Wednesday  
28<sup>th</sup> February 2024**

Gather from 8.30am at Sandman Signature London Gatwick Hotel, 18-23 Tinsley Lane South, Three Bridges, RH10 8XH



# GACC

GATWICK AREA CONSERVATION CAMPAIGN

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# GATWICK FACT CHECK

**1. As big as Heathrow.** Gatwick plans to increase passenger numbers to 80 million a year, to make it as large as Heathrow is today.

**2. But a 'future baseline' hides a massive increase in flights.** Gatwick is the only UK airport without a cap on passengers and flight numbers. So the planning application's impacts have been compared against an imagined future baseline. This conveniently excludes all impacts of 40,000 new flights each year on its current runway from scrutiny.

**3. Emergency or second runway?** Gatwick claims to just be making better use of an existing runway – but this is an emergency runway that can't be 'used' at the same time as the main runway unless it is 'moved' 12m sideways first!

**4. Gatwick's West Terminal?** Gatwick have not even acknowledged their need to bring forward a massive increase in terminal capacity, presumably behind their new "Pier 7" and other facilities to support this application. This deliberately misleads and understates the impacts, particularly the scale of construction required.

**5. Withheld data.** Gatwick's air pollution, flooding and traffic models have still not been seen or validated by the Environment Agency or National Highways, let alone shared publicly. Key data should be shared before this consultation starts.

**6. More noise.** Gatwick claim that 100,000 more flights a year will not increase noise! Yet flight paths and night flights are yet to be consulted on, the plans don't meet government policy, don't limit noise and don't meet the government's requirement to ban night flights.

**7. Significant carbon emissions.** Gatwick plans for the airport to emit over 5% of the total UK carbon budget by 2038, far more if non-carbon effects are also considered. It has far more climate impact than is permitted by the government's 'Jet Zero' policy - so why is no climate hearing planned?

**8. More road traffic.** Gatwick's plans will increase traffic to the airport by 40% as there is no planned increase in rail capacity after the runway is built and only weak and inadequate bus plans. Congestion on local roads is at odds with all council plans.

**9. Not needed.** There is no need for this growth, except to inflate demand for flights, in spite of the climate and noise impacts. The economic case falsely presents Gatwick as a business airport and excludes the economic impact of extracting tourism from the UK economy.