

Interested Party Reference number: 20045900
Gatwick Airport Northern Runway Project – Development Consent Order (DCO)
Written Representations for Deadline 10 , 27th, August 2024

Gatwick Area Conservation Campaign (GACC)
27th, August, 2024

Dear Examining Authority

Please find our further written submissions for the 27th August Deadline 10.
in response to (**R17f.7**) your query on the London City Decision.

Yours faithfully,

Peter Barclay

Chair, Gatwick Area Conservation Campaign

The Government's decision on London City Airport's application to expand has created a lot of interest and publicity. This will no doubt be because it was the first big infrastructure decision the new Labour Government committed to growth had to take.

It endorsed the Public Inquiry Inspector's recommendations (unlike the last airport DCO – Manston – where the Government ignored the Inspectors recommendations).

This time the Inspector's recommendations gave Government the opportunity to give a green light to new infrastructure (and so pass the first big growth test) while giving way on the issue that was most strongly opposed by community groups, local councils and MPs.

Permission was REFUSED for planes to operate on Saturday afternoons. The preservation of the weekend break was a big win for communities, Newham Council, the planning authority and the many MPs, GLA members and councils who fought to preserve the break from the noise from 12.30pm on Saturday. City had not applied for permission to operate more planes. There is already a cap of 111,000 movements per year.

New planes will be gradually phased in. They will be larger (though, because of where the airport is sited, there is a limit to the size of plane that can be accommodated, they will be marginally quieter, though the difference in most places will be so small that it will be imperceptible to the human ear; only on departure close to the airport will there be a noticeable difference. They are likely to be more fuel-efficient than the current planes and so emit less CO2 emissions.

Comparison with Gatwick's DCO application is limited. They are both applications for growth but City's is substantially smaller than Gatwick's. City has existing movement caps and hours of operation constraints whereas Gatwick has none of these (apart from an over generous night flight allowance).

However City's application was based on a need to pursue more leisure traffic due to diminishing business traffic. This undermines, albeit on a small scale, some of Gatwick's need arguments. It also highlights the fact that there is indeed significant capacity available both in the London area airports and the rest of UK. City last year operated around 50,000 flight, some 61,000 below its cap (which was in any event still 28,000 below the cap in the 2019 peak).

Investigation into other UK airports shows that the so called capacity shortfall is an industry fantasy. For example Manchester in 2023 handled 28mill passengers in 180,000 movements yet has capacity for 55mill passengers and in excess of 350,000 movements p.a.

In summary the London City Airport decision has demonstrated the principal concerns of communities and local authorities should be met and further demonstrates there is no need for Gatwick's proposed expansion.

Gatwick's Big Enough.