



GATWICK AREA CONSERVATION CAMPAIGN

DCO BRIEFING SESSION

23rd January 2024

www.gacc.org.uk

Gatwick DCO Examination Schedule

1. 2018 Project Announced in Gatwick's Master Plan - requiring a Development Consent Order (DCO)
2. Deferred due to Covid
3. Autumn 2021 Main Public Consultation by GAL
4. Summer 2022 Extra Public Consultation by GAL in response to National Highways
5. August 2023 Formal submission of planning application
6. November 2023 Application to take part in DCO (4813 Relevant Representations)
7. Currently – preparations for DCO Process
8. 28th February 2024: DCO Examination commences

Full schedule in examination letter sent to all those registered:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-001330-TR020005%20-%20Rule%206%20Letter.pdf>

9. 28th August 2024: Planning Inspectorate has 3 months to write report
10. End November 2024? : Government Secretary of State expected to make decision in 3+ months

How the DCO process works

Unlike many Planning hearings the process is inquisitive rather than adversarial
The process is based very much on Written Representations (WR's) although oral presentations are deemed to have equal value to Written Representations.

There are three principal types of hearings :

The Preliminary Meeting (27 Feb 1000)

Open Floor Hearings (28 Feb 1000 & 1800))

Issue Specific Hearings (ISH) (29 Feb to 7 March)

There are also Site Inspections the first being on 7th March.



Important deadlines for the DCO Process

Deadline 6th February to register to speak in hearings

- Registration for the Preliminary Meeting. (27th Feb)
- **Registration for the Open Hearings (28th Feb)**
- Registration to speak in Issue Specific Hearings (29th Feb–6 March)
- Only attend the Preliminary Meeting if you wish to comment on the Examination procedure
- To comment on the application, you must submit a Written Representations (which can include commenting on what has been submitted by others). The first deadline for this is **12th March**.
- This can be instead or as registering to speak in the hearings (well as participating in Hearings).

Register to speak at the hearings by 6th Feb:
<https://forms.office.com/e/5eqEK0aTeD>

How the DCO process works

There then follows a pattern of deadlines for further, if so required,

- Issue Specific Meetings
- Open Floor Hearings
- Accompanied Site Inspections

These events will run in blocks from weeks commencing 29 April through to the 29th July.

The associated deadlines (there are 10 in all) run from 12 March to 27 August which is also the proposed end of the examination period.



Key challenges: growth

Local issues

- Noise
- Congestion - surface transport - local roads
- Air quality
- Health
- Value destruction
- Excessive economic reliance on Gatwick

National/global issues

- Climate change
- Levelling up



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 28th February 2024

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



info@gacc.org.uk

GATWICK FACT CHECK

- 1. As big as Heathrow.** Gatwick plans to increase passengers to 80 million a year: 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 the DCO starts.
- 6. More noise.** Gatwick claim 100,000 more flights a year won’t increase noise! Yet flight paths and night flights are yet to be consulted on, 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.** The DCO will increase traffic to the airport by 40% as there is no 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.



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