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Gatwick Obviously Not

Newsletter 111



Open Meeting, Penshurst 9th November. Guest Speakers Tom Tugendhat MP & Charles Lloyd

“It will come as no surprise that I will be strongly opposing this proposal by Gatwick for a second runway and will do all I can to stop it.”

Tom Tugendhat MP

Tom is Chair of the 8-strong Coordination Group of MP's whose constituencies are affected by Gatwick's operations. Charles is Treasurer of GON and the Gatwick Area Conservation Campaign, the group coordinating opposition to Gatwick's plans.

This is the new, confirmed date, but Tom's attendance is always subject to last minute Parliamentary business.

Hello everyone. Been a while.

I'm pleased to say you are all invited to an open meeting at 8pm on Tuesday 9th November at Penshurst Church TN11 8BN to hear what Tom Tugendhat and Charles Lloyd have to say about Gatwick's expansion plans. Expansion partly through stealth by making more intensive use of the existing main runway and partly by their incredulous plans to turn the emergency runway into a full time one. ('Smart' motorways, anyone?)

Gatwick's Consultation on the latter is live now and closes on 1st December. We're busy compiling some responses which we will send out on a newsletter with suggestions asap. Here's a link to Gatwick's plans: -

<https://www.gatwickairport.com/business-community/future-plans/northern-runway/>

The primary purpose of our evening is to inform you about the plans and to encourage you to respond to the Consultation.

Some headline effects of the expansion are:

- over 70% more passengers using Gatwick
- over 35% more flights
- 50% more CO2 emissions from the airport, with Gatwick alone projected to be responsible for over 5.5% of total UK emissions by 2038
- more noise near the airport and under flight paths
- more congestion on strategic road and rail links to the airport and on local roads
- five years of intensive construction activity around the airport.

We'll have more details at the meeting. It is not a fundraising evening.

If you're from Gatwick, NATS, the CAA or indeed any aviation trade body, you don't need to come incognito. We understand you read these & we'd be very interested in your views.

40% of Gatwick's growth would come from using the airport's emergency runway on a routine basis for the first time. There will be a detailed planning enquiry on that starting in late 2022 or early 2023 where we'll have a chance to make our views known.

But 60% of the airport's proposed growth could come from more intensive use of the airport's main runway as soon as traffic levels demand it. Gatwick doesn't think it needs any consent for that growth. It believes it has an absolute right to impose all that growth on local communities with no consultation and no scrutiny.

Below is a letter Tom wrote to the Aviation Minister about Gatwick's growth. Says it all.

There's going to be a series of newsletters over the next few weeks leading up to the meeting. We may then go relatively quiet again until later in 2022.

Unsubscribe tab below!

Yours

Martin Barraud

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I understand of course that Gatwick's planning position is different from other major airports, and therefore that no automatic planning enquiry is triggered by its main growth plans. However, that does not excuse the government from ensuring its policy is delivered.

I also understand that Gatwick's separate standby runway growth plans will be reviewed through a Development Consent Order process, and I welcome that. However, unless its scope is changed, the standby runway DCO process cannot refuse consent for main runway growth. It therefore will not achieve the scrutiny of main runway growth that is required.

Those circumstances mean that some imagination will be needed to find a different way of achieving the government's policy in Gatwick's unique circumstances and I'd be grateful if we could meet as soon as possible to explore how that could be done.

This is an important issue in Tonbridge, Edenbridge and Malling and, I understand, for many other communities near the airport and under flight paths. 16 million passengers of growth will have very significant noise, climate, congestion and other impacts. It is more than the aggregate growth at the five other UK airports that are currently seeking expansion. In each

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of those cases the proposed growth has been robustly scrutinised and communities have been able to have their say. The government cannot simply ignore the greater impacts at Gatwick because it has a different planning position.

I look forward to meeting to discuss these important issues.

Best wishes,

Tom Tugendhat

TOM TUGENDHAT



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