

GACC NEWSLETTER

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Dear Members

[Draft response to Gatwick's expansion consultation](#)

As explained in our October newsletter we've continued to update our draft response to Gatwick's consultation on its proposed expansion. We've now received initial expert advice on the airport's economic and employment forecasts and the climate and noise impacts that expansion would have, and incorporated that in our response, which is on our website [here](#).

For each key question we've prepared a summary response and a more detailed version. We've also produced a short summary response to the consultation as a whole for those who don't have time to reply to the questions individually.

Although there are still some gaps awaiting further information, the draft is largely complete in the areas that we believe are most important. Please feel free to use any of this material in your own responses, but remember it's always best to use your own words. We'll continue to update the draft as we receive more information and do more analysis.

As a reminder, the consultation is open for 12 weeks, until 1 December. The consultation documents and response options are [here](#).

[Expansion employment and economic benefits are an illusion](#)

Gatwick's consultation summary proudly claims that expanding the airport would generate over 20,000 jobs and contribute up to £22bn to the economy.

Closer examination of the documents, and the expert advice we've commissioned, shows these figures are illusory.

Gatwick's own consultants are clear that the project is not expected to result in material net job creation at the national level. Any jobs that might be created in the local region would therefore very largely be displaced from other parts of the economy and other regions. This is likely to be inconsistent with the government's levelling up agenda. In any event Gatwick's local employment estimates are based on dated studies and do not reflect more recent evidence. They are therefore subject to significant uncertainty and cannot be relied upon.

Gatwick's assessment of the economic benefits and costs of the proposed development makes unsupportable assumptions, omits key adverse impacts and uses incorrect carbon values. Amongst other things it assumes that the Covid-19 pandemic will have no long-term impact on passenger demand at Gatwick and that there will be a substantial increase in business passengers using the airport (who generate the majority of asserted economic benefits). These assumptions are inconsistent with historic experience and market expectations respectively. The airport has also failed to assess the adverse tourism and balance of trade impacts the proposed expansion would have and has calculated the value of its increased carbon emissions wrongly. Correction of these unsupportable

assumptions, omissions and errors would have a very significant effect on the overall benefit-cost of the proposed scheme. It is likely that the scheme in fact has a negative net present value and therefore represents a highly unattractive proposition from a public interest perspective.

Gatwick expansion: the key facts

As a reminder, if approved, Gatwick's expansion would mean:

- ! over 70% more passengers
- ! over 35% more flights
- ! 50% more CO₂ emissions from the airport, with Gatwick alone being 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
- ! no material net job creation.

Joining GACC: please spread the word

Please encourage your friends, family and neighbours to join GACC and help protect the interests of communities around the airport and under flight paths. Information on how to join is on our website here: <http://www.gacc.org.uk/contact-us.php>.

GACC contact details

Email: info@gacc.org.uk
Website: www.gacc.org.uk
Twitter: [@GCgatwick](https://twitter.com/GCgatwick)