



YOUR LONDON AIRPORT
Gatwick

Our northern runway: making best use of Gatwick

Preliminary Environmental Information Report
Appendix 16.3.1: Summary of Stakeholder Scoping Responses - Socio-economics
September 2021

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1 Introduction

1.1 General

- 1.1.1 This document forms Appendix 16.3.1 of the Preliminary Environmental Information Report (PEIR) prepared on behalf of Gatwick Airport Limited (GAL). The PEIR presents the preliminary findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport's existing runways (referred to within this report as 'the Project'). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase. Further details regarding the components of the Project can be found in the Chapter 5: Project Description.
- 1.1.2 This document provides the summary of stakeholder scoping responses for socio-economic for the Project.

2 Summary of Stakeholder Scoping Responses for Socio-economics

Consultee	Date	Details	How/where addressed in PEIR
Burstow Parish Council	28 September 2019	It is accepted that Gatwick Airport is economically very important to this area of the south east and long may it continue to serve business, jobs and customers alike but it would appear to us that the proposed increased use of the Northern runway is not a viable proposition for either Burstow Parish Council to the east or Charlwood Parish Council to the west.	The PEIR Chapter 16 considers a range of socio-economic effects of the Projects across a range of impact areas. These are defined at para 16.4.6.
Crawley Borough Council	30 September 2019	From the Topic Working Group meeting, CBC understood that Lichfields are undertaking an assessment of on and off-airport employment anticipated to be generated by the Project which is important to understand the impact on the local economy. Para 7.10.15 refers to an Oxera study, but it is not clear if this includes the Lichfield work, nor the detail of this study which should also consider the impacts on employment floorspace need off-airport to maximise benefits in the area. This work should be linked to the Transport modelling work.	The PEIR Chapter 16 presents the additional employment that will be generated by the project on-site and that generated off-site in the identified impact areas. This draws on various technical studies and assessments including the Oxera Economic Impact Report (2021). An Airport-Related Employment Land Study (ARELS) which will assess the potential impacts of the Project on floorspace requirements is being prepared separately.
Crawley Borough Council	30 September 2019	Impact on Labour Market assessments, (Tables 7.10.2, 7.10.3), should include the impact of potential local labour shortages created by the new jobs created at Gatwick. This is particularly likely in the low-skilled sectors where Gatwick in the past has been able to pay higher wages than local facilities, such as care homes, and they therefore struggle to find staff, impacting businesses and the local population who may be without services as a result. This could be exacerbated with new jobs created at Gatwick, both in the construction and operational phases and should be assessed.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 16.9 of Chapter 16.
Crawley Borough Council	30 September 2019	Increasing jobs at the airport should result in benefits to the local economy and the local population. However, in the Community section of these assessments, consideration should be given to the impact of an increase in jobs at the airport, many of which will be low-skilled, on aspiration and achievement locally. Social mobility is a problem for Crawley, as identified in para 7.10.7 and therefore ought to be scoped into the ES to determine whether growth of the airport will exacerbate or can be an opportunity to help address this problem. Para 7.10.21 states that "measures that can enhance the beneficial effects of the Project will also be identified". CBC welcome this, and would like to be involved in developing these measures.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 16.9. As detailed in Table 16.8.1, an Outline Employment, Skills and Business Strategy is being developed for the Project.
Crawley Borough Council	30 September 2019	CBC is particularly concerned about the intention to scope out effects of the Project on population, (para 7.10.24), on the basis that it is not proposing residential development and therefore, would not directly give rise to population effects in terms of changing population levels within the assessment areas. The assertion that "Future labour demand will be distributed across a wide labour	Potential effects on the population are included within the baseline (Section 16.6) and assessment (Section 16.9). Appendix 16.6.2 provides an Assessment of Population and Employment Effects.

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		<i>catchment area so no significant impacts on population levels or housing and community infrastructure needs are expected</i> ” is questioned as the majority of staff at Gatwick live close to the airport.	
Crawley Borough Council	30 September 2019	Given the anticipated 2,000 construction jobs and increase of 3,000 jobs directly on airport, (information provided at the Topic Working Groups), it is important that the potential effects on housing demand in the local area are thoroughly assessed. The nature of the jobs being created should be clarified as part of this assessment, as low skilled jobs do not tend to attract long distance commuters because of the cost of those journeys which exacerbates housing pressure locally, in an area already facing considerable difficulty meeting housing needs, especially for affordable housing. Growth at Gatwick should also generate economic growth with new indirect job creation in the surrounding areas. This will also have an impact on housing needs. The correlation between increased jobs and housing needs should be thoroughly assessed and therefore should not be scoped out. Any new housing required will also create associated infrastructure pressures on transport and community infrastructure, schools, health facilities etc, which should be part of the ES.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 16.9. Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 16.
Crawley Borough Council	30 September 2019	7.10.6: CBC understands that a Housing Implications Study is being prepared by GAL, which should be referred to in the EIASR, and this issue should be required to be scoped in until the conclusions of this study have been fully understood.	This is contained at Appendix 16.6.2: Assessment of Population and Housing Effects, and has been used to inform the assessment in Section 16.9 of Chapter 16.
Crawley Borough Council	30 September 2019	7.10.7: CBC understands that a Housing Implications Study is being prepared by GAL, which should be referred to in the EIASR, and this issue should be required to be scoped in until the conclusions of this study have been fully understood.	This is contained at Appendix 16.6.2: Assessment of Population and Housing Effects, and has been used to inform the assessment in Section 16.9 of Chapter 16.
London Borough of Croydon	1 October 2019	It is likely that the Borough would supply many of the people, skills and supply chain goods that Gatwick Airport would need, and the Council would expect the Scoping Report to be able to reflect how the support for Croydon businesses and residents would continue with this development. Paragraph 7.10.3 explains that the data collated to date is about “ <i>the local population, local economy and travel to workflows</i> ” with the data for the labour market area, including Croydon are being collated. For this reason the Scoping Report should clearly indicate that baseline data collected will include the wider region as shown in figure 7.10.2, including the whole of the London Borough of Croydon so that the baseline characteristics of the wider socio economic impacts are properly recorded.	A review of baseline conditions for all of the assessment areas is set out in Section 16.6 of Chapter 16.
Horsham District Council	27 September 2019	GAL is reporting that the housing implications of the proposed expansion are intended to be scoped out. This cannot be correct given the relationship between economic growth, jobs and population growth. Until this relationship has been fully assessed it is not possible to assume there is no impact. There is considerable uncertainty about the scale and location of future growth in the region beyond.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Horsham District Council	27 September 2019	It should be noted that airport expansion will take place in a region of the UK which has very low unemployment rates and therefore these jobs will likely require the migration of employees to the area to fulfil these additional roles. This, in turn, will create additional pressure for housing in a geographical region that is already suffering severe housing stress and the effects of high house prices.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Horsham District Council	27 September 2019	Additional housing also leads to a greater requirement to provide the supporting social infrastructure, such as education and health facilities. The references to the number of jobs that will be created as a result of	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report

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		the expansion appears to be inconsistent between the details featured in the Gatwick Airport Master Plan and the later content shared during the Topic Working Groups. It is imperative that the impact on the delivery of employment on and off-site remains in scope.	inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Horsham District Council	27 September 2019	An increased requirement for lower skill level jobs at the airport causes knock-on impacts for existing businesses in the local area. These additional pressures must be fully understood and where appropriate, suitable mitigation should be required. There should be some reference to the impact in the section on 'Effects proposed to be assessed'.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 16.
Horsham District Council	27 September 2019	It is reasonable to assume that an expanded airport with this level of investment, will be increasingly attractive to new businesses. It may be difficult to quantify but there should be some explicit reference to the improved offer in the area and that the degree of economic growth and additional jobs is not just airport related.	Chapter 16 presents the anticipated economic output and jobs that will be created by the Project (on- and off site), including direct, indirect and catalytic employment and GVA.
Horsham District Council	27 September 2019	A significant concern for the Council is the placing of population out of scope. The effects of the project on the population during the construction and operational phases must be scoped in to the assessment as it is wholly inappropriate to scope them out without further evidence of the potential requirement for housing in the region as a result of expansion.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Horsham District Council	27 September 2019	<p>The need to consider the impact on the surrounding population is particularly important given that the districts and boroughs in close proximity to Gatwick Airport are expected to deliver increased housing development as part of their local plans. These numbers are set through the Standard Method calculation. Horsham District alone will be required to identify land to deliver 974 homes each year as part of the next Local Plan.</p> <p>Although the precise locations of these developments have not been identified, a number of strategic sites have been promoted for consideration as future development locations. Hence this should be taken into account when assessing the cumulative effects and should consider the impact on the key strategic locations which have been promoted to Horsham District Council. At this stage we would draw your attention in particular to the West of Ifield development being promoted by Homes England. This is because of the scale of this potential project, 10,000 homes, and it's very close proximity with the airport.</p>	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. This report considers all the current housing trajectories of the impact areas (including sensitivity testing) and the Standard Method Scenario alongside a variety of other scenarios in assessing the housing delivery over the next 20 years and the impacts that this could have in the labour market. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Horsham District Council	27 September 2019	Updates to the Council's Infrastructure Delivery Plan, Economic Growth Assessment and Strategic Housing Market Assessment and updated documents should all be taken into consideration to inform studies once they have been finalised.	PEIR Chapter 16 and the accompanying technical reports are based on the latest (at the time of drafting) policy documents and associated evidence base, as set out at Table 16.6.2.
Horsham District Council	27 September 2019	The definition of the local study area is presented as a fait accompli. There is nothing which explains how the boundary has been fixed. It does seem quite narrow definition, particularly as the study area in terms of impact on residents seems to be confined to the local study area.	The local study area comprises areas within, but not the full entirety, of six local authorities. Further details are provided at paragraph 16.4.5 and in the figures that accompany Chapter 16.
Horsham District Council	27 September 2019	The potential mitigation strategies for socio-economic effects such as planning contributions, provision of apprenticeships and training opportunities during construction phase and compensation measures for business and residents do not go far enough and do not spread the benefits of expansion more equitably amongst the communities that will be affected by the proposals. The Council would wish to see a stronger commitment to providing more long-term career development opportunities for the local community. The EIA, therefore, needs to incorporate wider research into the economic and employment potential that expansion of the airport would create.	As detailed in Table 16.8.1 of Chapter 16, an Outline Employment, Skills and Business Strategy has been prepared which includes measures in relation to training, job opportunities, skills and measures for businesses.

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Horsham District Council	27 September 2019	GAL has also proposed that there could be compensation measures for businesses and residents adversely affected by the Project. This is considered to be vague.	At this stage, no specific compensation measures have been defined. These will be considered in more detail at a later assessment stage.
Horsham District Council	27 September 2019	In paragraph 7.10.24 it states the impact of the Project on property values would be scoped out, this seems to suggest that the longer-term socio-economic impacts will not be mitigated and GLA is only considering mitigating the shorter-term impacts of the construction phase. The Council do not agree that it is appropriate to scope out the impact on property values. The Council strongly recommends that this issue should be scoped into the assessment.	The issues of flightpath changes and their likely impacts are considered fully in the Noise Chapter, together with the mitigation appropriate to address the assessed impacts in line with other airport DCO applications. The PEIR and the ES will not attempt to look beyond this to potential effects on individual property values.
Mid Sussex District Council	1 October 2019	GAL has not satisfactorily demonstrated why it is proposing to scope out housing implications of the Project. A clear analysis of the existing employment patterns and how future jobs will be filled is required to fully understand the population impacts. Until this relationship has been fully assessed it is not possible to assume there is no impact. Therefore, the Council objects to GALs current position on this matter.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Mid Sussex District Council	1 October 2019	The 'local study area' should be spatially defined by listing the output areas.	A list of the output areas comprising the 'local study area' is included in Appendix 16.6.1 – Table 1.1.1.
Mid Sussex District Council	1 October 2019	It is also recommended that there is full consistency in the naming of the study areas, for example, between the main body of text in Volume 1 and the figures in Volume 3.	We have ensured that there is consistency on naming of the impact areas and the associated figures.
Mid Sussex District Council	1 October 2019	Another sub-heading should be included for temporal scope (as done for the spatial scope/study area) in which the temporal scope for the assessment is clearly defined.	The temporal scope of the assessment is detailed within the key Project parameters that form the basis of the assessment (Section 16.7 of Chapter 16). This is based on the indicative phasing information included in Chapter 5: Project Description.
Mid Sussex District Council	1 October 2019	The factors (listed in Chapter 6) to be considered when determining the sensitivity of a receptor should be detailed in the context of socio-economics.	See Table 16.4.4 of Chapter 16.
Mid Sussex District Council	1 October 2019	The way in which policy, standards and other applicable guidance will be used to determine the magnitude of effects should be made more explicit.	See para 16.4.19 and Table 16.4.4 of Chapter 16.
Mid Sussex District Council	1 October 2019	Where necessary, references and dates should be added to the baseline.	The baseline assessment includes dates and references.
Mid Sussex District Council	1 October 2019	Clarification should be sought on whether the most up to date information has been used to provide a description of baseline conditions.	See 16.4.10 of Chapter 16
Mid Sussex District Council	1 October 2019	Information on GVA generated by employment at Gatwick airport (which will require existing employee numbers) and qualitative information on the level of local spend by employees should be included in the baseline assessment.	See Section 16.9 for the GVA effects arising from the operational phase of the Proposed Development.
Mid Sussex District Council	1 October 2019	Baseline analysis should be undertaken for the 'project site boundary', 'labour market' and 'five authorities' study areas as this may reveal the need to assess further potential environmental effects.	A review of baseline conditions for all of the assessment areas is set out in Section 16.6 of Chapter 16.
Mid Sussex District Council	1 October 2019	A summary of the consultation undertaken in relation to the socio-economic effects could be added to the chapter, although this is not essential.	See Table 16.6.2 of Chapter 16.
Mid Sussex District Council	1 October 2019	If embedded mitigations relevant to socio-economics exist, they should be added to the chapter, or it should be stated if they do not exist.	See section 16.8 of Chapter 16.
Mid Sussex District Council	1 October 2019	It is recommended that a potential enhancing measure prioritising the use of local supply chains to be included in the list of potential mitigating/enhancement measures.	As detailed at Table 16.8.1 of Chapter 16, the Project will include the adoption of an Outline Employment, Skills and Business Strategy. This includes procurement and supply chain measures.

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Mid Sussex District Council	1 October 2019	Clarification should be provided, prior to any assessment being undertaken, to determine where the majority of workers will travel from.	As detailed at para 16.4.6 of Chapter 16, a labour market area for the Project has been defined using ONS 2011 Census Origin and Destination commuting data and Gatwick Airport's in-house passholder database.
Mid Sussex District Council	1 October 2019	The effect on population should be scoped in or out based on the results of this study. The justification for scoping in or out should then be given consistently in a scoping note.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Mid Sussex District Council	1 October 2019	The effect on property values within the 'project site boundary' should be scoped into the assessment of effects.	As noted in Table 16.4.2 of Chapter 16, it is not considered that there are likely to be direct impacts in property values inside the Project site boundary due to the very limited change in flight paths and therefore the potential for effects to arise is limited. The issues of flightpath changes and their likely impacts are considered fully in the Noise Chapter, together with the mitigation appropriate to address the assessed impacts in line with other airport DCO applications. The PEIR and the ES will not attempt to look beyond this to potential effects on individual property values.
Mid Sussex District Council	1 October 2019	The effect on property values outside the 'project site boundary' should be assessed based on the worst-case scenario of flight path changes.	As noted in Table 16.4.2 of Chapter 16, it is not considered that there are likely to be direct impacts on property values outside the Project site boundary due to the very limited change in flight paths and therefore the potential for effects to arise is limited. The issues of flightpath changes and their likely impacts are considered fully in the Noise Chapter, together with the mitigation appropriate to address the assessed impacts in line with other airport DCO applications. The PEIR and the ES will not attempt to look beyond this to potential effects on individual property values.
Mid Sussex District Council	1 October 2019	Effects on GVA generated by additional jobs and additional local spend due to the Project should be scoped in.	See Section 16.9 of Chapter 16 for the GVA effects arising from the operational phase of the Proposed Development.
Mole Valley District Council	30 September 2019	Paragraph 7.6.6: Existing baseline conditions should also take account of the significant number of employees that work on-airport.	Baseline conditions have been considered.
Mole Valley District Council	30 September 2019	Paragraph 7.10.5: The baseline conditions should include the existing number of employees and the predicted number of employees anticipated from the baseline scenario.	Breakdowns of the numbers and types of jobs for the operational phases are highlighted in separate tables for each phase of the assessment in Section 16.9. These are based on the Oxera Economic Impact Report (2021) that identifies the employment effects of the Project over and above the baseline position.
Mole Valley District Council	30 September 2019	Paragraph 7.10.24: The Applicant has proposed to scope out the effect of the development on the population during both construction and operational phases. The Council opposes this proposal; it is our belief that the increase in the number of on-airport jobs, as well as further indirect employment growth, has the potential to increase the demand for housing in the immediate locality to the airport. It is yet to be proven that a wide	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.

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		labour catchment area will see no significant impacts on population levels or housing and community infrastructure needs, and this should therefore be included in the scope of the EIA.	
Mole Valley District Council	30 September 2019	Paragraph 7.10.16 – The Applicant should assess the impacts of on-airport job generation on the local labour market. There is a concern that job growth at the airport could exacerbate the labour shortage of lower skilled workers in the local area and have negative consequences on other non-airport related employment sectors.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 16.9 of Chapter 16.
Public Health England	30 September 2019	Demand for temporary accommodation by the construction work force should be identified and an assessment made regarding the impact on local housing supply and affordability, particularly in relation to homelessness provision of short-term housing supply. Given the number of other large developments near the study area the cumulative impact on housing provision should be included.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 16 of Chapter 16.
Public Health England	30 September 2019	The ES should identify a clear strategy and action plan that addresses barriers to employment within the local population and enables opportunity for employment within Gatwick Airport.	As detailed in Table 16.8.1 of Chapter 16, an Outline Employment, Skills and Business Strategy has been prepared which includes measures in relation to training, job opportunities, skills and measures for businesses.
Reigate and Banstead Borough Council	27 September 2019	Following the adoption of the DMP, references to the “ <i>emerging Reigate & Banstead Borough Development Management Plan 2018-2027</i> ” should be amended to “ <i>Reigate and Banstead Development Management Plan (Reigate and Banstead Borough Council, 2019)</i> ” to ensure consistency with other adopted Local Plan documents. Also following the adoption of the DMP, reference to saved Borough Local Plan Policy Em11 “ <i>Airport Related Development</i> ” should be removed from Paragraph 7.10.1 of the EIA Scoping Report following adoption of the DMP	The latest (at the time of drafting) adopted and emerging policies have been included within the analysis and particularly in Section 16.2 of Chapter 16 and Appendix 16.2.1: Summary of Local Planning Policies.
Reigate and Banstead Borough Council	27 September 2019	We strongly consider that the effect of the Project on the population during the construction phase should be included within the scope of the assessment given: <ul style="list-style-type: none"> ▪ GAL anticipates a twelve-year construction programme and an average construction workforce of 700 personnel (rising to 2,000 during peak construction)⁴⁴. ▪ The specialist nature of construction suggests a need for a specialised construction workforce. ▪ The tight local labour market (as referenced in Paragraph 7.10.7 of the EIA Scoping Report) means that the local economy will not be able to provide the ▪ construction workforce required to deliver the Project. ▪ Table 7.10.2 of the EIA Scoping Report recognises that there will be an “<i>introduction of a temporary construction workforce</i>”. 	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Reigate and Banstead Borough Council	27 September 2019	We also strongly believe that the effect of the Project on the population during the operational phase should be included within the scope of the assessment given that: <ul style="list-style-type: none"> ▪ Whilst no housing development was planned as part of second runway scheme proposed by GAL as part of the Airports Commission (Gatwick R-2), the potential impact on population was scoped into the assessments. We note that Paragraph 4.1 of the A Second Runway for Gatwick Appendix A4: Local Economy Impacts report produced as part of the airports commission work states that “<i>a second runway will ... increase labour demand in the study area. Dependent on what occurs (or what assumptions are made) in relation to factors such as commuting, unemployment and growth in the working population in the study area, this could result in an increase in in-migration, a growth in the number of households and an increased need for housing</i>” and that GAL assumed as part of their economic assessment of the potential impact of the second runway a ratio of around one additional 	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.

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		<p>house per 1.6 additional jobs (we also note that the Airports Commission assumed a ratio of one additional house per additional job). No justification has been provided within the Scoping to deviate from this approach.</p> <ul style="list-style-type: none"> Paragraph 7.10.7 of the EIA Scoping Report demonstrates already high economic activity rates and low unemployment in the local study area suggesting that improvements in economic activity/unemployment cannot be relied upon to absorb the anticipated job growth. Additional population will therefore inevitably be required to support the additional labour demand, with consequential housing impacts. Figure 7.10.3 of the EIA Scoping Report shows that the greatest number of people working at the airport live within the boroughs/ districts immediately adjacent to the airport (Crawley, Reigate & Banstead, Mole Valley, Tandridge, Horsham and Mid Sussex), therefore the assertion that “future labour demand will be distributed across a wide labour catchment area so no significant impacts on population levels or housing ... are expected” is not only untested at this stage but also manifestly flawed given the existing evidence available. 	
Reigate and Banstead Borough Council	27 September 2019	<p>We also consider that there is a need for the scope of the assessment to include the potential impact on population and housing during both the construction and operation phase given the tight local housing market – host authorities of Crawley and Reigate & Banstead have recently adopted local plans which are unable to meet objectively assessed housing needs due to long-recognised planning, environmental and geographic constraints and host authority of Tandridge has an emerging local plan currently at examination which suggests that it is also unable to meet its standard method housing need.</p>	<p>Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.</p>
Reigate and Banstead Borough Council	27 September 2019	<p>The Council notes that GAL is proposing to scope out the effect of the Project on FDI and trade as “Government guidance (Department for Transport, 2016) notes that there is not sufficient evidence to quantify the impact of FDI, and as such does not currently provide guidance for analysis of such impacts” and that “in the absence of an established methodology and guidance, it is proposed that these impacts are scoped out of the assessment”. The Council however considers that the potential impact of FDI should be considered given that:</p> <ul style="list-style-type: none"> It was considered as part of the economic impact analysis for the second runway Airports Commission work⁴⁷ and no evidence has been provided for taking a different approach for this project. Heathrow proposed scoping out ‘the effects of increased trade, FDI and tourism to the UK as a result of improved connectivity and aviation capacity’ and the Planning Inspectorate considered that they should not be scoped out. Neither Luton nor Manston proposed screening out the effect of their airport capacity projects on FDI for this reason. GAL is anticipating expansion into the emerging markets of India, Asia and Africa. Such expansion will open up new trading links and therefore likely bring FDI into the local economy. 	<p>As noted at Table 16.4.2 of Chapter 16, there is potentially a positive relationship between investment in transport infrastructure and FDI and trade. However, Government guidance (Department for Transport, 2016) notes that there is not sufficient evidence to quantify the impact of FDI, and as such does not currently provide guidance for the analysis of such impacts. In the absence of an established methodology and guidance, these impacts are scoped out of the assessment but are considered in qualitative terms in the Oxera Economic Impact Report (2021).</p>
Reigate and Banstead Borough Council	27 September 2019	<p>The Council notes that GAL proposes excluding the effect of the Project on property value within the Project site boundary as “the value of property is variable due to the multiple drivers that can influence residential and commercial property markets trends. Drivers such as macro-economic and market cycles, changes in Government fiscal policy and external events (e.g. Brexit) represent exogenous factors that may influence property values to varying degrees”. Whilst the Council recognises this, we are concerned that GAL proposes excluding the effect of the Project on property value within the Project site given that this boundary doesn’t correlate to the current site area and includes land outside of GAL’s current ownership.</p>	<p>As noted in Table 16.4.2 of Chapter 16, it is not considered that there are likely to be direct impacts in property values inside the Project site boundary due to the very limited change in flight paths and therefore the potential for effects to arise is limited. The issues of flightpath changes and their likely impacts are considered fully in the Noise Chapter, together with the mitigation appropriate to address the assessed impacts in line with other airport DCO applications. The PEIR and the ES will not attempt to look beyond this to potential effects on individual property values.</p>

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		The Council also notes that GAL proposes excluding the effect of the Project on property values on residential and commercial properties outside of the Project site boundary given that no changes in flight paths are proposed and therefore the potential for effects to arise is limited ⁵⁰ . Given our previous comments on airspace modernisation in this response we do not consider that this justification is a sufficient reason for excluding the effect of the Project on property values.	
Reigate and Banstead Borough Council	27 September 2019	The Council notes that Paragraph 7.10.2 of the EIA Scoping Report states that the Employment Densities Guide 3rd Edition (HCA, 2015) will be used to inform the assessment of socio-economic effects. We consider that there is also a need to take into consideration local evidence, for example densities on current employment sites within existing employment areas surrounding the airport – to inform the DMP we assessed the local circumstances and compared this to published research (including the HCA guidance) and identified more appropriate local employment densities. The economic evidence was considered ‘sound’ by the independent Planning Inspector and should be given due regard in any assessments.	Employment generation has been estimated based on forecasts produced by ICF, Cambridge Econometrics and Oxera.
Reigate and Banstead Borough Council	27 September 2019	The Council notes that Paragraph 7.10.9 of the EIA Scoping Report provides great detail on the existing locations of workers commuting to Gatwick Airport. We consider that the existing baseline information should be split by quality of job/ sector of employment as we think that this would be useful in helping us understand the potential impact of the Project on population/ housing.	The Economic Impact Report produced by Oxera presents a split of the existing and future jobs by skill levels. In addition, potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Reigate and Banstead Borough Council	27 September 2019	We also consider that the baseline information should take into consideration local authority monitoring data (for example, the Council’s bi-annual industrial estate monitoring information which provides information on current occupiers, uses, floorspace and planned developments).	Recent housing trajectories have been considered within the assessment. Monitoring information varies by area and this creates data consistency limitations. An extensive baseline analysis is presented in PEIR Chapter 16 - Section 16.6 and Appendices 16.6.1 and 16.6.2
Reigate and Banstead Borough Council	27 September 2019	With regards to assumptions regarding cargo throughput in the baseline information, we consider that only current cargo levels should feed into the baseline information and not anticipated cargo associated with growth under the existing configuration of the airport unless there is firm commitment from suppliers/ operators to deliver this cargo throughput.	Cargo throughput is not a direct input assumption that is referred to for the purposes of Chapter 16.
Reigate and Banstead Borough Council	27 September 2019	We note that Paragraph 7.10.12 of the EIA Scoping Report states that “ <i>the future baseline component of the study would draw on published projections and forecasts to consider future changes in population, employment and labour market characteristics</i> ”. Given that Figure 7.10.3 and Paragraph 7.10.9 of the EIA Scoping Report identify that the largest flows of workers commuting to the airport originate from the Crawley and Horley urban areas and given that Crawley and Reigate & Banstead Borough Councils have recently adopted local plans which are unable to meet their objectively assessed housing needs, we consider that there is a need to also take into consideration dwelling constrained housing and economic forecasts.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Reigate and Banstead Borough Council	27 September 2019	The Council considers that there is a need for a wider consideration of the impacts of the Project upon the viability and deliverability of planned (including allocated) employment sites within the scope of the assessment. We note for example, if the delivery of the allocated Horley Strategic Employment site were impacted by the delivery of the Project then this would impact upon the provision of an estimated 4,473	Proposed developments and strategic employment allocations have been considered as part of the cumulative assessment at section 16.11 of Chapter 16, including Horley Business Park.

Consultee	Date	Details	How/where addressed in PEIR
		annual construction jobs (20 year construction programme) and 11,985 FTE operational jobs which would seriously influence the net economic benefit/ economic effect of the Project.	
Reigate and Banstead Borough Council	27 September 2019	We also consider that there is a need to take into consideration the potential for business displacement due to the Project (for example due to increased transport impacts, cost of employment premises due to increased competition, competition for workforce etc.). We note for example that a recent business survey undertaken by the Council found that over two-thirds of businesses that responded to the survey from across Reigate & Banstead borough did not feel that proximity to Gatwick Airport benefited their business ⁵³ and that recent engagement with commercial agents suggested that businesses looking to relocate to the Gatwick Diamond are not necessarily looking to do so due to the presence of Gatwick Airport but rather due to the proximity to London and the buoyant market across the South East.	Noted and this will be reconsidered at an ES stage.
Reigate and Banstead Borough Council	27 September 2019	We also consider that the scope of the assessment should include indirect and induced effects of the Project (including the effects of proposed cargo throughput). In line with the Planning Inspectorate's comments to the Luton Airport proposed growth, we consider that detail should be provided within the ES with regards to the multipliers used to assess the indirect and induced effects.	See Section 16.9 of Chapter 16 for the indirect and induced effects arising from the operational phase of the Proposed Development.
Reigate and Banstead Borough Council	27 September 2019	The Council considers that there is insufficient justification for the extent of the local study area as proposed in the Scoping. We note that the local study area proposed is different to the study area used for the Airports Commission work and question why a different study area is being proposed/ different method being proposed to identify an appropriate study area.	As detailed at 16.4.8 of Chapter 16, parts of Reigate and Banstead are included within the Local Study Area, and the whole of Reigate and Banstead is included in the Labour Market Area. These areas have been defined on the basis of the socio-economic effects being considered within Chapter 16.
Reigate and Banstead Borough Council	27 September 2019	From a Reigate & Banstead perspective, we consider that the scope of the study area should be expanded to include, as a minimum, Redhill and Reigate which are residential neighbourhoods (and commercial/employment locations) with direct transport links to Gatwick Airport and clear commuting relationships with Gatwick as demonstrated by travel to work area analysis in Figure 7.10.3 of the EIA Scoping Report.	As detailed at 16.4.8 of Chapter 16, parts of Reigate and Banstead are included within the Local Study Area, and the whole of Reigate and Banstead is included in the Labour Market Area (i.e. in which commuting relationships to Gatwick Airport exist).
Reigate and Banstead Borough Council	27 September 2019	The Council notes that Paragraph 7.10.21 states that <i>"mitigation and enhancement measures will be reviewed during the ongoing assessment"</i> . We think that this should be extended to include ongoing review of mitigation and enhancement measures throughout the operation and construction phases.	Noted. The PEIR includes mitigation measures such as the Outline Employment, Skills and Business Strategy that will be under ongoing review as the Project progresses.
Reigate and Banstead Borough Council	27 September 2019	We note that Paragraph 7.10.22 of the EIA Scoping Report states that <i>"measures for mitigating and enhancing potentially significant adverse and beneficial effects could include ... measures to invest in supporting the viability of community assets during the construction and operational phases through mechanisms such as planning contributions and the Gatwick Airport Community Trust; commitments to provide a certain number of apprenticeships and training opportunities for local residents during the construction phase; and confirming compensation measures for businesses and residents adversely affected by the Project"</i> . We note that a number of these measures are already used to mitigate the impacts of the airport and stress the need for additionality in order for local residents to feel a benefit from the Project. We would also welcome specificity in the ES with regards to for example the multipliers that will be used to provide apprenticeship opportunities.	The proposed mitigation and enhancement measures detailed at Table 16.8 of Chapter 16 form part of the consultation process and will be developed in parallel with ES assessment. This includes the Outline Employment, Skills and Business Strategy which is subject to ongoing engagement with stakeholders including education providers, planning authorities, businesses, skills and training bodies.
Reigate and Banstead Borough Council	27 September 2019	In line with Heathrow's proposed approach, we also consider that the scope of the mitigation proposed should be informed by engagement with local residents, planning authorities, businesses, education providers, skills and training bodies etc.	The proposed mitigation and enhancement measures detailed at Table 16.8 of Chapter 16 form part of the consultation process and will be developed in parallel with ES assessment. This includes the Outline Employment, Skills and Business Strategy which is subject to ongoing engagement with

Consultee	Date	Details	How/where addressed in PEIR
			stakeholders including education providers, planning authorities, businesses, skills and training bodies.
Reigate and Banstead Borough Council	27 September 2019	We note that the southern part of the site (which includes the access to the site from the strategic road network which is required in the policy allocation) is included within the proposed Project site. We note that as part of the DCO process GAL can compulsory purchase land. Such compulsory purchase could either 'ransom strip' the business park or lead to it being an undeliverable allocation which would severely impact upon the local economy. Given that it seeks to deliver 4,473 annual construction jobs (20 year construction programme) and 11,985 FTE operational jobs and supports the ability of local authorities to meet their employment needs (the business park will accommodate Reigate & Banstead and Crawley's strategic office need), we would therefore welcome clarity and ongoing dialogue with GAL regarding access to the site, GAL's need/ proposed uses for the site and timeframes for use of the site etc. Any detrimental impact of the Project on the delivery of the Strategic Business Park (e.g. delay to timing of delivery or adverse impact on the potential job generation from the site) should, in our view, be factored into economic assessments.	Based on the current information available it is not anticipated that access to Horley Business Park will be compromised. The scheme is part of the cumulative assessment and socio-economic impacts have been considered as appropriate. GAL will continue ongoing dialogue with the Council as the Project progresses.
South Downs National Park Authority	8 October 2019	Paragraph 7.10.9 of the Scoping Report (Main Text) lists the Local Planning Authorities which fall within the scope of this part of the assessment. This list should include the SDNPA which covers parts of Horsham, Chichester, Mid Sussex, Adur, Worthing, Arun and Lewes as well as areas outside of the scope of the assessment in Hampshire and East Sussex. The SDNPA is the Local Planning Authority for the areas it covers.	Reference to the SDNPA is now included at para 16.4.6 of Chapter 16.
West Sussex County Council		In reference to Table 5.4.1: The increase in employee numbers during the operational phase has not been specified in the Scoping Report. Paragraph 4.2.25 identifies the number of existing employees, and paragraph 3.2.17 states that the Project would have "increased employment and economic benefits to the local area" but no attempt has been made to quantify this. GAL must include the change in the number of on-airport employees during the operational phase in the summary of key parameters to ensure the impacts of additional employees are taken into account. The number of employees required to achieve the baseline should also be clarified. The increase in staff numbers would have a range of impacts, including socio-economic impacts (and demand for local services), and on the highway network. Employees are more likely to live locally, and therefore employment-related trips to originate locally, having a disproportionate impact on the local transport network. The Project would increase the number of on-airport employees and include facilities (e.g. car parking) to facilitate this.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 16.9 of Chapter 16. Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 16.
West Sussex County Council		In reference to Table 7.10.1: As well as local plan allocations, future baseline sources should include the West of Ifield development being promoted by Holmes England. Demographic/Labour Market: the Future Baseline Sources should include ONS mid-year population estimates. Community Facilities: the Future Baseline Sources should include reference to the DfE's 'Assessing the Net Capacity of Schools' and or Building Bulletin 103 which gives guideline sizes for school accommodation. WSCC's most up to date 'Planning School Places' should be referred to for baseline sources.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 16.

Consultee	Date	Details	How/where addressed in PEIR
West Sussex County Council		In reference to Paragraph 7.10.5: The baseline conditions must specify existing employee numbers and predicted employee numbers resulting from the baseline scenario.	Breakdowns of the numbers and types of jobs for the operational phases are highlighted in separate tables for each phase of the assessment in Section 16.9 of Chapter 16. These are based on the Oxera Economic Impact Report (2021) that identifies the employment effects of the Project over and above the baseline position.
West Sussex County Council		In reference to Table 7.10.2: The effect of new jobs being created at Gatwick resulting in local labour shortages should be considered, particularly in relation to low-skilled sectors.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 16.9 of Chapter 16.
West Sussex County Council		In reference to Paragraph 7.10.22: It will be important to include and where possible agree specific, long term measures for mitigating and enhancing the potentially significant socio-economic effects that have been identified. These should consider (but not be limited to) housing, education, health, community safety, and prioritising the use of local supply chains.	Proposed mitigation and enhancement measures relating to potential socio-economic effects are detailed in Table 16.8.1. These include an Outline Employment, Skills and Business Strategy has been prepared which includes measures in relation to training, job opportunities, skills and measures for businesses.
		In reference to Paragraph 7.10.24: WSSCC strongly opposes the scoping out of the effect of the Project on the population during either the construction or operational stages. Paragraph 4.2.25 of the Scoping Report notes that 24,000 staff work at the airport, including 3,000 employed directly by GAL, and paragraph 3.2.17 of the Scoping Report highlights that the Project would result in 'increased employment and economic benefits to the local area'. However, no indication has been given of the likely staff numbers as a result of the airport expansion so it is impossible to establish whether there would be a significant socio-economic impact purely relating to increased employees. Further, the majority of staff working at Gatwick live close to the airport so it is difficult to understand the statement that 'future labour market will be distributed across a wide labour catchment area'. Given the lack of detail provided, it is difficult to be definitive, but it is considered that the Project has the potential to result in significant effects on the local population and the population further afield. The airport is a significant employer for the population of West Sussex and beyond, so the proposed expansion has the potential to increase employment numbers, with the resulting impact on demand for houses and local services, as well as economic benefits.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Tandridge District Council	30 September 2019	TDC does not support the scoping out of the effect of the Project on population (construction and operational phases). Increased employment at the airport is likely to result in benefits to the local area and local economy, including within this District and the wider East Surrey of which it is a part. However, with the lack of detail which currently exists over the number and type of jobs which will be created, and at which point during the assessment years they will come onstream, the potential socio-economic effects cannot be assessed. Growth at Gatwick will have an effect on both the local labour market and, of particular concern to this District, the demand for housing. As the exact nature of the jobs created will have a bearing on the type of housing required, as lower skilled work is likely to result in demand for housing more locally to the airport than more highly skilled jobs (where longer commutes would be	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16. Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 16.9 of Chapter 16.

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		expected) and affordability is a key factor, it is important that the nature of the jobs for which total figures have been provided is clarified. Any new housing which is required as a result of growth at Gatwick will also have implications for infrastructure (schools, health services, community infrastructure etc), and the effects on transport infrastructure and potential improvements required cannot be fully assessed without further details in this regard.	
Tandridge District Council	30 September 2019	It is understood that a Housing Implications Study is being prepared by the applicant. The results of this study are key to understanding the likely effect of the development on population across the areas of the host and neighbouring authorities (and potentially further afield). This issue should be scoped in until the study's conclusions have been produced and their implications understood.	Potential effects on the population are included in detail in Appendix 16.6.2: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 16.9 of Chapter 16.
Tandridge District Council	30 September 2019	Paragraph 7.10.24 refers to the effect of the development on property values on residential and commercial properties outside the Project area and concludes that as there would be no change to flight paths the potential for effects to arise in this respect is limited. However, there is the potential for properties to be newly overflowed and for the intensification of flights on existing flightpaths, which includes routes within Tandridge. It is considered therefore that the effects on property prices should be included in the assessment.	As noted in Table 16.4.2 of Chapter 16, it is not considered that there are likely to be direct impacts in property values outside the Project site boundary due to the very limited change in flight paths and therefore the potential for effects to arise is limited. The issues of flightpath changes and their likely impacts are considered fully in Chapter 14: Noise and Vibration, together with the mitigation appropriate to address the assessed impacts in line with other airport DCO applications. The PEIR and the ES will not attempt to look beyond this to potential effects on individual property values.

3 Glossary

3.1 Glossary of terms

Table 3.1.1: Glossary of Terms

Term	Description
DCO	Development Consent Order
DMP	Development Management Plan
EIASR	Environmental Impact Assessment Scoping Response
EIA	Environmental Impact Assessment
ES	Environmental Statement
FDI	Foreign Direct Investment
FTE	Full-Time Equivalent
GAL	Gatwick Airport Limited
GLA	Greater London Authority
GVA	Gross Value Added
HCA	Homes and Communities Agency
PEIR	Preliminary Environmental Information Report