

# GATWICK AIRPORT

## DRAFT MASTER PLAN

### CONSULTATION REPORT

YOUR LONDON AIRPORT

*Gatwick*



# CONTENTS

<b>Executive Summary</b>	<b>4</b>	4.11	Noise	63
<b>Consultation in Numbers</b>	<b>6</b>	4.12	Operations & Passenger Experience	65
<b>1 Introduction</b>	<b>7</b>	4.13	Safeguarded Land	66
1.1 Purpose of this document	7	4.14	Surface Access	67
1.2 Background to the consultation	7	<b>5 Next steps</b>	<b>69</b>	
1.3 Purpose of the consultation	8	<b>Appendices</b>	<b>70</b>	
<b>2 The draft master plan consultation process</b>	<b>9</b>	A.1	Consultation questions	70
2.1 Overview	9	A.2	Technical note on coding and consultation methodology	82
2.2 Preparation of methodology	9	A.3	List of organisational responses	85
2.3 Publicity	12	A.4	Resident and business letter and leaflet	88
2.4 Consultation activity	15	A.5	Initial email to stakeholders	90
2.5 Responses to the consultation	18	A.6	Newspaper advert	91
<b>3 Overview of consultation feedback</b>	<b>19</b>	A.7	Initial press release	92
3.1 Interpreting the consultation findings	19	A.8	Exhibition boards	95
3.2 Analysis of feedback	19			
3.3 Stakeholder responses	20			
3.4 Making best use of the existing runways at Gatwick	20			
3.5 Safeguarding land for an additional main runway	24			
3.6 Employment and economic growth	27			
3.7 Minimising noise effects	30			
3.8 Minimising other environmental impacts	33			
3.9 Community engagement	36			
3.10 Improving passenger experience	38			
3.11 Improving the surface access strategy	40			
3.12 Other comments on the draft master plan	43			
3.13 Campaign responses	44			
<b>4 Issues raised in the consultation feedback and the way forward</b>	<b>53</b>			
4.1 Introduction	53			
4.2 Air Quality	54			
4.3 Airport Design & Infrastructure	55			
4.4 Climate Change	56			
4.5 Consultation & Engagement	57			
4.6 Economy & Employment	58			
4.7 Growth Scenarios	59			
4.8 Health	60			
4.9 Housing & Community Infrastructure	61			
4.10 Environment (Landscape, Biodiversity, Heritage & Water)	61			





# EXECUTIVE SUMMARY

**Gatwick launched a public consultation on 18 October 2018 on its draft master plan. The consultation ran for 12 weeks, closing on 10 January 2019. The purpose of the draft master plan was to explain the airport's latest thinking on how it can meet growing demand for air travel and provide the UK with enhanced global connectivity beyond 2030.**

A series of local exhibitions were held during the consultation period to help explain the nature and purpose of the consultation. The consultation asked for views on growing Gatwick to make best use of existing runways, as well as safeguarding of land for future construction of an additional main runway. Other questions included asking about possible economic benefits that might be achieved by growing Gatwick, how noise and environmental impacts could be minimised, and how the airport's surface access strategy might be improved.

Participants could take part in the consultation via an online or paper response form (or questionnaire), as well as by email or post. Overall, 5,285 consultation responses were received, with responses coded and analysed by the independent agency, Ipsos MORI. Most participants who provided a response provided their own response, although just under 10% of responses were from organised campaign groups, of which seven different campaign submissions were received.

## Making use of existing runways

The first question on the response form asked participants if they supported or opposed the principle of growing Gatwick by making best use of the existing runways in line with Government policy. Of the 4,194 participants who answered the question, a majority (66%) were supportive, including half (50%) who strongly supported the principle. Around a quarter (27%) were opposed to the principle, with most of these participants being strongly opposed.

Participants were asked to explain their reasoning for the view they held. Of the 2,943 who provided a response, just over half (53%) provided positive comments, with fewer (46%) providing negative comments. The main positive comments received were about general support for growth of Gatwick (20%), that growth was needed and/or long overdue (11%), and a view that growth would make the best use of existing infrastructure at the airport (11%). The main negative comments received were about general opposition to growth of the airport (29%), opposition to an additional runway (13%), and a view that airport expansion or growth should be at Heathrow Airport (13%), and not at Gatwick.

## Safeguarding of land

Those who completed a response form were asked about the extent, if at all, they agreed or disagreed that land safeguarded since 2006 should continue to be safeguarded for the future construction of an additional main runway. Of the 4,161 participants who answered this question, a majority (59%) agreed, compared to around one in four (27%) who disagreed. There were 1,210 participants who provided reasons for their viewpoint. These included 698 participants (58%) who provided positive comments, and 443 (37%) participants who provided negative comments. The main positive comments made were in general support of the safeguarding plans (35%). The main negative comments received were about general opposition to safeguarding

(11%), and a view that land should not be used for an additional runway at Gatwick (also 11%).

## Economic benefits

Participants were asked about what more, if anything, could be done in their opinion to maximise employment and economic benefits resulting from Gatwick's continued growth. Just over half (53%) of those who provided a response made positive and supportive comments, while two-fifths (39%) made negative or critical comments. The main positive comment received was that growth at Gatwick would benefit both the local economy and local businesses and provide employment opportunities (43%). Around one in seven participants (15%) believed that continued growth of the airport would provide national economic benefits. On the other hand, of those who provided negative comments, one in five (20%) believed that the airport's central motive for growth was for the pursuit of profit and shareholder returns, and one in seven participants (15%) did not think there was a need for growth.

## Mitigation of noise and other environmental impacts

Recognising that continued growth of the airport could have consequences in terms of increased environmental impacts and noise effects, Gatwick asked participants about measures that could be undertaken to keep such impacts to a minimum.

In total, 2,194 participants provided a response about minimising noise effects. These included 366 participants (17%) who made positive comments about reducing noise, such as a view that new technology would help to reduce aircraft noise (8%), that some noise in the vicinity of the airport would be inevitable (4%), and that noise would not be as bad as envisaged by some (3%). More participants provided negative comments (49%), than positive comments about noise. Over one-third (35%) of those who provided comments about noise raised concerns about noise pollution, with many worried that growth would have consequences in terms of increased noise. Around one in six participants (17%) stated that current noise levels were unacceptable, and some raised concerns about the noise impact of flights late at night or early in the morning (7%).

Three-fifths (67%) of those who provided comments about minimising noise effects provided suggestions as to how this could be achieved. The most frequently cited suggestion (28%) was that airlines should be encouraged to invest in modern, quieter aircraft. Other suggestions included that flights should be prohibited at certain times, such as late at night or early in the morning (13%), and that more should be done to reduce noise effects on local people and local communities (9%).



There were 1,857 participants who provided comments about what could be done to minimise other environmental impacts of Gatwick's continued growth. In total, 194 participants (10%) provided positive comments, while 1,048 participants (56%) provided negative comments. Of those who provided positive comments, these tended to be about support for Gatwick's plans to minimise environmental impacts associated with continued growth. Of those who provided negative comments, the main concerns raised were that growth of the airport would impact on air quality and create pollution (29%), that there would be negative consequences for the environment in general (29%), and that continued growth could impact on climate change (16%).

Many of those who provided comments about environmental impacts made suggestions as to how such impacts could be minimised (1,097 participants made suggestions). The main suggestions by frequency of response were general suggestions that work should be undertaken to minimise environmental impacts (15%), that the airport should seek to reduce its carbon footprint and/or to become carbon neutral (9%), and that airlines should be encouraged to invest in cleaner, more fuel-efficient aircraft (7%).

### Community engagement

Participants were asked to provide comments about Gatwick's approach to community engagement as described in its draft master plan, and if such an approach should be improved. There were 1,194 participants who made comments about community engagement. One-third (33%) of those who provided comments made supportive or positive comments about the approach to community engagement, while around half (49%) made negative or critical comments. The main positive comments were focused on Gatwick's approach to community engagement, while negative comments focused on perceived inadequacy of approach. A number of suggestions were also made, and these included views that there should be more evidence that local people are being listened to, and for the airport to be more transparent and open with its approach to community engagement.

### Passenger experience

Participants were asked if they made use of Gatwick, what areas of passenger experience, if any, they would like to see improved. A few participants (7%), suggested that no improvements were necessary. However, most of those who made comments (93%), made suggestions for improvements. A range of comments were received and these included a view that the airport was too overcrowded at times, and that more space or room was needed (7%), that there could be better signage (6%), improved security (6%), and more seats (6%).

### Surface access strategy

Gatwick also wanted to find out if there were any aspects of its surface access strategy that participants believed should be improved, and if so, what these were. In total, 1,899 participants made comments about this aspect, with most (78%) suggesting improvements. Just over half (54%) of those who made comments suggested road improvements would be necessary, including better access to/from the airport, and for traffic congestion issues to be resolved. Two-fifths of those who made comments suggested that there was a need to improve rail services. A fifth (19%) suggested that public transport improvements would be necessary. Around one in eight participants suggested other improvements, including to have improved cycle paths, walkways and increased expenditure on local transport infrastructure in general.

### Other comments

The final question asked participants if they had any additional comments to make. Some of those who provided a response (584 participants) made comments about the consultation itself. It was suggested that more information could have been provided, that the consultation could have been better advertised, and that it would have been helpful to have had more exhibitions in the local area. Ipsos MORI finds that in general, such comments about any consultation tend to be negative, and this is a common theme in other large scale public consultations that it has worked on in recent years.

While some of the comments provided were negative, including a view that Gatwick was untrustworthy or that it broke its promises (245 participants), others praised the draft master plan (76 participants) and Gatwick's management team (37 participants), and some expressed the view that the airport has kept its promises (36 participants).

### Next steps

Section 4 of this report sets out Gatwick's initial responses to the feedback, organised according to the key themes which emerged from the analysis.

Section 5 explains our plans as to how we will grow the airport and the rationale for this decision. It also outlines the next steps in terms of how we plan to do this.

Our final master plan (Master Plan 2019) is published alongside this report. With the exception of the Foreword, Preface, an update to section 2.1.1 regarding Gatwick ownership, Glossary of Terms update and an omitted footnote on page 108, the contents and data contained in our Master Plan 2019 remain the same as was presented during the consultation and represents a record of our proposal at this point in time.

However, the feedback received as part of the consultation has been extremely valuable to us and will help inform our thinking on our future plans, and in particular Scenario 2.

# CONSULTATION IN NUMBERS

## 12 week public consultation

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- 8 public consultation exhibitions, attended by 2,582 people
- Leaflets sent to 13,312 residents & businesses
- Over 16,000 page views of consultation website
- 2 on airport information points

## 5,285 consultation responses

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- 5,084 responses from members of the public
- 201 responses from stakeholder organisations and elected officials

## 66% support Gatwick growth by making best use of existing runways

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4,194 responses to the question of growth of Gatwick by making better use of existing runways were received, of which:

- 50% strongly support
- 16% tend to support
- 25% strongly oppose
- 2% tend to oppose

## 13 high-level themes raised during public consultation

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- |                             |                                     |
|-----------------------------|-------------------------------------|
| • Air Quality               | • Health                            |
| • Airport Design & Layout   | • Housing & Infrastructure          |
| • Climate Change            | • Noise                             |
| • Consultation & Engagement | • Operations & Passenger Experience |
| • Economy & Employment      | • Safeguarded Land                  |
| • Environment               | • Surface Access                    |
| • Growth                    |                                     |

# 1. INTRODUCTION

## 1.1 Purpose of this document

**This report relates to consultation on Gatwick's draft master plan, which set out scenarios for the airport's ongoing development and sustainable growth to meet the increasing demand for air travel and provide Britain with enhanced global connectivity.**

This document summarises the consultation on the draft master plan, which took place between Thursday 18 October 2018 and Thursday 10 January 2019. It details:

- How the strategy for the draft master plan consultation was developed in accordance with best practice consultation
- How the public consultation was undertaken
- The feedback received and Gatwick's response to the main issues raised.

The report describes how the consultation process has been undertaken, key themes raised and Gatwick's initial response to the feedback received (which is contained in Section 4 below). As such, it does not include full technical explanations of the scenarios or technical matters.

It is not the purpose of this document to report on any previous consultation carried out by Gatwick, including that on a potential new second runway in 2014. This information is the subject of separate reports.

## 1.2 Background to the consultation

**Gatwick has been transformed over the last decade. It has become a key element in the country's national infrastructure, an economic engine for local and regional growth and the airport of choice for millions of passengers. It contributes £5.3bn to the UK economy and supports over 85,000 jobs. At peak times it is the busiest single-runway airport in the world and is ranked 12th in the world for the number of long-haul destinations served.**

Gatwick's last master plan was published in 2012 and has acted as a point of reference for ongoing development and growth at the airport. Gatwick is publishing a new master plan now to explain the latest thinking on how the airport can meet the growing demand for air travel and provide Britain with enhanced global connectivity.

The draft master plan also set out how Gatwick can create new opportunities for the region and continue to bolster the local economy for future generations, while growing in a sustainable way - striking the right balance between economic growth and environmental impact.

The draft master plan, which was the subject of this consultation, was in accordance with Government policy to make best use of existing runways and explored how Gatwick could grow using its existing main runway and by bringing its standby runway into use in conjunction with the main runway. The draft master plan set out how Gatwick could grow across three scenarios:

- One where Gatwick remains a single runway operation

using the existing main runway

- One where the existing standby runway is routinely used together with the main runway
- One where Gatwick continues to safeguard for an additional full-length runway to the south

While not all of the technical studies in respect of the three scenarios presented in the draft master plan have been completed, the Department for Transport's (DfT) guidance on the preparation of airport master plans encourages airports to engage with their stakeholders at an early stage even if the full facts are not yet known.

## 1.3 Purpose of the consultation

**We value strong and constructive relationships with our neighbours in the local community and across the region, built on openness and trust. We therefore aim to keep these communities informed about what we are doing and listen to their concerns and ideas for improvements.**

Consulting with our neighbours in the local community and across the region on potential development at the airport is an important part of this process. The Government's Aviation Policy Framework 2013 sets out the benefits of consulting on draft airport master plans:

*"B.1 The Government recommends that the more ground covered in a master plan and the more extensive the consultation which has informed its preparation, the greater its value in informing future land use, transport and economic planning processes, and in supporting prospective planning applications."*<sup>1</sup>

It also includes guidance on who airports should consult, and how:

*"4.13 Government also recommends that airport operators consult on proposed changes to master plans, and engage more widely with local communities prior to publication, for example liaising more closely with local authorities and also through drop-in sessions and public meetings."*

*"4.14 Research carried out by the DfT on the effectiveness of master plans has indicated that drafting for all audiences produces a tension between communicating future plans and providing a technical reference source. We therefore recommend that, where possible, the body of the document should be accessible to a lay person, and the technical detail clearly annexed."*<sup>2</sup>

Gatwick recognises the benefits of involving local communities and local authorities in the production of its master plans, as set out in the Aviation Policy Framework 2013. The purpose of the consultation has therefore been to offer the opportunity to provide feedback at a stage where the future growth scenarios are still at a formative stage, in a way which is consistent with Government guidance.

<sup>1</sup> Department for Transport, Aviation Policy Framework, 2013, p81

<sup>2</sup> Department for Transport, Aviation Policy Framework, 2013, p69-70



## 2. THE DRAFT MASTER PLAN CONSULTATION PROCESS

### 2.1 Overview

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**In accordance with guidance on consulting on airport master plans and best practice, Gatwick held a 12 week public consultation on its draft master plan from 18 October 2018 to 10 January 2019.**

The consultation offered the opportunity to comment on the draft master plan through a response form seeking views on the airport's three growth scenarios, as well as its economic and environmental impacts. Gatwick offered a variety of means for responding to the consultation.

Gatwick also publicised the consultation widely within the local area and wider region, to encourage as many people as possible to respond. It supported this through a wider programme of public engagement designed to inform

consultees about the draft master plan and to ensure they had enough information to respond effectively to the consultation.

Following the consultation, Gatwick carefully considered all the responses received. They have given us a valuable insight into what local people and stakeholders think we need to consider for the future of Gatwick and have played a role in helping us to finalise our master plan. A summary of feedback received, analysis of key themes, and Gatwick's initial responses to the feedback are detailed in Section 4 below.

### 2.2 Preparation of methodology

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**Prior to the consultation, Gatwick prepared a methodology taking into account both guidance on consulting on airport master plans and the specific local context of Gatwick.**

As set out above, the Aviation Policy Framework 2013 offers guidance on consulting on airport master plans. Table 2.1 sets out the regard that Gatwick has had to this guidance in preparing its consultation methodology.

**TABLE 2.1: AVIATION POLICY FRAMEWORK GUIDANCE ON CONSULTATION**

GUIDANCE	HOW THE MASTER PLAN RESPONDS TO THIS GUIDANCE
<p>The Government recommends that the more ground covered in a master plan and the more extensive the consultation which has informed its preparation, the greater its value in informing future land use, transport and economic planning processes, and in supporting prospective planning applications.</p>	<p>Gatwick produced a draft master plan the contents of which reflect the Aviation Policy Framework, including provision of forecasts, infrastructure proposals, safeguarding, land and property take, impact on people and proposals to minimise and mitigate impacts.</p> <p>Gatwick has consulted extensively on the draft master plan, allowing a 12 week period for responses. Gatwick publicised the consultation widely within the local area and the region: it wrote directly to 13,312 people within a defined consultation zone, issued 6 update emails to stakeholders through the consultation period, advertised the consultation in 9 local newspapers, issued 12 press releases, and promoted the consultation through its own social media channels. Within the consultation period, it held 8 public exhibitions and 5 targeted stakeholder events. These were attended by 2,582 people in total.</p>
<p>Government also recommends that airport operators consult on proposed changes to master plans, and engage more widely with local communities prior to publication, for example liaising more closely with local authorities and also through drop-in sessions and public meetings.</p>	<p>Gatwick defined a series of zones of consultation, at the heart of which were the local communities closest to the airport or under its flightpaths (see figure 2.1). Gatwick wrote directly to all households within these areas as well as placing advertisements in 9 local newspapers, contacting local political representatives, making information about the scheme available at public information points, inviting residents to 6 public exhibitions and then holding a further 2 drop-in events at Gatwick Airport.</p> <p>Gatwick also liaised directly with the local authorities in which the airport is located (Crawley Borough Council and West Sussex County Council) as well as neighbouring authorities. This included meeting with the leadership staff of Crawley Borough Council and West Sussex County Council, writing to the other members of local and neighbouring authorities on 6 occasions during the consultation period, and inviting members of these authorities to our public exhibitions.</p> <p>Where relevant officers of local authorities were also invited to participate in targeted stakeholder events. This included a transport stakeholders' workshop on 12 December 2018.</p>
<p>Research carried out by the Department for Transport (DfT) on the effectiveness of master plans has indicated that drafting for all audiences produces a tension between communicating future plans and providing a technical reference source. Guidance therefore recommends that, where possible, the body of the document should be accessible to a lay person, and the technical detail clearly annexed.</p>	<p>Gatwick designed the draft master plan to be accessible to a lay person. The document included an executive summary and was clearly laid out, with paragraph numbers and indexing to help individuals with a specific interest find the information they required. Technical detail was included in annexes, and the draft master plan included a glossary to explain technical terms.</p> <p>In addition, Gatwick produced a consultation document to increase the accessibility of consultation information. This highlighted the key non-technical information in the draft master plan and pointed readers towards where they could find out more information. The consultation document was designed to include all the information required to respond to the consultation.</p>

In addition, Gatwick has had regard to guidance on consultation in its specific local context. Crawley Borough Council sets out recommendations for consultation in its adopted Statement of Community Involvement. While these are intended to provide guidance in respect of pre-application consultation, Gatwick has had regard to the principles underlying the guidance to ensure its consultation approach was appropriate to the local area, as set out in Table 2.2.

It should be noted that when Gatwick bring forward proposals for the regular use of the standby runway – as set out in growth Scenario 2 of the draft master plan – we would seek planning permission via a Development Consent Order (DCO). The DCO process makes pre-application consultation a statutory requirement and imposes strict procedural requirements for consultation. A final consultation report detailing all feedback received and Gatwick's responses would be submitted as part of any DCO application.

**TABLE 2.2: CRAWLEY BOROUGH COUNCIL'S STATEMENT OF COMMUNITY INVOLVEMENT<sup>3</sup>**

GUIDANCE	HOW THE CONSULTATION RESPONDED
Set clear objectives and agree the consultation approach with the Council's Development Management team, including who will be consulted.	Gatwick produced a consultation document to provide a clear, consistent and accessible overview of what is proposed as part of the draft master plan. The consultation document set out the objectives and scope of the consultation. Gatwick engaged with local and neighbouring authorities throughout the consultation.
Be clear to publicise where and when any consultation event is to be held in order to maximise opportunities for people to participate.	Gatwick publicised consultation exhibitions by writing directly to 13,312 people within a defined consultation zone, issuing 6 update emails to stakeholders through the consultation period, advertising the consultation in 9 local newspapers, issuing a press release, and promoting the consultation through its own social media channels
Let people know what the scheme is proposing and be clear about what they can influence by making comments.	The consultation document set out the scope and purpose of the consultation. This document also set out that the draft master plan summarised Gatwick's long-term strategy for growth and that further detail about growth scenarios would be published in the event that they were brought forward.
Use different engagement approaches to maximise opportunities for people to influence the proposals. Particular steps should be taken to involve any groups or individuals that could be affected by a proposal.	<p>At the outset of the consultation, Gatwick defined three geographic zones of consultation. This took into account information such as the current and projected noise impact of the airport. Setting consultation zones helped ensure that the methods employed during the consultation to publicise activity and engage with consultees were appropriate.</p> <p>Gatwick used a variety of different engagement approaches, including drop-in public consultation exhibitions, targeted stakeholder workshops, and online engagement. These were considered appropriate engagement responses according to the effects the draft master plan has on different audiences: for example, Gatwick engaged with the business community through a workshop on 11 December 2018 and transport providers through a workshop on 12 December 2018.</p>
Submit a statement alongside the final planning application outlining any community involvement work that has been undertaken. This should include a summary of any responses received at the pre-application consultation stage and should explain how feedback has influenced the proposals.	The preparation of a draft master plan does not involve the production of a planning application. However, Gatwick recognises the importance of reporting back on consultation and has done so in this report.

<sup>3</sup> Crawley Borough Council, Statement of Community Involvement, 2017, p12



## 2.3 Publicity

### 2.3.1 Zones of consultation

As part of the draft master plan consultation, Gatwick defined three geographic zones for consultation and engagement and a proposed approach for each. This helped ensure that consultation activity was appropriate and proportionate to potential impacts from the draft master plan.

The consultation zone for this consultation has been taken to mean people living, working and studying in each of the geographical areas who are deemed likely to have a direct interest in the proposals. This includes residents and businesses within the 'Gatwick Diamond' area, which are economically impacted by Gatwick's performance.

These are described in the table below:

**TABLE 2.3: ZONES OF CONSULTATION**

ZONE	AREA SELECTED	METHOD OF ADVERTISING CONSULTATION/ PROPOSALS
Zone 1	People living, working or studying deemed likely to have a direct interest in the proposals, as well as members of Crawley Borough Council and West Sussex County Council	<ul style="list-style-type: none"> <li>• Invitation leaflet (see Appendix A.4) to all residents and businesses (total: 13,312) in the vicinity of Gatwick drawing attention to the scheme website, and the first five public consultation exhibitions (see figure 2.1)</li> <li>• Emails (see Appendix A.5) to all elected council members including parish council clerks</li> <li>• Meetings with Crawley Borough Council and West Sussex County Council leadership</li> <li>• Advertisements placed in local newspapers (see Appendix A.6)</li> <li>• Project website and dedicated Gatwick social media - <a href="https://twitter.com/Gatwick_Airport">https://twitter.com/Gatwick_Airport</a></li> <li>• The social media posts to promote the consultation exhibitions had a total reach of over 600,000 people</li> <li>• Project documentation made available in agreed public information points</li> </ul>
Zone 2	Neighbouring local authorities (see Figure 2.2)	<ul style="list-style-type: none"> <li>• Emails to all elected members and authorities</li> <li>• Emails to all parish councils within the administrative boundaries</li> <li>• Advertisements placed in local newspapers</li> <li>• Project website and dedicated Gatwick social media - <a href="https://twitter.com/Gatwick_Airport">https://twitter.com/Gatwick_Airport</a></li> <li>• The social media posts to promote the consultation exhibitions had a total reach of over 600,000 people</li> <li>• Project documentation made available in agreed public information points</li> </ul>
Zone 3	County level administrative boundaries (see Figure 2.3)	<ul style="list-style-type: none"> <li>• Emails to all elected members and authorities</li> <li>• Advertisements placed in local newspapers</li> <li>• Project website and dedicated Gatwick Airport social media - <a href="https://twitter.com/Gatwick_Airport">https://twitter.com/Gatwick_Airport</a></li> <li>• Project documentation made available in agreed public information points</li> </ul>

Six emails were sent to the elected members in each of zones 1, 2 and 3 as set out in the table below:

**TABLE 2.4: ELECTED MEMBER EMAILS**

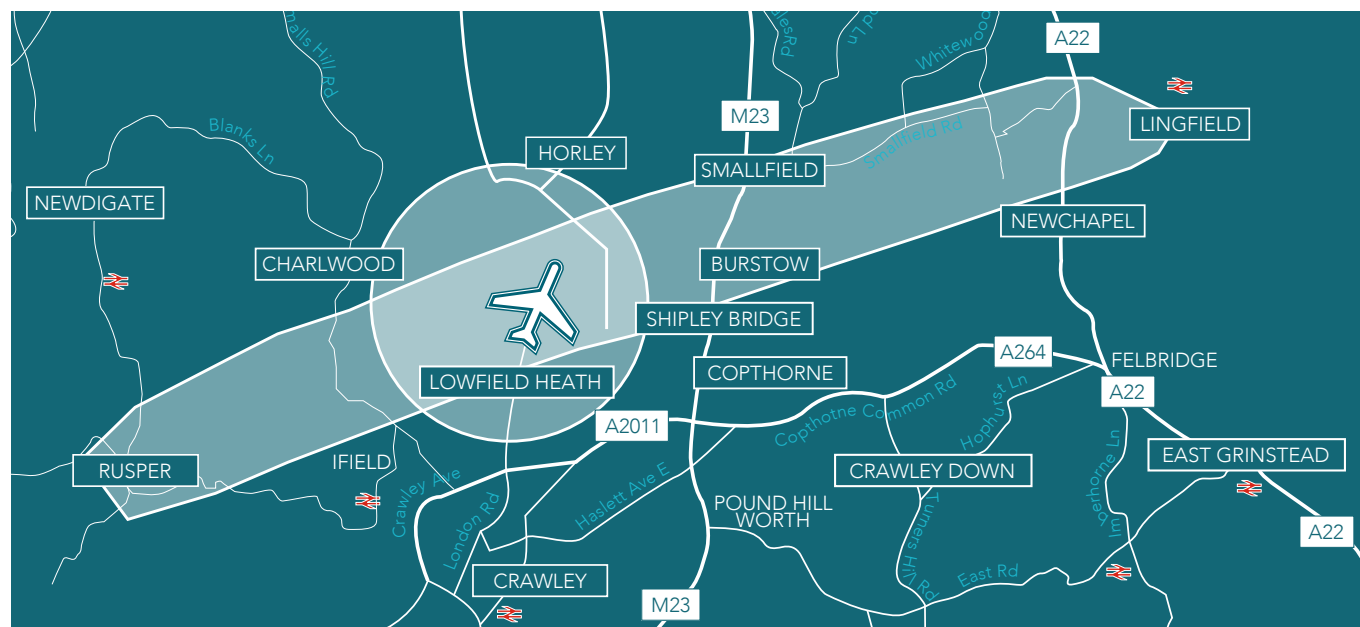
TOPIC	DATE
Notification that the consultation was underway	18 October 2018
Pre-exhibitions; information regarding member preview sessions	29 October 2018
Exhibition update; information regarding public information points in libraries	16 November 2018
Exhibitions complete; still time to respond to the consultation	29 November 2018
Final three weeks of consultation – prompt to respond	19 December 2018
Final week of consultation – prompt to respond	3 January 2019

### 2.3.2 Further publicity

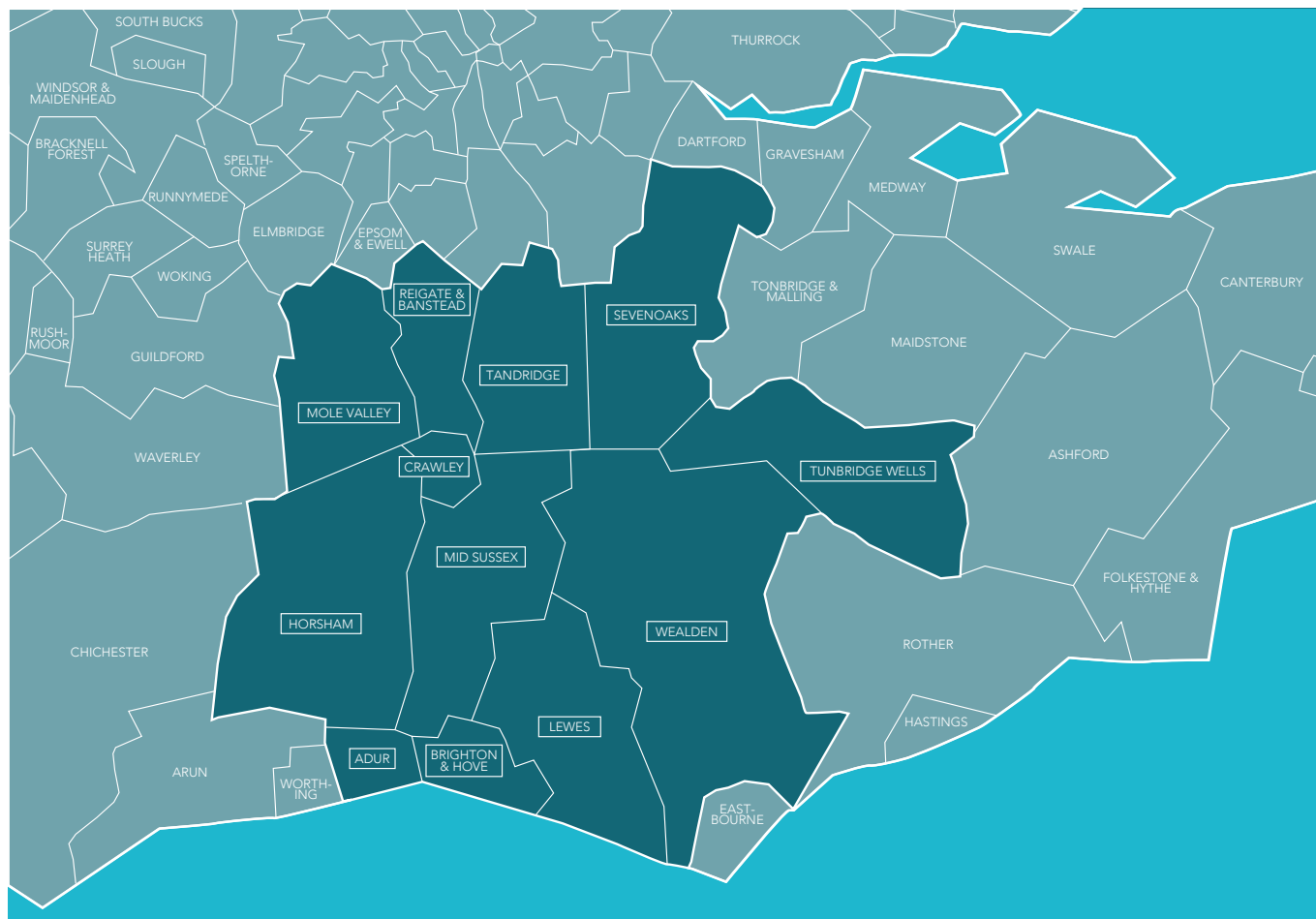
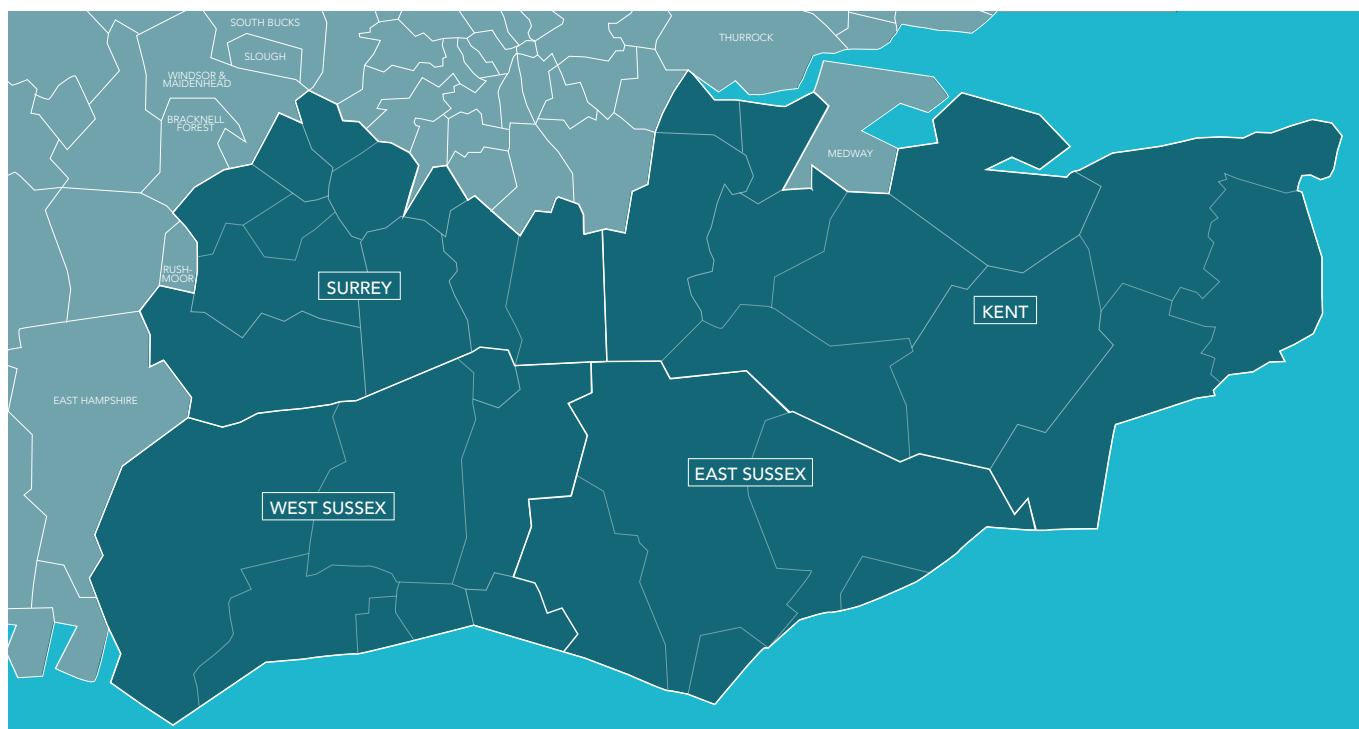
Gatwick also publicised the consultation beyond the defined zones of consultation. This included:

- 2,100 emails to organisations and public bodies outlining the draft master plan and drawing attention to the scheme website and public exhibitions.
- Gatwick issued a press release on 18 October 2018 to local, regional and national media explaining the draft master plan and promoting details of the public consultation. A copy of this press release is included in Appendix A.7.
- A briefing session was organised so the media could ask questions and conduct interviews with Stewart Wingate, Gatwick's CEO, in line with the launch of the public consultation.
- Proactive media engagement to raise awareness of the draft master plan and public consultation in the local area was delivered, including 12 press releases and 30 interviews across radio and TV. As a result, over 200 pieces of media coverage were generated, including articles in a number of local newspapers.

**FIGURE 2.1: MAP OF CONSULTATION ZONE 1 FOR THE DRAFT MASTER PLAN CONSULTATION**



(54 dB contour (summer day 2032) plus 1.5 mile radius)

**FIGURE 2.2: MAP OF NEIGHBOURING LOCAL AUTHORITIES****FIGURE 2.3: MAP OF FOUR COUNTY COUNCILS**



## 2.4 Consultation activity

Gatwick consulted between Thursday 18 October 2018 and Thursday 10 January 2019. It supported the consultation through a programme of engagement designed to inform consultees about the draft master plan and to ensure they had enough information to respond effectively to the consultation.

### 2.4.1 Online

A consultation web page was launched on 18 October 2018, where consultation materials could be viewed and information about how to respond to the consultation was available. Over 16,000-page views were achieved during the consultation period. The web page address is [gatwickairport.com/masterplan2018](http://gatwickairport.com/masterplan2018).

The consultation materials available on the scheme web page included:

- The draft master plan
- Consultation document
- Information boards from the public exhibitions (see Appendix A.8)
- A copy of the consultation questionnaire (see Appendix A.1)

### 2.4.2 Public exhibitions

Gatwick held a total of eight public exhibitions in the consultation period. Venues for all events were chosen for their availability, size, and ease of access, as well as compliance with the Equality Act 2010. Events were planned for a variety of times and days of the week to help maximise opportunities for people to attend.

Gatwick initially planned to hold five public exhibitions in this period. However, following feedback during the consultation, it decided to hold a further three public exhibitions – one in Horley and two at Gatwick. These additional events were publicised on the consultation web page, via emails to elected members and, in the case of Horley, in local media.

Each exhibition comprised 11 information boards, as well as large scale extracts of plans from the draft master plan. Copies of the draft master plan and the consultation document were available to view at each exhibition. Attendees were invited to complete a consultation response at the event using iPads connected to the consultation website, and paper copies of the consultation questionnaire were available to take away for those who preferred.

FIGURE 2.4: IMAGE FROM PUBLIC EXHIBITION ON SATURDAY 17 NOVEMBER 2018



FIGURE 2.5: EXAMPLE OF MATERIALS PRESENTED AS PART OF THE CONSULTATION



Details of the public exhibitions, as well as attendance at events, are included in Table 2.5. A total of 2,582 people attended the public exhibitions.

TABLE 2.5: AN OVERVIEW OF THE PUBLIC EXHIBITIONS

PUBLIC EXHIBITION EVENTS VENUE	DATES	ATTENDEES
The Barn, Causeway, Horsham, RH12 1HE	Saturday 3 November 2018	161
Centrale Shopping Centre, Croydon, CR0 1TY	Thursday 8 November 2018	183
Royal Victoria Place Shopping Centre, Tunbridge Wells, TN1 2SS	Saturday 10 November 2018	285
Churchill Square Shopping Centre, Western Road, Brighton, BN1 2RG	Monday 12 November 2018	316
County Mall Shopping Centre, Crawley, RH10 1FG	Saturday 17 November 2018	1,323
Horley Leisure Centre, Anderson Way, Horley, RH6 8SP	Saturday 24 November 2018	175
Gatwick Airport arrivals hall, Horley, Gatwick, RH6 0NP	Monday 26 November 2018	75
Gatwick Airport arrivals hall, Horley, Gatwick, RH6 0NP	Tuesday 8 January 2019	64

### 2.4.3 Public information points

The draft master plan was made available at public information points in the surrounding towns to the airport for the duration of the consultation period. The venue locations are detailed in Table 2.6.

**TABLE 2.6: PUBLIC INFORMATION POINTS**

PUBLIC INFORMATION POINTS	
Brighton Jubilee Library	Jubilee Library, Jubilee Street, Brighton, BN1 1GE
Crawley Library	Southgate Avenue, Crawley, RH10 6HG
Dorking Library	St Martins Walk, Dorking, RH4 1UT
East Grinstead Library	32-40 West Street, East Grinstead, RH19 4SR
Edenbridge Library	The Eden Centre, Four Elms Road, Edenbridge, TN8 6BY
Horley Library	Victoria Road, Horley, RH6 7AB
Horsham Library	Lower Tanbridge Way, Horsham, RH12 1PJ
Lingfield Library	The Guest House, Vicarage Rd, Lingfield, RH7 6HA
Tunbridge Wells Library	84 Mount Pleasant Road, Tunbridge Wells, TN1 1JN

### 2.4.4 Further engagement

Recognising the wide-ranging nature of the draft master plan, Gatwick also engaged directly with relevant stakeholder audiences:

- Following a number of requests, all of which were accepted, over 30 meetings were held during the consultation period with Members of Parliament and local councils;
- A further 18 presentations were delivered to key stakeholders and groups;

- 30 meetings were held with local business groups.

Key meetings are listed in Table 2.7.

At each meeting Gatwick provided an overview of the draft master plan consultation, welcomed questions and shared details of how to take part in the consultation.

**TABLE 2.7: FURTHER ENGAGEMENT**

STAKEHOLDER	DATE
Gatwick Airport Consultative Committee (GATCOM)	18 October 2018
Regional Members of Parliament roundtable	5 December 2018
London First members	6 December 2018
Business stakeholder workshop	11 December 2018
Transport stakeholder workshop	12 December 2018



## 2.5 Responses to the consultation

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**Gatwick invited responses to the consultation through a questionnaire. This comprised 11 questions inviting feedback on the principle of activity included in the draft master plan, the three growth scenarios it includes, and the environmental and economic impacts of the airport. Each question included an open text box, allowing consultees to respond in their own words.**

Gatwick offered a variety of means to respond to the consultation:

- Online, via <https://www.gatwickairport.com/business-community/growing-gatwick/long-term-plans/>
- In writing, to FREEPOST Gatwick DRAFT MASTER PLAN CONSULTATION
- By email, to [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)

As well as completed consultation questionnaires, Gatwick accepted written responses in the form of letters and emails.

In addition, Gatwick made available a number of communications channels to allow consultees with questions to contact it during the consultation period:

- A dedicated email address at [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)
- A dedicated freephone number available during office hours, 0808 168 7925
- A dedicated freepost address, FREEPOST Gatwick DRAFT MASTER PLAN CONSULTATION

Gatwick accepted all submissions received before the deadline. In the case of the freepost address, any mail postmarked on the 10 January 2019 was accepted.

## 3. OVERVIEW OF CONSULTATION FEEDBACK

### 3.1 Interpreting the consultation findings

**While a consultation exercise is a very valuable way to gather opinions about a wide-ranging topic, there are a number of points to bear in mind when interpreting the responses received. While the consultation was open to everyone, the participants were self-selecting, and certain categories of people may have been more likely to contribute than others. This means that the responses can never be representative of the population as a whole, as would be the case with a sample survey.**

Typically, with any consultation, there can be a tendency for responses to come from those more likely to consider themselves affected and more motivated to express their views. In other consultations, Ipsos MORI have found that responses also tend to be more biased towards those people who believe they will be negatively impacted by the implementation of the proposals. Responses are also likely to be influenced by local campaigns.

It must be understood, therefore, that the consultation as reflected through this report can only aim to catalogue the various opinions of the members of the local community and organisations who have chosen to respond to the consultation. It can never measure the exact strength of particular views or concerns amongst members of the local community, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive, representative statement of public and business opinion.

While attempts are made to draw out the variations between the different audiences, it is important to note that responses are not directly comparable. Across the different elements of the consultation, participants will have chosen to access differing levels of information about the proposals. Some responses are therefore based on more information than others and may also reflect differing degrees of interest across participants. The online and paper response form signposted relevant sections of the consultation document for participants, but it is not known whether each participant read the document. Similarly, it is not uncommon for participants to focus on how they are impacted by the development rather than responding to the specific issue raised by a specific consultation question.

It is important to note that the aim of the consultation process is not to gauge the popularity of a proposal; rather it is a process for identifying new and relevant information that should be taken into account in shaping how future plans are taken forward. All relevant issues are therefore considered equally whether they are raised by a single participant or a majority; a consultation is not a voting process.

### 3.2 Analysis of feedback

**In total, there were 5,285 responses received within the consultation period. Of these, a total of 5,084 responses were from members of the public and 201 responses from stakeholder organisations. Responses were received via a number of different response channels, the breakdown of which is set out below in Table 3.1:**

**TABLE 3.1: CONSULTATION RESPONSES**

RESPONSE TYPE	NUMBER OF RESPONSES
Online response form	4,366
Email	356
Postal response form	46
Letter	15
Campaigns (from across all response channels)	502
<b>TOTAL</b>	<b>5,285</b>

### 3.3 Stakeholder responses

Appendix A.3 provides further information on the organisations who responded to the draft master plan consultation. Any organisation that took part in the consultation using the online or paper form were able to select which category they belonged to. Organisations that responded by email were allocated to categories by Ipsos MORI to the best of its judgement. A total of seven organisations requested confidentiality, and as such are not listed in this report. The categorisation of organisations has been undertaken to demonstrate the breadth of the responses. The categorisation is not definitive and has no bearing on the way in which the responses were dealt with.

The categories are as follows:-

- **Academic** (includes universities and other academic institutions)
- **Action groups**
- **Aviation groups/organisations** (includes airlines)
- **Businesses**
- **Elected representatives** (includes MPs, MEPs and local councillors)
- **Environment, heritage or amenity group** (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)
- **Local government – local authority** (includes county councils, district councils, London Boroughs)
- **Local government – Parish/Town councils** (includes parish and town councils and local partnerships)
- **Other representative groups** (includes chambers of commerce, trade unions, political parties and professional bodies)
- **Statutory agency**
- **Transport, infrastructure or utility organisation** (includes transport bodies, transport providers, infrastructure providers and utility companies)

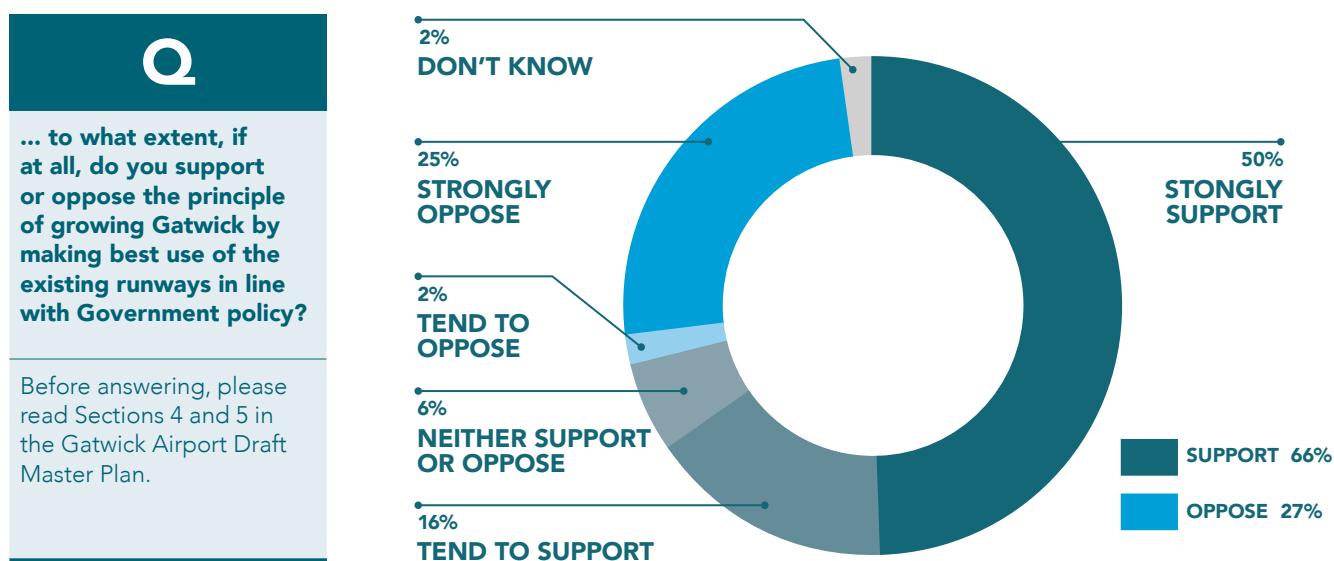
### 3.4 Making best use of the existing runways at Gatwick

#### 3.4.1 Overview

Overall, two-thirds (66%) of those who answered the first question on the response form were supportive of the principle of growing Gatwick by making best use of the existing runways, in line with Government policy. In contrast, one in four (27%) participants were opposed to the principle. Fewer (6%) were neutral or did not have an opinion (2%).

Members of the public were somewhat more likely than organisations to be supportive of the principle of growing Gatwick by making best use of the existing runways. While two-thirds (66%) of individual members of the public were supportive, three-fifths (60%) of organisations were supportive.

Those who answered the question were then asked to give reasons for holding the view that they did. Of the 2,943 participants who provided reasons for their view, just over half (53%) provided positive or supportive comments, while fewer (46%) provided negative or critical comments. The next sections of this report provide a breakdown of the responses provided by organisations, followed by the responses provided from members of the public.



BASE: 4,194 PARTICIPANTS WHO ANSWERED THE QUESTION IN GATWICK MASTERPLAN CONSULTATION:  
18 OCTOBER 2018 - 10 JANUARY 2019 – (IPSOS MORI SOCIAL RESEARCH INSTITUTE)

### 3.4.2 Stakeholder organisations

There were 177 organisations that provided comments about the principle of growing Gatwick by making best use of the existing runways. Of those that made comments, a similar proportion made positive comments as made negative

comments (54% and 51% respectively). Table 3.2 provides a breakdown of the different categories of organisation that provided comments, along with the numbers that made positive and negative comments, as well as suggestions.

**TABLE 3.2: OUTLINE OF STAKEHOLDER COMMENTS ON MAKING BEST USE OF THE EXISTING RUNWAYS**

STAKEHOLDER CATEGORY	NUMBER PROVIDING COMMENTS	PROPORTION PROVIDING POSITIVE COMMENTS	PROPORTION PROVIDING NEGATIVE COMMENTS	PROPORTION OF ORGANISATIONS PROVIDING SUGGESTIONS
Academic	4	75% (3)	-	25% (1)
Action group	9	11% (1)	100% (9)	44% (4)
Aviation	9	78% (7)	44% (4)	56% (5)
Businesses	40	78% (31)	18% (7)	25% (10)
Elected Representatives	9	33% (3)	89% (8)	56% (5)
Environment, heritage, amenity or community groups	17	24% (4)	76% (13)	41% (7)
Local Government–Local Authority	18	67% (12)	61% (11)	61% (11)
Local Government–Parish/Town Council	41	20% (8)	90% (37)	44% (18)
Other representative group	23	91% (21)	9% (2)	61% (14)
Statutory Agency	1	100% (1)	-	100% (1)
Transport, infrastructure or utility organisation	6	83% (5)	-	100% (6)
<b>TOTAL</b>	<b>177</b>	<b>54% (96)</b>	<b>51% (91)</b>	<b>46% (82)</b>

\*PLEASE NOTE THAT IT IS POSSIBLE FOR THOSE WHO MADE COMMENTS TO PROVIDE BOTH POSITIVE AND NEGATIVE COMMENTS ON AN ISSUE. THIS MEANS THAT THE PROPORTION WHO PROVIDED POSITIVE AND NEGATIVE COMMENTS MAY SUM TO OVER 100%.

Local government organisations accounted for the largest number of organisational responses (59). However, there was a clear difference in opinion between local authorities and parish/town councils, with the latter group more likely to provide negative comments, including:

- general opposition to growing Gatwick (22 comments);
- opposition to any additional runway use at Gatwick (20);
- that the local housing stock was inadequate to cope with the effects of expansion (15); and
- that local infrastructure was generally inadequate (12).

Some Parish Councils also generally opposed growth at Gatwick (6 comments) and were opposed to the use of any additional runway (6). Parish Councils provided a number of reasons for opposing the plans, with some drawing on government policy to support their view.

*“The Parish Council is strongly opposed to both the proposal to expand use of the main runway to 60 million passengers per annum over the next 15 years, and the proposal to develop use of the existing standby runway. This level of growth would have unacceptable impacts on the infrastructure and environment in the local area. Whilst it is government policy for airports to make the best use of existing runways, the policy document published in June this year (Beyond the Horizon: The future of UK aviation) stresses that: “This policy statement does not prejudice the decision of those authorities who will be required to give proper consideration to such applications. It instead leaves it up to local, rather than national government, to consider each case on its merits.” (para 1.29)”*

WARNHAM PARISH COUNCIL



Of the local authorities that provided positive or supportive comments about making best use of the existing runways at Gatwick, the reasons given included that it would make best use of existing infrastructure (5 comments), and also that it would be in line with sustainable growth plans (5 comments). A number of local authorities also provided conditional support, provided that certain conditions would be met. This included that Gatwick would identify and deal with indirect impacts, and also that supporting infrastructure would be in place to be able to deal with a larger or busier airport.

*".....in general, the County Council welcomes sustainable growth at the airport where it would be consistent with the authority's West Sussex Plan and Economic Growth Plan...however, this general 'in principle' support for growth at the airport should not be interpreted as support regardless of the impacts. Importantly, therefore, there is a need for Gatwick to identify and address the direct and indirect economic, social, and environmental impacts of their plans and scenarios on the local and wider area (including the need for supporting infrastructure)."*

WEST SUSSEX COUNTY COUNCIL

Of the 17 environmental, heritage, amenity and community groups that made comments on the best use of the existing runways at Gatwick, most (13) provided negative comments, while just four provided positive comments about the proposals. Of the comments received, this included general opposition to growth or expansion (9), opposition to any additional runway use at the airport (7), and a view that Heathrow Airport, rather than Gatwick should be expanded (7).

*"Tunbridge Wells will derive few if any benefits from Gatwick expansion, it derives little or no benefit now but suffers from noise and disturbance from Gatwick's activities, day and night."*

TUNBRIDGE WELLS ANTI-AIRCRAFT NOISE GROUP (TWAANG)

Overall, there were 23 representative organisations that provided comments. All but two of these organisations made positive or supportive comments about Gatwick's plans for use of the existing runways. A number of reasons were put forward in support of proposals and these included that it would make best use of existing infrastructure (11 comments), for capacity reasons (9), that it would be a good idea in general (8), that it would make sense (7), and that expansion or growth would be necessary and needed (6).

Some of those who provided positive or supportive comments about making best use of Gatwick's existing runways did so for economic reasons, in that additional airport capacity would in their view support economic growth, employment, tourism, trade and investment in the UK, all of which could be constrained by lack of capacity at UK airports.

*"The BCC fully supports the principle of growing capacity at Gatwick, and at other regional airports, in line with the Government's 'Making Best Use of Existing Runways' policy...Aviation connectivity supports economic growth, jobs, trade, tourism, innovation and investment. This must not be constrained by a lack of capacity at UK airports. Even with a third runway at Heathrow, the DFT has forecast that UK airport capacity constraints will be apparent by 2030 and in subsequent years. Therefore, it is essential that steps are taken now to increase the UK's aviation capacity."*

THE BRITISH CHAMBER OF COMMERCE

Seven of the nine aviation groups provided positive or supportive comments for Gatwick's plans, while four provided negative or critical comments.

*"NATS supports in principle the three scenarios outlined in Gatwick Airport's draft master plan."*

NATS

*"We support Gatwick Airport making the best use of existing runways as this is the best option from an overall cost and environment perspective. And, as noted, indications are that aircraft noise generated by this approach would be broadly similar to levels today. We also support the option of bringing existing standby runway into regular use, for departing flights only as noted in the master plan. This makes the best use of the infrastructure, and provides Gatwick with a growth scenario that provides capacity and resilience benefits, adding 10-15 more movements during peak hours, without scale of change needed for a full additional runway."*

WESTJET

Nine elected representatives also provided comments about the principle of using the existing runways at Gatwick, in line with Government Policy. Three elected representatives provided positive or supportive comments, while all but one also provided negative comments, or raised concerns.

*"This seems to be pure opportunism in light of the fact that original planning permission and s52 agreement with the local council are expiring in 2019. The original restrictions were due to safety issues associated with using the emergency runway alongside the main runway. Have these issues been resolved to the extent that they would be permitted today? Or how will these issues be resolved if this plan is carried forward? What are the plans for an emergency runway, if emergency runway is in use? No information about any of this is provided, but is central to making informed comment on the plans."*

KEITH TAYLOR, MEP

### 3.4.3 Members of the public

Overall, there were 2,766 members of the public who provided comments about Gatwick's proposed use of its existing runways in line with Government Policy. Just over half (53%) made positive or supportive comments, while fewer (45%) made negative comments or raised concerns. In addition, one third (34%) made suggestions.

Of those who provided positive or supportive comments, these included:

- general statements of support for this principle (558 comments);
- belief that expansion at Gatwick was needed/necessary/long overdue (313);
- belief that expansion at Gatwick should use existing infrastructure (288);
- using the standby runway would increase capacity (256); and
- using the standby runway would support increased demand in the future (220).

Many individuals who made positive comments considered the current airport system in South East England to be inadequate, given current and future demand. As such, they saw increased capacity at Gatwick as very much necessary.

*"...provides increased capacity and thus economic benefits to the locality without the major environmental issues caused by a second new runway and would allow a planned incremental increase in capacity which is needed at the airport. The current limited ability to expand capacity to meet ongoing increasing demand will lead to more congestion and delays to operation."*

MEMBER OF THE PUBLIC

There were also those who believed that utilising the standby runway could help boost the number of flights to different destinations.

*"Increase runway capacity by developing the standby runway to allow simultaneous take offs hence increasing the number of aircraft movements and increasing access to long-haul markets"*

MEMBER OF THE PUBLIC

However, the desire for increased capacity at Gatwick was coupled with concern about the impact in terms of land use, and possible environmental impacts, including pollution and noise. The proposal to make more use of the standby runway was therefore seen as a reasonable compromise, one which would increase capacity by keep the impacts within limits.

*"Expanding Gatwick beyond its current boundaries seems a burden on the environment and would meet with local opposition for sure. The long-term plan does cater for land expansion, but this can be addressed later. Your plan to utilise existing assets through the mid-term is both sustainable and innovative. However, we must stay in the "race", even at potentially higher environmental cost. We cannot allow ourselves to be left behind."*

MEMBER OF THE PUBLIC

In addition, there were some comments that mentioned positive impacts on the local area generally. These included a view that using the existing runways would benefit the local area (106 comments) and benefit London and the South East generally (59). These benefits were considered to be mainly economic and infrastructural, with an expectation that increased capacity would ease transport congestion in the South East and improve local and regional business and employment opportunities.

In contrast, the negative comments about using existing runways were almost all concerned with the impact of continued growth on Gatwick. Individual concerns were wide-ranging and covered impacts such as increased noise, greater levels of air pollution, a detrimental environmental impact on wildlife, on the landscape and on climate change, as well as a negative effect on local housing.

*"Too much noise generated by Gatwick operations already. More flights mean more noise for residents and more pollution. Not enough housing to support expansion and inadequate infrastructure. Poor road connections and railway already overstretched. AONB's surrounding Gatwick would be harmed. "*

MEMBER OF THE PUBLIC

Of the individual members of the public who made negative comments about using the exiting runways, the principal comments were:

- general opposition to growth/expansion at Gatwick (816 comments);
- opposition to any additional runway/runway use at Gatwick (344);
- preference for expansion at Heathrow (333);
- viewing expansion at Gatwick as unnecessary/not needed (294);
- general opposition to the Gatwick draft master plan (210);
- opposition to an increase in the number of flights/ATMs (190 comments).

There were also negative comments made with reference to potential negative consequences for local areas (162), and in particular, on rural areas (85).

In addition, there were a total of 943 individual members of the public who made suggestions. Many of the suggestions made were in relation to preventing continued growth at Gatwick. This included building a new runway or increasing capacity away from Gatwick (205 comments), that air travel should be reduced through fewer flights (187) and that growth should be evenly distributed across regional runways (98).

*"A new airport that sees the aircraft taking off over the sea, with no impact on towns and villages is the way forward."*

MEMBER OF THE PUBLIC

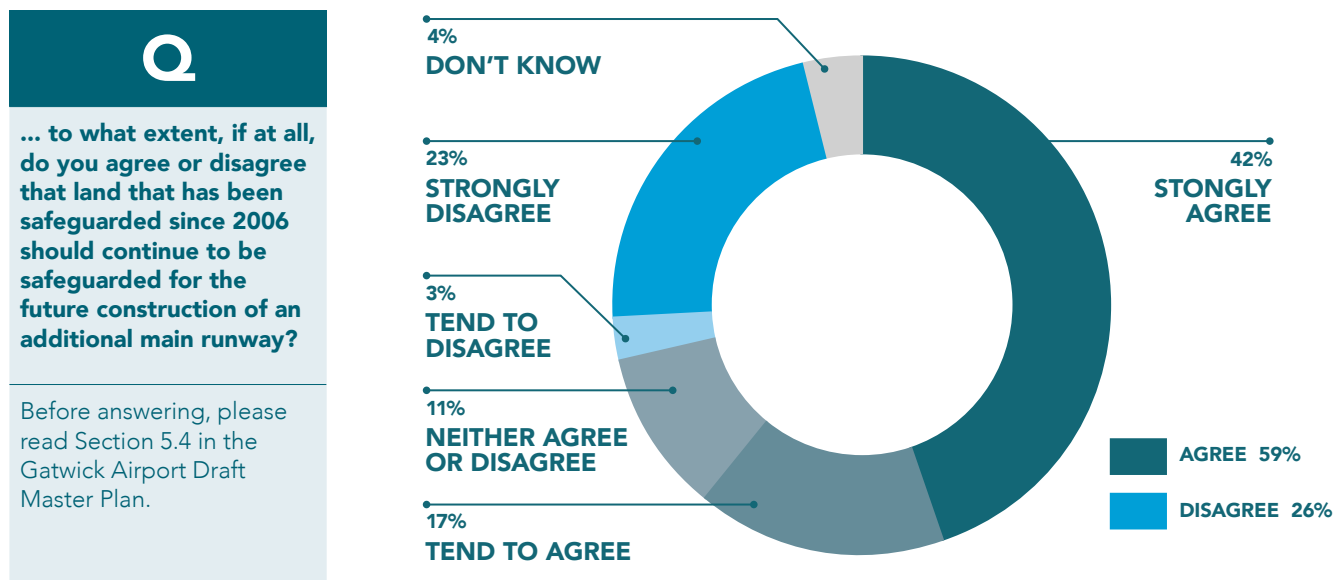
There were also those who suggested that before considering further growth Gatwick should look to mitigate the current impact it has (78 comments). There were others who believed that any future growth should be delivered sustainably (50). While some individual members of the public had views on other steps Gatwick could take to promote growth. These included but were not limited to opening a third terminal (58 comments); offering passengers a wider number of destinations (14); and expanding the north and south terminals (9).

## 3.5 Safeguarding land for an additional main runway

### 3.5.1 Overview

Those who responded to the consultation using the response form were asked whether they agreed or disagreed with the safeguarding of land for the future construction of an additional main runway at Gatwick. A total of 4,069 individual members of the public answered the closed question about safeguarding land for a future runway. Of those who answered

the question, 59% (2,399) agreed that the safeguarding of land should continue, compared with 26% (1,093) holding the opposite view. Of the 92 stakeholder organisations who responded to the consultation using a response form, 50% (47) agreed that the safeguarding of land for future development should continue and 43% (40) disagreed.



BASE: 4,069 INDIVIDUAL MEMBERS OF THE PUBLIC WHO ANSWERED THE QUESTION IN GATWICK MASTERPLAN CONSULTATION: 18 OCTOBER 2018 - 10 JANUARY 2019 – (IPSOS MORI SOCIAL RESEARCH INSTITUTE)

### 3.5.2 Stakeholder organisations

A total of 101 organisations made comments regarding safeguarding the land around Gatwick for a possible future runway.

There were more that made negative comments (52) than positive comments (41).

**TABLE 3.3: OUTLINE OF STAKEHOLDER COMMENTS ON SAFEGUARDING LAND FOR AN ADDITIONAL MAIN RUNWAY**

STAKEHOLDER CATEGORY	NUMBER PROVIDING COMMENTS	PROPORTION PROVIDING POSITIVE COMMENTS	PROPORTION PROVIDING NEGATIVE COMMENTS	PROPORTION OF ORGANISATIONS PROVIDING SUGGESTIONS
Academic	1	100% (1)	-	-
Action group	6	-	100% (6)	67% (4)
Aviation	6	83% (5)	-	17% (1)
Businesses	25	56% (14)	32% (8)	40% (10)
Elected Representatives	2	-	100% (2)	-
Environment, heritage, amenity or community groups	10	-	90% (9)	20% (2)
Local Government–Local Authority	12	42% (5)	50% (6)	42% (5)
Local Government–Parish/Town Council	22	5% (1)	95% (21)	32% (7)
Other representative group	14	93% (13)	-	21% (3)
Statutory Agency	-	-	-	-
Transport, infrastructure or utility organisation	3	67% (2)	-	-
<b>TOTAL</b>	<b>101</b>	<b>41% (41)</b>	<b>51% (52)</b>	<b>32% (32)</b>

\*PLEASE NOTE THAT IT IS POSSIBLE FOR THOSE MAKING COMMENTS TO HAVE MADE BOTH POSITIVE AND NEGATIVE COMMENTS ON AN ISSUE. THIS MEANS THAT THE PROPORTION WHO PROVIDED POSITIVE AND NEGATIVE COMMENTS MAY SUM TO OVER A 100%.

Local government organisations made up the largest number of organisational responses (34), with 12 local authorities and 22 parish or town councils providing comments. From this group the balance of opinion was negative and comments from parish and town councils included:

- general opposition to the safeguarding of land (12 comments);
- that land should not be used for additional runways at Gatwick (10);
- that continuing the safeguarding of land would cause uncertainty for communities (8); and
- that the safeguarded land should be released (4).

Local authorities partly echoed this sentiment, providing general opposition to the safeguarding of land. The most common supportive comment from local authorities was that the continued safeguarding of land would keep open the potential for future developments (3).

The 10 environment, heritage, amenity and community groups that commented on the safeguarding of land, most often said that land should not be used for additional runways (4 comments). This was followed by:

- opposition to continued safeguarding of the land (2);
- viewing the continued safeguarding of the land as unnecessary (2); and
- that the safeguarding of land creates uncertainty for communities (1).

Some of these organisations were concerned about the uncertainty of continuing to safeguard land on the local community. There was an underlying feeling that it could be used to benefit the local area in different ways.

*“Continued safeguarding of the land to build an additional main runway leaves a threat of future expansion hanging over the heads of local residents and blights a large area. It also precludes consideration of how that land could be best used for the benefit of local people.”*

#### PENSHURST PLACE AND GARDENS

A total of 14 other representative groups (mainly business associations), made comments about the safeguarding of land. Almost all of them made comments in support (13). The comments predominately stated that the safeguarding of land would keep open the potential for future growth (11) and general statements of support for safeguarding the land (6). There were some that supported the safeguarding of land and believed that an additional runway is needed now (2).

There were 3 transport, infrastructure and utility organisations who provided comments in response to this question, two of which made supportive comments. They stated that the safeguarding of land would keep open the potential for future growth.

The aviation organisations were mainly in support of the ongoing safeguarding of land. Their comments were that the safeguarding of land would keep open the potential for continued growth (3), that options need to be kept open (1) and that an additional runway is needed now (1).



*"Recognising the formal decision by the government to support a third runway at Heathrow, it would still be prudent long-term planning to recognise, post 2030, that there may be a need at Gatwick for an independent southern runway, in order to meet ongoing economic and connectivity objectives."*

WESTJET

### 3.5.3 Members of the public

Of the members of the public who made comments about safeguarding land for a possible future runway, 59% (657 out of 1,109 individuals) made a statement in support of this.

The most frequently cited positive comments were:

- support for continuing to safeguard the land to support future use (393 comments);
- general statement of support for this principle (135);
- that safeguarding the land keeps the options open (85);
- the principle of safeguarding the land seems sensible/like a good idea (74); and
- a new, additional runway was needed right away (46).

Many of those who provided positive comments about safeguarding land were in favour of increasing capacity at the airport, and as such, saw safeguarding as a necessary requirement to achieve increased capacity in future.

*"Safeguarding this land is within government policy and should another runway be built any houses or business that would have been built should the land have not been safeguarded will not be disturbed. Continued safeguarding will protect the land and provide the predictability currently afforded for land use planning."*

MEMBER OF THE PUBLIC

There was considerable emphasis in these comments about the flexibility this would give Gatwick. The safeguarding of the land did not represent a fixed commitment but allowed for expansion based on changing future circumstances.

*"The future technology of air transport is unknown and safeguarding this land would be vital to ensure it can be adapted quickly to react to new technologies. More land would give great flexibility for adapting."*

MEMBER OF THE PUBLIC

Other individual members of the public advocated the continued safeguarding of the land but wanted there to be a balance of considerations. For example, protecting land should be balanced with the needs of the airport, and land that might potentially be used in the future should be put to some effective use currently.

*"The country may need another runway by 2040 so it makes sense to safeguard the land. But you should make productive use of it in the meantime by allowing five- or ten-year contracts to use it for solar farm or some other environmental technology to assist the airport reduce its impacts."*

MEMBER OF THE PUBLIC

Of the individual members of the public, 35% who commented on the continued safeguarding of land made a negative comments about it (391 out of 1,109 individuals). The principal negative comments were:

- land should not be used for additional runways at Gatwick (117 comments);
- general opposition to the continued safeguarding of land (114);
- land should be released for other use (83);
- the threat of future growth would cause uncertainty to people and communities (74); and
- the continued safeguarding of land was unnecessary (60 comments).

Opposition to the safeguarding of land was closely connected to opposition to growth. For example, individual members of the public mentioned the decision to expand at Heathrow as a reason not to continue to protect the land around Gatwick from other uses.

*"With the third runway at Heathrow, there is no need for additional runways at Gatwick. There has to be a limit some time and this has already been reached in my mind. What after 2030, a fourth runway, fifth runway? The whole idea is unsustainable, bigger does not mean better."*

MEMBER OF THE PUBLIC

The continued safeguarding of the land was considered by some individual members of the public to be an unsettling threat to local people, who could not be certain about how the land would be used in the future.

*"It's time local people had certainty over their futures and the future of the environment. The threat of huge potential development should be removed."*

MEMBER OF THE PUBLIC

There were also some individual members of the public who felt that safeguarded land should be put to other use for local people, such as housing and the development of green spaces and ecosystems.

*"Crawley needs land for new housing for the many who live here. Keeping the land safeguarded for a future expansion that is unjustified does not make sense."*

MEMBER OF THE PUBLIC

There were also 161 responses from individual members of the public who put forward an alternative suggestion of some kind. Most often, it was that safeguarded land should be used for conservation areas (46) housing expansion (40) and wanting the land to be used generally for the benefit of local people (27).

*"Woodlands and other natural greenspaces provide a range of ecosystem services that need to be realised now and it is these natural assets that need safeguarding for the ecosystem services they provide now and into the future."*

MEMBER OF THE PUBLIC

## 3.6 Employment and economic growth

### 3.6.1 Overview

This section provides an overview of responses which address question five in the response form. This asked participants what could be done to maximise employment and economic growth benefits resulting from Gatwick's continued growth. A total of 1,905 responses made comments about the potential employment and economic impact from the continued growth of Gatwick. Of these, 53% (1,010) included positive comments, compared with 39% (745) that contained negative comments. The most common positive comments were that more growth would have generally beneficial effects on local businesses and on employment prospects. The most common negative comment was that Gatwick was only interested in profit/shareholder return.

### 3.6.2 Stakeholder organisations

A total of 146 organisations made comments about the economic and employment aspects of increasing capacity at Gatwick. Of these responses, 62% (91) made positive comments of some nature, compared with 42% (61) who made negative comments.

**TABLE 3.4: OUTLINE OF STAKEHOLDER COMMENTS ON THE ECONOMIC AND EMPLOYMENT BENEFITS OF GATWICK'S CONTINUED GROWTH**

STAKEHOLDER CATEGORY	NUMBER PROVIDING COMMENTS	PROPORTION PROVIDING POSITIVE COMMENTS	PROPORTION PROVIDING NEGATIVE COMMENTS	PROPORTION OF ORGANISATIONS PROVIDING SUGGESTIONS
Academic	4	100% (4)	25% (1)	100% (4)
Action group	7	-	100% (7)	14% (1)
Aviation	6	100% (6)	17% (1)	83% (5)
Businesses	38	82% (31)	18% (7)	32% (12)
Elected Representatives	5	20% (1)	60% (3)	40% (2)
Environment, heritage, amenity or community groups	11	9% (1)	82% (9)	18% (2)
Local Government–Local Authority	17	82% (14)	35% (6)	71% (12)
Local Government–Parish/Town Council	31	26% (8)	77% (24)	16% (5)
Other representative group	23	96% (22)	9% (2)	52% (12)
Statutory Agency	-	-	-	-
Transport, infrastructure or utility organisation	4	100% (4)	25% (1)	25% (1)
<b>TOTAL</b>	<b>146</b>	<b>62% (91)</b>	<b>42% (61)</b>	<b>38% (56)</b>

\*PLEASE NOTE THAT IT IS POSSIBLE FOR THOSE MAKING COMMENTS TO HAVE MADE BOTH POSITIVE AND NEGATIVE COMMENTS ON AN ISSUE. THIS MEANS THAT THE PROPORTION WHO PROVIDED POSITIVE AND NEGATIVE COMMENTS MAY SUM TO OVER A 100%.

From the 31 parish and town councils who commented, the main comments were:

- opposition to growth on the basis that the area does not need more jobs (12);
- that new airport staff that would be required would not be recruited locally (7);
- that the continued growth at Gatwick would benefit the economy (7); and
- that growth would not benefit the local economy (5).

Local authorities echoed this sentiment to some extent – providing comments suggesting that local businesses would be negatively impacted by continued growth (4) and that the area does not need more employment opportunities (2). Local authorities were more likely to provide supporting comments:

- believing that continued growth would benefit the economy (9);
- that it would benefit local businesses (6), particularly at Gatwick (4) and that it would help tourism (4)
- that continued growth would benefit the national economy (3).

The comments from “other” representative groups about the impact of continued growth, were more often than not, positive. Similar to local authorities, they believed that more growth at Gatwick would have beneficial effects for the local economy/businesses/employment (16), that it would benefit the UK/have nationwide benefits (15) as well as benefitting industry (9).

*“The Sussex Chamber of Commerce processes export documentation for exporters. 50% of exported goods go to the EU and the rest to the Middle East, Far East and South America. Logistics companies and freight forwarders are putting added pressure on roads and our infrastructure, as they are forced to travel to sea ports or Heathrow airport or other airports, as there is no capacity (no very limited) for exports to Europe from Gatwick. Gatwick Airport has the capacity to increase its exports through a proper freight strategy. The airport should also consider which destinations are considered to be “business destinations” to encourage exports as well as potential inward investment...”*

SUSSEX CHAMBER OF COMMERCE

Of the 11 environment, heritage, amenity and community groups that commented on the economic impacts, most (9) made negative comments. These were chiefly that the local area did not need any additional jobs (3) and that Gatwick was only interested in profit (3).

A total of four transport, infrastructure and utility organisations made comments on the economic impacts, and these were generally positive. They included expectations that growth at Gatwick would benefit the UK/have nationwide benefits (2) and that growth would benefit the local economy/businesses/employment prospects (1).

There were comments from six aviation organisations. Their comments were mostly positive. For example, some believed that growth at Gatwick would assist the local economy/businesses/employment prospects (5) and that growth would benefit the national economy (2).

Stakeholder organisations came up with a range of suggestions for what Gatwick should do to help further benefit the economy and help to drive growth. Among these suggestions were that:

- Gatwick should invest in local education / training / apprenticeships (13) and local education facilities (6);
- it would be beneficial to work with local authorities (13) and local businesses (10); and
- recruitment for any new jobs should take place locally (6).

### 3.6.3 Members of the public

A total of 1,759 individual members of the public had comments on the effects on employment and business from continued growth of Gatwick. Of these 52% (919) included positive comments, compared with 39% (684) included negative comments.

Among the 919 members of the public who made positive comments, the most frequent comments were that growth at Gatwick:

- would benefit the local economy/local businesses/provide local jobs (747 comments);
- would benefit the national economy/benefit the country (250);
- would benefit industry (46);
- would benefit the local economy/businesses/the job market in the South East of England (41); and
- would benefit the aviation industry (39).

There was widespread recognition of the importance of Gatwick as a source of business activity and employment in local area. As such, growing capacity was considered an effective way to develop the economy, not just in the immediate vicinity but across the South East generally.

*“Having additional capacity that can facilitate attracting more business travellers should directly help many local businesses as they drive for more export and to attract foreign business travellers to engage in the region.”*

MEMBER OF THE PUBLIC

*“Good for the local economy and for the UK. Provides large skill base within the region and an internationally recognised and vast employer in the South East. Helping businesses and providing options for tourism in and out of the UK”.*

MEMBER OF THE PUBLIC

Some of those in favour of expanding activity at Gatwick hoped that this would have wider social benefits, such as by allowing increased spending on public services. Others anticipated knock-on benefits for industries not directly connected with the airport, such as housing construction and car manufacturing.

*“The growth alone will drive extra local jobs, creation of housing, local shops, better train connections etc. Hopefully the money generated in local taxes will result in modernisation of local hospitals, newer schools and leisure.”*

MEMBER OF THE PUBLIC

On the other hand, some members of the public who saw major economic benefits were concerned about whether sufficient infrastructure was in place to cope with the significantly increased capacity. This included concerns about infrastructure within the airport, such as hangars and terminals, and the infrastructure supporting it (such as the local transport network). Getting the correct infrastructure in place was considered crucial if the full economic benefits were to be felt.

*"Gatwick is growing, there's no pretending it isn't, but resources, employment and economic expansion within the airport in regard to both terminals, hanger, stand and gate space as well as runway expansion needs to happen in order for the airport and the community which Gatwick is, is to grow and expand to its full capacity."*

MEMBER OF THE PUBLIC

Among the 684 individual members of the public who made negative comments about the economic and employment effects, the most common statements were that Gatwick was only concerned with profit/shareholder return (357 comments), and that the local area did not need more employment (251). This was followed by the view that:

- increased capacity would not benefit the local economy/businesses/employment prospects (79 comments);
- the local area did not need more business/trade/economic boosting (65);
- increased capacity would negatively affect the local economy/local businesses (55); and
- expanding capacity would be too expensive/an expense to the taxpayer (48).

Negative comments about the economic effects were very much about the continued growth being too much for the area to deal with. Many individuals who made these comments felt that Gatwick already drew in too many commuters, workers and passengers. They believed this put too much pressure on the local infrastructure and had harmful consequences for the local quality of life.

*"Gatwick already brings in workers from a large area. It talks about its local area as being from Croydon to Brighton, but workers come from much further afield. This creates pollution, road bottlenecks, an overheated local housing market, health issues and other problems"*

MEMBER OF THE PUBLIC

Others felt that the centring of so much economic activity in the airport was already proving detrimental to local shops and high streets and were against increasing airport capacity for this reason. There was also some dispute about whether any additional jobs would actually assist local people or would actually exacerbate existing pressures on the local economy.

*"It is a leisure airport that exports UK money out of the UK and is still reliant upon Europe for its main leisure business. The local high streets cannot compete against the shopping in the Gatwick malls where travellers are captured for hours to spend benefitting shareholders only."*

MEMBER OF THE PUBLIC

In addition, there were 443 individual members of the public who made an alternative suggestion of some kind. Most often it was that there should be investment in local education, training and apprenticeships (73 comments), more recruitment of staff from the local area (57), support for local businesses (49) and better career development opportunities at Gatwick (34).



## 3.7 Minimising noise effects

### 3.7.1 Overview

This section provides an overview of responses which address question six in the response form. This question asked participants what could be done to minimise the noise impacts resulting from Gatwick's continued growth. A total of 2,194 responses made comments about the potential noise impacts from the continued growth of Gatwick. Of these responses, 17% (366) provided positive comments, compared with 49% (1,082) who provided negative comments. The most common positive comments were that the development of new technology will help make aircraft quieter and lessen the noise pollution levels. Conversely, the most common negative comments were that the continued growth of Gatwick would increase noise pollution levels. It should be noted that while many did provide comments relating to noise pollution from continued growth, a significant number focused on the existing noise levels they are subjected to.

### 3.7.2 Stakeholder organisations

A total of 126 organisations made comments about the potential noise impacts of Gatwick's continued growth. Of these organisations 21% made positive comments (27) while 66% organisations made negative comments (84), regarding potential noise impacts.

**TABLE 3.5: OUTLINE OF STAKEHOLDER COMMENTS ON THE NOISE IMPACTS OF GATWICK'S CONTINUED GROWTH**

STAKEHOLDER CATEGORY	NUMBER PROVIDING COMMENTS	PROPORTION PROVIDING POSITIVE COMMENTS	PROPORTION PROVIDING NEGATIVE COMMENTS	PROPORTION OF ORGANISATIONS PROVIDING SUGGESTIONS
Academic	2	50% (1)	-	100% (2)
Action group	9	-	89% (8)	100% (9)
Aviation	5	40% (2)	40% (2)	100% (5)
Businesses	22	38% (8)	27% (6)	59% (13)
Elected Representatives	7	-	100% (7)	57% (4)
Environment, heritage, amenity or community groups	13	15% (2)	92% (12)	69% (9)
Local Government–Local Authority	18	33% (6)	78% (14)	72% (13)
Local Government–Parish/Town Council	38	5% (2)	87% (33)	71% (27)
Other representative group	10	60% (6)	20% (2)	70% (7)
Statutory Agency	1	-	-	100% (1)
Transport, infrastructure or utility organisation	1	-	-	100% (1)
<b>TOTAL</b>	<b>126</b>	<b>21% (27)</b>	<b>67% (84)</b>	<b>72% (91)</b>

\*PLEASE NOTE THAT IT IS POSSIBLE FOR THOSE MAKING COMMENTS TO HAVE MADE BOTH POSITIVE AND NEGATIVE COMMENTS ON AN ISSUE. THIS MEANS THAT THE PROPORTION WHO PROVIDED POSITIVE AND NEGATIVE COMMENTS MAY SUM TO OVER A 100%.

The comments from the parish and town councils who responded generally focused on the negative impact of increased noise pollution resulting from continued growth (22) and the current level of noise pollution being unacceptable (6). There were also comments that improvements in technology would lead to a reduction in noise pollution (2).

Local authorities were also critical of the increased noise pollution which they perceive continued growth would bring (12) and of the current noise levels (5). They also believed that new technology would help to reduce noise levels (6) and had a range of suggestions for how noise impacts could be alleviated, including that:

- noise impact assessments are needed (6);
- noise insulation should be provided for affected buildings / communities (4);
- airlines should be encouraged to invest in new technology to produce quieter planes (4); and
- that work needs to be done to provide more accurate noise modelling / contour maps (4);

The suggestions made by local authorities regarding what could be done to minimise noise impacts of continued growth echoed those made by other stakeholder organisations.

Positive comments from environment, heritage, amenity and community groups were that the improvements in technology could lead to a reduction in noise pollution levels (2). However, most comments from these organisations focused on the negative noise impacts of Gatwick's continued growth, including the potential increase in noise pollution resulting from growth (7) and the unacceptable levels of noise currently (5).

*"The emphasis should be on reducing existing noise levels within current flight volumes or ideally achieve fewer flights. Nutfield Conservation Society accept that quieter aircraft will play a role in noise reduction and the introduction of such aircraft should be expedited. The adverse effects of noise should be given greater priority..."*

NUTFIELD CONSERVATION SOCIETY

The eleven comments from "other" representative organisations on noise impacts included that the continued technological development would help to reduce noise pollution levels (6) with some feeling that noise would not increase significantly during Gatwick's continue growth (2).

### 3.7.3 Members of the public

A total of 2,068 members of the public made comments about the potential noise impacts that may arise from the continued growth of Gatwick. Of these, 16% included positive comments (339) while 48% included negative comments (998).

Among the 366 members of the public who made positive comments about the noise impacts at Gatwick, the most frequently mentioned points were:

- that the continued technological development would help to reduce noise pollution levels (150 comments);
- that noise is simply a fact of life near an airport (79);
- there were those who stated they were not concerned about the potential noise impacts or who stated that it is not as bad as it is sometimes made out (75);
- among some, there was a belief that the noise levels would not increase significantly due to Gatwick's continued growth (40); and
- some said that there has been continued improvements with regards to noise impacts at Gatwick (21).

Some of those who mentioned the benefit of technological developments were also keen to point out how airspace change and aviation management could help to reduce the impact of noise.

*"Noise impact will be largely mitigated by ever-quieter aircraft. However, as a pilot, it's frustrating that some of the arrivals and departure in LGW are inefficient. Staying at FL70/80 downwind is not efficient, as is remaining at 6000' southbound on an SFD departure. More effort should be made to create Continuous Descent Arrivals from higher flight levels and continuous climb profiles from take-off."*

MEMBER OF THE PUBLIC

There were also a number of comments that suggested that the development of new technologies does not necessarily mean that there would be a reduction in noise or that the benefits may only be realistically seen in the long term.

*"Aircraft technology will bring the greatest benefits here; however, we must be realistic about this being a more long-term solution."*

MEMBER OF THE PUBLIC

Among the 998 members of the public who made negative comments about any potential noise impacts arising from Gatwick's continued growth, the most frequently mentioned comments were that noise potential would increase (714 comments) and that noise levels are unacceptable (359). There were a range of other negative comments relating to potential noise impacts:

- comments relating to the noise made by night/early morning flights (141), with some also highlighting the impact this has on sleep disturbance (97);
- there were some comments relating to the failure of Gatwick to mitigate noise currently (50); and
- that the improvement in aircraft technology does not necessarily guarantee a reduction in aircraft noise (28).

There were some members of the public who suggested that the continued growth at Gatwick would lead to an increase in noise levels in certain places. These include specific mentions of Sussex (15 comments), Horley (13) and Surrey (10). With some participants keen to point out areas where noise levels are already unacceptable, including Tunbridge Wells (16), Newdigate (7) and Redhill (7).

*"The densely populated area of Tunbridge Wells (74,000 population within conurbation) suffers badly from the noise of arrivals flying at 3,500 - 5,000 feet over the town. Noise and traffic is particularly severe at peak times between 6pm to midnight, potentially creating damaging health and education effects through sleep disturbance. The scheduling needs to be less ambitious to avoid this traffic peak at the end of the day"*

MEMBER OF THE PUBLIC

Some of those who made comments about the failure to mitigate noise currently were particularly critical of the role of the Gatwick Noise Management Board. These members of the public mentioned the ineffectiveness of the body and how they believe it does not play an adequate role in helping to mitigate noise.

*"Gatwick's community engagement is a joke and their 'Noise Management Board' a complete sham. You cannot set up a Board to control noise, if the one issue that is not allowed to be discussed or debated at this Board, with a view to reaching a fair compromise, is flight volumes."*

MEMBER OF THE PUBLIC

Individual members of the public also made a range of suggestions on how they believe noise impacts could be mitigated (1,373 comments). These included encouraging airlines to invest in modern technology (580), imposing a ban on flights between certain times (261), minimising the impact of flights on local communities (181) and limiting flights during late night/early morning flights (125).

## 3.8 Minimising other environmental impacts

### 3.8.1 Overview

This section provides an overview of responses which address question seven in the response form. This question asked participants what could be done to minimise the environmental impacts resulting from Gatwick's continued growth.

There were 1,857 comments made about the potential impact of Gatwick's continued growth on the environment. Of these, 10% of responses included positive comments (194) compared with 56% of responses that included negative comments (1,048). The most common positive comments focused on the work that Gatwick is already doing to minimise environmental impact, with the most common negative comments focusing on the additional air pollution that continued growth could lead to.

### 3.8.2 Stakeholder organisations

There were 116 stakeholders whose responses contained comments relating to the environmental impact of continued growth. Of these, 16% included positive comments (19) while 72% responses contained negative comments (83).

**TABLE 3.6: OUTLINE OF STAKEHOLDER COMMENTS ON THE ENVIRONMENTAL IMPACT OF GATWICK'S CONTINUED GROWTH**

STAKEHOLDER CATEGORY	NUMBER PROVIDING COMMENTS	PROPORTION PROVIDING POSITIVE COMMENTS	PROPORTION PROVIDING NEGATIVE COMMENTS	PROPORTION OF ORGANISATIONS PROVIDING SUGGESTIONS
Academic	3	67% (2)	-	67% (2)
Action group	7	-	100% (7)	29% (2)
Aviation	3	67% (2)	33% (1)	67% (2)
Businesses	22	27% (6)	36% (8)	55% (12)
Elected Representatives	5	-	100% (5)	60% (3)
Environment, heritage, amenity or community groups	15	-	100% (15)	40% (6)
Local Government–Local Authority	16	19% (3)	69% (11)	88% (14)
Local Government–Parish/Town Council	32	3% (1)	100% (32)	44% (14)
Other representative group	8	50% (4)	38% (3)	88% (7)
Statutory Agency	3	-	33% (1)	100% (3)
Transport, infrastructure or utility organisation	2	50% (1)	-	100% (2)
<b>TOTAL</b>	<b>116</b>	<b>16% (19)</b>	<b>72% (83)</b>	<b>58% (67)</b>

\*PLEASE NOTE THAT IT IS POSSIBLE FOR THOSE MAKING COMMENTS TO HAVE MADE BOTH POSITIVE AND NEGATIVE COMMENTS ON AN ISSUE. THIS MEANS THAT THE PROPORTION WHO PROVIDED POSITIVE AND NEGATIVE COMMENTS MAY SUM TO OVER A 100%.



The most commonly-mentioned positive comments related to the continued environmental improvements that would be seen under Gatwick's plans (8) and the positive impact of ongoing technological developments on levels of air pollution (8). Counter to this, negative comments focused on the adverse impact of continued growth on the environment (45), the impact on air quality (42) and the detrimental impact of continued growth at Gatwick on climate change (34).

*"Gatwick's attempts to minimise its own environmental impact does not address the real issue that it facilitates – flying is hugely environmentally damaging and expanding the airport to increase flights will increase this damage."*

EAST SUSSEX COMMUNITIES FOR THE CONTROL OF AIR NOISE

The environment, heritage or community groups who commented on the environmental impact of continued growth were most likely to mention the negative impact on the environment (8) and on climate change (7), with some highlighting the specific impact on air pollution (5). These organisations also had concerns about the impact of continued growth on AONBs, green spaces and the countryside generally (5).

*"Gatwick would clearly like to take continued growth as a given and then seek to 'minimise' environmental impacts where possible. However, if we are not to render the UK's international and domestic climate change commitments meaningless, the only sensible approach is to start by capping total aviation emissions at an appropriate level (at maximum the 37.5 Mt by 2050 set by the CCC), and to recognise that at the very least trade-offs are needed. In other words, we cannot have a third runway at Heathrow and 'continued growth' at Gatwick, and the expansion planned at many other UK airports. In fact, when the bigger picture is taken into account, we almost certainly cannot afford any of these. The plans to dramatically increase the number of flights from Gatwick should be scrapped."*

CAMPAIGN AGAINST CLIMATE CHANGE

Of the 32 parish or town councils who commented on the impact of continued growth at Gatwick on the environment, many echoed the concerns of the environment, heritage or community groups. Negative comments focus on the increase in air pollution (19), the adverse impact on the environment (18), the impact on climate change (12) and the impact on AONBs (12).

There were 7 action groups who made comments relating to the environmental impact of the draft master plan. They commented on the potential negative impact of continued growth at Gatwick on the environment generally.

Stakeholder organisations offered a range of suggestions for Gatwick on how the environmental impact should be minimised. These predominantly focused on reducing emissions – that a greater effort should be made to reduce the carbon footprint of the airport (19), that airlines should be encouraged to invest in more fuel-efficient aircraft (11) and a more general comment that the increase in air pollution should be minimised. There was also a call for more environmental impact assessments to be carried out to assess the impact of Gatwick's continued growth (11).

### 3.8.3 Members of the public

A total of 1,741 members of the public made comments about the environmental impacts of Gatwick's continued growth. Of those comments 10% were positive (175) with 55% of the comments negative (965), while 59% of those who made comments on this area offered suggestions regarding the environmental impact of continued growth (1,030).

The positive comments made about the environmental impact of Gatwick's growth focused on a number of different areas:

- nearly half of these positive comments (85) focused on the work that is already being done to mitigate environmental impacts, with consultees going on to say that Gatwick should continue to do this;
- some mentioned that the proposed plans would help to minimise increased environmental impacts (49);
- some commented that the improvement in aircraft technology would help lead to a reduction in environmental impacts due to improved fuel efficiency (20) with some mentioning specifically that this could lead to a reduction in air pollution (14); and
- there were some who believed that the continued growth of Gatwick would not have any impact on the environment (13).

Some of those who stated that Gatwick should continue the existing measures that are being undertaken to reduce environmental impacts referred to specific areas Gatwick is working on. With some suggesting that these measures could be extended further.

*"I work at Gatwick and am aware of the hard work they do to meet the environmental obligations including the noise and air pollution associated with flights."*

MEMBER OF THE PUBLIC

There were some who supported the continued use of the main runway and making use of the existing standby runway, as it would allow for continued growth with minimal environmental impact.

*"Making use of both runways would allow the continued growth of Gatwick with minimised environmental effects and loss of local housing, green sites etc"*

MEMBER OF THE PUBLIC

Counter to this, there were a number of comments which mentioned the potential negative effects of continued growth at Gatwick on the environment.

*"Gatwick should not be allowed further growth. It's big enough as it is, and any further growth will inevitably cause environmental impacts."*

MEMBER OF THE PUBLIC

Among the 965 members of the public who made negative comments about the impact of continued growth at Gatwick focused on further pollution that would be created (493), and the general impact on the environment (490). The other most commonly mentioned concerns included:

- the potential negative impact on Climate Change (270);
- the impact on green spaces / countryside / AONBs (221);
- that continued growth would impact detrimentally on biodiversity (118) and specifically on ancient woodland (70); and
- the potential increase in light pollution as a concern (34).

Some of the comments which focused on the further air pollution that Gatwick's continued growth would cause, also highlighted other potential environmental and community impacts.

*"We strongly oppose Gatwick expansion due to the negative impacts this will have in terms of tranquillity, dark night skies, air pollution (from increased traffic) and increased emissions of greenhouse gasses."*

MEMBER OF THE PUBLIC

*".....there will be a loss of wildlife habitat in key areas including the High Weald, the Ashdown Forest and the Surrey Hills. There will also be an increase in air, noise and light pollution."*

MEMBER OF THE PUBLIC

There were a range of different suggestions made by members of the public about how Gatwick could mitigate environmental impacts – which largely replicated the suggestions made by stakeholder organisations. There were some generic suggestions that Gatwick should seek to minimise the impact on the environment (249), with suggestions saying that efforts should be made to reduce the carbon footprint (149) and air pollution (102). There were those who suggested that Gatwick should encourage airlines to develop more fuel-efficient aircraft to help minimise air pollution (113) and some saying that all onsite vehicles should be electric / hybrids (99).

## 3.9 Community engagement

### 3.9.1 Overview

This section provides an overview of responses which address question eight in the response form, which asked participants what could be done to improve the way Gatwick Airport engages with the local community in the future. There were 1,194 participants who made comments relating to community engagement. Of these, around 33% included positive comments (390) and 49% included negative comments (589). As with other areas that the consultation covered, it should be noted that some consultees focused on community engagement as it currently is rather than commenting on the

future plans for community engagement in the draft master plan. This is reflected in the summary of comments provided in this section.

### 3.9.2 Stakeholder organisations

There were 86 stakeholder organisations whose responses contained comments relating to community engagement. Of those, 33% provided positive comments (28) while around 50% provided negative comments (43).

**TABLE 3.7: OUTLINE OF STAKEHOLDER COMMENTS ON COMMUNITY ENGAGEMENT**

STAKEHOLDER CATEGORY	NUMBER PROVIDING COMMENTS	PROPORTION PROVIDING POSITIVE COMMENTS	PROPORTION PROVIDING NEGATIVE COMMENTS	PROPORTION OF ORGANISATIONS PROVIDING SUGGESTIONS
Academic	2	50% (1)	50% (1)	50% (1)
Action group	7	-	100% (7)	29% (2)
Aviation	1	-	-	100% (1)
Businesses	15	60% (9)	20% (3)	27% (4)
Elected Representatives	4	-	50% (2)	75% (3)
Environment, heritage, amenity or community groups	12	17% (2)	75% (9)	25% (3)
Local Government–Local Authority	11	46% (6)	23% (3)	72% (8)
Local Government–Parish/Town Council	25	8% (2)	72% (18)	44% (11)
Other representative group	6	83% (5)	-	33% (2)
Statutory Agency	1	100% (1)	-	-
Transport, infrastructure or utility organisation	2	100% (2)	-	-
<b>TOTAL</b>	<b>86</b>	<b>28 (33%)</b>	<b>50% (43)</b>	<b>41% (35)</b>

\*PLEASE NOTE THAT IT IS POSSIBLE FOR THOSE MAKING COMMENTS TO HAVE MADE BOTH POSITIVE AND NEGATIVE COMMENTS ON AN ISSUE. THIS MEANS THAT THE PROPORTION WHO PROVIDED POSITIVE AND NEGATIVE COMMENTS MAY SUM TO OVER A 100%.

Action groups most commonly commented on current community engagement rather than the future plans set out in the draft master plan. This included criticism of the Noise Management Board (6), comments on the inadequate nature of Gatwick's community engagement currently (4), and that community engagement is just a box ticking exercise for Gatwick (1). There were some who mentioned that the interests of the airport conflict with those of local people – some feeling that these plans did not take them into account (3).

*"This does not work as residents want noise reduced and do not necessarily wish to be educated to how aviation works. The only engagement that would work is a reduction in noise in the true sense of the word. Gatwick does not listen to the communities otherwise they would not be seeking 3 runways that will impact all in a 30-mile radius."*

CAMPAIGN AGAINST GATWICK NOISE EMISSIONS

The most common comment by local authorities was that Gatwick's community engagement is currently sufficient (3). While parish and town councils were more likely to be critical of community engagement (10).

*"Gatwick's positive approaches to the wider community are acknowledged, but there is inevitably an atmosphere of side-stepping the environmental impact issues in favour of economic growth arguments. There are several robust action groups in the locality: even where disagreements are apparently irreconcilable, they need to be listened to with respect."*

FOREST ROW PARISH COUNCIL

Local government organisations not only provided positive and negative comments but were keen to put forward suggestions on how they believe community engagement can be improved. These local authorities believe it is best for Gatwick to communicate as transparently as possible with communities (3), for adequate compensation to be provided (3), and a call for all local government organisations to be engaged adequately (3).

### 3.9.3 Members of the public

There was a total of 1,108 responses from members of the public on community engagement. Of these 33% (362) included positive comments and 49% (546) included negative comments. Again, there was a tendency for individual members of the public to focus on community engagement currently rather than the plans outlined in the draft master plan.

The bulk of the positive comments focused on Gatwick's current community engagement with many saying that it is good (352). Other positive comments on Gatwick's community engagement included:

- that Gatwick's engagement specifically with community groups or representative bodies is good (9);
- while others mentioned that useful is made readily accessible by Gatwick (4); and
- some were positive about the initiatives lead by GATCOM (3).

Those who stated that they believe Gatwick's current community engagement is good generally believed they should continue in the same manner. Some gave specific examples of how Gatwick communicates while others stated that they would like Gatwick to do more to engage with communities.

*"Just to continue the great work undertaken by Gatwick in the local area, I know there are several initiatives that the airport undertakes, whether it's for local employment fairs or biodiversity days, all these things help the local economy and community."*

MEMBER OF THE PUBLIC

*"I think there is significant effort already being put into community engagement. I would say this is commensurate with the current conditions but should be ramped-up as capacity and infrastructure increases. The need to push further afield, particularly around the local communities affected by current airspace/routes and any future changes."*

MEMBER OF THE PUBLIC

Counter to this were a range of comments which stated that Gatwick's current approach to community engagement is inadequate.

*"What community engagement? Any consultation or engagement is carried out to tick boxes. None of the public concerns are ever taken on board as financial considerations always come first."*

MEMBER OF THE PUBLIC

*"Your approach to community engagement is virtually non-existent. As shown by your last proposal the concerns of the community are not being listened to."*

MEMBER OF THE PUBLIC

Among the 546 members of the public who made negative comments about community engagement, the most common centred on the view that it is currently inadequate (286), that Gatwick is just doing it because it is obligated to (169) and that people are not listened to (166). There were comments which built on this further:

- some felt that the current complaints process is inadequate (67);
- that the current approach to community engagement is at odds with local communities (39);
- there were those who felt that Gatwick's current compensation scheme is unfair (24); and
- some felt that there is little evidence that community initiatives led by the Noise Management Board are effective (18).

While comments predominantly focused on how Gatwick engages with communities currently there were a range of suggestions for how it can improve its engagement in future. There were some who commented that Gatwick should work to improve its relationship with communities (360). With comments stating that Gatwick should provide evidence to show that the views of people are being listened to (96), ensure that they communicate transparently and honestly (82) and that information should be made readily available (79).

## 3.10 Improving passenger experience

### 3.10.1 Overview

This section provides an overview of responses which address question nine in the response form. This question asked participants what could be done to improve the passenger experience at Gatwick Airport.

There were 1,985 responses which made comments on the passenger experience at Gatwick. Most of the comments focused on improvements which could be made to the passenger experience (1,844). Under 10% had positive comments (185) and far fewer had negative

comments (42). Comments predominantly focused on physical improvements that could be made at the terminals to improve the passenger experience.

### 3.10.2 Stakeholder organisations

There were 51 stakeholders whose responses contained comments relating to passenger experience at the airport. Of these the majority provided comments on how the experience could be improved (43), while some also provided positive (10) and negative (2) comments relating to current passenger experience.

**TABLE 3.8: OUTLINE OF STAKEHOLDER COMMENTS ON THE PASSENGER EXPERIENCE AT GATWICK**

STAKEHOLDER CATEGORY	NUMBER PROVIDING COMMENTS	PROPORTION PROVIDING POSITIVE COMMENTS	PROPORTION PROVIDING NEGATIVE COMMENTS	PROPORTION OF ORGANISATIONS PROVIDING SUGGESTIONS
Academic	2	-	-	100% (2)
Action group	2	50% (1)	-	100% (2)
Aviation	7	14% (1)	-	86% (6)
Businesses	18	28% (5)	6% (1)	72% (13)
Elected Representatives	1	-	-	100% (1)
Environment, heritage, amenity or community groups	4	-	-	100% (4)
Local Government–Local Authority	2	-	-	100% (2)
Local Government–Parish/Town Council	6	17% (1)	-	83% (5)
Other representative group	7	-	-	86% (6)
Statutory Agency	-	-	-	-
Transport, infrastructure or utility organisation	2	-	-	100% (2)
<b>TOTAL</b>	<b>51</b>	<b>20% (10)</b>	<b>4% (2)</b>	<b>84% (43)</b>

\*PLEASE NOTE THAT IT IS POSSIBLE FOR THOSE MAKING COMMENTS TO HAVE MADE BOTH POSITIVE AND NEGATIVE COMMENTS ON AN ISSUE. THIS MEANS THAT THE PROPORTION WHO PROVIDED POSITIVE AND NEGATIVE COMMENTS MAY SUM TO OVER A 100%.



There were seven aviation organisations who made comments relating to the passenger experience at Gatwick, six of which made suggestions on how this could be improved. This included suggestions that the departure lounges (2), amenities available (1), terminals (1) and check-in facilities (1) need to be improved.

*"To speed up the flow of people through the airport, improve lounges and seating areas and road access."*

MOTORLINE

*"Measures to improve accessibility are welcome but they must be done in collaboration with key stakeholders (including mobility/disability groups)."*

KEITH TAYLOR, MEP

There were also a wide range of other comments from stakeholders including the need for Gatwick to focus more on customer service or customer convenience (5), and the need for improvements to be made to the baggage handling process (4). There was also a suggestion that how Gatwick communicates about delays needs to be improved.

### 3.10.3 Members of the public

Among the 1,934 members of the public who made comments about the passenger experience, some felt it was good (131) while others felt that it was poor (40). Others recognised the recent improvements that have been made (45).

There were a wide range of suggestions for what could be done to improve the passenger experience at Gatwick Airport. Chief among them was about providing more space to help with the overcrowding at the airport (143) and improving signposting to make it easier for passengers to navigate the airport (125). A range of other suggestions to improve passenger experience were made:

- improving the security checking process (118) and reducing queues (87);
- providing more seating areas (118);
- redecorating the terminals (96) and making improvements to the departure lounge (95);
- some would like there to be a wider choice of places to eat and drink (87); and
- there was a call to improve airport facilities for those who are disabled, elderly or infirm (80).

Comments often suggested a range of different steps Gatwick could take to improve the current passenger experience. Many focused on the negative aspects of the passenger experience currently and built on this by indicating the improvements they believe should be made at the airport.

*"Better parking. Better road and rail connections. Better pick up and drop off arrangements. More seating. More polite staff. Fewer passengers trying to get through would improve the experience for those using the airport. More care and information for those experiencing long delays as for example, during the drone problems in December. The news reports did not look as if the airport was looking after the passengers who were stranded very well."*

MEMBER OF THE PUBLIC

*"More seating areas and affordable eating areas. Electronic Gates at immigration as they are not efficient and demand at peak times is a struggle. South Terminal Flight Connections centre not fit for purpose with the passenger throughput it has."*

MEMBER OF THE PUBLIC

*"Once through security it is overcrowded and unpleasant. Should be more spacious with more seats."*

MEMBER OF THE PUBLIC

## 3.11 Improving the Surface Access Strategy

### 3.11.1 Overview

This section provides an overview of responses which address question ten in the response form. This question asked participants which aspects of Gatwick's Surface Access Strategy they believe could be improved. There were 1,899 responses which contained comments relating to the Surface Access Strategy. Of these, 4% provided positive comments while 46% contained negative comments (874). Many of these comments focused on how they perceive the infrastructure around Gatwick to be coping currently, with some building on this to suggest areas where improvement is required. The comments were predominantly focused on suggestions for how Gatwick infrastructure could be improved. Of those who

provided comments on this area, 78% provided suggestions. The most common suggestion was that Gatwick should seek to improve rail services linked to the airport.

### 3.11.2 Stakeholder organisations

There were 151 stakeholder organisations whose responses contained comments relating to aspects of the Surface Access Strategy. Of these responses, 77% (117) contained suggestions for how this could be improved, 13% provided positive comments (19) and 60% provided negative comments (91) relating to the Surface Access Strategy.

**TABLE 3.9: OUTLINE OF STAKEHOLDER COMMENTS ON IMPROVING THE SURFACE ACCESS STRATEGY**

STAKEHOLDER CATEGORY	NUMBER PROVIDING COMMENTS	PROPORTION PROVIDING SUGGESTIONS	PROPORTION PROVIDING POSITIVE COMMENTS	NUMBER PROVIDING NEGATIVE COMMENTS
Academic	2	100% (2)	50% (1)	
Action group	9	33% (3)	-	100% (9)
Aviation	3	100% (3)	-	33% (1)
Businesses	34	94% (32)	18% (6)	24% (8)
Elected Representatives	7	43% (3)	-	100% (7)
Environment, heritage, amenity or community groups	14	57% (8)	7% (1)	86% (12)
Local Government–Local Authority	18	94% (17)	17% (3)	67% (12)
Local Government–Parish/Town Council	38	61% (23)	3% (1)	95% (36)
Other representative group	18	100% (18)	33% (6)	22% (4)
Statutory Agency	2	100% (2)	50% (1)	-
Transport, infrastructure or utility organisation	6	100% (6)	-	33% (2)
<b>TOTAL</b>	<b>151</b>	<b>77% (117)</b>	<b>13% (19)</b>	<b>60% (91)</b>

\*PLEASE NOTE THAT IT IS POSSIBLE FOR THOSE MAKING COMMENTS TO HAVE MADE BOTH POSITIVE AND NEGATIVE COMMENTS ON AN ISSUE. THIS MEANS THAT THE PROPORTION WHO PROVIDED POSITIVE AND NEGATIVE COMMENTS MAY SUM TO OVER A 100%.

Local authorities who made comments on the Surface Access Strategy (17) made a range of different general and more specific suggestions for how the transport network could be improved. Many suggestions sought to mitigate concerns they have over congestion on roads (6) and the inadequacy of the rail network (3). They included:

- General suggestions by local authorities that improvements need to be made to the capacity of the rail network (3), which could include making improvements to the Gatwick Express service (2), services to/from Brighton (5) and services to/from London (1); and
- parish and town councils stating that there was a need to increase rail capacity along the route (4), while some local authorities and Parish and Town councils felt that there is a need for improved road access to/from M23 (6) and to/from the A23 (2).

Other organisations had similar suggestions for how the perceived problems on the rail and road network could be mitigated. There was also a call for public transport to and from the airport to be improved to help cope with continued growth at Gatwick (17) and for its use to be encouraged (9).

There was a total of 13 stakeholder organisations who stated that there is a clear need to improve stations along the route, including those who felt that the station at Gatwick is in need of an upgrade.

*"This is not an acceptable rail station for the business people that use it, never mind the impression given to holiday makers and commuters. Its proposed redevelopment has gone on for too long now while cost estimates rise. Gatwick needs to bite the bullet and get the Rail Station redevelopment started. In addition, Gatwick and its partners need to look at the original proposal to redevelop rather than the paired down proposal on the table currently. Now that the stand by runway may be coming into use, rail users will increase, and they need a fit for purpose rail station."*

GATWICK DIAMOND INITIATIVE

*"Gatwick station is used not only by airport staff and passengers and those working elsewhere at the airport but also as a commuting station. The proposed upgrading work to improve the station is essential to reduce current ticket hall and platform congestion let alone accommodate the potential increases envisaged by the development plan and the surface access strategy. Further work to market the advantages of using rail to incoming as well as departing passengers would be of considerable value."*

SUSSEX COMMUNITY RAIL PARTNERSHIP LIMITED

Some organisations highlighted that there was a need to improve the infrastructure at the airport. Suggesting that there is a need for better parking facilities (13) and improved drop off / pick up facilities (6).

### 3.11.3 Members of the public

There were 1,748 comments relating to Surface Access Strategy in responses from members of the public. The majority of these were suggestions for improvements to Gatwick infrastructure that are required, in order to improve the Surface Access Strategy (1,373). A minority of comments expressed positive views towards the strategy (62), while slightly under half of these responses contained negative comments (783).

Most commonly positive comments stated that they believed the strategy would help to benefit the transport infrastructure (19). Some responses were more specific and mentioned that it would improve connectivity (16), help to improve rail infrastructure (15) and help to improve motorways (8).

Counter to this, there were a number of negative comments which predominantly focused on the perceived problems of the infrastructure currently in place. Most commonly, this included comments relating to the congestion on the surrounding roads (451) and current problems with the rail links (217). Many cited these as reasons why they would not support the use of the standby runway.

*"There is no infrastructure to support an additional runway. Current road and rail services are already under severe pressure, with little or no scope to expand them. Recent reports on the urgent need to address climate change must mean that no further airport expansion should be permitted."*

MEMBER OF THE PUBLIC

While many comments cited current problems with infrastructure and that they would get worse with continued growth, there were many comments which focused on improvements that could be made (1,373). This covered public transport generally (328), improvements to rail services (711) and improvements to the road network (917), with some offering thoughts on other improvements that could be made (201).

The most common comments made about public transport generally were that services should be improved (133) and that connectivity should be improved (70).

*"Gatwick needs to work with the public transport providers to ensure improvements are in place when are put forward by Gatwick. It is really important that poor access isn't a credible objection to expansion proposals—whether that is better use of existing or a new runway."*

MEMBER OF THE PUBLIC

*"Better public transport links would be helpful. If there is an issue with the current railway line in particular it has a major impact."*

MEMBER OF THE PUBLIC

There were also those who suggested that both members of the public and staff could be encouraged to use public transport more (59 and 27 respectively), with some suggesting that a way to do this would be to lower fares (27).

The comments that related to rail improvements specifically most commonly mentioned improvements to rail services (214), improved stations (171), improved rail connectivity (96) and improved capacity (94 comments). There were a range of other more specific comments relating to improvements to the rail network that could be made:

- some mentioned that the public should be further encouraged to use rail (44);
- many were keen to point out that there needed to be better rail links to Gatwick (39), with comments also suggesting that rail links to London (38), Brighton (32) and Heathrow (21) could be improved;
- there were comments which suggested that more investment is needed in the rail infrastructure (30);
- that more frequent trains are required (26); and
- suggestions that ticketing could be improved (28) and that fares could be lowered (18).

Many comments covered a range of different improvements that should be made to rail infrastructure.

*"I only ever access the airport by train, so mainly accelerating the station improvements. It is not possible to uplift passenger numbers using trains when the station is so inadequate in terms of size and facilities. Lack of space in the ticket hall, awkward routes to platforms and no toilets/insufficient shops make for a woeful first impression for people visiting London."*

MEMBER OF THE PUBLIC

There were also comments on how the road network could be improved. The most common among these were that there should be better access via the road networks (189) – some were more specific and stated that this was needed for the M23 (89), smart motorways generally (29), M25 (19) and the A23 (12). There were also comments outlining the need to reduce congestion (165), with some suggesting roads that this is needed on:

- local roads (44);
- the M23 (29);
- the M25 (19); and
- the A23 (12)

There were other comments which focused on the need to improve related road facilities at the airport. Some suggested that drop off / pick up points need to be improved (147), with comments also focusing on the need to reduce parking facilities (142) and for parking charges to be reduced (62 comments).

## 3.12 Other comments on the draft master plan

**Responses also contained comments on a range of other areas. Many used the response form to comment on flight paths, on the specific impacts on people and communities and on the consultation itself.**

### 3.12.1 Impact of continued growth on people and communities

#### a) Stakeholder organisations

There were a range of comments from stakeholder organisations on the impacts of continued growth on people and communities, which did not fit into the other areas covered by the consultation. A total of 19 stakeholder responses contained positive comments on this, with 70 negative comments. The most commonly cited comments on this area were:

- concerns over the impact of the plans on people and communities generally (37), with more specific concerns about the impact of plans on health and well-being (27);
- mentions of the negative impact on future generations or younger people (7);
- a belief that the plans would lead to overcrowding in the area (6);
- concerns about the impact on property prices (6); and
- some who believed that continued growth would bring benefits to local people or communities (6), with others concerned about the minimal benefits for local people (5).

#### b) Members of the public

Of the responses which mention the impact of continued growth on people and communities from members of the public, there were 273 positive comments and 897 negative comments.

The most commonly mentioned positive comments were that continued growth would bring benefits to people and the surrounding communities (72) and more specifically that it would benefit passengers (64), provide benefits for future generations (50) and benefit local people (41).

There were many negative comments which focused on the negative impacts of continued growth on people and communities (425) and more specifically the impacts on health and well-being of residents (314). Comments here also focused on a range of other negative impacts on people and communities:

- with some participants comments indicating that they would be or are already adversely impacted (118);
- that continued growth may lead to overcrowding in the area (114);
- some highlighted the negative impact on future generations (69);
- that there would be or already is an impact on property values (68);
- there were comments that pointed specifically to the blight caused by overflying (56); and
- some highlighted the lack of benefits for communities from continued growth (55).

As well as comments on the positive and negative aspects of continued growth on communities there were also comments on how the impact of continued growth on communities could be alleviated. There were some comments which highlighted the need to minimise the impacts (58) and improve the benefits, both for staff (49) and for local people (37).

### 3.12.2 Flights and Flight paths

#### a) Stakeholder organisations

There were 78 responses from stakeholder organisations which contained comments on flights and flight paths (i.e. where the theme of the comment was not specifically related to other areas explicitly covered in the scope of the consultation). Of these, there were 3 responses which contained positive comments and 63 which contained negative comments.

Comments mainly focused on the negative impact of over-flying and the increase that continued growth would bring. The most frequently cited negative comments related to the increase in flights that would result from continued growth (42) with some keen to highlight the problem of having high concentration of flights in narrow swathes (15). There were suggestions that flights should be spread over a wider swathe (10) and that the volume of flights overall should be reduced (6).

#### b) Members of the Public

There were 1,077 responses, from members of the public, commenting on flights or flight paths. There were 713 negative comments, with nearly as many suggestions (639) and fewer positive comments (29).

The most common negative comments focused on the high volume of flights (433), flights over populated/residential areas (122) and the seemingly concentrations of flights in narrow swathes (113). Comments which contained suggestions were most likely to mention reducing the volume of flights (159), using a wider swathe for flight paths (103) and using steeper angles for approaches and/or landings (75).

### 3.12.3 The consultation

#### a) Stakeholder organisations

There were 79 stakeholder responses which contained comments relating to the process of the consultation itself. These were mainly focused on the perceived lack of information presented in the consultation documents (42), the lack of evidence presented (25) and that they felt the consultation was based on inaccurate data (22). There were 11 stakeholder organisations who felt there would be a need for future consultations.

#### b) Members of the Public

There were also a range of different comments from members of the public on the consultation:

- that too little detail was provided (94);
- that there was a lack of consultation events in some areas (113);
- that the consultation was not published widely enough (108);
- with some comments stating the data presented was inaccurate (90) and that there was a lack of evidence in the consultation documents (48).

Most of the comments from members of the public were critical of the consultation. Two members of the public highlighted the need for future consultation.



## 3.13 Campaign responses

### 3.13.1 Campaign overview

It is common in high profile public consultations for campaign groups to ask their members, supporters and others to submit responses conveying the same specific views. We define an organised campaign as a co-ordinated approach by an individual or organisation to facilitate others to submit responses. The outputs may include, for example, printed response postcards / suggested response text provided on campaign website or leaflets/ reproduced response forms etc. Where such identical/near identically worded responses have been received these have been treated as organised campaign responses.

The very nature of many campaigns makes submitting a response to a consultation relatively easy. Those responding are provided with suggested text to use for each question. We therefore present these responses separately in this report. Where additional comments are provided in addition to the 'standard' campaign response wording, these are also presented.

A total of 502 organised campaign responses were received as part of the Gatwick draft master plan consultation, with some of these responses drawing on elements of different campaigns. In this instance there were 73 participant who drew on different campaigns in their responses giving a total of 573 campaign responses. The table below provides a breakdown of the number of organised campaign responses received.

**TABLE 3.10: ORGANISED CAMPAIGN RESPONSES SUBMITTED**

CAMPAIGN NAME		GENERIC CAMPAIGN RESPONSES	BESPOKE CAMPAIGN RESPONSES	TOTAL CAMPAIGN RESPONSES
Campaign 1	Plane Wrong	0	177	177
Campaign 2	Gatwick Area Conservation Campaign	1	100	101
Campaign 3	Communities Against Gatwick Noise Emissions	0	32	32
Campaign 4	Gatwick Obviously Not	65	133	198
Campaign 5	The High Weald Councils Aviation Action Group	5	33	38
Campaign 6	The High Weald Councils Aviation Action Group (Variation)	0	12	12
Campaign 7	Tunbridge Wells Anti-Aircraft Noise Group	0	15	15
	<b>TOTAL</b>	<b>71</b>	<b>502</b>	<b>573</b>

### 3.13.2 Campaign summaries

The summary of each campaign response received has been set out below.

#### CAMPAIGN 1: PLANE WRONG

##### SUMMARY:

This campaign was received from, Plane Wrong, a group campaigning against the repositioning of Gatwick Flight Paths. From this campaign 177 responses were received all of which were provided additional comments to the standard campaign response wording.

The campaign encouraged response to the following question:

*"To what extent, if at all, do you support or oppose the principle of growing Gatwick by making best use of the existing runways in line with Government policy?"*

The suggested response for this was "strongly oppose". An increase in noise and air pollution were the main explanations given for their position. *"Aircrafts using Gatwick already create an intolerable level of noise for many local residents"*, the increase would be *"totally unacceptable"*. *"More flights will generate more road traffic"*, and this will result in *"even more congestion and pollution"*.

The campaign also encouraged response to the following question:

*"Given the draft master plan looks out beyond 2030, to what extent, if at all, do you agree or disagree that land (mainly to the south of the airport) that has been safeguarded since 2006 should continue to be safeguarded for the future construction of an additional main runway?"*

The suggested answer to this question was "strongly disagree", as the Airports Commission *"unequivocally and unanimously"* selected Heathrow for runway expansions, the campaign disagrees with the continued safeguarding of the land at Gatwick as it means that the threat of future Gatwick expansion remains.

The campaign states that any employment and economic benefit resulting from Gatwick's continued growth is not necessary. *"The local area does not need yet further Gatwick expansion in order to thrive"*. They also draw attention to a potential negative consequence of the growth... *"even more dependence on the airport reduces resilience in the event of an economic downturn."*

The campaign outlines that not enough is being done to address the noise pollution imposed on the surrounding area from Gatwick, *"in particular those [residing] to the north of the airport affected by Routes 3 and 4."* To the extent that Gatwick has been *"cynical"* and ignored *"genuine complaints"* from residents, many of whose lives have been made *"intolerable"* by the flight paths. The campaign argues that to meet flight demands Gatwick should look to commissioning larger aircrafts, with high load factors, instead of increasing the number of flights.

The campaign makes the point that Gatwick's community engagement needs to involve more than the *"sponsorship of local events and charities"*, it is also about taking responsibility over the *"impact of noise and road traffic on local communities"*.

In the campaign, two suggestions for how the Surface Access Strategy could be improved were given. Firstly, the strategy needed to reduce the impact of road traffic on local and rural communities. Secondly, more passengers and staff members travelling to Gatwick should be encouraged to access the airport by rail and motorway.

The campaign states that Gatwick should reflect on the impact its growth has had on local communities to date and demonstrate an intention to alleviate the negative effects, instead of facilitating further growth. *"Gatwick needs to consider how to reduce the impact caused on local communities by its growth to date, rather than considering facilitating further growth"*.

##### ADDITIONAL COMMENTS:

Of those who made additional comments the most common ones were that the noise pollution from the airport is already unacceptable (83) and that continued growth would only increase it (75). A number provided further general opposition to continued growth at Gatwick (70), with some re-stating that the airport commission has already chosen Heathrow (53). There were also those who felt that growth at Gatwick was unnecessary (39).

There was a suggestion that Gatwick should look to reduce the current impacts of the airport before growing further (27) and that larger aircrafts should be used by airlines (36).

Some stated that they did not support safeguarding as it provides uncertainty for communities (24) and oppose growth as the area is already too economically dependent on Gatwick (26). While there were those who stated that the growth plans would have a detrimental impact on air pollution (51) and the environment generally (53).

## CAMPAIGN 2: GATWICK AREA CONSERVATION CAMPAIGN

### SUMMARY:

This campaign came from Gatwick Area Conservation Campaign (GACC), an environmental body concerned with protecting the area around Gatwick. There were 101 responses received, of which 100 were bespoke. The campaign included responses to all the open-ended consultation questions.

The suggested answer for question one in relation to making the best use of existing runways, was "strongly oppose". The reasons given for this view, included that *"Frequency of flights will increase further, this is a major noise issue"* and that *"Claims of reduced aircraft noise in future are unsubstantiated"*. Alongside this were concerns about an increase in aircraft generating more air pollution and insufficiencies in local housing and infrastructure.

The suggested answer for question three in relation to safeguarding land for an additional main runway is "strongly disagree". The reasons given for this were *"The airports commission 'unequivocally and unanimously selected Heathrow'"* and that the government backs this position. The campaign follows this with, *"Continuing to blight a large area by clinging to the hope of an entirely new runway is detrimental to communities all around the airport. Placing the majority of the runway capacity in the South East disadvantages the rest of the UK."*

The campaign raised concerns that Gatwick airport is at least partially the cause of the skills shortage in the area, *"further expansion will worsen this. The local area does not need yet another expansion ... to thrive."* And further states that *"Increasing dependency on the airport reduces resilience in a downturn."*

The campaign states that any increase in noise pollution is the primary concern: *"the most common complaint is that the noise occurs too frequently"*, and that *"the width of the arrivals swathe needs to be fully utilised without any concentration."* Adding to this the campaign also states that *"no new areas should be overflowed."*

The campaign includes the following generic response in the environmental impact of Gatwick's continued growth:

*"Gatwick's attempts to minimise its own environmental impact does not address the real issue that it facilitates – flying is hugely damaging and expanding the airport to increase flights will increase this damage."*

The campaign further outlines that Gatwick should reduce the impact it has on residents, rather than facilitating further growth. They claim that Gatwick's failure to provide a complaints telephone line *"illustrates its cavalier attitude to local communities"* and that the airport is biased against listening to the opinions of people adversely affected by its operations.

In relation to the Surface Access Strategy, the campaign outlines that *"Gatwick was handicapped by an overburdened rail connection north/south and a totally inadequate rail connection east/west"*. The campaign believes Gatwick underestimates what effect this will have on HGV traffic, rural bus services, and more generally, people's quality of life.

The campaign provides further comments:

- *"All three runway proposals create huge negative local impacts and contribute dangerously to the national and international environment."*
- *Gatwick needs to consider how to reduce its impact caused by its current growth, let alone consider facilitating further growth*
- *We cannot meet our commitments under the Paris Agreement with further expansion of aviation.*
- *We cannot meet worldwide Carbon emissions targets with continued emissions levels."*

### ADDITIONAL COMMENTS:

The main additional comments provided by consultees were:

- That the growth plans outlined would only serve to increase noise (59);
- General opposition to growth / expansion (48);
- That there would be an increase in air pollution (46) and that the growth plans would have a detrimental impact on the environment (41)
- That current noise levels are unacceptable (33)
- That the airport commission has already chosen Heathrow (26);
- That Gatwick is only interested in profit (23);

There were also those who commented on community engagement – with a number feeling that it is currently inadequate (22).

### CAMPAIGN 3: COMMUNITIES AGAINST GATWICK NOISE EMISSIONS

#### SUMMARY:

This campaign came from Communities Against Gatwick Noise Emission (CAGNE) - a group campaigning for a "fair and equitable distribution of arrivals and departures for all communities surrounding Gatwick Airport". There were 32 responses received for this campaign with all of them bespoke. CAGNE's suggested responses to the consultation questions are summarised below.

The campaign strongly opposed the continued growth at Gatwick by making best use of the existing runways on the basis of increased noise pollution and the impact on road capacity. *"An increase of up to 85,000 extra aircraft will increase the noise enormously."* Further outlining that *"Ground noise will increase especially to the north of the emergency runway for Crawley, Horley and Charlwood"*.

The campaign goes on to state that *"What flies out of Gatwick has to come back and so expects a large increase in arrival traffic as Gatwick seeks to maximise the main runway usage"*. They believe that the additional passengers are most likely to travel by road as the new train station at Gatwick *"does not increase capacity on the Brighton main line"*. They think growth will put pressure on a system that already *"struggles with current levels of passengers"* and build on this by stating that, *"Gatwick does not join up to any major Government infrastructure projects and Victoria Station can't cope with current passenger numbers"*.

The campaign refers to section 5.3.14 of the draft master plan, saying that this scenario will result in greater air cargo that will have to be transported to Gatwick via road networks. CAGNE estimate this will equate to *"over 92,000 extra vans on our roads or over 18,000 lorries"*.

The CAGNE *"strongly disagree"* with further safeguarding the land at Gatwick as it will destroy surrounding rural areas with *"noise ghettos like Heathrow"* has today and urbanise rural areas. They want the safeguard to be removed as it places a *"constant threat by the owners of Gatwick to expand further"*. They also highlight their concern with using parallel runways as these are *"recognised as a major safety concern"*. Two runways being run in union *"has always been regarded as unsafe by the Civil Aviation Authority as planes would have to cross the emergency runway to get to the plane stands"*. They believe that Gatwick's plan overlooks this issue.

The campaign outlines what they perceive to be the impact of growth at Gatwick on the environment, and fear what will happen to the countryside of Sussex, Surrey and Kent if Gatwick continues to expand. *"Total removal of green land to accommodate housing and offices"* will result in the *"loss of dark skies and tranquillity for rural communities...creating a three-runway airport would not just destroy our areas of outstanding natural beauty ... this is not progress or a legacy we should be leaving our children."* CAGNE says *"Gatwick's plans fly in the face of reducing carbon targets for the UK and the world."* The campaign claims that Gatwick fails to accurately monitor its effect on air quality. *"It only monitors air quality in the immediate area around Gatwick"* which fails to take into consideration passengers trying to reach the airport.

The campaign states that the local area will benefit from neither environmental improvements nor jobs as *"Gatwick has always struggled to fill jobs with local staff and places a huge burden on the infrastructure for workers travelling long distances to reach Gatwick"*. The campaign goes on to outline that, *"Gatwick has always been vulnerable to recession, far more than Heathrow, due to decline in consumer spending power on leisure holidays"*. They acknowledge a need for 'mass housing developments' in the event of Gatwick's expansion, but only discuss how this might increase traffic and reduce the size of the surrounding green land.

The campaign outlines that Gatwick takes an *"inform but do nothing"* approach to dealing with increases in noise, traffic and pollution. To illustrate this point, they claim that Gatwick sponsors leaflets for potential buyers of properties within the 30-mile radius of the airport (this covers Sussex, Surrey and Kent), but then do not *"offer compensation or insulation to those truly affected"* within this area. The CAGNE also perceive Gatwick's charity donations as disingenuous: *"they seek to charm communities and councils"*.

#### ADDITIONAL COMMENTS:

The main additional comments provided with campaign responses were that the plans would only serve to increase noise and air pollution (27 and 22 comments). There were also comments that the area does not need more jobs (19) and general opposition to continued growth (16), with an array of comments outlining the inadequacy of transport infrastructure.

## CAMPAIGN 4: GATWICK OBVIOUSLY NOT

### SUMMARY:

This campaign originates from the group, Gatwick Obviously Not. A total of 198 Gatwick Obviously Not campaigns were received of which 133 were bespoke. They also provided detailed responses to the open-ended questions, answers to which are summarised below.

The group, Gatwick Obviously Not, suggested participants “strongly oppose” the principle of growing Gatwick based on making best use of the existing runway. The reasons given are that *“The growth proposals in the master plan would further enrich the airport’s shareholders whilst inflicting more flights, more noise, more emissions and more public transport congestion and over-crowding on local people and those under flight paths”*.

The campaign expresses concern that Gatwick has no plans or intention to curb increases in air and noise pollution. In the last five years, *“the airport’s noise footprint has increased in four [of those five year, in contravention of government policy]”*. *“The government already expects aviation’s greenhouse gas emissions to increase ...to 25% by 2050”*, and Gatwick’s expansion will contribute to this.

The campaign suggests that consultees “strongly disagree” with plans that land should continue to be safeguarded for the future construction of an additional main runway. The reasons given for this are that the government *“does not currently support an additional runway [at Gatwick]”* and that they *“support a third runway at Heathrow”*. They wish that the safeguarded land be made *“available for other more economically and environmentally advantageous purposes”*, preferably purposes that benefit local people.

In response to the question *“What more, if anything, do you believe should be done to maximise the employment and economic benefits resulting from Gatwick’s continued growth?”*, a generic response was given stating that *“The local area does not need yet further Gatwick expansion in order to thrive. Even more dependence on the airport reduces resilience in the event of an economic downturn.”* The campaign then further outlines that there is a need for local government organisations to *“be more imaginative in the creation of a more diverse economy that supports the Government’s Clean Growth Strategy.”*

The campaign outlines *“Any further growth of Gatwick must be conditional on directly proportionate reductions in noise, measured on a basis to be agreed with local community representatives”*. It then goes on to outline that a regulatory regime should be established to ensure *“this principle is adhered to at all times and that any “excess” growth is promptly reversed until proportionate noise reductions are agreed”*. It states that this is something which must be agreed by local community representatives.

To minimise the environment impacts of Gatwick’s continued growth, the campaign proposes four measures. First *“an audited and enforceable plan to reduce total greenhouse gas emissions from flights to and from Gatwick”*. Second, *“reductions in the number of ATMs, possibly through the use of larger aircrafts”*. Third, *“reductions in carbon emissions, noise and pollution impacts of surface access arrangements to the airport”*. Fourth, *“implementation of a permanent environmental and health impact awareness campaign for all passengers flying to and from Gatwick”*.

In response to the community engagement section of the draft master plan, the campaign suggests that consultees state that Gatwick uses “community engagement” as “a substitute for meaningful action” and still prioritises commercial interests. Instead, the campaign suggests that Gatwick should focus on achieving a “directly proportionate” reduction in noise to increase in growth. They also think that Gatwick should compensate all individuals adversely affected (this includes diminution of property value) by airport operations.

The campaign believes that the infrastructure currently in place makes Gatwick’s Surface Access Strategy *“wholly incompatible with the expansion of the airport”*. *“The airport is the wrong side of London and is handicapped by an overburdened rail connection north/south and a totally inadequate rail connection east/west.”* If the expansion goes ahead, in order to meet the new demands, the campaign thinks that Gatwick should fund all changes that will need to be made to roads and public transport.

The campaign describes the draft master plan as a *“manifesto for corporate greed, environmental irresponsibility and local destruction”*. They see it as a *“PR exercise rather than a serious attempt to gather and assess local views”*. They propose that Gatwick and local councils and community groups should reach an agreement together.

### ADDITIONAL COMMENTS:

The main additional comments focus on general opposition to making best use of the standby runway (64) and to safeguarding land until 2030 (35). There were also those who had further concerns on the increase in air and noise pollution that would be seen if the plans outlined go ahead (27 comments on each). While some feel that engagement is not good enough (21) and that the growth plans have only been put in place to increase profit (27).



## CAMPAIGN 5: THE HIGH WEALD COUNCILS AVIATION ACTION GROUP

### SUMMARY:

This campaign comes from the High Weald Council Aviation Action Group (HWCAAG), a group that came into existence in September 2013 in response to the increase in noise and frequency of aircraft movements into Gatwick and the news of a possible second runway. A total of 38 responses were received for this campaign, of which 33 were bespoke. The suggested responses to the consultation are as outlined below.

The campaign states that there is *"nothing wrong with the principle [of expansion] in itself"* but the campaign strongly opposes the draft master plan as it fails to balance growth with a commensurate reduction in noise:

*"It is misleading to frame the question in terms of a single principle. There is nothing wrong with the principle in itself, we strongly oppose the proposal because it is not aligned to other equally important principles, also in government policy, such as that growth should be accompanied by a commensurate reduction in noise, and that there should be a reduction in those significantly affected."*

Prior to stating this the campaign goes into detail outlining their concerns with the effect 60ATMs will have on the distribution of noise around the airport. *"The effect of 60 ATMs/hr and the process of "peak spread" will be to reduce the ability of air traffic controllers to allow aircraft to join the ILS closer to the airport, and a far greater number and in a more concentrated pattern will join between the 10 and 12 nm points on the ILS. It also increases the chances of spill over from the day schedule into the night period...We support sustainable growth at the airport. 45 ATMs an hour would allow for maximum dispersal, and growth based on year round use... For those under the path of 60 ATMs Gatwick must protect them from noise impact and compensate residents for the disruption and loss of amenity in a manner consistent with other transport infrastructure compensation."*

The campaign goes on to outline concerns over the economic benefit of Gatwick for the local area: *"Kent, where most councils we represent are based provides 7.4% of passengers, gets virtually no economic benefit from jobs at the airport and yet suffers 70% of all arrivals traffic with no compensation or mitigation of the effect."* They propose that the airport introduces a scheme that adequately compensates residents.

The campaign suggests that consultees *"strongly disagree"* with the continued safeguarding of land for the future construction of an additional main runway. The reasoning for this view being that *"We strongly oppose the use of this land for an additional runway. Now the UK has decided on a hub at Heathrow and spoke model for aviation it should be used for other purpose"*.

The campaign states that more needs to be done to minimize the noise impacts from Gatwick and propose the introduction of a multiple route PRNAV scheme. The aim of this scheme would be to *"provide a fair and equitable distribution of noise over the current swathe"*. As a result, more people will be affected by the noise, but the impact on each person will be less significant.

The campaign outlines that Gatwick should adhere to WHO's recommended levels of noise and when it cannot meet these levels offer noise insulation to homes and compensation for amenity loss. They note that *"the noise metric are now likely to include an LDen measure but the increased use of the runway at peak times does not reflect the greater nuisance of aircraft noise in the evening and at night."*

The campaign states that the draft master plan should acknowledge that Gatwick's expansion is at odds with concerns raised by climate scientists and endeavors to reduce the rate of global warming: *"To be a responsible organisation not only Gatwick needs to be Carbon neutral, but also the services it facilitates. It needs to be playing a clearer role in helping the government meet its carbon targets."* In relation to other environment matters, the campaign strongly opposes continued safeguarding of the land at Gatwick for an additional runway. The explanation they gave for this was that as *"the UK has decided on a hub at Heathrow and spoke model for aviation it should be used for another purpose"*.

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**CAMPAIGN 5: THE HIGH WEALD COUNCILS AVIATION ACTION GROUP (CONTINUED)**

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**SUMMARY:**

The campaign outlines that Gatwick's engagement strategy has been ineffective stating that *"the airport continues to hear and see the impact without doing anything to mitigate or compensate those negatively affected. The communities are collateral damage in the requirement for growth with no appropriate provision for residents negatively impacted by aircraft noise."*

In response to the question, *"Are there any aspects of our Surface Access Strategy that you believe should be improved and, if so, what are they?"* the campaign states that *"Surface access to Gatwick is poor"*. It then builds on this stating that, *"Whilst our communities are not directly affected many of our residents use the M23 and M25 and Southern rail routes to London for work and leisure on routes that are already at capacity. Growth at the airport is not sustainable without considerably better surface access"*. They go on to outline that *"Many of the infrastructure improvements that are listed in the master plan are designed to deal with the recent increase in passenger numbers rather than future increases"*.

The councils and towns that the HWCAAG represent are not directly affected by the Surface Access Strategy, but many of the people they represent regularly use the M23, M25 and Southern rail routes to London for work and leisure. The campaign believes that *"growth at the airport is not sustainable without considerably better surface access"*. The current travel routes are *"not suitable to carry the number of passengers that increased growth in the number of flights"* would entail. The HWCAAG fear that *"many of the infrastructure improvements that are listed in the master plan are designed to deal with the recent increase in passenger numbers rather than future increases"*.

**ADDITIONAL COMMENTS:**

The main additional comments here focused on general opposition to making best use of the standby runway to support continued growth (12) and the increase in noise that would be seen from continued growth at Gatwick (11).

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## CAMPAIGN 6: THE HIGH WEALD COUNCILS AVIATION ACTION GROUP (VARIATION)

### SUMMARY:

This campaign comes from the High Weald Council Aviation Action Group (HWCAAG), a group that came into existence in September 2013 in response to the increase in noise and frequency of aircraft movements into Gatwick Airport and the news of a possible second runway at Gatwick. A total of 12 responses were received for this campaign all of which were bespoke.

The suggested responses to the consultation are as outlined below.

The campaign *"supports sustainable growth at the airport"* and say that a full airspace change is required. They believe that residents should be compensated for disruption and that *"environmental impact has not been balanced for growth"*.

The campaign was critical about the use of the standby runway on environmental and safety grounds, also outlining that the increase in flights will make *"an already unsustainable situation worse"*.

The campaign suggested that consultees strongly oppose the safe-guarding of land as the UK has decided on Heathrow as a hub. They state the changes outlined here along with the ones in 2013 will *"result in a 35% increase in overflight"*

The campaign outlines that *"Gatwick's engagement strategy has been to set up new forums to engage with the public, but then fail to act on what they are told"*.

They suggest that Gatwick should abide by World Health Organisation guidance and provide an adequate noise protection scheme, noise insulation for homes and compensation for loss of amenities. The campaign outlines that the master plan does not recognise the severity of the threat of climate change, outlining that Gatwick and airlines should take action to become carbon neutral to help *"the government meet its carbon targets"*. They state that the airport knows the impact *"without doing anything to mitigate or compensate those negatively affected"*.

The campaign then goes onto outline that the, *"M23, M25 and Brighton main line are not suitable to carry the increased number of passengers"* and that the existing infrastructure is already at full capacity. They feel that any plans outlined in the draft master plan only serve to deal with recent increases in passenger numbers rather than future increases.

### ADDITIONAL COMMENTS:

The main additional comments from the campaign responses focused on the detrimental impact of growth plans on the environment (7) and general opposition to continued growth (8).

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## CAMPAIGN 7: TUNBRIDGE WELLS ANTI-AIRCRAFT NOISE GROUP

### SUMMARY:

This campaign is from the Tunbridge Wells group, Tunbridge Wells Anti-Aircraft Noise Group (TWAANG) who are working towards limiting the noise and volume of aircrafts flying near the area. A total of 15 responses were received from this campaign, all of which were bespoke.

In response to the first consultation question, the campaign suggests that consultees hold the view of “total opposition” to the principle of growing Gatwick by making use of the existing runways. The campaign goes on to outline the reason for this position: the potential environment, social and health impacts of the draft master plan. This includes specific references to the impact of flights over Tunbridge Wells: *“Any expansion of Gatwick’s activities poses a threat to the quality of life for those living around the airport, including the Tunbridge Wells conurbation and the adjacent Areas of Outstanding Natural Beauty”*.

The campaign suggests that consultees provide “total opposition” to the plans to continue to safeguard land for the future construction of an additional main runway, saying that it *“runs contrary to the Government’s policy of supporting development in the North of the country, as demonstrated by the HS2 rail project”*. Furthermore, Heathrow has already been selected for an additional runway.

The campaign made no suggestions about what should be done to maximise the employment and economic benefits resulting from Gatwick’s growth, going on to state that *“If Gatwick is allowed to dominate the local economy it creates a risk in the event of a downturn in its fortunes. The local economy does not need further expansion at Gatwick to thrive”*. It notes that there is already a *“skills shortage in the area, as reported in the CBI/Pearson 2018 survey. Gatwick’s expansion threatens to increase the problem”*.

The campaign states that Gatwick needs to “listen and respond to local concerns”. The TWAANG believe that people in affected areas hold the opinion confirmed by a vote held in 2015 by Tunbridge Wells Borough Council that the second runway would incur greater losses (increase in noise pollution) than benefits.

The campaign draws attention to the statement in the draft master plan asserting that Gatwick would limit “or where possible reduce negative impacts”. They feel that *“This is an admission that negative impacts will increase, but the plan does not identify where these will take place”*. The campaign then goes on to outline, *“night flights can destroy a night’s sleep”* and that, *“Penalty fines should be imposed on all aircraft whose arrivals are delayed into the night period, regardless of the reason. The present system of Gatwick self-authorising delayed flights does nothing to encourage improvement.”*

The campaign outlines that if Gatwick continues to grow, *“serious increases in environmental damage are inevitable”* from flights and road traffic, caused by passengers and freight. They suggest Gatwick should provide funding to improve local road infrastructure to reduce some problems that will arise from expansion.

The campaign states that Gatwick is *“not living up to its claim that engagement is “built on openness and trust”*. Here they reference the relationship between Gatwick, the Noise Management Board and Community Noise Groups: *“the NMB is in difficulty because Community Noise Groups do not trust Gatwick’s commitment to reduce noise...the Secretary of State... is choosing to delegate responsibility to the NMB which does not enjoy the confidence of the CNGs.”*

Finally, the campaign feels that the “realities” of the Surface Access Strategy should be discussed “honestly”. Stating that *“the problem lies not with Gatwick’s fair intentions but with the limitations imposed by its location. The rail line between London and Brighton which serves Gatwick is congested and very difficult to expand further”*. The campaign states that the use of Gatwick services from London Victoria could be encouraged by reducing the cost of using them.

The campaign response states that, *“The plans for a high speed link to Heathrow (LHR) have recently been turned down, limiting Gatwick’s ability to act as a hub airport in association with LHR. There is little scope for improvement”*. Finally, the campaign notes that *“Considerable investment would be needed from Gatwick to meet the demands on public road access as Local Authorities are under severe financial pressure.”*

### ADDITIONAL COMMENTS:

A number of additional comments were provided. The main ones related to general opposition to future growth (3). There were also other comments including that there is no evidence that views of the community are acted upon (1) and a suggestion that the continuous descent approach should be implemented at Gatwick (1).

# 4. ISSUES RAISED IN THE CONSULTATION FEEDBACK AND THE WAY FORWARD

## 4.1 Introduction

This section summarises the consultation feedback by reference to key themes, and sets out Gatwick's response to each of these themes. The draft master plan on which we consulted described three scenarios for continued growth. Many of the issues raised by those who responded are relevant to all of those scenarios. However, as explained in the Introduction, the master plan is a high-level overview of Gatwick's vision for the future. Many of the issues raised are at a level of detail which it would not be appropriate to include in the master plan itself but which it will be important for Gatwick to address as part of any future applications seeking consent for expansion. In particular, consultation responses have been useful in clarifying those issues which Gatwick must address in its evolving proposals for growth Scenario 2 (use of the standby runway).

In total, 13 high-level themes were identified, with a total of 74 detailed issues raised. These themes comprised the following:

- Air quality
- Airport design and infrastructure
- Climate change
- Consultation and engagement
- Economy and employment
- Growth scenarios
- Health
- Housing and community infrastructure
- Environment (landscape, biodiversity, heritage and water)
- Noise
- Operations and passenger experience
- Safeguarded land
- Surface access

This section sets out Gatwick's response to issues raised by reference to these themes. Gatwick's responses focus in many cases on how these themes will be addressed in its most immediate plans for growth, the proposed application to authorise development facilitating use of the existing standby runway together with the main runway (Scenario 2). Further details of the process for seeking a development consent order (DCO) for Scenario 2 are provided in section 5. In particular, a comprehensive environmental impact assessment (EIA) will be required as part of the DCO application process, and controls will be imposed on Gatwick via the DCO to ensure that the impacts of growth enabled by the proposals are acceptable. Where the assessments to be carried out for the DCO application and related EIA will address some of the themes raised this is explained in our responses.

In the event that in the longer term Gatwick seeks consent for an additional runway on the land currently safeguarded (Scenario 3), the themes raised in the consultation would be addressed in similar ways to those proposed for Scenario 2, through the DCO process for that future application.

Where an issue raised would be addressed in all future growth scenarios set out in the draft master plan this is also made clear in our responses in this section.



## 4.2 AIR QUALITY

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
<p>The main issues raised by participants related to the potential impacts on air quality from the proposed growth including increased aircraft emissions, ground vehicle emissions and also increased road traffic leading to increased road vehicle emissions.</p>	<p>We would prepare air quality and health impact assessments as part of any Environmental Impact Assessment (EIA) to support the DCO application for Scenario 2.</p> <p>These would consider measures to avoid, control or mitigate potentially significant adverse impacts on people and ecology.</p> <p>In taking forward Scenario 2, GAL fully recognises that it will need to ensure that its proposals on their own do not cause any exceedance of legally binding air quality limits. Surface access traffic forecasts for Scenario 2 would consider the growth in road traffic in the region in the future. The assessment would also look at the contribution of aircraft emissions to local air quality as well as secondary sources such as emissions from combustion plant located at the airport and the airside support vehicles.</p> <p>The assessment would follow guidance from local and national government and the European Commission and would adopt a best practice approach to modelling with regard to likely future improvements in aircraft and road vehicle emissions due to technological advancements. It would also set out any mitigation that is required.</p>
<p>Several participants queried the definition of 'local area' when referring to no breach of air quality limits in the local area. Clarifications were sought on the extent of the potential study areas that would be included as part of the assessment work.</p>	<p>The extent of the study area for the air quality assessment for the DCO application for Scenario 2 would be agreed with the Planning Inspectorate and the local authorities as part of the EIA scoping process. This would extend to all areas where growth in airport related traffic is likely to have a significant influence on local air quality conditions.</p>
<p>A number of participants commented on the lack of detail provided in relation to air quality and emissions within the draft master plan, requesting that further technical evidence be provided.</p>	<p>We have noted the requests for more detail. Whilst the draft master plan was informed by existing data on air quality, a more detailed study would be undertaken ahead of any statutory public consultation for a DCO application for Scenario 2 and the results set out in the consultation documents.</p>
<p>Some participants commented that the draft master plan and future proposals will need to include quantifiable and deliverable measures to reduce emissions, including suggestions for all airside vehicles to be hybrid/electric, alternative fuels and new planes and airport vehicles.</p>	<p>As set out within the draft master plan, we have in place a number of measures which contribute to improving air quality at and around Gatwick. Moving forward we would review the appropriateness of these measures as part of the air quality monitoring and assessment work for all future growth scenarios.</p> <p>We are considering a range of measures and incentives such as the use of hybrid and fully electric airside vehicles, which will be considered as part of all future growth scenarios.</p>
<p>Concerns were raised regarding impacts of construction which would increase vehicle movements and emissions.</p>	<p>An assessment of the construction impacts would be undertaken as part of the EIA for the DCO application for Scenario 2. Emissions from HGVs and other construction vehicles will form part of the air quality assessment. The preferential routing of vehicles to and from the airport would be set out in a Construction Traffic Management Plan which would be agreed with the highways authorities in due course. A construction dust assessment would also be undertaken which would inform the Construction Environmental Management Plan (or similar document) to effectively manage these impacts.</p>

## 4.2 AIR QUALITY

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
Participants commented that air quality impacts on designated ecological sites, or sites that may be sensitive to air quality changes, will need to be considered as part of the assessment in line with the relevant guidance.	As part of the EIA for the DCO application for Scenario 2 an air quality assessment of the potential impacts of growth on both people and habitats would be undertaken and compared against the relevant air quality objectives. The impacts of emissions at designated ecological sites would also be assessed in accordance with the Habitats Regulations.
Comments were received from participants regarding the existing air quality monitoring and whether this took account of all road movements and traffic modelling work, particularly within the air quality management area (AQMA).	The air quality assessment which would form part of the EIA for the DCO application for Scenario 2 would be informed by an extensive network of air quality monitoring sites and data, both at the airport and further afield, and would include an assessment of the impacts at all relevant AQMAs.
Some participants suggested that Gatwick consider monetising the impacts of air quality.	We will mitigate the likely significant adverse air quality effects of the proposals for all future growth scenarios. The effects associated with Scenario 2 will be identified through the EIA process, a preliminary report of which will be published at our statutory consultation with the full environmental statement being submitted with the DCO application for the DCO application for Scenario 2. It should be noted that the monetisation of air quality impacts (or 'damage costs' in accordance with DEFRA guidance) is not required as part of a DCO or planning application.

## 4.3 AIRPORT DESIGN & INFRASTRUCTURE

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
A number of participants commented on the lack of information relating to the quantum of airport related facilities to be provided in the growth scenarios e.g. car parking, cargo buildings, hotels and commercial/office use, along with details of where on site these would be provided, with some participants suggesting that there was insufficient space to accommodate the necessary facilities.	The quantum and provision of sufficient land and premises for airport supporting infrastructure would be carefully considered as part of the design development process for all future growth scenarios. Further details will be provided in respect to Scenario 2 as part of our statutory public consultation for Scenario 2.
A number of comments sought clarification on how the design changes would impact other existing infrastructure, such as the sewage treatment works.	Careful consideration would be given to how proposals may impact existing infrastructure as part of the ongoing design development for all future growth scenarios. We would be engaging with all relevant parties and statutory undertakers throughout the DCO process in respect to Scenario 2. Further details will be provided as part of our statutory consultation for Scenario 2.
Participants noted that any changes to the existing airport boundary would need to be discussed with the local authorities.	We propose to engage with the appropriate local authorities regarding all aspects of our emerging proposals for Scenario 2, including any potential changes to the existing airport boundary.

#### 4.3 AIRPORT DESIGN & INFRASTRUCTURE

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
Airlines commented on the requirement for greater engagement in order to ensure they understand the operational and safety implications of the runway crossings, new taxiways and spurs. Concerns were raised regarding the potential impacts upon passenger delay and resilience as a result of using the standby runway.	The safe, efficient and effective operation of the airport is critical to Gatwick and the success of the airport. We recognise the importance of resilience and will be engaging with airlines, the Civil Aviation Authority (CAA) and other stakeholders to discuss and optimise our Scenario 2 proposals and other growth scenarios.
Participants commented on whether there would be sufficient ground space available for manoeuvring of planes as capacity increases at the airport.	Gatwick will be mindful of the need to ensure sufficient ground space for manoeuvring of planes in its designs for all future growth scenarios.

#### 4.4 CLIMATE CHANGE

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
Concerns were raised by participants regarding the impact airport growth will have on climate change, global warming, greenhouse gas, carbon emissions and the UK's ability to meet the Climate Change Act and Paris Climate Change Agreement commitments.	<p>We are committed to carbon emission reductions, as demonstrated by becoming the first London airport to hold Airport Carbon Accreditation at 'Neutral' level and has adopted the ACI Europe goal of net zero airport ground operations before 2050.</p> <p>The UK has made legally binding commitments to reduce carbon emissions through the Climate Change Act (2008) and updated the 2050 goal to net zero emissions. We understand the aviation sector has a key role to play if these are to be achieved.</p> <p>To understand the greenhouse gas impact of growth associated with Scenario 2, an assessment of emissions will be undertaken as part of the EIA. We will identify opportunities to mitigate greenhouse gas emissions during construction and operation of the airport. The outputs from the emissions assessment will be used to identify any impact the proposed expansion may have on the UK Government's ability to achieve its legally binding carbon reduction targets and identify key mitigation measures.</p>

## 4.5 CONSULTATION & ENGAGEMENT

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
<p>A number of participants suggested that more consultation events and more direct engagement with local communities and businesses within the local area should have been provided. Some participants suggested that details of the events were not published widely enough.</p> <p>We did also received responses from organisations and key stakeholders welcoming the engagement and seeking closer engagement as we continue to develop proposals for growth.</p>	<p>We welcome the feedback on our events. We will consider these suggestions including the inclusion of additional event venues as we develop the plans for our statutory consultation as part of the DCO application for Scenario 2.</p> <p>We intend to undertake ongoing engagement with the relevant local authorities and statutory consultees regarding our emerging proposals. We will also be preparing a Statement of Community Consultation which will set out how we propose to engage with the wider community including details of the extent of consultation areas, how people will be consulted, where any statutory consultation events will take place, the means of communicating with stakeholders and how we will record any consultation responses.</p>
<p>A number of comments were made about the lack of technical information in the draft master plan relating to the various scenarios, therefore limiting the extent of any responses provided.</p>	<p>Our statutory public consultation for Scenario 2 will contain far more information about our growth proposals, including preliminary environmental assessment work and concept designs. The early engagement as part of the draft master plan process has been used to help shape the detail of our growth scenarios.</p>
<p>A number of participants commented that the existing GATCOM and the Noise Monitoring Board is comprised of primarily airport interests and is not representative of the wider community. Suggestions were made that Gatwick should consider greater community representation at all steering groups.</p>	<p>Gatwick engaged with a wide range of stakeholders during the consultation on the draft master plan. For any future consultations Gatwick will take these comments into account and use them to inform future engagement plans for the DCO application for Scenario 2.</p>
<p>A number of participants commented that there was a need for more frequent, open and transparent engagement.</p>	<p>We will be developing a consultation strategy for the DCO application for Scenario 2 to ensure we engage with stakeholders and the local community at the appropriate times and through the appropriate channels. We are committed to open and transparent engagement and will be submitting a Statement of Community Consultation to the appropriate local authorities which will set out how we will undertake pre-application consultation in accordance with the requirements of the Planning Act 2008.</p>
<p>Comments were made that historic and recent engagement has been positive e.g. sponsorship, community engagement events, GATCOM and Noise Board.</p>	<p>We welcome this feedback and will continue to engage with all stakeholders to ensure our engagement activities are achieving their objectives and providing benefits to our local community when considering all future growth scenarios.</p>
<p>Some participants commented that engagement with the community could be perceived as a 'one-way street', with limited opportunities to influence proposals at the airport. Participants would like to see evidence that the views of the people are being listened to.</p>	<p>We value all the feedback we receive from the public and our stakeholders. As part of our emerging proposals for the DCO application for Scenario 2, we will continue to undertake meaningful engagement with our neighbours and those potentially affected by our proposals.</p>

## 4.6 ECONOMY & EMPLOYMENT

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
<p>A number of participants to the consultation queried the economic benefits and increased job opportunities arising from the proposed expansion. Requests were made for further evidence in respect to the type of jobs created, the anticipated geographical distribution of these jobs and over what period of time they would be delivered.</p>	<p>Gatwick makes a significant contribution to the local economy and employment. Our draft master plan examined the current and future (2028) economic contribution made by Gatwick to the UK and, in particular, the Gatwick Diamond area.</p> <p>We have carefully considered the comments and requests for further information and will provide details of the benefits as part of the statutory public consultation for Scenario 2. A detailed socio-economic assessment will be undertaken, as part of the EIA process, in order to further quantify the number of jobs and other economic benefits arising from the future growth of the airport.</p>
<p>A number of participants raised concerns that the economic benefits of growth may not outweigh the environmental and/or amenity impacts of growth.</p> <p>A number of participants commented that the beneficial effects on local businesses and employment prospects along with wider regional and national economic benefits would outweigh any potential impacts. In particular, a number of participants commented on the positive impacts growth would have on the tourism industry, both locally and across the UK.</p>	<p>We will include a socio-economic assessment as part of our EIA for Scenario 2 which will help to quantify economic benefits using established economic models.</p> <p>We have carefully considered these views and we are planning to put forward proposals as part of our statutory consultation as to how the benefits of expansion for Scenario 2 can be spread over a wider area.</p>
<p>A number of participants commented that due to existing low unemployment within the local area, any new employment generated by growth would potentially come from a wider catchment area, thereby increasing impacts upon local road and rail networks and that the benefits to the economy and employment would be limited to the immediate area.</p>	<p>The socio-economic assessment and transport assessments provided as part of the DCO application for Scenario 2 will consider the potential geographical extent of any new employment generated as a result of our proposals.</p>
<p>Several participants suggested that Gatwick should invest in local education, training and apprenticeships.</p>	<p>We would work closely with local authorities and education partners in the area to look at ways of promoting relevant employment opportunities and future needs associated with Gatwick as part of considering all future scenarios. We will set out further details on our future strategies for the DCO application for Scenario 2 as part of our statutory consultation.</p>
<p>Some participants commented that Gatwick creates a skills shortage for other local businesses.</p>	<p>We would actively seek opportunities to build relationships with a wide range of partnerships and organisations, particularly those which seek to increase employment opportunities and raise the level of skills among the local and regional workforce as part of considering all future scenarios. We will set out further details on our future strategies appropriate to the delivery of Scenario 2 as part of our statutory public consultation.</p>



## 4.7 GROWTH SCENARIOS

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
<p>Some participants considered that Gatwick should not be expanding and stated opposition to any of the growth scenarios outlined. Reasons given included impacts upon local community and/or the environment; that there was no need for any further growth; that any future capacity in South East England could be accommodated by Heathrow; and impacts upon climate change.</p> <p>A number of participants stated a preference for growth in line with Scenario 1 on the basis that development could be contained within the existing airport boundary and overall would likely have a lesser impact upon people and the environment.</p>	<p>We have listened and carefully considered the comments provided and understand that a number of participants are opposed to any form of growth at the airport.</p> <p>Our considered view is that the opportunity provided by Scenario 2 in respect of the ability to meet longer term forecast aviation demand, create greater employment and economic opportunities, and provide greater levels of airport resilience, means that we should take forward the broad concept outlined in Scenario 2.</p> <p>The importance to the UK economy of having sufficient aviation capacity is made clear in the Airports NPS and the emerging UK Aviation Strategy which both confirm Government support for the principle of airports being able to make best use of their existing runways, subject to each case being considered on its merits in terms of the balance of benefits and impacts.</p> <p>As outlined within our draft master plan, there are substantial economic benefits from growing Gatwick. These will be realised in terms of local employment and wider economic benefits.</p>
<p>Many participants expressed support for growth in line with Scenario 2, though this was mostly conditional upon being able to demonstrate that the benefits outweighing the impacts.</p>	<p>As part of the EIA for the DCO application for Scenario 2, we would set out in detail the need case for growth, and an assessment of the benefits and environmental impacts.</p> <p>Preliminary environmental information would also be included as part of statutory public consultation, prior to any DCO application being submitted.</p>
<p>Some participants suggested that a second runway at Gatwick is required now and Scenario 3 should be taken forward as the preferred growth scenario.</p>	<p>There is no current Government policy support for this scenario in the short-term. We will continue to comply with Government policy on the safeguarding of land to potentially enable such a development at some future point should Government policy changes allow this.</p>
<p>A number of comments relating to support and opposition to growth cited the proposals at Heathrow, with some suggesting Heathrow would accommodate capacity. Others indicated that Heathrow may never be delivered.</p>	<p>As outlined within the emerging UK Aviation Strategy, DfT forecasts indicate that even with the introduction of a third runway at Heathrow, there will be a shortfall in UK airport capacity in 2030.</p>
<p>There were concerns raised by some participants that the airspace cannot accommodate the levels of movements required to deliver the growth outlined – particularly Scenarios 2 and 3. Safety was also a concern in regard to the number of additional planes using and crossing the runways.</p>	<p>Airspace capacity and the need to redesign it to improve efficiency and throughput is an issue in both the UK and Europe. The FASI-S programme is addressing this independently of our proposals but will incorporate the parameters necessary to allow any of our masterplan scenarios to reach their ultimate envisaged capacity whilst operating safely and efficiently. The on-airport safety concerns outlined would be the subject of a detailed safety case which would be agreed between the airport and the CAA acting in their capacity as our safety regulator.</p>

## 4.7 GROWTH SCENARIOS

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
A number of participants suggested possible alternatives to the growth scenarios presented in the draft master plan, including the additional capacity proposed being delivered by distribution across other UK airports instead of Gatwick; through airspace changes, use of larger aircraft and more efficient use of existing infrastructure, without the requirement to use the standby runway or increase the development footprint of the airport.	<p>As we outlined within our draft master plan, a shift to larger aircraft and higher load factors is one of the factors influencing the forecasts we outlined in all growth scenarios.</p> <p>In terms of the growth being taken up by other UK airports, rather than at Gatwick, the Government's existing Aviation Policy Framework and emerging UK Aviation Strategy, recognises that airports in London and the South East of England are increasingly facing longer term capacity issues and London's major airports are forecasted to reach maximum capacity by the mid-2030s. Therefore, providing this capacity in alternative locations outside of the south east of England would not address the capacity issue.</p> <p>We propose to take forward Scenario 2 ahead of Scenario 1 as it provides the opportunity to meet longer term forecast demand, create greater employment and economic opportunities, and provide greater levels of resilience.</p> <p>As part of our EIA submitted in support of the DCO application for Scenario 2, we would outline all reasonable alternatives considered in respect of project location, design and technology options.</p> <p>We intend to now progress the necessary technical design and assessment work for this long-term growth aspiration based on Scenario 2.</p>
Several participants suggested that a third terminal should form part of the proposals to support future growth scenarios.	A third terminal does not form part of our growth proposals in Scenario 1 or 2. We will be looking at a range of measures to ensure the existing north and south terminals are able to accommodate future growth envisaged in these scenarios.

## 4.8 HEALTH

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
A number of participants raised concerns regarding the impact that growth will have on the health and well-being of the community as a result of increased noise, air pollution, traffic and pressures placed on existing local services.	We would undertake an assessment of the impacts and effects on human health, including the wellbeing of affected communities as part of the EIA for the DCO application for Scenario 2. The assessment will be an evidenced-based approach drawing from other topics within the environmental assessments, for example, noise, air quality, socio-economics and transport.

## 4.9 HOUSING & COMMUNITY INFRASTRUCTURE

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
A number of participants commented on the potential for growth at the airport to increase the demand for new homes and result in increases to property prices within the local area.	<p>The growth of the airport is not expected to create additional demand for housing (i.e. for new employees based at the airport) beyond the levels already planned for by the local authorities. However, this would be further assessed as part of the DCO application for Scenario 2.</p> <p>Consideration of the relationship between airport growth and housing demand would be considered for all future growth scenarios.</p>
<p>A number of participants commented that the delivery of additional housing within the area will place pressure on existing hospitals, leisure facilities and schools which would need to be mitigated.</p> <p>Many participants requested that detailed housing, employment and infrastructure assessments are prepared to ensure the impacts are fully understood and any necessary housing and infrastructure arising as a direct result of airport growth can be planned for.</p>	We note this concern. As part of the DCO application we would prepare a socio-economic assessment which considers the impacts, mitigation and benefits that may arise as a result of Scenario 2 including any additional demands for health, education and infrastructure.
A number of local authorities commented on the need for us to ensure we take account of the wider growth agenda across Crawley and neighbouring authorities and ensure any evidence regarding housing and associated infrastructure is shared in order to support existing and emerging Local Plans and the supporting evidence bases.	<p>We would engage with the relevant local authorities in respect of all future growth scenarios and in doing so, would have regard to their wider growth agendas.</p> <p>In particular, we would engage closely in respect of the potential impacts of Scenario 2 as these form our immediate plans for growth.</p>

## 4.10 ENVIRONMENT (LANDSCAPE, BIODIVERSITY, HERITAGE & WATER)

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
Many participants raised concerns about the potential impacts upon the setting of countryside, green belt and ancient woodland, with several participants making reference to designated sites such as Ashdown Forest SPA and SAC, High Weald AONB, South Downs National Park.	<p>We would undertake a landscape and visual impact assessment to understand the landscape and visual effects of Scenario 2. This assessment would consider the effects of development from appropriate viewpoints that will be determined based on best practice guidance, professional judgement and engagement with statutory bodies.</p> <p>The potential effects on the ecology and habitats of Ashdown Forest and other statutorily designated sites would be addressed through the EIA and associated Habitats Regulation Assessment (if required) for the DCO application for Scenario 2.</p>
There was a suggestion that Gatwick adopt a Local Natural Capital Plan for Airport's estate (including the safeguarded land). Similarly, there were requests that Gatwick seek to embed the principles of Biodiversity Net Gain as set out in national policy and guidance.	<p>We would engage with relevant stakeholders such as Natural England, regarding the scope of assessment work, proposed strategies and potential management plans as part of our EIA process for the DCO application for Scenario 2.</p> <p>We would aim to achieve 'Biodiversity Net Gain' if required for DCO applications through emerging planning policy.</p>

#### 4.10 ENVIRONMENT (LANDSCAPE, BIODIVERSITY, HERITAGE & WATER)

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
<p>A number of participants raised concerns regarding the construction and operational impacts upon flooding, watercourses and groundwater, increased demands on water resources and the need to provide appropriate assessment and necessary mitigation including the use of Sustainable Urban Drainage Systems (SuDS), green roofs, permeable paving and balancing ponds.</p>	<p>We would prepare an assessment of the impacts on the water environment and flooding as part of our EIA process for the DCO application for Scenario 2. This would consider measures to avoid, control or mitigate potentially significant adverse impacts.</p> <p>The Flood Risk Assessment for the DCO application for Scenario 2 would set out any necessary mitigation measures required to avoid increasing the risk of flooding.</p>
<p>Several participants raised concerns about the potential impacts upon the setting of heritage assets such as Hever Castle.</p>	<p>We would prepare an assessment of the impacts on the historic environment as part of our EIA process for the DCO application for Scenario 2, including the setting of Hever Castle and other listed buildings. This would consider measures to avoid, control or mitigate potentially significant adverse impacts.</p>
<p>A number of participants noted the potential loss of green space, trees and planting that could arise, suggesting that this be off-set as part of the mitigation.</p>	<p>We are committed to protecting our green spaces and enhancing the ecological quality of the overall estate as part of all future growth scenarios. Any loss of green space as a result of the proposals for all future growth scenarios will be re-provided.</p>
<p>Participants commented on the need for a sustainable approach to waste management, including efficient use of waste materials, recycling programmes, and combined heat and power plants.</p>	<p>As outlined within our draft master plan, we already have in place a number of sustainable waste management strategies and programmes. We have listened to the feedback provided and will review opportunities to further develop our strategies.</p> <p>As part of the EIA for the DCO application for Scenario 2, a section on 'Waste and Natural Resources' will be prepared which will consider measures to avoid, control or mitigate impacts associated with the consumption of natural resources and the production of waste during construction and operation.</p>
<p>A number of the statutory bodies such as Environment Agency and Natural England proposed that collaborative working be undertaken to develop appropriate strategies and mitigation.</p>	<p>Gatwick welcomes the views of these key stakeholders and is committed to early and ongoing engagement in regard to the scope of any assessment work and any necessary mitigation or management plans that may be required for the DCO application for Scenario 2.</p>

## 4.11 NOISE

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
<p>Noise was a key issue raised during the consultation, comments focused on the impact of any increases in aircraft movements resulting in increased noise, flight paths, night flights and peak spreading.</p> <p>Comments were also received concerning road traffic noise and ground noise generated by increased airport operations.</p> <p>A number of participants expressed support for the measures outlined to try to limit noise impacts associated with any growth.</p>	<p>We recognise that increased flight activity at the airport has the potential to impact upon the amenity of local residents and businesses.</p> <p>We would undertake a noise and vibration assessment as part of the EIA for the DCO application for Scenario 2. The assessment would be undertaken in accordance with the relevant guidance and would determine the likely significant effect of predicted changes in the noise environment. It would also outline the measures to be employed in mitigating the effects of noise.</p> <p>The main focus of the assessment would be aircraft noise, as it is the most prominent source of noise associated with the project; however, the assessment would also address the potential noise and vibration impacts due to construction activities, ground noise impacts from aircraft taxiing and associated activities, potential noise impacts due to changes in road traffic flows and any road improvement works that may be required.</p> <p>As set out within our draft master plan, we do not propose to increase the night flight quota. Further detailed assessment of night flight noise will be undertaken as part of our EIA for Scenario 2.</p>
<p>There were differing views in respect of new airplane technology, with some participants suggesting that new technology/aircraft will not reduce noise impact and any assumptions made as part of assessment will need to be quantified.</p>	<p>We will continue to encourage airlines to use quieter aircraft, such as the Airbus A320neo.</p> <p>As part of the noise assessment work required to support our DCO application for Scenario 2, we would be required to set out and justify the noise emission levels associated with aircraft.</p> <p>The CAA's Environmental Research and Consultancy Department would carry out the noise modelling and make use of the latest information available on noise emissions from future types of aircraft. Further details will be provided as part of our statutory public consultation for Scenario 2.</p>
<p>A number of participants commented on the existing noise levels, the Noise Action Plan, current noise monitoring and the noise contours, notwithstanding any expansion.</p>	<p>The management and control of air noise continues to be a high priority for us and our latest Noise Action Plan sets out a comprehensive description of the noise management strategies we will adopt. We continue to work with our Noise and Track Monitoring Advisory Group to share the information we produce on noise impacts and with our Noise Management Board to seek input on the actions we are taking and are planning to take to reduce them.</p>
<p>Noise insulation should be provided for affected communities.</p>	<p>A review of our Noise Insulation Scheme is underway, as committed to in our Noise Action Plan.</p> <p>As part of the noise modelling work for the DCO application for Scenario 2, we will determine the extent of any adverse impacts and consequent mitigation that may be required.</p>
<p>Noise contours do not cover the full extent of areas impacted by noise.</p>	<p>In 2018 we carried out a review of Noise Metrics in consultation with the Community Noise Groups represented on the Noise Management Board. This led to a suite of metrics that will be used to model and assess noise impacts, in accordance with the latest CAA and government technical and policy guidance.</p>

#### 4.11 NOISE

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
<p>There were requests by participants that any noise assessment be undertaken in accordance with the World Health Organisation (WHO) guidance.</p>	<p>The WHO Environmental Noise Guidelines provide a synthesis of global research into the health effects of noise which is the basis for assessing the impacts of the master plan, except where local UK studies and national guidelines provide more accurate estimates of those effects. The recommendations within the guidelines to reduce noise are not specific to the UK context and do not take account of economic or other implications.</p>
<p>Suggestions were made that flight path distribution be amended (various options) including concentrated paths, even distribution, or keeping current paths.</p>	<p>The CAA airspace modernisation strategy will provide opportunities for redesign of airspace which may help to minimise noise by, for example, requiring aircraft to climb more steeply and continuously to their cruising altitudes.</p> <p>We are work closely with the CAA and NATS during this process and any proposed changes arising as a result of any of the future growth scenarios that are necessary will be fully consulted on as part of the FASI-S programme before being implemented.</p>
<p>Future noise monitoring should be independently monitored and reported.</p>	<p>Our approach to noise monitoring is set out within our Noise Action Plan, with regular reporting via Noise and Track Monitoring Advisory Group and GATCOM, and also through the independently-chaired Noise Management Board on specific noise related activities or objectives.</p>



## 4.12 OPERATIONS & PASSENGER EXPERIENCE

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
<p>Airlines commented on existing capacity constraints and the need for further clarity regarding:</p> <ul style="list-style-type: none"> <li>• Mitigation against airspace delays</li> <li>• Impact on overall throughput of the runway</li> <li>• Operational modelling based on realistic traffic mix forecasting</li> <li>• Transfer baggage capability</li> <li>• Stand planning assumptions</li> <li>• Additional arrival traffic which can only use southern runway</li> <li>• Improving airport resilience and protecting airline operations</li> <li>• Operational safety relating to runway incursions/excursions</li> </ul>	<p>The views of the airlines and passengers are extremely important to us. Gatwick will continue to carefully consider the requirements from the airlines and passenger groups and use them to inform all future proposals, and in particular the DCO application for Scenario 2.</p>
<p>Airlines also commented on the need for equal investments in infrastructure; passenger facilities such as piers and gate lounges, surface access and other associated terminal infrastructure.</p>	<p>Gatwick will have regard to these comments and will consider them as part of all future growth scenarios.</p>
<p>A number of participants commented that ongoing airline operations must be prioritised during the necessary associated airfield construction works, to minimise any negative impact on the existing flying program and customers.</p>	<p>We would engage closely with airlines regarding our construction activities for Scenario 2 and ensure that any impact from construction on operations is minimised as far as possible.</p>
<p>With regard to passenger experience, participants provided a number of comments relating primarily to physical improvements including:</p> <ul style="list-style-type: none"> <li>• Renovation of the terminals and departure lounges</li> <li>• More seating areas</li> <li>• A wider choice of places to eat and drink</li> <li>• Improvements to disabled facilities and greater accessibility for elderly and disabled</li> <li>• Better signage throughout airport and terminals</li> <li>• Additional lifts and escalators.</li> </ul> <p>A number of participants suggested improvements to customer service including the communication of delays and information, passenger navigation around the airport and staff on hand to assist.</p> <p>A number of participants suggested improvements to customer service including the communication of delays and information, passenger navigation around the airport and staff on hand to assist.</p>	<p>We have listened to the feedback about passengers' experience of using the existing terminal and airport facilities. We want to be the airport of choice for all passengers and to provide a high-quality efficient service at all times. We will be giving appropriate consideration to the various proposals in the plans that we bring forward for all future growth scenarios.</p> <p>In particular, we will consider these comments in the context of the DCO application for Scenario 2.</p>

#### 4.13 SAFEGUARDED LAND

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
A number of comments were made in support of safeguarding, recognising that this would provide long term certainty that any future options could be delivered.	We welcome the support expressed.
Many participants felt safeguarding was not justified and was contrary to the Airports Commission's decision which selected Heathrow to provide an additional runway within the south east of England.	The UK Aviation Strategy states that it is prudent for airport operators to continue with a safeguarding policy where this is in line with Government policy to maintain a supply of land for future national requirements and to ensure that inappropriate developments do not hinder sustainable aviation growth.
<p>A number of comments raised concerns about the potential uncertainty for local businesses and home owners located within and/or adjacent to the safeguarded land and the risk of blight.</p> <p>A number of organisations and local authorities commented on the potential for safeguarding to adversely impact investment within the area and constrain the ability to meet housing and employment needs within Crawley and West Sussex.</p>	We have carefully considered participants comments and concerns regarding uncertainty and blight, relating to all future growth scenarios, but in particular Scenario 3. We believe it is in the national interest to preserve this opportunity to build a new runway in the south east to meet longer term aviation demand growth.
There were a number of suggestions that the safeguarded land should be balanced with the short-medium term needs of the airport and land could be put to some effective use in the short term for temporary operations, buildings or even use for renewable energy (solar panels).	Policy GAT2 of the Crawley Local Plan confirms that minor development within this area, for instance changes of use and small-scale building works such as residential extensions, will normally be acceptable. Where appropriate, planning permission may be granted on a temporary basis. Gatwick are consulted on all planning applications within the safeguarded area.
Participants raised concerns that growth proposals could potentially blight nearby properties and businesses as a result of encroaching development, increased noise and traffic impacts.	We are preparing plans to identify the land required for the development proposals for the DCO application for Scenario 2, and the proposed scale and phasing of development. Draft proposals and preliminary environmental information will be included as part of a statutory public consultation, which will include those parties whose property interests may be affected, prior to the DCO application being submitted.

#### 4.14 SURFACE ACCESS

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
<p>A number of participants raised concerns that the road network is currently over capacity during peak periods and the suggested improvements within the draft master plan (i.e. M23 smart motorway and M23 spur) are not designed to accommodate future airport growth.</p> <p>Participants commented that further investment/upgrades to the highway network will be required to accommodate future airport growth.</p>	<p>A full Transport Assessment (TA) of traffic and other surface access impacts would be carried out as part of our DCO application for Scenario 2. The TA will assess the impacts of our proposals on the surrounding road network and, where necessary, will recommend appropriate mitigation measures.</p>
<p>Many participants raised concerns that other roads not referenced in the draft master plan are already affected and would be further affected by growth including A22, A24, A264 and A23 and that these sections of highway need to be considered in any traffic assessments.</p>	<p>We will engage with key transport stakeholders to develop our approach and assessment methodology for the TA for Scenario 2, including the extent of any assessment areas where it is likely that traffic impacts may arise.</p>
<p>Several participants suggested that a Local Roads Fund be considered, as it was for the second runway proposal, which could be used to fund highway improvements, including contributions towards the Western Relief Road around Crawley.</p>	<p>We will mitigate the likely significant effects associated with the proposed growth for Scenario 2. These effects will be identified through the TA and EIA processes.</p>
<p>Several participants requested that all committed and cumulative developments within the area be considered within traffic modelling in order to understand the full extent of impacts and determine the potential mitigation.</p>	<p>We can confirm that cumulative effects of the growth proposals for Scenario 2 together with other developments will be considered as part of the TA and EIA processes.</p>
<p>A number of participants raised concerns about traffic impacts on local villages and minor roads, which can be used as short cuts ('rat runs') and requested that these be given due consideration as part of any assessment work.</p>	<p>We would assess any potential rat running routes and, as appropriate, explore potential mitigation in consultation with the relevant highway authorities and local communities as part of preparing a DCO application for Scenario 2.</p>
<p>Concerns were raised in regard to the capacity and resilience of the rail network, and suggestions made that additional services are required, along with improved connections with other lines that run east-west, as well as Thameslink and potentially high-speed links with wider UK/Europe.</p>	<p>We are committed to seeking a 48% rail mode share by 2030. We will continue to engage with Network Rail and the train operators to understand existing and future rail capacity across the network and how this can support our proposed growth scenarios.</p>
<p>Several participants suggested that improvements be considered at rail stations along the route to encourage greater use of rail – including fast ticketing machines, more station parking, better facilities.</p>	<p>We will continue to work with Network Rail and train/station operators to determine current and future requirements for potential improvements to stations to inform all future growth scenarios.</p>
<p>Participants commented on the need for increased/improved/new routes for bus services from surrounding communities and consideration of more accessible/cheaper/free services.</p>	<p>As part of our ambitions to increase the use of public transport for passengers and airport staff, we will continue to engage with bus and coach providers to understand the potential requirements for additional services for all future growth scenarios.</p>

#### 4.14 SURFACE ACCESS

SUMMARY OF ISSUES	GATWICK'S INITIAL RESPONSE
Many participants suggested that we consider more ambitious modal shifts as part of the Surface Access Strategy including greater use of rail, coaches, cycling, car share incentives, electric vehicles	We have recently published our latest Surface Access Strategy (SAS) setting out targets for all modes of transport up to 2022. We will be preparing a series of strategies and measures to support future surface access impacts for Scenario 2. These will be outlined as part of our statutory public consultation for Scenario 2.
<p>The following issues were raised in regard to on-airport parking:</p> <ul style="list-style-type: none"> <li>Charges for airport car parking are high</li> <li>Charges for airport parking are too low and should be increased to discourage private car use</li> <li>Consideration should be given to a greater amount of block parking rather than multi-storey as it would allow for greater capacity</li> <li>The parking areas identified in the draft master plan are unlikely to provide sufficient spaces to accommodate growth</li> <li>A number of participants felt that further consideration should be given to improving the pick-up and drop-off arrangements</li> <li>Any new car parking should utilise brownfield land to avoid the loss of greenfield.</li> </ul>	<p>A part of any future parking strategy for all future growth scenarios will be to consider what appropriate levels of charging may be introduced. However, a number of the car parks at Gatwick are operated by third parties, meaning we have no control over charges.</p> <p>As we develop our designs for Scenario 2, consideration will be given to the most appropriate forms of car parking.</p> <p>We will also consider the design and arrangement of the drop-off zones (DOZs).</p> <p>We will seek to prioritise brownfield land for additional parking, wherever possible, but the use of greenfield land is likely to be required in order to ensure that sufficient levels of on-airport parking can be made available and support local planning policy.</p>
A number of participants raised concerns about the potential increase in illegal off-airport car parking within business district and residential areas as a result of the growth, and the associated requirements for councils to undertake enforcement action.	Off-site parking will not form part of our proposals for the DCO application for Scenario 2 and issues related to such sites should be dealt with through the local authorities' planning enforcement powers.
A small number of participants queried whether the statement regarding 'no off-airport parking' meant that we would not be considering future park and ride (P&Rs) sites and whether there was any implication for existing P&Rs.	There are no proposals to provide off-airport parking related to any of our future growth scenarios. This does not affect in any way the operation of existing P&R sites across the local area which provide a convenient and accessible means of public transport for many people travelling to/from the airport.
A number of participants offered suggestions on ways that accessibility and connectivity to north and south terminals could be improved to reduce private vehicle use. Suggestions included the creation of a bridge connecting both terminals, a new flyover or road/walking tunnels.	As indicated within the draft master plan, we are considering potential enhancements to the north and south terminal roundabout for the DCO application for Scenario 2.
Many participants sought reassurance that full consideration of construction impacts and freight movements will be included in any assessment work.	Our TA for the DCO application for Scenario 2 will consider the potential impacts of both the construction and operational phases of the development.

As part of the DCO process outlined in the next section, a Preliminary Environmental Information Report will be provided alongside the pre-application statutory consultation for Scenario 2. This will provide the public and statutory consultees with further information in relation to many of the issues identified in this section, ahead of the presentation of the full EIA which will be available when the DCO application is submitted.

## 5. NEXT STEPS

We understand that some people are opposed to growth at Gatwick, and we have had regard to the reasons for that opposition. However, we remain of the view that growth of the airport is the right strategy.

The importance to the UK economy of having sufficient airport capacity is made clear in the Airports NPS and emerging UK Aviation Strategy.

We consider that there are substantial economic benefits from expanding Gatwick to make best use of its existing runways. These will be realised in terms of local employment and wider economic benefits. On that basis we will focus on developing and appraising proposals that build on Scenario 2.

As we outlined within our draft master plan, Scenario 2 would result in an increase in airport capacity of greater than 10 mppa, which means it meets the thresholds to be a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.

As such, we would need to apply to the Secretary of State for Transport for a Development Consent Order (DCO) to authorise the proposed development. NSIP applications are examined by the Planning Inspectorate (PINS) and decided by the Secretary of State for Transport.

As part of this process there would be another opportunity to give your views on our proposals before we submit them for examination.

But before then we still have a lot of work to do. We have to carry out further surveys and studies to help us refine and design our preferred scheme proposals, understand the potential impacts and identify any necessary mitigation measures, together with both environmental and socio-economic enhancements which could be realised as part of the development proposals.

We will be contacting people and businesses with an interest in any land that may be affected, so that we can work with them to carry out more detailed on-the-ground environmental surveys and other studies. This is to help us understand in more detail the environmental constraints, potential impacts and mitigation required.

We'll also be commencing discussions with key stakeholders and regulators, as well as engaging with local businesses, community members and representatives.

Throughout the process we will keep talking and listening to everyone with an interest in the scheme. There will also be regular updates and information on our website at [gatwickairport.com/growing-gatwick](http://gatwickairport.com/growing-gatwick)

Alongside the consultation we will undertake, we are committed to carrying out a full Environmental Impact Assessment (EIA) in line with relevant legislation and as an integral part of the DCO process. This will enable us to assess and understand the likely environmental impacts of our expansion plans. To inform this assessment and consult on the process and findings, there are four key stages proposed:

**1. Baseline data gathering and surveys:** gathering of baseline information and surveys will address all relevant environmental considerations, including ecology, noise, air quality, archaeology, heritage, carbon, water, land quality and surface access transport.

**2. An environmental scoping exercise:** the proposed scope and methodology for the assessment will be described in a scoping report and submitted to the Planning Inspectorate (PINS). This will be reviewed by local authorities and statutory bodies to enable PINS to give a scoping opinion which will be published on their website.

**3. A Preliminary Environmental Information Report** will be prepared, taking on board the scoping opinion from PINS and describing the findings of the assessment so far. This will be submitted to PINS, local authorities and statutory bodies, and be publicly available for feedback, as part of the statutory consultation process.

**4. A Comprehensive Environmental Statement** will be prepared, taking on board feedback from the statutory consultation, describing the findings of all assessments. This will be submitted as part of the DCO application. It will describe the significant impacts identified through the EIA process. As part of our approach to development, our transport planning, sustainability, economic and environment teams will work, having regard to the initial consultation feedback, to ensure sustainable development principles are embedded from the outset. The design will seek to avoid and manage adverse impacts where practicable, and to adopt appropriate mitigation and enhancement measures where necessary.

The timeline for preparing a potential DCO application will be dependent on the durations of the key stages for data gathering, surveys, environmental impact assessment and consultation feedback.

# APPENDICES

## A.1 Consultation questions

YOUR LONDON AIRPORT  
*Gatwick*

### Gatwick Airport Draft Master Plan Consultation Response Form

**This consultation will run from 18 October 2018 to 5pm on 10 January 2019.**

#### Background

Gatwick's last master plan was published in 2012. We are now publishing a new draft master plan to explain our latest thinking on how the airport can meet the growing demand for air travel and provide Britain with enhanced global connectivity beyond 2030.

Full details on Gatwick Airport's draft master plan 2018 can be found here:  
[www.gatwickairport.com/masterplan2018](http://www.gatwickairport.com/masterplan2018)

As part of this consultation, we are asking members of the public, organisations and any other interested parties to give us their views on our proposals by completing this response form. You may add extra sheets if needed.

#### How to provide your comments

Please reply by 10 January 2019 by sending this response form to the following freepost address:

- Freepost GAL DRAFT MASTERPLAN CONSULTATION

Alternatively, to help reduce impact on the environment, you can respond to this consultation electronically, either online or by email:

- Online: [www.gatwickairport.com/masterplan2018](http://www.gatwickairport.com/masterplan2018)
- By email: [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)

Please bear in mind this is a consultation, not a "vote". We will take responses into account along with a wide range of other information. You do not have to answer all of the questions if you do not want to and, if you do not have any comments, please leave the box(es) blank.

Gatwick Airport Limited cannot accept responsibility for responses that are sent to any address or links other than those stated above.

**Thank you for your help.**



## A.1 Consultation questions

### Confidentiality and Data Protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Environmental Information Regulations (EIR) 2004, the Data Protection Act (DPA) 2018, and the General Data Protection Regulation (GDPR).

Please be aware that, under the EIR, there is a statutory Code of Practice with which we must comply and which deals with, amongst other things, obligations of confidence. In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances.

If you want information that you provide to be treated as confidential please tick ☒ the box below.

☐

I want my response to be treated as confidential.

PLEASE WRITE YOUR REASONS IN THE BOX BELOW

Gatwick Airport Ltd has commissioned the independent research organisation, Ipsos MORI to receive and analyse responses to the consultation, and to prepare a report of the findings. Both Gatwick Airport Ltd and Ipsos MORI will process your personal data in accordance with the Data Protection Act 2018 and in accordance with GDPR. If you change your mind about us using your personal information during the analysis stage, you have a right to have the relevant information deleted. If this is the case, please email [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com) by the end of the consultation period, on 10 January 2019.

To view Gatwick's Privacy Policy please visit <https://www.gatwickairport.com/privacy-policy>

## A.1 Consultation questions

### PART ONE. CONSULTATION QUESTIONS

As part of the draft master plan, we are proposing to grow Gatwick by making best use of the existing runways in line with Government policy. The benefits of growing Gatwick would include more choice of destinations for passengers, as well as additional employment opportunities and benefits to the wider economy. We are proposing to make Gatwick a more efficient airport, while at the same time mitigating our impact on the environment.

**Q1.** Given the above, to what extent, if at all, do you support or oppose the principle of growing Gatwick by making best use of the existing runways in line with Government policy? Before answering, you will find it useful to read Chapters 4 and 5 in the full version of the draft master plan.

PLEASE TICK ✓ ONE BOX ONLY

Strongly support	Tend to support	Neither support nor oppose	Tend to oppose	Strongly oppose	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q2.** Please explain why you hold this view.

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

A.1 Consultation questions

**Q3.** Given the draft master plan looks out beyond 2030, to what extent, if at all, do you agree or disagree that land that has been safeguarded since 2006 should continue to be safeguarded for the future construction of an additional main runway? Before answering, you will find it useful to read Section 5.4 in the full version of the draft master plan.

PLEASE TICK ☒ ONE BOX ONLY

Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q4.** Please explain why you hold this view.

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

## A.1 Consultation questions

**Q5.** What more, if anything, do you believe should be done to maximise the employment and economic benefits resulting from Gatwick's continued growth? Before answering, you will find it useful to read Section 5.6 and Chapter 7 in the full version of the draft master plan.

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

**Q6.** What more, if anything, do you think should be done to minimise the noise impacts of Gatwick's continued growth? Before answering, you will find it useful to read Sections 4.5, 5.5, 6.4 and 6.5 in the full version of the draft master plan.

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

## A.1 Consultation questions

**Q7.** What more, if anything, do you think should be done to minimise the other environmental impacts of Gatwick's continued growth? Before answering, you will find it useful to read Sections 4.5, 5.5 and Chapter 6 in the full version of the draft master plan.

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

**Q8.** Do you believe our approach to community engagement, as described in the draft master plan, should be improved, and if so, how? Before answering, you will find it useful to read Chapter 8 in the full version of the draft master plan.

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

## A.1 Consultation questions

**Q9.** If you make use of Gatwick, what areas of passenger experience would you like to see improved?

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

**Q10.** Are there any aspects of our Surface Access Strategy that you believe should be improved and, if so, what are they? Before answering, you will find it useful to read Section 4.4 in the full version of the draft master plan.

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX



## A.1 Consultation questions

**Q11.** Do you have any other comments to make about the Gatwick Airport draft master plan?

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

## A.1 Consultation questions

### PART TWO. ABOUT YOU

#### Q12. Which, if any, of the following applies to you?

PLEASE TICK ✓ AS MANY BOXES AS APPLY

- |   |  |
|---|--|
| <input type="checkbox"/> I work at Gatwick Airport                      | <input type="checkbox"/> A member of my family's job is dependent on Gatwick Airport |
| <input type="checkbox"/> A member of my family works at Gatwick Airport | <input type="checkbox"/> None of these   |
| <input type="checkbox"/> My job is dependent on Gatwick Airport         | <input type="checkbox"/> Don't know  |

#### Q13. Are you responding on your own behalf or on behalf of an organisation or group?

PLEASE TICK ✓ ONE BOX ONLY

- ☐ I am providing my own response – *CONTINUE TO Q14*
- ☐ I am providing a response on behalf of an organisation or group – *GO TO Q17*

PLEASE ANSWER QUESTIONS 14 TO 16 IF YOU ARE RESPONDING AS AN INDIVIDUAL AND PROVIDING YOUR OWN RESPONSE. IF YOU ARE RESPONDING ON BEHALF OF AN ORGANISATION OR GROUP, PLEASE GO TO QUESTION 17.

We would be grateful if you could answer the following questions to aid us in analysing the results of the consultation.

#### Q14. How old are you?

PLEASE TICK ✓ ONE BOX ONLY

- |                                |                                |                                      |  |
|--------------------------------|--------------------------------|--------------------------------------|--|
| <input type="checkbox"/> 16-24 | <input type="checkbox"/> 25-34 | <input type="checkbox"/> 35-44       | <input type="checkbox"/> 45-54             |
| <input type="checkbox"/> 55-64 | <input type="checkbox"/> 65-74 | <input type="checkbox"/> 75 and over | <input type="checkbox"/> Prefer not to say |

#### Q15. Which of the following describes how you think of yourself?

PLEASE TICK ✓ ONE BOX ONLY

- |                               |                                 |   |  |
|-------------------------------|---------------------------------|---|--|
| <input type="checkbox"/> Male | <input type="checkbox"/> Female | <input type="checkbox"/> In another way | <input type="checkbox"/> Prefer not to say |
|-------------------------------|---------------------------------|---|--|

## A.1 Consultation questions

### Q16. What is your ethnic group?

PLEASE TICK ☒ ONE BOX ONLY TO BEST DESCRIBE YOUR ETHNIC GROUP OR BACKGROUND

#### White

☐ English / Welsh / Scottish / Northern Irish / British

☐ Irish

☐ Gypsy or Irish Traveller

☐ Any other White background  
PLEASE WRITE IN BELOW:

#### Black / African / Caribbean / Black British

☐ African

☐ Caribbean

☐ Any other Black / African / Caribbean background  
PLEASE WRITE IN BELOW:

#### Mixed / multiple ethnic groups

☐ White and Black Caribbean

☐ White and Black African

☐ White and Asian

☐ Any other mixed / multiple ethnic groups  
PLEASE WRITE IN BELOW:

#### Any other ethnic group

☐ Arab

☐ Any other background  
PLEASE WRITE IN BELOW:

☐ Prefer not to say

#### Asian / Asian British

☐ Indian

☐ Pakistani

☐ Bangladeshi

☐ Chinese

☐ Any other Asian background  
PLEASE WRITE IN BELOW:

## A.1 Consultation questions

PLEASE ANSWER QUESTIONS 17 TO 20 IF YOU ARE PROVIDING A RESPONSE ON BEHALF OF AN ORGANISATION OR GROUP.

### Details of the organisation or group

**Q17.** What is your name, role and name and address of organisation/group on whose behalf you are submitting this response? These details of your organisation or group may appear in the final report.

PLEASE WRITE IN BELOW

Your name:
Your role:
Organisation / group:
Address of organisation / group:

**Q18.** What category of organisation or group are you representing?

PLEASE TICK ☒ ALL BOXES THAT APPLY

<input type="checkbox"/> Academic (includes universities and other academic institutions)	<input type="checkbox"/> Statutory agency
<input type="checkbox"/> Action group	<input type="checkbox"/> Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
<input type="checkbox"/> Aviation group	<input type="checkbox"/> Professional body
<input type="checkbox"/> Elected representative (includes MPs, MEPs, and local councillors)	<input type="checkbox"/> Charity / voluntary sector group
<input type="checkbox"/> Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)	<input type="checkbox"/> Other (PLEASE WRITE IN BELOW)
<input type="checkbox"/> Local Government (includes county councils, district councils, parish and town councils and local partnerships)	<div style="border: 1px solid black; height: 100px; width: 100%;"></div>
<input type="checkbox"/> Other representative group (includes chambers of commerce, trade unions, political parties and professional bodies)	

## A.1 Consultation questions

**Q19.** Please write in the total number of members in the organisation or group that you are representing. Please include yourself in the total, if applicable.

PLEASE WRITE IN BELOW

**Q20.** Please tell us who the organisation or group represents, and where applicable, how views of members were assembled.

PLEASE WRITE IN BELOW

## Thank you for your comments

Please reply by 10 January 2019 to the following address. You do not need a stamp.

**Freepost GAL DRAFT MASTERPLAN CONSULTATION**

You can also respond by completing this response form online at [www.gatwickairport.com/masterplan2018](http://www.gatwickairport.com/masterplan2018) or by sending your response by email to [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)

Please only use the response channels described in this response form when responding to this consultation. Gatwick Airport Ltd cannot accept responsibility for ensuring that responses sent to any other addresses or links will be included. We will acknowledge receipt of email and online submissions, but we are not able to acknowledge postal submissions.

## A.2 Technical note on coding and consultation methodology

### Approach to coding and analysis

Analysis of the responses required coding of the data. Coding is the process by which each individual response is matched against a series of themes that Gatwick Airport Limited (Gatwick) and Ipsos MORI compiled, so that the content can be summarised, classified and tabulated. Each of these codes represents a discrete issue or viewpoint raised by a participant or number of participants in their verbatim responses.

The complete coding frame is comprehensive in representing the whole range of issues or viewpoints given across all the responses. The codes were continually developed throughout the consultation period as further responses were coded to ensure that any new viewpoints that emerged were captured and no nuances lost. Any one response may have had a number of different codes applied to it if a participant made more than one point or addressed a number of different themes or viewpoints. Comments were coded in the section of the code frame they related to, rather than on a question-by-question basis.

The same code frame was developed for analysing both response forms and letters/emails from the general public. The responses from stakeholder organisations tended to be more detailed and so analysis of these responses was more qualitative in nature. The key themes and issues were drawn out and summarised, rather than being coded into the structured code frame. A full list of the organisations that responded are found in Appendix A.3. The list excludes those who requested confidentiality or responded anonymously.

### Receipt and handling responses

The handling of consultation responses was subject to a rigorous process of checking, logging and confirmation to ensure a full audit trail. All original electronic and hard copy responses remained securely filed, catalogued and serial numbered for future reference. Stakeholder organisation responses to open questions in the response form, and unstructured responses via email and post were analysed and coded into the main coded data set.

### Developing an initial codeframe

Coding is the process by which free-text comments, answers and responses are matched against standard codes from a coding frame compiled to allow systematic statistical and tabular analysis. The codes within the coding frame represent an amalgam of responses raised by those registering their view and are comprehensive in representing the range of opinions and themes given.

The Ipsos MORI coding team drew up an initial code frame for each open-ended free-text question using the first 100 responses. An initial set of codes was created by drawing out the common themes and points raised across all response channels by refinement. Each code thus represents a discrete view raised. The draft coding frame was then presented to the Ipsos MORI consultation team and shared with the Gatwick draft master plan project team. The code frame was continually updated throughout the analysis period to ensure that newly emerging themes within each refinement were captured.

Some of those who answered question five in the response form made comments about other areas or other comments not relevant to maximising the employment and economic benefits resulting from Gatwick's continued growth. To avoid repetition, such comments are included in the relevant section of this report (e.g. comments made about the environment at question five are included in the question seven section about the environment and so on).

### Coding software

Ipsos MORI used the web-based Ascribe coding system to code all open-ended free-text responses found within completed response forms and from the free-form responses (i.e. those that were letters and emails etc.). Ascribe is a proven system which has been used on numerous large-scale consultation projects. Responses were uploaded into the Ascribe system, where the coding team worked systematically through the verbatim comments and applied a code to each relevant part(s) of the verbatim comment.

The Ascribe software has the following key features:

- Accurate monitoring of coding progress across the whole process, from scanned image to the coding of consultation responses.
- An "organic" coding frame that can be continually updated and refreshed; not restricting coding and analysis to initial response issues or "themes" which may change as the consultation progresses.
- Resource management features, allowing comparison across coders and question/issue areas. This is of importance in maintaining high quality coding across the whole coding team and allows early identification of areas where additional training may be required.
- A full audit trail – from verbatim response to codes applied to that response. Coders were provided with an electronic file of responses to code within Ascribe. Their screen was divided, with the left side showing the response along with the unique identifier, while the right side of the screen showed the code frame. The coder attached the relevant code or codes to these as appropriate and, where necessary, alerted the supervisor if they believed an additional code might be required.

If there was other information that the coder wished to add they could do so in the "notes" box on the screen. If a response was difficult to decipher, the coder would get a second opinion from their supervisor or a member of the project management team. As a last resort, any comment that was illegible was coded as such and reviewed by the Coding Manager.



## Briefing coders and quality control

A team of coders worked on the project, all of whom were fully briefed and were conversant with the Ascribe coding software. This team also worked closely with the Ipsos MORI project management team during the set-up and early stages of code frame development.

The core coding team took a supervisory role throughout and undertook the quality checking of all coding. Using a reliable core team in this way minimises coding variability and thus retains data quality. To ensure consistent and informed coding of the verbatim comments, all coders were fully briefed on the proposals and the background to the consultation prior to working on this project. The coding manager undertook full briefings and training with each coding team member. All coding was carefully monitored to ensure data consistency and to ensure that all coders were sufficiently competent to work on the project.

The coder briefing included background information and presentations covering the questions, the consultation process and the issues involved, and discussion of the initial coding frames. The briefing was carried out by Ipsos MORI's executive team.

All those attending the briefings were instructed to read, in advance, the consultation document and go through the response form. Examples of a dummy coding exercise relating to this consultation were carefully selected and used to provide a cross-section of comments across a wide range of issues that may emerge.

Coders worked in close teams, with a more senior coder working alongside the more junior members, which allowed open discussion to decide how to code any open-ended free-text comment. In this way, the coding management team could quickly identify if further training was required or raise any issues with the project management team.

The Ascribe package also afforded an effective project management tool, with the coding manager reviewing the work of each individual coder and having discussions with them where there was variance between the codes entered and those expected by the coding manager.

To check and ensure consistency of coding, a minimum of 10% of coded responses were validated by the coding supervisor team and the executive team, who checked that the correct codes had been applied and identified issues where necessary.

## Codeframe development

An important feature of the Ascribe system is the ability to extend the code frame "organically" direct from actual verbatim responses throughout the coding period.

The coding teams raised any new codes during the coding process when it was felt that new issues were being registered. To ensure that no detail was lost, coders were briefed to raise codes that reflected the exact sentiment of a response, and these were then collapsed into a smaller number of key themes at the analysis stage. During the initial stages of the coding process, regular weekly meetings were held between the coding team and Ipsos MORI executive team to ensure that a consistent approach was taken to raising new codes and that all extra codes were appropriate and correctly assigned. In particular, the coding frame sought to capture precise nuances of participants' comments in such a way as to be comprehensive.

## Data processing

Once coding was complete, and all data streams combined, a series of checks were undertaken to ensure that the data set was comprehensive and complete. The initial check was to match the log files of serial numbers against the resultant data files to ensure that no responses were missing.

In the case of any forms logged that could not be found in the dataset, the original was retrieved from the filed storing boxes, captured then coded and verified as appropriate. A check was then run again to ensure records existed for all logged serial numbers. During this process it was also possible to identify any duplicate free-format responses (e.g. where two cases for the same serial number appeared).

## Free text responses

The consultation included nine free-text questions which were exploratory in nature and allowed participants to feed back their views in their own words. Not all participants chose to answer all questions, as they often had views on certain aspects of the consultation, and made their views on these clear, but left other questions blank. Therefore, there were blank responses to certain questions. The figures in this report are based on all participants commenting on the issues relating to the question (i.e. excluding those who did not answer) and this means that the base size (number of people the results for the question are based on) is different for each question.

Verbatim comments are included in this report to illustrate and highlight key issues that were raised. These are included in the report in italics. These quotes have been selected to provide a mix of positive and negative comments and to represent the views of both members of the public and stakeholders.

As our analysis explores the themes which have emerged from what participants wrote in response to the consultation, these numbers need to be considered in that context. Some participants have not necessarily expressed positive or negative views. Where this is the case, it is not possible to infer levels of support or opposition towards the draft master plan. It is also possible and valid for the same participant to provide positive, negative and neutral comments within a single response. It is also important to note that this report is a summary of the views of participants about the principles being consulted upon. Participant's comments about or interpretations of these principles may themselves be inaccurate or open to question.

## Bespoke responses

Some participants chose not to use the online response form and instead submitted bespoke free text written comments via email (sometimes with attachments). Participants using the online response form were directed to the consultation document and answered specific questions about the proposals being consulted upon. It could not be known to what extent participants were aware of, or had read the consultation documents, or whether they were aware of the wording of the questions on the consultation questionnaire.

### Organised campaign responses

It is common in public consultations for interest or campaign groups to ask their members, supporters and others to submit responses conveying the same specific views. An organised campaign is defined as a co-ordinated approach by an individual or organisation to facilitate others into submitting responses. The outputs may include suggested response text provided on campaign website. Where such identical/near identically worded responses were received these were treated as organised campaign responses.

The very nature of many campaigns makes submitting a response to a consultation relatively easy, but the use of suggested text does mean that the individuals reasoning or opinion behind each response is less certain. Where additional comments were provided in addition to the 'standard' campaign response, these were captured separately.

A total of 502 organised campaign responses were submitted as part of the consultation, which relate to the seven campaign. 3.10 of this report provides a summary of the organised campaign responses that were received. It includes one bespoke response made, as these were coded

### Interpreting the findings

While a consultation exercise is a valuable way to gather opinions about a wide-ranging topic, there are a number of points to always bear in mind when interpreting the responses received. While the consultation was open to everyone, the participants were self-selecting, and certain types of people may have been more likely to contribute than others. This means that the responses can never be representative of the population as a whole, as would generally be the case with a sample survey.

Typically, with any consultation, there can be a tendency for responses to come from those more likely to consider themselves affected and more motivated to express their views. For example, in this consultation it might be expected that those who live in areas which planes from Gatwick fly over are more likely to respond to the consultation than those who don't.

It must be understood, therefore, that the consultation as reflected through this report can only aim to catalogue the various opinions of the members of the public and organisations who have chosen to respond to the proposals. It can never measure in fine detail the exact strength of particular views or concerns amongst members of the public, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive, representative statement of public and business opinion.

While attempts are made to draw out the variations between the different audiences, it is important to note that responses are not directly comparable. Across the different elements of the consultation, participants will have chosen to access differing levels of information about the proposals. Some responses are therefore based on more information than others and may also reflect differing degrees of interest across participants.

It is important to note that the aim of the consultation process is not to gauge the popularity of an answer per se; rather it is a process for identifying new and relevant information that should be taken into account in the decision-making process. All relevant issues are therefore considered equally whether they are raised by a single participant or a majority; a consultation is not a referendum, for reasons such as those mentioned above. Gatwick will feed both quantitative and qualitative data from this consultation into drawing up a revised master plan.

Quotes have been included to give a flavour of what participants were saying. Quotes may have been edited to correct for spelling and grammatical errors, or to protect confidentiality.

## A.3 List of organisational responses

The following is a list of organisations who responded to Gatwick Airport's draft master plan consultation. Any organisation that took part in the consultation using the online or paper form were able to select which category they belonged to. Organisations that responded by email were allocated to categories by Ipsos MORI to the best of its judgement. A total of seven organisations requested confidentiality, and as such are not listed here.

### Academic Institutions

- Chichester College Group
- Surrey Employment and Skills Board
- University of Brighton
- University of Sussex

### Action Groups

- Campaign Against Climate Change
- Campaign Against Gatwick Noise Emissions (CAGNE)
- East Sussex Communities for the Control of Air Noise (ESCCAN)
- Gatwick Area Conservation Campaign (GACC)
- Gatwick Area Nightflight Nightmare (GANN)
- Gatwick Obviously Not (GON)
- High Weald Councils Aviation Action Group
- Plane Justice Ltd
- Plane Wrong
- Tunbridge Wells Aircraft Noise Study Group
- Tunbridge Wells Anti-Aircraft Noise Group (TWANG)

### Aviation

- Dnata
- easyJet
- Menzies
- NATS
- Norwegian Group
- The Guild of Air Traffic Control Officers (GATCO)
- Westjet

### Businesses

- 4D Data Centres
- Aberdeen Property Authorised Investment Fund
- Acro Aircraft Seating Ltd
- Airport Industrial Property Unit Trust
- Akasis Ltd
- Assurity Consulting
- BM Air Ltd
- Bon Appetit
- Caviar House Airport Premium UK Ltd.
- Chemigraphic Ltd

- Clayton Farm Partnership
- Cotribe Co-working and Innovation
- Crawley Down Holdings, Crawley Down Group and aph.com
- Crawley Homes
- DJW Health Ltd
- Eightspace LLP
- Electronic Temperature Instruments Limited
- Fuel 4
- Hanson Concrete
- HNW Architects
- Holiday Extras Ltd
- Homes England
- Jain Aviation Consultants
- KBA Property
- Kinnarps UK Ltd
- Kreston Reeves LLP
- Kulana Travel Ltd
- LeGatwick and General Capital
- Manor Royal Bid Company
- MHA Carpenter Box
- Military History Books Ltd
- Moneycorp
- NCA
- Nestle UK
- PRC Architecture and Planning Ltd
- Pret a Manger
- Shaking Hands Interactive Partnership
- Sharp Minds Agency
- SSP The Food Travel Experts
- Stanhill Court Hotel
- Storm12 Ltd
- The Creative Group
- The Platinum Publishing Group
- The Restaurant Group
- The Wilky Group
- Vail Williams LLP
- Wilson James Ltd
- Windsor Developments
- WS Planning & Architecture
- WT Lamb Holdings

### Elected representatives

- Cllr Johnny Denis, Councillor for Ouse Valley & Ringmer Ward (Lewes District Council)
- Cllr Matthew Dickins, Councillor for Cowden & Hever Ward (Sevenoaks DC)
- Cllr Patrick Cannon, Tandridge DC
- Crispin Blunt, MP For Reigate (on behalf of the Gatwick Co-Ordination Group)
- Greg Clark, MP for Tunbridge Wells
- Keith Taylor, MEP for South East England
- Lewes District Councillors
- Sir Nicholas White, Councillor for Dormandsland & Felcourt Ward (Tandridge DC)
- Tom Tugendhat, MP for Tonbridge & Malling

### Environment, Heritage, Amenity and Community Groups

- Campaign to Protect Rural England–Sussex
- Campaign to Protect Rural England–Surrey Aviation Group
- Culverden Residents' Association
- Hever Castle
- High Weald Joint Advisory Committee–Area of Outstanding Natural Beauty Unit (AONB)
- Holmwood Park Residents Association
- Ifield Village Conservation Area Advisory Committee
- Keep Southwater Green
- Langton Green Village Society
- Norwood Hill Residents
- Nutfield Conservation Society
- Penshurst Place and Gardens
- Royal Tunbridge Wells Town Forum
- South Downs National Park Authority
- Sussex Community Rail Partnership Ltd.
- Sussex Wildlife Trust
- The Wiggonholt Association
- Woodland Trust

### Local Government – Local Authorities

- Chichester District Council
- Crawley Borough Council
- Croydon Borough Council
- East Sussex County Council
- Eastbourne Borough Council
- Horsham District Council
- Kent County Council
- Mid Sussex District Council
- Mole Valley District Council
- Reigate & Banstead Borough Council
- Royal Borough of Kingston Upon Thames
- Surrey County Council
- Tandridge District Council
- Tonbridge & Malling Borough Council
- Tunbridge Wells Borough Council
- Waverley Borough Council
- Wealden District Council
- West Sussex County Council

### Local Government – Parish/Town Councils

- Abinger Parish Council
- Association of Parish Councils Aviation Group (APCAG)
- Balcombe Parish Council
- Betchworth Parish Council
- Bletchingley Parish Council
- Buckland Parish Council
- Capel Parish Council
- Caterham Valley Parish Council
- Charlwood Parish Council
- Chiddingstone Parish Council
- Cowden Parish Council
- Cranleigh Parish Council
- Cuckfield Parish Council
- Dormansland Parish Council
- East Grinstead Town Council
- Ebernoe Parish Council
- Forest Row Parish Council
- Frant Parish Council
- Godstone Parish Council
- Hadlow Down Parish Council
- Hever Parish Council
- Horley Town Council
- Horsham Denne Neighbourhood Council
- Kirdford Parish Council
- Leigh Parish Council
- Lingfield Parish Council
- Loxwood Parish Council
- Newdigate Parish Council
- North Horsham Parish Council
- Nutfield Parish Council
- Ockley Parish Council
- Parham Parish Council
- Plaistow & Ifold Parish Council.
- Rudgwick Parish Council
- Rusper Parish Council
- Rusthall Parish Council
- Salfords & Sidlow Parish Council
- Slinfold Parish Council
- Speldhurst Parish Council
- Twineham Parish Council
- Warnham Parish Council
- West Hoathly Parish Council
- Withyham Parish Council
- Worth Parish Council

### Statutory Agencies

- Environment Agency
- Highways England
- Natural England
- Network Rail

### Transport, infrastructure or utility organisation

- British International Freight Association (BIFA) – Gatwick Members
- Motorline
- Railfuture
- Road Haulage Association Ltd
- Thakeham Group
- Transport for the South East
- Transport for London (TfL)

### Other Representatives or Groups

- Association of British Travel Agents (ABTA)
- Brighton & Hove Economic Partnership
- British Chamber of Commerce
- Business South
- Chichester Chamber of Commerce and Industry
- Coast to Capital Local Enterprise Partnership
- Coastal West Sussex Partnership (CWS)
- Eastbourne & District Chamber of Commerce
- Federation of Small Businesses
- Gatwick Airport Consultative Committee (GATCOM)
- Gatwick Diamond Business
- Hailsham Chamber of Commerce
- Kent Invicta Chamber of Commerce
- London Chamber of Commerce and Industry
- London First
- Surrey Chambers of Commerce
- Surrey Green Party
- Sussex Chamber of Commerce
- The Business Community
- The Chartered Institute of Logistics and Transport
- The Croydon Business Network
- The Gatwick Diamond Initiative
- Uckfield Chamber of Commerce
- Unite the Union
- Visit Guildford
- Worthing & Adur Chamber of Commerce

## A.4 Resident and business letter and leaflet

# YOUR LONDON AIRPORT *Gatwick*

18 OCTOBER 2018

### **GATWICK AIRPORT DRAFT MASTER PLAN 2018**

Gatwick Airport has published a draft master plan for ongoing development and sustainable growth at the airport. It sets out how the airport can meet the growing demand for air travel and deliver connections to global opportunities.

In the draft master plan we explain how we intend to develop and grow in a sustainable way into the early 2030s, creating the right balance between securing economic growth and managing environmental impact.

Gatwick Airport today makes a significant contribution to both the regional and national economy, supporting 85,000 jobs (with 24,000 people employed at the airport itself) and adding £5.3bn to GDP. Through this draft Master Plan, we are seeking to grow that contribution by unlocking new connections, jobs and trade.

As you are local to the airport, your views are important to us and so we have launched a 12-week public consultation, full details of which can be found in the enclosed leaflet. Please join us at one of our five public exhibitions or alternatively you can view all the information, including the master plan – both in full and summary – online at [www.gatwickairport.com/masterplan2018](http://www.gatwickairport.com/masterplan2018). A feedback form will be available both online and at our public exhibitions.

We very much hope that you are able to participate and to let us have your feedback; consultation closes at 5pm on 10<sup>th</sup> January 2019. If you have any questions regarding the consultation, please call 0808 168 7925 or email [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)

Yours Sincerely



Stewart Wingate  
Chief Executive Officer



## A.4 Resident and business letter and leaflet

# GATWICK AIRPORT

## DRAFT MASTER PLAN 2018 PUBLIC CONSULTATION



This is your opportunity to learn about our plans for sustainable growth and to let us know what you think.

[gatwickairport.com/masterplan2018](http://gatwickairport.com/masterplan2018)

YOUR LONDON AIRPORT  
*Gatwick*



CONTRIBUTES  
**£5.3bn**  
TO THE UK'S GDP



SUPPORTS  
**85,000**  
JOBS IN THE UK



**24,000**  
PEOPLE EMPLOYED  
AT THE AIRPORT ITSELF

**Gatwick Airport** has published a draft master plan for ongoing development and growth at the airport. It explains our latest thinking on how the airport can meet the growing demand for air travel and provide Britain with enhanced global connectivity.

Our draft master plan also explains how we intend to do everything we can to develop and grow in a sustainable way, creating the right balance between economic growth and environmental impact. We want to know what you think and have launched a consultation which runs until 10 January 2019.

Come along to one of our public exhibitions where representatives from Gatwick will be available to provide more information and receive your feedback. Simply drop in to any of the venues at a time convenient for you.

### PUBLIC EXHIBITIONS

**Saturday 3rd November 15:30-19:30**

The Barn, Causeway, Horsham, RH12 1HE

**Thursday 8th November 15:30-19:30**

Centrale Shopping Centre, Croydon, CR0 1TY

**Saturday 10th November 11:00-17:00**

Royal Victoria Place Shopping Centre, Tunbridge Wells, TN1 2SS

**Monday 12th November 15:30-19:30**

Churchill Square Shopping Centre, Western Road, Brighton, BN1 2RG

**Saturday 17th November 11:00-17:00**

County Mall Shopping Centre, Crawley, RH10 1FG

Alternatively, all of our consultation information is available online:

[gatwickairport.com/masterplan2018](http://gatwickairport.com/masterplan2018)

For more information, call: 0808 168 7925

or email us at: [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)

YOUR LONDON AIRPORT  
*Gatwick*



## A.5 Initial email to stakeholders

### INITIAL EMAIL TO STAKEHOLDERS – 18<sup>TH</sup> OCTOBER 2018

Good morning,

As the UK heads towards an important new chapter, Gatwick is today unveiling a draft Master Plan for ongoing development and sustainable growth at the airport, which sets out how the airport can meet the growing demand for air travel and deliver connections to global opportunities.

The draft Master Plan explains how Gatwick intends to develop and grow in a sustainable way into the early 2030s, creating the right balance between economic growth and environmental impact, across three scenarios:

1. Using new technologies to **increase capacity on Gatwick's existing Main Runway**;
2. A plan to **bring the airport's existing Standby Runway into routine use** alongside the Main Runway;
3. Continuing to **safeguard the land for an additional runway** in the future, while not actively pursuing one today

The proposals are in line with the government's policy support for making best use of existing runways and will deliver highly-productive, incremental new capacity with minimal environmental impact, to complement expansion schemes at other airports across the South East.

Gatwick today makes a significant contribution to both the regional and national economy, supporting 85,000 jobs and adding £5.3bn to GDP, and through this draft Master Plan, is seeking to grow that contribution by unlocking new connections, jobs and trade.

We believe the plans offer safe, agile, low-impact ways of unlocking much-needed new runway capacity from within our existing infrastructure - however, it is important that everyone has their say so we look forward to hearing the views of our local communities, partners and stakeholders.

A 12-week public consultation is now live at [www.gatwickairport.com/masterplan2018](http://www.gatwickairport.com/masterplan2018) and will include five public exhibitions in our local area, which will help inform the publication of the final Master Plan early next year. We would welcome your views and encourage you to respond before it closes at 5pm on 10 January 2019.

If you have any questions, please get in touch with the team by emailing [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)

Yours sincerely,

Stewart Wingate  
Chief Executive Officer

## A.6 Newspaper advert



# GATWICK AIRPORT DRAFT MASTER PLAN 2018

Gatwick Airport has published a draft master plan which sets out our plans for the airport's ongoing development and sustainable growth. It explains our latest thinking on how the airport can meet the increasing demand for air travel and provide Britain with enhanced global connectivity.

To find out more about our draft master plan please visit one of our public exhibitions where representatives from Gatwick will be available to provide more information and receive your feedback.

The consultation runs until 10th January 2019.

All consultation information is online:  
[gatwickairport.com/masterplan2018](http://gatwickairport.com/masterplan2018)  
 For more information, call: 0808 168 7925  
 email: [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)

YOUR LONDON AIRPORT  
*Gatwick*

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 Saturday 17th November 11:00-17:00 County Mall Shopping Centre, Crawley, RH10 1FG  
 Please drop in to any of the venues at a time convenient for you



# GATWICK AIRPORT DRAFT MASTER PLAN 2018

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YOUR LONDON AIRPORT  
*Gatwick*

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 Monday 12th November 14:30-18:30\* Churchill Square Shopping Centre, Western Road, Brighton, BN1 2RG  
 Saturday 17th November 11:00-17:00 County Mall Shopping Centre, Crawley, RH10 1FG  
 Saturday 24th November 15:30-19:30 Horley Leisure Centre, Anderson Way, Horley, RH6 8SP

Please drop into any of the venues at a time convenient for you  
 \*REVISED TIME DUE TO SHOPPING CENTRE CLOSING

## A.7 Initial press release

Gatwick sets out ambitious future growth plan, including routine use of its existing standby runway

18/10/2018

- **Draft master plan sets out how Gatwick can grow and do more for Britain**
- **For the first time, the airport explores the innovative use of its existing standby runway, which would meet all international safety requirements**
- **Gatwick is keen to listen to views with local communities and stakeholders encouraged to take part in 12-week consultation, which opens today**

Gatwick Airport has today set out an ambitious vision for the future with the publication of its draft master plan, which looks at how the airport might grow in the longer term. The draft master plan is being announced to the airport's independent consultative committee GATCOM which meets today.

As the UK enters a new chapter, Gatwick's development will help meet future aviation demand with sustainable growth and ensure strong connections between Britain and global markets. It will also provide new opportunities for the South East and continue to bolster the local economy for future generations.

The publication of Gatwick's draft master plan reflects Department for Transport guidance for airports to provide regular updates on their long-term plans, and responds to the Government's recent call for airports to 'make best use of their existing runways'.

Gatwick remains committed to sustainable growth in this draft master plan, building on our record which has seen the Carbon Trust naming Gatwick as the best performer for combined reduction of operational carbon, water and waste impacts in the past two years – all while passenger numbers continued to grow.

The draft master plan considers how Gatwick could grow across three scenarios, looking ahead to the early 2030s:

### **1. Main runway - using new technology to increase capacity**

In the near term, the airport has considered how deploying new technology could increase the capacity of the main runway, offering incremental growth through more efficient operations. Gatwick has successfully utilised its runway to unlock growth in recent years and remains the world's most efficient single runway. The use of the latest technology could provide more opportunities for the future.

### **2. Standby runway - bringing existing standby runway into routine use**

Under its current planning agreement, Gatwick's existing standby runway is only used when the main runway is closed for maintenance or emergencies. However, the 40-year planning agreement will come to an end in 2019. The draft master plan sets out for the first time how Gatwick could potentially bring its existing standby runway into routine use for departing flights, alongside its main runway, by the mid-2020s. This innovative development, which would meet all international safety requirements, would be delivered without increasing the airport's noise footprint and provide greater operational resilience. While in the early stages of exploration, Gatwick is confident the project would remain within the existing airport footprint and existing framework for airport charges. Should the airport decide to further progress the use of the existing standby runway, it would submit a detailed planning proposal and follow a

## A.7 Initial press release

Development Consent Order (DCO) process, which would include a full public consultation.

### 3. Additional runway - safeguarding for the future

While Gatwick is not currently actively pursuing the option of building a brand new runway to the south of the airport - as it did through the Airports Commission process - Gatwick believes it is in the national interest to continue to safeguard this land for the future as part of its draft master plan.

The airport is now keen to encourage responses to a 12-week public consultation it has launched today to gather feedback and views on the draft master plan. All responses will be reviewed before a final version of the master plan is agreed early next year.

[The draft master plan can be read here](#). More information on the consultation, including events the airport will be holding to gather feedback, [is available here](#).

#### **Stewart Wingate, Chief Executive Officer, London Gatwick said:**

*"Our draft master plan marks the start of a new phase for Gatwick – building on what has made the airport the success it is today, and pioneering again to take advantage of the exciting opportunities that lie ahead."*

*"As the UK heads towards an important new chapter, Gatwick's growing global connections are needed more than ever but this must be achieved in the most sustainable way. From using new technologies on our main runway, to the innovative proposal to bring our existing standby runway into routine use, our draft master plan offers agile, productive and low-impact ways of unlocking much-needed new capacity and increased resilience from within our existing infrastructure."*

*"Gatwick's growth has been built through partnership so as we look ahead at our future development, we want to shape these plans together with our local communities, our passengers, our airlines and partners. We would encourage as many people as possible to take part in our consultation process. This will help shape our plans for securing the region's prosperity."*

#### **Henry Smith, Member of Parliament for Crawley, said:**

*"Crawley's prosperity depends on the success of Gatwick Airport and the publication of this new draft master plan goes a long way to securing future growth in the town. I have always supported the airport growing within its existing boundaries and welcome their exciting new vision for incremental growth that will support more jobs and opportunity in Crawley."*

#### **Tim Wates, Chairman of the Coast to Capital Local Enterprise Partnership, said:**

*"A strong and growing Gatwick airport as the beating heart of the Coast to Capital region is the central theme of the LEP's strategic vision, so we welcome the publication of Gatwick's master plan today and wholeheartedly support its vision for future growth."*



## A.7 Initial press release

**Carolyn Fairbairn, CBI Director-General, said:**

*"Now more than ever, unlocking new aviation capacity to deliver global trade links is critical for a strong UK economy. London's airports are set to be full in the next decade, so the CBI welcomes Gatwick's highly productive proposals to deliver increased capacity that complements expansion schemes at other airports. This will drive trade and investment, create new jobs and help British businesses thrive."*

**Norwegian CEO Bjorn Kjos said:**

*"Our cooperation with Gatwick Airport has given us a strong platform to deliver more consumers lower fares on intercontinental flights. As we continue our global growth, we welcome any increases in airport capacity in the Greater London Area that support our commercial interests and ultimately benefit consumers."*

**ENDS**

**About Gatwick Airport**

Gatwick's Airport is the UK's second largest airport. It serves more than 230 destinations in 74 countries for 46 million passengers a year on short and long-haul point-to-point services. Gatwick is also a major economic driver and generates around 85,000 jobs nationally, with 24,000 of these located on the airport. The airport is south of Central London with excellent public transport links, including the Gatwick Express, and is part of the Oyster contactless payment network.

Gatwick's 2018 draft master plan sets out proposals for the airport's ongoing development and sustainable growth. It also outlines the airport's latest thinking on how it can meet the increasing demand for air travel and provide Britain with enhanced global connectivity. A 12-week public consultation closed on 10 January 2019, and a consultation response summary and final master plan will be published later in 2019.

Media enquiries to

GATWICK AIRPORT PRESS OFFICE  
+ 44 (0) 1293 505000  
[gatwickmedia@gatwickairport.com](mailto:gatwickmedia@gatwickairport.com)

For further information on Gatwick Airport see or follow us on Twitter at  
[www.twitter.com/Gatwick\\_Airport](https://www.twitter.com/Gatwick_Airport)

## A.8 Exhibition boards



### WELCOME

**Welcome to our public exhibition at which we are presenting our draft master plan for Gatwick Airport. It explains our latest thinking on how the airport can meet the growing demand for air travel and provide Britain with enhanced global connectivity.**

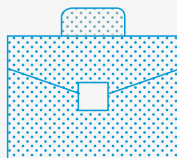
Gatwick has been transformed under new ownership since 2009. It has become a key element in the country's national infrastructure, an economic engine for local and regional growth and the airport of choice for millions of passengers.

Our draft master plan explains how we intend to do everything we can to develop and grow in a sustainable way, by creating the right balance between economic growth and environmental impact.

We value your feedback: please take your time to look around the exhibition, ask members of our project team any questions about the draft master plan and fill out a response form. While we are keen to understand your views on the strategies in the draft master plan, you are not being asked to make choices.



CONTRIBUTES  
**£5.3bn**  
TO THE UK'S GDP



SUPPORTS  
**85,000**  
JOBS IN THE UK



**24,000**  
PEOPLE EMPLOYED  
AT THE AIRPORT ITSELF

Data source: Oxford Economics

## A.8 Exhibition boards



### OUR DRAFT MASTER PLAN: CONTEXT

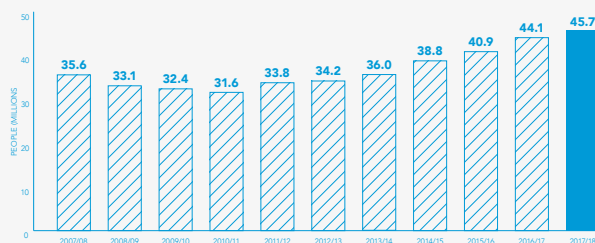
**It is best practice to provide regular updates about how Gatwick might develop, and we believe that now is the right time to set out our current thinking.**

We therefore wish to bring our wide range of stakeholders up to date with our present thinking on how we see Gatwick developing over the next 5 years. In a situation where demand for air travel continues to outstrip capacity, we look ahead to 2032 and present three potential growth scenarios for the airport's longer term future.

In 2017/18 Gatwick handled 45.7m annual passengers, almost 12m more passengers than when our last master plan was published in 2012 – achieving a higher growth rate than at any other UK airport over this period.

The Government recently published a policy document titled 'making best use of existing runways' which sets out its thinking on how airports should make best use of their existing runways whilst balancing their economic benefits and environmental impacts. The first two of our growth scenarios are consistent with this policy.

GATWICK AIRPORT PASSENGERS (M)



SOURCE: GATWICK AIRPORT

While we have not completed all of our technical studies in respect of scenarios presented in this draft master plan, the Department for Transport's guidance on the preparation of airport master plans encourages airports to engage with their stakeholders at an early stage even if the full facts are not known.

#### GROWTH SCENARIOS

1

One where it remains a single runway operation using **the existing main runway**;

2

one where the **existing standby runway** is routinely used together with the main runway, and;

3

one where we continue to **safeguard for an additional runway** to the south



## A.8 Exhibition boards



### OUR DRAFT MASTER PLAN: CONTENT

**While the draft master plan provides information on three growth scenarios, a key priority for us is that the airport should develop in a sustainable manner.**

For this reason, the draft master plan sets out in some detail Gatwick's environmental strategies as well as our strategies in relation to employment and skills and our commitment to supporting local business and economic growth.

Another important priority for us is delivering a high quality service for our customers, and the draft master plan explains some of the projects we plan to deliver which will ensure an efficient and resilient operation.

Our overarching vision for Gatwick is for it to be the airport of the future and a model for sustainable growth. We can achieve this by being the UK's most innovative and progressive airport, meeting the needs of our customers – airlines and passengers, driving improved service standards and global connectivity, and delivering sustainable economic growth for the region and the UK. It is this vision which shapes the way we plan to develop the airport over the next 15 years and beyond.

#### OUR SIX STRATEGIC PRIORITIES

Our approach to operating the airport is guided by six priorities:

##### PASSENGERS

We want to be the airport of choice for all passengers and to provide a high-quality efficient service to them at all times

##### PARTNERS

We want to help all our airlines grow and succeed by developing strong commercial partnerships

##### PEOPLE

We want to invest in our people and to make sure that Gatwick is a great place to work

##### COMMUNITY

We want to be a good neighbour to the communities around the airport, supporting jobs and skills and limiting or, where possible, reducing negative impacts

##### SAFETY

We want to continue our relentless focus on zero incidents by promoting a strong health and safety culture throughout the airport

##### INNOVATION

We want to continue to innovate as 'the airport of the future', delivering efficiency and service through new technologies and process improvements

## A.8 Exhibition boards



### GROWTH SCENARIO ONE: EXISTING MAIN RUNWAY

The draft master plan considers three ways in which Gatwick could grow to meet the increasing demand for air travel.



Under this growth scenario the airport would continue to have a single-runway operation, although the existing standby runway would be available for use when the main runway is temporarily closed.

If the airport continues with the existing single runway operation we believe that by 2032 Gatwick could be processing between 57 and 61 million passengers per annum (MPPA). This number of passengers, which is higher than previous estimates, will be partly delivered through new air traffic management technologies and processes which should allow some additional peak hour capacity. This means that while some additional infrastructure will be required, for example car parking, the changes needed to the airport would be relatively modest and there would be no change required to the airport boundary.

With the introduction of quieter aircraft, in this scenario we expect to see Gatwick's noise footprint continue to reduce despite the increase in aircraft movements.

2017/18

**163**  
AVERAGE  
NUMBER OF  
PASSENGERS  
PER FLIGHT



LIKELY TO  
INCREASE

2022/23

**176**  
AVERAGE  
NUMBER OF  
PASSENGERS  
PER FLIGHT

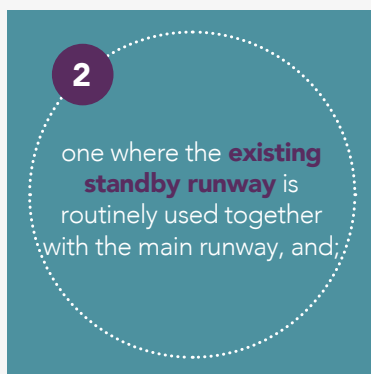


## A.8 Exhibition boards



### GROWTH SCENARIO TWO: EXISTING STANDBY RUNWAY

**A higher level of growth would be possible if we bring the existing standby runway into regular use (for departing flights only). The standby runway is currently used only when the main runway is temporarily closed.**



Our 1979 Section 52 Agreement with West Sussex County Council precludes the simultaneous use of both runways. This agreement expires in 2019. By operating both runways simultaneously, we would be able to add between 10 and 15 additional hourly aircraft movements in peak hours, which could deliver between 68 and 70 million passengers by 2032.

The scheme would make best use of our existing runways and provide Gatwick with a growth scenario which offers capacity and resilience benefits but without the scale of change required for the full additional runway scheme we submitted to the Airports Commission in 2014. The existing standby runway would be remodelled to comply fully with international airport design guidance and the safety requirements of both the CAA and the European Aviation Safety Agency.

If it was decided to take this scheme forward in the form of a Development Consent Order (DCO) application (the type of planning application required to progress this scheme), this would be supported with a wide range of detailed information which would be subject to a full public consultation.



## A.8 Exhibition boards



### GROWTH SCENARIO THREE: SAFEGUARDED ADDITIONAL RUNWAY TO THE SOUTH

Although the Government's Airports National Policy Statement supports a third runway at Heathrow, we believe an additional Gatwick runway, built to the south, should continue to be safeguarded. We believe it is in the national interest to preserve this opportunity to build a new runway in the south east to meet longer term demand growth.



Department for Transport's forecasts show that by 2025 the main London airports, with the exception of Stansted, are expected to be effectively full and that, even with a third runway at Heathrow, UK airport capacity constraints will be apparent by 2030 and in subsequent years.

**Taking the decision to safeguard the additional land required to support an additional runway at Gatwick does not mean that we will be starting work to plan, construct or develop the runway.**

This is simply to ensure that if we decide an additional runway will benefit the UK's future airport capacity we will not be prevented from planning and developing this runway in the future because of other development in the meantime.





## A.8 Exhibition boards



### ECONOMIC CONTRIBUTION

**Gatwick makes a significant contribution to the local economy. Nearly 24,000 people work at the airport and airport-based businesses purchase goods and services from a variety of local suppliers. Gatwick alone spent £133m with local businesses in 2017.**

Oxera, our economic consultants, have calculated that **Gatwick contributes £4.1bn to UK GDP.**

Oxera estimates that, through Gatwick's supply chain:

- A further **37,000 indirect jobs** are created outside the airport boundary,
- Along with a further **10,000 jobs through catalytic effects,**
- Generating a total of **71,000 jobs.**

Of this 2017 total of 71,000 jobs, Oxera estimates that **43,000 are in the Gatwick Diamond area.**

Oxera has also carried out some preliminary analysis of the economic benefits of Gatwick with both the existing standby runway and main runway in operation in 2028. This indicates **a total employment of 91,000, with both the standby runway and main runway in operation,** compared with 79,000 with the main runway only.

FIGURE 5.15: THE GATWICK DIAMOND LOCAL AUTHORITIES



**43,000**  
jobs in the Gatwick Diamond area  
are supported by Gatwick

## A.8 Exhibition boards



### EDUCATION & SKILLS

**We work closely with local authorities and education partners in the area to look at ways to promote relevant employment opportunities and future needs associated with Gatwick.**

For example, we work with the Gatwick Diamond Initiative, a strategic public/ private partnership focused on creating the right conditions for growth for existing and new businesses in and around the airport. This involves investigating employment and skills development, as well as supply chain opportunities, international trade and inward investment.

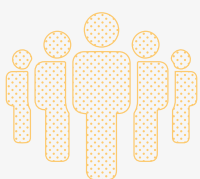
Our education programme aims to inform, inspire and invest in young people, opening up the world of opportunity that the airport offers to everyone and helping them to develop the right skills for the right job.

We want to be at the forefront of inspiring young people to join us and to be part of our continuing

future growth and success. For example our sponsorship and participation in Crawley STEMfest and the Big Bang South East, help us to reach 200,000 students across the region.

Gatwick continues to work with the University of Brighton, University of Sussex, University of London and Imperial College London to support their successful graduate engineer programme. Over the last two years, Gatwick has employed three graduates annually with the intake being increased to six in 2018.

Our engineering apprenticeship programme has been running for over 40 years and continues to provide outstanding opportunities for local people to enter a skilled career.



OVER THE LAST 40 YEARS SOME

**270 APPRENTICES**

HAVE BEEN TAKEN ON AT GATWICK

A.8 Exhibition boards



AIR NOISE

**Gatwick’s independently-chaired Noise Management Board (NMB) is helping to shape our noise management strategy, through increased community engagement, and our Decade of Change target for noise is for us to be recognised as a best practice operator for noise management.**

Under European law, Gatwick Airport is required to publish a Noise Action Plan every five years. This plan provides a detailed description of the statutory and voluntary noise management controls to manage noise issues and effects arising from aircraft departing from and arriving at the airport. Our current plan was published in 2013 and will be replaced by a revised plan – once it has been adopted by the Secretary of State for Transport – in 2019.

Regardless of the development scenario selected, we remain committed to operating and developing Gatwick in a sustainable way.

- Noise levels with the existing main runway are expected to reduce by 2028 and the downward trend generally continues through to 2032.

FIGURE 5.10: SUMMER DAY NOISE EXPOSURE CHANGE FOR 2017 TO 2028 AND 2032 (EXISTING MAIN RUNWAY)

NOISE METRIC	POPULATION		
	2017 (Standard)	2028 Main runway	2032 Main runway
Leq summer day 54db	10,950	9,000	8,000
Leq summer day 57db	3,400	2,400	2,600
Leq summer day 60db	1,500	1,200	900
Leq summer day 63db	550	500	400
Leq summer day 66db	350	200	200
Leq summer day 69db	150	100	100
Leq summer day 72db	150	0	0

SOURCE: CAA ERCD

- The number of people affected by day-time noise in 2028 and 2032, with the standby runway scheme in operation, should be broadly comparable to today. This means that, while there will be more flights, this will be balanced by the fact that aircraft will be quieter, resulting in little overall change in the number of people living within each Leq noise contour.

As part of the Development Consent Order process we will be required to demonstrate that we have fully investigated all air noise impacts of the scheme and ensured that these are adequately mitigated.

FIGURE 5.12: SUMMER DAY NOISE EXPOSURE CHANGE FROM 2017 TO 2028 AND 2032 (MAIN AND STANDBY RUNWAYS)

NOISE METRIC	POPULATION		
	2017 (Standard)	2028 Main and standby runways	2032 Main and standby runways
Leq summer day 54db	10,950	10,800	10,000
Leq summer day 57db	3,400	3,900	4,100
Leq summer day 60db	1,500	1,400	1,300
Leq summer day 63db	550	600	500
Leq summer day 66db	350	300	300
Leq summer day 69db	150	200	100
Leq summer day 72db	150	0	0

SOURCE: CAA ERCD



## A.8 Exhibition boards



### NEXT STEPS

**Thank you for taking the time to attend today's exhibition.**

In order to help us collect feedback on this draft master plan we invite you to respond to the questions on our feedback form using one of the three formal response channels:

- Online at **[gatwickairport.com/masterplan2018](http://gatwickairport.com/masterplan2018)**
- By post to our freepost address: **FREEPOST GAL DRAFT MASTER PLAN CONSULTATION**
- By email to: **[gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)**

Please note that 10<sup>th</sup> January 2019 at 5pm is the deadline for responses.

Once the consultation is complete we will consider and review all responses. We will publish a Report of Consultation in early 2019 and the Final Master Plan thereafter.



## A.8 Exhibition boards



### ENVIRONMENTAL STRATEGIES

**Regardless of the development scenario selected, we remain committed to operating and developing Gatwick in a sustainable way. We will continue to use and develop our Decade of Change Sustainability Strategy to drive efficiency improvements and reduce Gatwick's environmental footprint.**

#### CARBON

Our Decade of Change goals for carbon are:

- To reduce our direct carbon emissions by 50% against a 1990 baseline by 2020
- To source 25% of our energy from renewable sources

Despite the growth in passenger numbers at the airport, direct carbon emissions are already 42% lower than our 1990 baseline as a result of fuel saving initiatives and the purchase of 100% renewable electricity since 2013/14.

#### AIR QUALITY

Our Decade of Change goal for air quality is to reduce air quality impacts using new technology, processes and systems. All applicable air quality objectives for Nitrogen Dioxide (NO<sub>2</sub>) continue to be met both on and off airport and current trends in concentrations show continuing improvements. Concentrations of fine particles and other pollutants also continue to be well below nationally set objectives

#### TRANSPORT

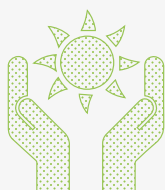
Our Decade of Change goals for ground transport are:

- To achieve 40% public transport mode share for air passengers and staff by the time the airport reaches 40 million passengers per annum
- Identify feasible measures to achieve a stretch target of 45% public transport mode share once the 40% target at 40mppa has been achieved

Our strategies for promoting the use of public transport are captured in our Airport Surface Access Strategy (ASAS). This shows that Gatwick's current public transport mode share for passengers is 44%, and we are very close to meeting our Decade of Change stretch target.

#### WASTE

Our Decade of Change goal for waste is to generate no untreated waste to landfill and achieve a 70% waste recycling rate by 2020. Our recycling rates have increased significantly since 2015 and in 2017 had reached 58%.



**CLIMATE CHANGE MITIGATION AND ADAPTATION**  
continues to be a core consideration for all present and future planning at Gatwick

