



# Gatwick Airport Northern Runway Project

## Consultation Report

### Book 6

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## Executive Summary

### Introduction

This Consultation Report relates to the Gatwick Airport Northern Runway project (the "Project") and is submitted by Gatwick Airport Limited (the "Applicant") in accordance with section 37(3)(c) of the Planning Act 2008 (the "2008 Act"). Whilst the approach taken to pre-application consultation and engagement was designed to ensure compliance with the legislative requirements set out in sections 42, 47, 48, and 49 of the 2008 Act, the Applicant has purposely sought to exceed these minimum requirements by also running a continuous programme of engagement with stakeholders in parallel with, and complementary to, its formal stages of pre-application consultation.

Pre-application consultation and engagement have been key features of the development of the Project, enabling continuous improvements to the Applicant's proposals and related assessments that form the basis of this application for development consent for the Project (the "Application"). This Report describes the pre-application consultation and engagement undertaken by the Applicant, summarises the responses received, and explains how the Applicant has had regard to them to develop its proposals.

### The Project

The Project proposes to make alterations to the existing northern runway at Gatwick Airport which, along with lifting the current planning controls on its use, would enable dual runway operations. Once operational, the Project would generally result in:

- all arrivals to continue to use the existing main runway;
- shared departures between the existing main runway and the northern runway (with mainly smaller aircraft using the northern runway); and
- controlled dependency between the two runways to enable safe crossing of the northern runway by arriving aircraft.

The northern runway could be used for both arrivals and departures in circumstances when the main runway is closed, for example during periods of maintenance, in line with current practice.

The Project will enable throughput to be increased to approximately 75.6 million passengers per annum ("mppa") with 382,000 Air Traffic Movements ("ATMs") in 2038, and around 80.2 mppa with some 386,000 ATMs per annum in 2047. This represents an increase in capacity of approximately 13 mppa compared to the 2038 and 2047 'without project' scenario.

### The Consultation Report

This Report sets out how pre-application consultation (both statutory and non-statutory) has been undertaken in the development of the Project. The main stages of consultation were:

- **Draft Master Plan 2018** – a non-statutory consultation which ran from 18 October 2018 to 10 January 2019. In line with Government policy, the draft master plan looked at how Gatwick Airport could 'make best use of the existing runways and infrastructure' and explained how it could meet growing demand for air travel and provide the UK with enhanced global connectivity beyond 2030;

- **Autumn 2021 Consultation** – a statutory consultation which ran for 12 weeks from 9 September to 1 December 2021. The consultation set out the key elements required to enable dual runway operations and support increased passenger numbers, along with a Preliminary Environmental Information Report ("PEIR") which presented the preliminary findings of the environmental impact assessment of the Project's proposals as at that point in time. It also included information about the economic benefits of the Project, an updated Noise Insulation Scheme, a Homeowners Assisted Moving Scheme, and the proposed approach to construction; and
- **Summer 2022 Consultation** – a hybrid statutory/non-statutory consultation which ran for six weeks from 14 June to 27 July 2022. A targeted, statutory consultation considered changes to the proposed highway improvement works (which involved amendments to the development boundary and included updated preliminary environmental information to identify the extent of any new or materially different significant environmental effects resulting from the changes to the highway improvement proposals). The non-statutory Project update that formed part of the consultation included proposed changes to other aspects of the proposals, namely car parking, the airfield, hotels and offices, and the strategies relating to water management, carbon, noise, as well as other Project updates (which were not considered to lead to any new or materially different significant environmental effects from those reported in the PEIR from the Autumn 2021 Consultation).

A Statement of Community Consultation ("SoCC") setting out how the Applicant proposed to consult with people living in the vicinity of the proposals was produced for the Autumn 2021 Consultation. The Applicant consulted with host and neighbouring local authorities about what was to be in the SoCC prior to its publication.

The Applicant's proposed approach to carrying out the targeted Summer 2022 Consultation (proportionate to the likely impacts of the changed highways proposals) was set out in 'Gatwick Northern Runway Project: Further Consultation' and shared with the local authorities for feedback. This was in line with the Applicant's commitment in the SoCC to working with relevant local authorities should there be a need for further stages of targeted consultation.

### Outcomes of pre-application consultation

The Applicant approached pre-application consultation with a commitment to ensuring consultees were given the opportunity to understand and provide feedback on the Project proposals, making sure a range of engagement techniques were used, that materials were available in different formats and with content at an appropriate level, and that the consultation was widely publicised.

Key outcomes of the Autumn 2021 Consultation included:

- 6,645 responses received (a 25% increase on the Master Plan 2019 non-statutory consultation numbers), with 95.5% of responses submitted electronically;
- Over 102,000 newsletters delivered to homes and businesses around the airport and 16.1 million people reached by press activity;
- Over 66,000 Project web page views (more than four times as many as for the non-statutory consultation on the Master Plan 2019);
- 7,871 people visiting the virtual exhibition (more than three times the number that visited in-person

Master Plan 2019 non-statutory consultation events);

- 360 stakeholders attending virtual briefings; and
- 439 people visiting the Mobile Project Office (“MPO”) along with 37 bookings for ‘call the expert’ telephone surgeries.

The Applicant undertook a careful and thorough review of the consultation responses received and has had regard to all responses in finalising its proposals. A number of changes have been made to the Project proposals as a result of feedback received during the Autumn 2021 Consultation.

Key outcomes of the Summer 2022 Consultation included:

- 573 responses received;
- Over 2,600 newsletters delivered to homes and businesses in the targeted consultation area;
- 18,184 people visiting the Project web pages, with these pages viewed a total of 33,267 times. Around a quarter of visitors (4,521) - with tracking cookies enabled - opened the consultation documents and 467 people clicked out to the online questionnaire;
- 2,795 views of the consultation videos;
- 5 virtual stakeholder briefings and 10 local authority topic working groups; and
- 7 bookings for ‘call the expert’ telephone surgeries.

The Applicant undertook a careful and thorough review of the consultation responses received and has had regard to all responses in finalising its proposals. A number of changes have been made to the Project proposals as a result of feedback received during the Summer 2022 Consultation. These changes, along with details of the ways in which the Applicant has complied with legislation, guidance and advice notes, are explained in this Consultation Report.



## 1 Introduction

### 1.1 Purpose of this document

- 1.1.1 This Consultation Report ("Report") relates to the Gatwick Airport Northern Runway Project ('the Project').
- 1.1.2 Gatwick Airport Limited (the "Applicant") has submitted an application to the Planning Inspectorate acting on behalf of the Secretary of State for a Development Consent Order ("DCO") for the Project (the "Application").
- 1.1.3 In accordance with section 37(3)(c) of the Planning Act 2008 (the "2008 Act"), the Applicant has submitted this Report as part of the Application. This Report explains how the Applicant has complied with the consultation requirements set out in the 2008 Act, summarises the responses received to the consultation and explains the account taken by the Applicant of those responses in finalising the Application. It also provides information about the non-statutory consultation and informal engagement undertaken by the Applicant about the Project.

### 1.2 The Project

- 1.2.1 The Project proposes alterations to the existing northern runway at Gatwick Airport which, along with lifting the current planning controls on its use, would enable dual runway operations. Once operational, the Project would generally result in:
- all arrivals to continue to use the existing main runway;
  - shared departures between the existing main runway and the northern runway (with mainly smaller aircraft using the northern runway); and
  - controlled dependency between the two runways to enable safe crossing of the northern runway by arriving aircraft.
- 1.2.2 The northern runway could be used for both arrivals and departures in circumstances when the main runway is closed, for example during periods of maintenance, in line with current practice.
- 1.2.3 The Project also includes corresponding enhancements to the taxiway system and parking stands to accommodate an increase in aircraft movements. Other elements of the Project include additional passenger processing capability and improved airport access. Land is proposed to mitigate environmental effects (for example, for habitat creation, flood compensation or provision of recreational routes and public open space).
- 1.2.4 The Project will enable throughput to be increased to approximately 75.6 million passengers per annum ("mppa") with 382,000 Air Traffic Movements ("ATMs") in 2038, and around 80.2 mppa with some 386,000 ATMs per annum in 2047. This represents an increase in capacity of approximately 13 mppa compared to the 'without Project' scenario.
- 1.2.5 The land subject to the Application extends to approximately 735 hectares, reduced from 820 hectares following consultation.

- 1.2.6 The Project includes the following key components:
- amendments to the existing northern runway, including repositioning its centreline 12 metres further north to enable dual runway operations;
  - reconfiguration of taxiways;
  - pier and stand alterations (including a proposed new pier);
  - reconfiguration of other airfield facilities;
  - extensions to the existing airport terminals (north and south);
  - provision of additional hotel and office space;
  - provision of reconfigured car parking, including new car parks;
  - surface access (including highway) improvements;
  - demolition and relocation of Central Area Recycling Enclosure (CARE) facility;
  - water treatment facilities;
  - reconfiguration of existing utilities, including surface water, foul water drainage and power; and
  - landscape/ecological planting and environmental mitigation.

- 1.2.7 A detailed description of the Project can be found in **ES Chapter 5: Project Description** (Doc Ref. 5.1).

### 1.3 Consultation Report structure

- 1.3.1 This Report is structured as follows:

- **Executive summary:** provides an overview of this Report, detailing the background, the process and the outcome of the steps undertaken.
- **Chapter 1 Introduction:** explains the purpose of this Report, describes the Project and summarises the key pre-application consultation milestones.
- **Chapter 2 Master Plan 2019:** details non-statutory consultation that led to publication of the Gatwick Airport Master Plan 2019.
- **Chapter 3 Stakeholder and community engagement:** identifies the non-statutory engagement undertaken with the local community, stakeholders and local authorities about the Project.
- **Chapter 4 Approach to statutory consultation:** explains the purpose, objectives and legal requirements for the statutory consultation and details the preparation and publication of the Statement of Community Consultation ("SoCC").
- **Chapter 5 Autumn 2021 Consultation:** details the statutory consultation undertaken on the proposed development from 9 September to 1 December 2021.
- **Chapter 6 Summer 2022 Consultation:** details the targeted statutory consultation on highway improvement works and non-statutory consultation on project updates undertaken from 14 June to 27 July 2022.
- **Chapter 7 Conclusion:** draws conclusions on the key themes of the consultation responses and the changes that the Applicant has made to the proposals as a result of feedback received.

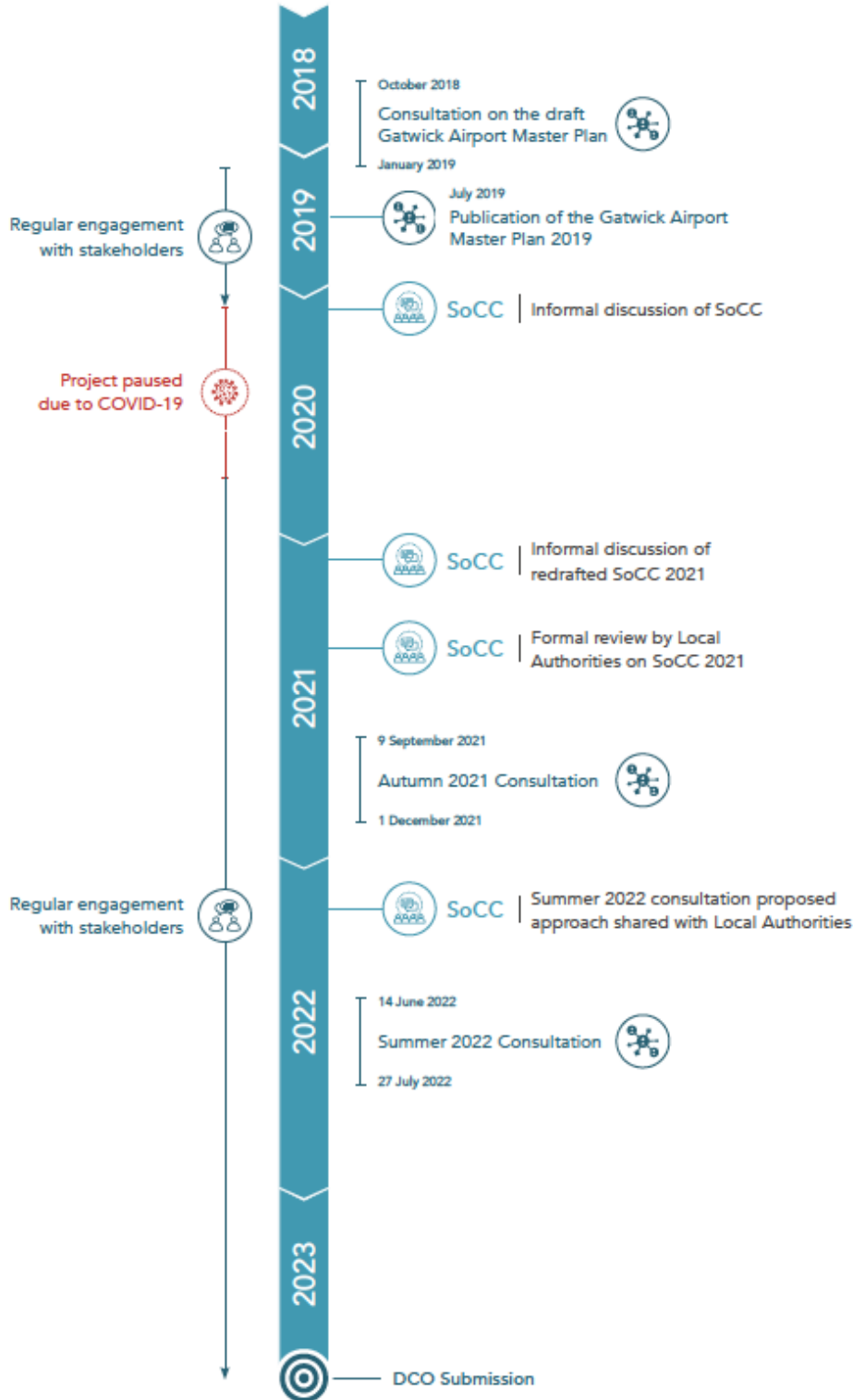
#### 1.4 Overview of the consultation process

1.4.1 This Report sets out how pre-application consultation (both statutory and non-statutory) has been undertaken in the development of the Project. The main stages of consultation were:

- **Draft Master Plan 2018** – a non-statutory consultation which ran from 18 October 2018 to 10 January 2019. In line with Government policy the draft master plan looked at how Gatwick Airport could ‘make best use of the existing runways and infrastructure’ and explained how it could meet growing demand for air travel and provide the UK with enhanced global connectivity beyond 2030;
- **Autumn 2021 Consultation** – a statutory consultation which ran for 12 weeks from 9 September to 1 December 2021. The consultation set out the key elements required to enable dual runway operations and support increased passenger numbers, along with a PEIR which presented the preliminary findings of the environmental impact assessment of the Project’s proposals as at that point in time. It also included information about the economic benefits of the Project, an updated Noise Insulation Scheme, a Homeowners Assisted Moving Scheme, and the proposed approach to construction; and
- **Summer 2022 Consultation** – a hybrid statutory/non-statutory consultation which ran for six weeks from 14 June to 27 July 2022. A targeted, statutory consultation considered changes to the proposed highway improvement works (which involved amendments to the development boundary and included updated preliminary environmental information to identify the extent of any new or materially different significant environmental effects resulting from the changes to the highway improvement proposals). The non-statutory Project update that formed part of the consultation included proposed changes to other aspects of the proposals, namely car parking, the airfield, hotels and offices, and the strategies relating to water management, carbon, noise, as well as other Project updates (which were not considered to lead to any new or materially different significant environmental effects from those reported in the PEIR from the Autumn 2021 Consultation).

1.4.2 Figure 1.1 below provides a summary of the key pre-application consultation milestones.

**Figure 1.1: Key Project pre-application consultation timeline overview**



## 2 Master Plan 2019

### 2.1 Overview of non-statutory consultation

- 2.1.1 In line with government guidance and industry best practice, including DfT's Guidance on the Preparation of Airport Master Plans, July 2004, Gatwick Airport creates and regularly publishes a 'master plan' to show how the airport intends to develop and grow in the longer term.
- 2.1.2 In October 2018, the Applicant published a draft Master Plan 2018 and carried out non-statutory consultation on it. In line with Government policy, the draft master plan looked at how Gatwick Airport could 'make best use of the existing runways and infrastructure' and explained how it could meet growing demand for air travel and provide the UK with enhanced global connectivity beyond 2030.
- 2.1.3 The consultation sought feedback on proposals for growing Gatwick Airport to make best use of existing runways and infrastructure and continuing to safeguard land for potential future construction of an additional main runway. The Applicant set out three scenarios for future growth and asked for views on each of the different scenarios. Other consultation questions sought feedback on possible economic benefits that might be achieved by growing Gatwick Airport, how noise and environmental impacts could be minimised, and how the airport's surface access strategy might be improved.
- 2.1.4 The Applicant 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 six occasions during the consultation period, and inviting members of these authorities to the public exhibitions. Where relevant, officers of local authorities were also invited to participate in targeted stakeholder events, including a transport stakeholders' workshop on 12 December 2018.
- 2.1.5 The consultation on the draft Master Plan 2018 ran for 12 weeks, from 18 October 2018 to 10 January 2019. In carrying out this consultation, the Applicant had regard to the Government's Aviation Policy Framework 2013 which sets out the benefits of consulting on draft airport master plans.
- 2.1.6 A summary of the consultation is provided below. Full details of the consultation process, the responses that were received (including the key themes raised) and the Applicant's response to the feedback are provided in the Gatwick Airport Draft Master Plan Consultation Report provided at **Appendix A.1**.

### 2.2 Non-statutory consultation publicity and activities

- 2.2.1 Section 2.3 of the Gatwick Airport Draft Master Plan Consultation Report provides details of the approach to publicising the consultation. Three geographical zones of consultation were identified to ensure that consultation activity was appropriate and proportionate to potential impacts from the Draft Master Plan 2018. Table 2.3 of the Gatwick Airport Draft Master Plan Consultation Report identifies the areas covered by each zone and the method of advertising the consultation within the respective zone. The Applicant also publicised the consultation widely within the local



area and wider region, to encourage as many people as possible to respond, as explained further in the report.

- 2.2.2 A web page including consultation materials and information about how to respond was launched on 18 October 2018. Over 16,000 page views were achieved during the consultation period. The consultation materials available on the scheme web page included a consultation document, information boards from the public exhibitions, and the consultation questionnaire. Copies of these are included in the Appendices of the Gatwick Airport Draft Master Plan Consultation Report at **Appendix A.1**.
- 2.2.3 Eight local exhibitions were held during the consultation period to help explain the nature and purpose of the consultation. Details of the exhibitions can be found in Section 2.4.2 of the Gatwick Airport Draft Master Plan Consultation Report. The exhibitions were attended by 2,582 people.
- 2.2.4 The Draft Master Plan 2018 was made available at public information points in towns and villages around the airport for the duration of the consultation. The venue locations are detailed in Table 2.6 of the Gatwick Airport Draft Master Plan Consultation Report.

## 2.3 Consultation responses

- 2.3.1 The Applicant invited responses to the consultation through a questionnaire (see **Appendix A.1** of the Gatwick Airport Draft Master Plan Consultation Report). This comprised 11 questions inviting feedback on the principle of activity included in the Draft Master Plan 2018, the three growth scenarios it included, and the potential environmental and economic impacts. Each question included an open text box, allowing consultees to respond in their own words.
- 2.3.2 The Applicant offered a variety of means to respond to the consultation:
- online, via <https://www.gatwickairport.com/businesscommunity/growing-gatwick/long-term-plans/>;
  - in writing, to FREEPOST Gatwick DRAFT MASTER PLAN CONSULTATION; and
  - by email, to [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com).
- 2.3.3 As well as completed consultation questionnaires, the Applicant accepted written responses in the form of letters and emails.
- 2.3.4 In addition, the Applicant made available a number of communications channels to allow consultees with questions to contact it during the consultation period, including:
- 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; and
  - a dedicated freepost address, FREEPOST Gatwick DRAFT MASTER PLAN CONSULTATION.
- 2.3.5 The Applicant accepted all submissions received by the consultation deadline of 10 January 2019. In the case of the freepost address, any mail postmarked 10 January 2019 was accepted.
- 2.3.6 Overall, 5,285 consultation responses were received, of which 5,084 were from members of the public and 201 were from stakeholder organisations and elected officials.
- 2.3.7 Responses were coded and analysed by the independent agency, Ipsos MORI. Most participants

in the consultation provided their own response, however just under 10% of responses were from organised campaign groups, of which seven different campaign submissions were received.

- 2.3.8 The consultation responses showed broad support for growth at Gatwick Airport in line with government policy through making more efficient use of the existing runway and the introduction of a dual runway operation using the existing northern runway.
- 2.3.9 The consultation question about growth received 4,194 responses, with 66% supporting growth by making best use of existing runways and infrastructure. There were 13 high-level themes raised in consultation feedback, which were:
- Air Quality
  - Airport Design & Layout
  - Climate Change
  - Consultation & Engagement
  - Economy & Employment
  - Environment
  - Growth
  - Health
  - Housing & Infrastructure
  - Noise
  - Operations & Passenger Experience
  - Safeguarded Land
  - Surface Access
- 2.3.10 Section 3 of the Gatwick Airport Draft Master Plan Consultation Report provides further information on the consultation responses and how they were analysed. Section 4 summarises the feedback by reference to key themes and sets out the Applicant's response to each of these themes.
- 2.3.11 Following the consultation, the Applicant carefully considered the responses received, along with national aviation policies and strategy, in reaching a decision on how it would take forward future growth plans.
- 2.3.12 In July 2019, the Applicant published its Master Plan 2019 (**Appendix A.2**), along with a brochure setting out the approach to taking forward the Project, which included the following outcomes for the three growth scenarios:
- **Scenario 1:** The Applicant will continue to secure the airport's longer-term future through the use of technology to increase capacity on the existing runway.
  - **Scenario 2:** The Applicant will develop an innovative dual runway operation using the existing northern runway, which will also deliver greater operational resilience as well as allowing sustainable growth in the capacity of the airport.
  - **Scenario 3:** The Applicant will continue to safeguard land for an additional runway to the south.
- 2.3.13 Following publication of the Master Plan 2019, the Applicant announced in August 2019 that it had initiated the planning process (see Notification of intent to submit an Environmental Impact Assessment in **Appendix B.1**) for bringing the northern runway into routine use (Scenario 2).

## 3 Stakeholder and community engagement

### 3.1 Introduction

3.1.1 This chapter provides an overview of the Applicant's engagement on the Project that was undertaken throughout the development of the proposals – from publication of the Master Plan 2019 through to submission of the Application.

3.1.2 The Applicant's continuous programme of engagement has run in parallel with, and complementary to, its formal stages of pre-application consultation. The important distinctions between consultation and engagement are as follows:

- Engagement relates to the discussions between the Applicant, community, and stakeholders outside the formal public consultation.
- Consultation relates to the formal stages of consultation, the detail of which is provided in Chapters 5 and 6 of this document.

3.1.3 A record of the consultation and engagement activities undertaken, organisations represented at meetings and events, and a summary of topics for discussion with communities as well as business, education, tourism, and elected representatives can be found at **Appendices A.3, B.28 and C.12**, which cover:

- Pre-Autumn 2021 Consultation - 13 February 2019 to 8 September 2021 (**Appendix A.3**)
- Autumn 2021 Consultation - 9 September to 1 December 2021 (**Appendix B.28**)
- Post-Autumn 2021 Consultation - 2 December 2021 to 13 June 2022 (**Appendix A.3**)
- Summer 2022 Consultation - 14 June to 27 July 2022 (**Appendix C.12**)
- Post-Summer 2022 Consultation - 28 July 2022 to 26 May 2023 (**Appendix A.3**)

3.1.4 A detailed description of the Project team engagement with Local Authorities (Topic Working Groups) is included in Section 3.4 of this Report. An outline of Project team engagement with key technical and topic-specific stakeholders is included in Section 3.5 below. Activities carried out as part of the formal consultation are described in Chapters 5 and 6 of this Report.

### 3.2 Engagement with the community

3.2.1 The Applicant used a range of methods to engage with local communities and promote awareness of the Project, including:

- **Engagement with GATCOM.** Regular updates on the Project were presented to GATCOM (Gatwick Airport Consultative Committee), an advisory body constituted by the Applicant in accordance with section 35(1) of the Civil Aviation Act 1982 (as amended by the Airports Act 1986). GATCOM's members – users (from the travel, tourism and aviation industries as well as passengers), local authorities, and interest groups representing local people - meet four times a year and seek to reach a common understanding about the nature and operation of the airport so that issues can be resolved amicably.
- **Press releases.** Highlighting key elements of the Project as well as milestones and ways to get involved. The press releases were issued to local and trade publications and published on the Project website. Social media channels were also used.

- **Discover Gatwick.** Prior to the pandemic, the Applicant hosted events at the airport for local community members comprising presentations and tours. A number of these included information about the Project.
- **Gatwick In Touch with the Community.** These virtual meetings (which replaced Discover Gatwick due to the pandemic) began with formal presentations to local community members and evolved to become less formal Q&A sessions.
- **Gatwick In Touch newsletter.** The Applicant undertook community research in 2019 and one of its outcomes was to re-introduce a community newsletter – Gatwick In Touch - in January 2021. This newsletter is circulated every 8-12 weeks, initially going to nearly 250 town and parish councils across Surrey, Sussex, and Kent. From May 2022, it has been sent only to those who have subscribed, with the current circulation at around 1,150.
- **Parish council and community group round table meetings.** A total of 51 local representative groups including parish councils, residents' associations and community groups were invited to attend Project briefings.

### 3.3 Engagement with business, education, tourism, and elected representatives

3.3.1 The Applicant included information about the Project in regular one-to-one meetings and discussions with local and regional representatives of the business, tourism and education sectors, airlines, local and airport businesses, and elected representatives. The dates, organisations represented, and a summary of the content of these meetings are included in **Appendix A.3**.

3.3.2 In working to maximise the benefits of the Project, the Applicant sought the expertise and input of local authorities, businesses, business representative agencies and education providers through a combination of one-to-one meetings, small group discussions and larger roundtable meetings.

3.3.3 The roundtables (which ran between September 2019 and July 2021, see **Appendix A.3** for details) involved key stakeholders in the development of the strategy for employment, skills and business. The roundtables consisted of representatives from:

- Business Membership Organisations (including Chambers of Commerce and Associations);
- Business Representative Bodies, Economic Partnerships, and Business Improvement Districts;
- Individual businesses;
- Further and Higher Education Institutions; and
- Local Authorities.

3.3.4 An Economics, Employment, Housing and Health Topic Working Groups ("TWG") (see Section 3.4) also provided input into development of the strategy.

### 3.4 Project team engagement with Local Authorities

3.4.1 The Applicant has built long-term working relationships with officers of the Local Authorities in the region – particularly the host authorities, Crawley Borough Council and West Sussex County Council - as a result of previous planning applications, environmental impact assessment ("EIA") screening opinions and General Permitted Development Order consultations. The Applicant is also a statutory consultee for many neighbouring local authorities in relation to aerodrome

safeguarding for the airport. This requires regular liaison with local authorities to advise whether development would/would not comply with safeguarding requirements.

- 3.4.2 In addition to engagement with the local authorities around specific airport projects or proposals, a formal structure exists for engagement with the local authorities. The 2001 Gatwick Section 106 Agreement, entered into by Crawley Borough Council, West Sussex County Council and the Applicant, includes a requirement (under Obligation 11.6), for Crawley Borough Council to organise regular meetings with a group of interested local authorities. The Gatwick Officer Group (“GOG”) comprises ten local authorities – Crawley Borough Council, Horsham District Council, Reigate and Banstead Borough Council, Mole Valley District Council, Tandridge District Council, Mid Sussex District Council (six borough/districts) and West Sussex County Council, Surrey County Council, East Sussex County Council, Kent County Council (four counties) – that meet on a monthly basis to discuss airport related matters. In addition, the 2022 Gatwick Section 106 Agreement requires Crawley Borough Council and West Sussex County Council to meet at least twice a year with the Applicant to provide feedback on issues raised by GOG.
- 3.4.3 Against this background and given the importance of local authority input into the Project proposals, the Applicant established TWGs to engage them in the development of the scope and methodologies for the environmental and socio-economic, as well as other studies. The output of the TWG engagement has been captured through a series of schedules that record the matters that have been, and continue to be, under active discussion between the parties. It is intended that these will transition into Statements of Common Ground (“SoCG”), further details of which are briefly provided in Section 3.6 of this Report.
- 3.4.4 The purpose and thematic issues covered in each round of TWG meetings (to 26 May 2023) is described below. A summary of the discussions held at each meeting, along with organisations represented, is included in **Appendices A.3, B.28 and C.12**.
- 3.4.5 In parallel with the TWG programme, the Applicant has discussed the provision of a planning performance agreement (“PPA”) throughout the life of the Project, starting in 2019 when local authority engagement commenced. This was with the intention of agreeing on pre-application fees, a project programme and the level and type of engagement with specialist technical and planning officers to facilitate continued engagement with the GOG authorities during the pre-application stage of the project.
- 3.4.6 **Project and DCO inception (February to June 2019)**
- 3.4.7 Using its existing links with local authorities, the Applicant invited Crawley Borough Council and West Sussex County Council and, separately, the GOG authorities to in-person briefings on the DCO process (on 13 February 2019 and 27 March 2019, respectively).
- 3.4.8 Further meetings were held on 8 May 2019 (Crawley Borough Council and West Sussex County Council) and 5 June 2019 (GOG authorities) to share information about the feedback received during the master plan consultation and provide an overview of the potential proposals, including possibilities for optimisation of the runway. An outline of the topics likely to be scoped into any assessment work for the Environmental Statement was also presented, along with proposed topic groupings (a precursor to the TWG structure), and next steps.



### 3.4.9 **EIA scoping (August 2019)**

3.4.10 The Applicant considered input from the local authorities to be a key part of the development of its approach to EIA. Detailed discussions with local authorities on the EIA methodology started at five in-person TWGs in August 2019, to which the host and GOG authorities were invited, and which included:

- Land-based topics;
- Surface access;
- Air quality, carbon and climate change (also including major accidents and disasters);
- Economics and employment; and
- Noise.

3.4.11 The Applicant sought to include specialist technical officers from local authorities in the relevant meetings (for example, including the Environmental Health Officer for noise and air quality topics), to maximise officers' opportunity to input in their specialist area and to make most efficient use of the time available.

3.4.12 In September 2019, a meeting was also held with a group of technical officers (from local authorities, the Greater London Authority, Transport for London, National Highways, Historic England, Network Rail, and the Coast to Capital LEP), providing an overview of the Project and discussing the proposed approach to EIA. In the same month, the Applicant convened a health stakeholder meeting and a major accidents and disasters meeting, which was open to local resilience forums, emergency services, local authorities and others.

3.4.13 The aim of each TWG held at this time was to discuss and agree the proposed approach in respect of relevant legislation and guidance, proposed methodologies, study areas, as well as matters proposed to be scoped out, including reviewing the evidence to support scoping out proposals.

3.4.14 The same format was used for each meeting, with the Applicant presenting identical information relating to the Project proposals, the DCO process, approach to EIA and timelines at each meeting. This approach ensured every attendee – regardless of whether they had been at earlier project briefings - had the same level of information about the Project. Following this, each TWG focused in detail on its relevant topic.

3.4.15 The technical topics discussed at the August 2019 TWGs were:

#### **Land-based topics**

- Heritage
  - (i) Methodology and study areas – buried archaeology, detailed desk-based assessment, approach to survey areas, key archaeological sites and zones of archaeological potential.
  - (ii) Heritage assets – listed buildings, scheduled monuments, designated heritage assets within 15km.
  - (iii) Issues to be scoped out.
- Landscape, townscape and visual resources

- (i) Scope of assessment – objectives, study area, existing and preliminary proposed zones of theoretical visibility ("ZTV").
  - (ii) Methodology and constraints – key high sensitivity receptors, landscape designations.
  - (iii) Elements to be scoped out.
- Ecology
    - (i) Methodology and study areas – protected/notable species (other than bats), survey and assessment methodology.
    - (ii) Designated sites – within 5km buffer and 20km buffer.
    - (iii) Issues to be scoped out.
  - Water
    - (i) Baseline data sources.
    - (ii) Scope of assessment – baseline and future layout, construction and operation, study area, impact on water infrastructure.
    - (iii) Flood risk – fluvial (River Mole, Gatwick Stream, Crawters Brook, Burstow Stream), surface water, impact of climate change, models, geomorphology, Water Framework Directive, hydrogeology.
    - (iv) Water quality – consents with Thames Water and Environment Agency, current chemical status, assessment study area.
    - (v) Wastewater – North and South Terminals, capacity, assessment.
    - (vi) Water supply – demand, existing network issues and potential Project impacts.
    - (vii) Issues to be scoped out.
  - Land quality
    - (i) Study area.
    - (ii) Methodology – contamination (risk assessment and preliminary conceptual site model), UXO (risk assessment), mineral sites (mineral safeguarding area, resource assessment).
    - (iii) Elements to be scoped out.
  - Land use and recreation
    - (i) Scope – agricultural land use, public open space, effects on public rights of way and cycle routes.
    - (ii) Methodology and study area – guidance, methods for data collection, areas for agricultural land assessment and recreation (Riverside Park, National Cycle Route 21, Sussex Border Path, Millennium Trail) assessment.
    - (iii) Items to be scoped out.

**Surface access**

- (i) Scope – all modes included, construction and operational conditions.
- (ii) Guidance and standards.
- (iii) Assessment methodology – construction and use of airport (including upgraded highway junctions).
- (iv) Related EIA topics – road traffic noise, air quality, greenhouse gases, climate change, socio-economics, health and wellbeing, major accidents and disasters.

- (v) Evidence and data collection – baseline, updates from third parties, additional data to ensure model accuracy, add detail, or fill gaps.
- (vi) Modelling – model structure, programme for build and analysis, study areas, estimating demand, mode share.

**Air quality, carbon and climate change (also including major accidents and disasters)**

- Air Quality
  - (i) Baseline – identification of existing baseline conditions, verification of air quality modelling against the monitoring data.
  - (ii) Construction effects – emissions of dust from construction related activities, emission of NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> from construction vehicles and non-road mobile machinery.
  - (iii) Operational effects – emissions of NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> from aircraft, airport operations, combustion plant, road traffic and car parks. Odour emissions from airport operations. Emissions of CO<sub>2</sub> during landing and take-off cycle for assessment of greenhouse gas emissions by Climate topic.
  
- Carbon
  - (i) Greenhouse gas ("GHG") emissions – quantification of the GHGs arising from construction and operation of the Project. Consideration of how future Gatwick Airport emissions contribute to overall UK emissions, and to national GHG emissions and targets. Projected future climate changes (according to projections for future global GHG emissions).
  - (ii) In-combination climate change impacts ("ICCI") – impacts of climate change on other environmental topics.
  - (iii) Climate change resilience ("CCR") – resilience of the development to the impacts of future climate change and extreme weather events.
  - (iv) Operational effects – GHGs: aircraft, energy in buildings and airport equipment, surface access. ICCI: climate change and extreme weather/climatic events exacerbating environmental impact effects to air land, biodiversity and water. CCR: implication of changes in climate for flood risk, water supply, overheating in buildings and transportation systems, airport operations.
  - (v) Construction effects – GHGs: from materials extraction/production, transportation, energy in construction, surface access of staff, land use changes. ICCI: extreme weather/climatic events exacerbating environmental impact of construction processes. CCR: health and safety of construction workers.
  
- Major Accidents and Disasters
  - (i) Receptors – human and environmental.
  - (ii) Key Stakeholders – host local authorities, adjoining local authorities, local resilience forums and emergency services, technical officer working group.
  - (iii) Study area – identification of receptors, boundary for major accidents and disasters events.
  - (iv) Potential events/scenarios – long list, external accidents/disasters, within the projects.
  - (v) Scoping process – assessment process.
  - (vi) Major accidents and disasters events/scenarios scoped in and out.
  - (vii) Basis of assessment methodology.

(viii) Proposed approach to management of major accidents and disasters.

### **Economics and employment**

- Socio-Economics
  - (i) Construction effects – economic, labour market and distribution, community.
  - (ii) Operational effects – economic, labour market and distribution, community.
  - (iii) Methodology – relevant guidance, methods for data collection.
  - (iv) On-airport employment forecasts – 2038, by type, cargo.
  - (v) Study areas – local study area, labour market area, ‘five authorities’ area.
  - (vi) Baseline conditions.
  - (vii) Items to be scoped out.
  
- Employment Land
  - (i) Purpose and scope.
  - (ii) Airport related categories – land use categories and sub-categories.
  - (iii) Methodology – data sources, stages.
  - (iv) Defining the functional economic market area and emerging findings.
  - (v) Calculating the current and future state.
  - (vi) The implication for future land requirements.
  
- Health and Wellbeing
  - (i) Operational effects – environmental, transport, lifestyle, socio-economic.
  - (ii) Construction effects – environmental, transport, lifestyle, socio-economic and social.
  - (iii) Baseline conditions/study area.
  - (iv) Methodology – health in EIA.
  - (v) Items proposed to be scoped out.

### **Noise**

- (i) Noise scope & terminology.
- (ii) Air Noise – legislation and guidance, methodology.
- (iii) Air Noise Baseline – arrivals and departures, noise metrics, other non-noise metrics.
- (iv) Air Noise – study areas/receptors, issues scoped out.
- (v) Ground Noise – assessment method, baseline, study areas/receptors, methodology.

#### **3.4.16 Pre-consultation briefing (January/February 2020)**

3.4.17 Following receipt of the Planning Inspectorate scoping opinion, with updated Project information available and the PEIR being prepared for consultation, the Applicant arranged for a second round of in-person TWGs in early 2020 covering:

- Air quality, carbon and climate change (also including major accidents and disasters) (27 January 2020);
- Economics and employment (30 January 2020);
- Land-based topics (3 February 2020);
- Surface access (4 February 2020);
- Noise (5 February 2020); and
- Water environment (6 February 2020).

- 3.4.18 The aim of each TWG held at this time was to discuss the upcoming PEIR consultation with local authority topic specialists invited to ensure they were familiar with the nature of the consultation process, the types of information and documents that they would be able to see and the timescales for responding to the consultation.
- 3.4.19 The same format was used for each meeting, with the Applicant presenting a general update before focusing on the topic-specific discussions. The general update covered air traffic forecasts, the proposals, the DCO process (including programme updates and consultation planned for spring 2020) and key points from the Planning Inspectorate scoping opinion, along with updates on economics and employment assessments. The information presented for each topic included feedback on the emerging findings of the preliminary assessment work for chapters in the Environmental Statement, baseline information, planned further assessment work and topic-specific updates following publication of the Planning Inspectorate scoping opinion.
- 3.4.20 The technical topics discussed at the January/February 2020 TWGs were:

**Air quality, carbon and climate change (also including major accidents and disasters)**

- Air Quality
  - (i) Assessment of scope – construction, operation, scoping opinion comments.
  - (ii) Baseline information – baseline assessment, data sources, monitoring data in study area, assessed receptors in PEIR.
  - (iii) Significance criteria – human and ecological receptors.
  - (iv) Emerging findings – NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions, model performance, construction, operation.
  - (v) Further assessment work.
  
- Carbon and Climate Change
  - (i) Assessment of scope (GHGs) – construction stage, operational stage, scoping comments.
  - (ii) Baseline information (2018) – air traffic movement data, passenger/staff surface access, energy consumption.
  - (iii) Baseline Information (future model) – aviation emissions, construction data, surface access.
  - (iv) Significance criteria and IEMA guidance.
  - (v) Emerging findings – opening year (2026), design year (2038) comparisons.
  - (vi) Considering significance – construction impacts, CO<sub>2</sub> impacts 2026 and 2038, aviation emissions out to 2050.
  - (vii) Further assessment work.
  
- Major Accidents and Disasters
  - (i) Assessment of scope – EIA Regulations 2017, Control of Major Accident Hazards (COMAH), International Federation of Red Cross and Red Crescent Societies (IFRC).
  - (ii) Scoping process.
  - (iii) Scoping opinion and alterations to scope – Planning Inspectorate scoping opinion and issues scoped back in.
  - (iv) Assessment methodology.
  - (v) Risk tolerability.



- (vi) Emerging findings – environmental and transport, safety issues.
- (vii) Assessment of third-party risk and public safety zones ("PSZ") – assessment scope, methodology and assumptions, significance criteria and existing/Historic PSZ Map.
- (viii) Emerging findings

### **Economics and Employment**

- Economic impacts
  - (i) Scope of the economic analysis.
  - (ii) National economic impacts.
  - (iii) Local/regional economic impacts.
- Socio-Economics
  - (i) Assessment scope – construction and operational effects on direct operational employment, supply chain, construction employment, population and labour market, business and resident disruption, community and recreation facilities, community cohesions.
  - (ii) Assessment study areas – airport boundary, local study area immediately around the airport, labour catchment area, wider 'Five Authorities' area.
  - (iii) Baseline conditions within the local study area.
  - (iv) Assessment approach – sensitivity of the receptors, potential magnitude of impact.
  - (v) Emerging findings – construction, operation, non-significant effects.
  - (vi) Further assessment work.
- Population and Housing
  - (i) Background.
  - (ii) Methodology – study area, data sources and scenarios.
  - (iii) Findings – the overall picture, 'pinch-points', sensitivity testing.
  - (iv) Summary.
- Health and Wellbeing
  - (i) Assessment of scope.
  - (ii) Summary of health-specific baseline.
  - (iii) Summary of baseline Port Health statistics.
  - (iv) Approach to assessment significance.
  - (v) Summary of significant and non-significant effects.
  - (vi) Further assessment work.
- Airport Related Employment Study
  - (i) Assessment scope – offices, cargo/warehousing, industrial, hotels.
  - (ii) Methodology.
  - (iii) Baseline FEEMA (Functional Economic Market Area).
  - (iv) Calculating the current state – hotels, offices, industry/warehousing.
  - (v) Next steps.

### **Land-based topics**

- Land Use

- (i) Emerging assessment findings – ecology, landscape, heritage, ground conditions, code of construction practice and waste, land use and recreation.
- (ii) Ecology – assessment scope, baseline data gathering, ecology survey areas, key survey findings, assessment methodology, emerging effects, 2020 data gathering and further assessment.
- (iii) Landscape, townscape and visual resource – scope of assessment, study area, existing and proposed ZTV locations, landscape designations and constraints, response to scoping opinion, baseline data gathering, likely significant effects, mitigation measures, further work.
- (iv) Historic Environment – designated and non-designated assets, registered parks and gardens, previous archaeological works, archaeological potential, geophysical surveys, proposed trenching and LiDAR, next steps.
- (v) Land Quality – introduction and scope.
- (vi) Contamination: study area, baseline data, potential areas of concern, assessment of effects, previous investigations, further work.
- (vii) Code of construction practice – approach, study area and context, baseline data, effects, further work.
- (viii) Land Use and recreation – scope of assessment, methodology and study area, scoping response on agricultural land use and recreation, baseline data, public rights of way and public open space, emerging mitigation measures, emerging assessment.

#### **Surface access**

- Main scope of assessment
  - (i) Operational and construction effects.
  - (ii) Relevant guidance and standards.
  - (iii) Assessment methodology – construction and demolition activities, use of airport including upgraded highway junctions.
  - (iv) Ongoing stakeholder engagement.
- Strategic transport modelling
  - (i) Model architecture, highway model network, highway model (screenlines and counts, journey time routes).
  - (ii) Public transport model – rail and bus network.
  - (iii) Forecasts – daily and peak hour impacts, estimating demand, recap on forecasts.
  - (iv) Highway Users – VISSIM assessment, study area for PEIR, forecourt capacity analysis, highway users summary of impacts.
- Rail users
  - (i) Rail network and station, station performance with Northern Runway.
  - (ii) Shuttle operation.
  - (iii) Construction impacts, routing.
- Mitigating the impacts of road traffic
  - (i) Surface access works at north and south terminal.
- Airport surface access strategy and mode shares

- (i) Basis for sustainable surface access - current mode shares, seasonality, impact of passenger mix, other UK airport mode shares, current and emerging mode share targets.
- (ii) Strategy and mitigation measures being assessed.
- (iii) Sustainable travel options.

#### **Noise**

- (i) Assessment scope – construction noise and vibration, air noise, ground noise, road traffic noise.
- (ii) Planning Inspectorate scoping opinion.
- (iii) Baseline information.
- (iv) Survey of taxiing aircraft noise.
- (v) Significance of effects and criteria.
- (vi) Emerging findings – construction, air noise, flight paths and overflights, ground noise.
- (vii) Potential mitigation.
- (viii) Further assessment work

#### **Water Environment**

- (i) Assessment scope – water environment disciplines, construction and operation impacts, climate change, cumulative effects, variance in study area by discipline.
- (ii) Planning Inspectorate scoping opinion.
- (iii) Stakeholder engagement.
- (iv) Data collection.
- (v) EIA process.
- (vi) Project impacts – construction and operation.
- (vii) Emerging EIA findings.
- (viii) Future work.

3.4.21 At the end of each TWG, the Applicant confirmed that the next round of TWGs would take place at the beginning of the public consultation period planned for spring 2020. However, in March 2020 work on the Project was paused due to the Covid-19 pandemic.

#### **3.4.22 Pre-consultation briefing on the PEIR (July/August 2021)**

3.4.23 Following the re-start of the Project after the pandemic, the Applicant arranged a new round of TWGs in July and August 2021, covering:

- Surface access (27 July 2021);
- Landscape, visual and water environment (29 July 2021);
- Economy, Employment, Housing and Health (3 August 2021);
- Health and Wellbeing (4 August 2021);
- Land Use and Recreation, Geology, Heritage and Ecology (5 August 2021);
- Noise (10 August 2021); and
- Air Quality, Carbon and Climate Change and Major Accidents and Disasters (12 August 2021).

3.4.24 On 11 August 2021, the Applicant also convened a Local Resilience Forum focusing on major accidents and disasters, which was open to local resilience forums, emergency services, local

authorities and others.

3.4.25 The aim of the July/August 2021 meetings was to share the emerging environmental assessment findings in advance of their publication to help the local authorities with reviewing and responding to the PEIR during consultation.

3.4.26 These meetings were held virtually, removing the need to travel and allowing them to be split into two-hour sessions (rather than full day workshops), which was more digestible for presenters and attendees. As work on the PEIR was on-going in preparation for the consultation, the Applicant was not able to share it with the local authorities in draft form. However, presentation slides explaining what would be covered in each chapter were shared in advance of the TWGs. Attendees were able to ask questions both in advance and during the meetings.

3.4.27 The same format was used for each meeting, with the Applicant providing a general update before focusing on the topic-specific discussions. The general update included the impact of Covid-19 on the airport, the rationale for continuing with investment in the Project, a recap on the overview of the scheme and a forecasting update, as well as an overview of the Project programme. All the topic-specific discussions covered:

- An update on assessment work since 2019;
- Scope of assessment work, including extent of study area and assessment scenarios;
- Preliminary assessment findings; and
- Further assessment work.

3.4.28 The technical topics discussed at the July/August 2021 TWGs were:

**Surface access**

- Scope of assessment
  - (i) Operational and construction effects.
  - (ii) Progress made.
  - (iii) Stakeholder engagement.
- Surface access strategy and mode share
  - (i) Existing mode share.
  - (ii) Proposed mode share targets.
  - (iii) Mode share interventions considered.
- Forecasts – daily and peak hour impacts
  - (i) Assessment scenarios.
  - (ii) Airport demand – airside, landside (highway).
  - (iii) Employee growth.
  - (iv) Cargo growth.
- Strategic transport modelling
  - (i) Overview and spatial coverage.
  - (ii) Highway model network development.
  - (iii) Rail assignment model.
  - (iv) Bus and coach model.

- Emerging highway impacts
  - (i) Model outputs – 2047 wider flow impacts, distribution of Gatwick traffic 2047, AM peak 2047 with Project.
  - (ii) Construction impacts – highway and airfield.
  - (iii) Mitigating the impacts of road traffic – surface access works, South Terminal roundabout, North Terminal roundabout, Longbridge roundabout, proposed speed limit changes.
  
- Public transport users
  - (i) Rail network performance.
  - (ii) Rail network assessment.
  - (iii) Station performance with Project.
  - (iv) Shuttle operation.

### **Landscape, visual and water environment**

- Water
  - (i) Surface water quality (River Mole, Tilgate Brook and Gatwick Stream) – baseline, scheme interaction, mitigation.
  - (ii) Water environment regulations (Water Framework Directive) – baseline, scheme interaction, mitigation.
  - (iii) Hydromorphology (River Mole, Gatwick Stream, Crawter’s Brook, Burstow Stream Tributary) – baseline, scheme interaction, mitigation.
  - (iv) Groundwater (one groundwater abstraction and no potential groundwater dependent terrestrial ecosystems identified within 1km) – baseline, scheme interaction, mitigation.
  - (v) Flood risk (all sources) – baseline, scheme interaction, scheme impact and mitigation.
  - (vi) Water infrastructure (supply and wastewater) – demand, wastewater model, inflow changes, discussions with water companies.
  - (vii) PEIR emerging findings.
  
- Landscape and visual
  - (i) Recap on pre-Covid progress and previous TWG meeting – scope, ZTVs, baseline for tranquillity impact assessment, panoramic photography viewpoints, baseline analysis of landscape and townscape character, prediction of likely significant effects and mitigation.
  - (ii) Changes since Project re-start – surface access and highway improvements, Pentagon Field car park, wastewater treatment works (removed from Project), parameter changes, assessment years, development sequencing, update of cumulative baseline schemes.
  - (iii) Progress since Project re-start – updated ZTVs based on additional/revised data, wireline photomontages for 10 locations, additional assessment phase beyond 2038, reassessment of effects as a result of the change in Project programme.
  - (iv) PEIR preliminary findings.

### **Economy, Employment, Housing and Health**

- Economic impact assessment
  - (i) Updates to economic analysis – updated appraisal to reflect new traffic forecasts and appraisal methodology.



- (ii) Scope of the economic analysis – role of the traffic forecasts, gross and net terminology, local and regional context, employment terminology, on-site employment, footprint of the Project, employment footprint by local authority area, costs and benefits to national economy, benefits to users and providers, net present value of the Project, qualitatively assessed benefits, further planned assessment work.
- **Socio economic effects**
  - (i) Scope of socio economics – construction and operational effects.
  - (ii) Assessment study area – airport boundary, local study area immediately around airport, labour catchment area, wider ‘five authorities’ area.
  - (iii) Methodology and data sources.
  - (iv) Findings of 2019 assessment – construction and operation.
  - (v) Changes since 2019 – baseline date, adjusted assessment years, changes to Project design and boundary, updated employment forecasts, updated economic impact assessment report, updated assessment of population and housing effects.
  - (vi) Baseline conditions.
  - (vii) Assessment approach – sensitivity of receptor, potential magnitude of impact, findings for construction and operation, mitigation and enhancement measures.
- **Population and housing study**
  - (i) Methodology - study area, data sources and scenarios.
  - (ii) Findings of previous (2019) assessment.
  - (iii) Changes since 2019 – base date, reporting years, and updated demographic data, job forecasts, local authority housing trajectories.
  - (iv) Findings of updated assessment.
- **Outline employment, skills and business strategy**
  - (i) Stakeholder engagement in developing key strategy themes.
  - (ii) Strategy objectives.
  - (iii) Construction phase initiatives.
  - (iv) Operational phase – employment and skills initiatives.
  - (v) Operational phase – business initiatives.
  - (vi) Next steps – implementation plan.
- **Health and wellbeing (also run as a separate standalone meeting)**
  - (i) Project recap.
  - (ii) Assessment scope/assessing significance.
  - (iii) Baseline – health-specific indicators, Port Health statistics.
  - (iv) Effects – significant and non-significant.
  - (v) Further planned assessment work.

#### **Land use and Recreation, Geology, Heritage and Ecology**

- **Agricultural land use and recreation**
  - (i) Scope of the assessment – agricultural land quality, farm holdings, public open space, effects on public rights of way and cycle routes.

- (ii) Progress since Project re-start – surface access and highways improvements, changes to assessment years and sequencing of developments, update of cumulative baseline schemes.
  - (iii) Baseline data – agricultural land desktop studies, agricultural land classification survey, recreation survey (National Cycle Route 21).
  - (iv) Mitigation measures – soil management strategy, reducing construction effects on farm holdings, replacement open space, pedestrian route links, maintenance of safe public access along public rights of way.
  - (v) Emerging assessment and next steps.
- **Historic environment**
    - (i) Designated heritage assets – within the PEIR boundary, within 3km of the PEIR boundary and within the ZTV, at Charlwood in relation to the ZTV.
    - (ii) Predicted 2032 noise impacts – greater than 1dB noise change footprints and noise sensitive designated heritage assets.
    - (iii) Non-designated heritage assets within 1km of the PEIR boundary.
    - (iv) Predictive modelling of zones of archaeological potential.
    - (v) Geophysical survey areas.
  - **Land quality**
    - (i) Introduction and scope – contamination, unexploded ordnance, minerals.
    - (ii) Contamination – study area, baseline data, potential areas of concern, assessment of effects, further work.
  - **Ecology**
    - (i) Assessment findings – pre-Covid, since Project re-start.
    - (ii) Emerging effects – significant (loss of woodland), other adverse effects (habitat loss for birds, reptiles, foraging bats and badgers), beneficial effects (associated with re-alignment of River Mole corridor and mitigation).
    - (iii) On-going work – consultation with Natural England and local Wildlife Trusts, strategic traffic modelling and associated air quality modelling on designated sites.

## **Noise**

- (i) Noise and vibration assessment scope – construction, air noise, ground noise, road traffic noise.
- (ii) Response to main scoping report themes.
- (iii) Baseline information – air noise modelling, ground noise survey (further analysis), road traffic noise survey in Riverside Park.
- (iv) Significance of effects – PEIR, methodology (significant, adverse and beneficial effects), combined noise effects, cumulative noise effects, significance criteria.
- (v) Construction emerging findings - modelling, adverse effects, matters for the Environmental Statement.
- (vi) Air noise emerging findings –modelling, metrics, flight paths and overflights, 2032 day/night (trends, changes), community representative locations.
- (vii) Proposed mitigation measures (air noise) – Noise Insulation Scheme and Noise Envelope.

- (viii) Ground noise – baseline surveys (residential and airside), emerging findings, likely effects, mitigation, road traffic modelling, roadside noise barriers.
- (ix) Further work for the Environmental Statement.

### **Air Quality, Carbon and Climate Change and Major Accidents and Disasters**

- **Air Quality**
  - (i) Updates to assessment since 2019 – extent of study area, additional receptors, assessment of nitrogen deposition and acidity at ecological sites, modelling of construction traffic emissions.
  - (ii) Scope of the assessment – construction and operation, extent of study area, assessment scenarios.
  - (iii) Preliminary findings – emissions, model performance, construction, operation, odour
  - (iv) Further assessment work for the Environmental Statement.
  
- **GHG assessment**
  - (i) Policy and legislative context.
  - (ii) Assessment scope - construction, operation, response to scoping comments.
  - (iii) Baseline information – 2018 (air traffic movement data, passenger/staff surface access, energy consumption), future baseline (aviation emissions, construction data, surface access).
  - (iv) Significance criteria – guidance, emissions targets, modelled emissions for 2050.
  - (v) Emerging findings and consideration of significance.
  - (vi) Mitigation.
  - (vii) Further assessment work for the Environmental Statement.
  
- **Climate change impacts and adaptation**
  - (i) Updates to climate assessment since 2019 – in-combination climate change (ICCI) assessment, and ICCI assessment period (to 2080s).
  - (ii) Scope of the assessment – ICCI and climate change resilience (CCR), baseline conditions, significance criteria.
  - (iii) ICCI preliminary findings – no new impacts identified but enhanced mitigations may be required.
  - (iv) CCR – assessment methodology, preliminary findings (construction phase, operation phase).
  - (v) Further assessment work for the Environmental Statement.
  
- **Major accidents and disasters**
  - (i) Work to date – study focus, identification of major accidents and disasters scenarios.
  - (ii) Scoping - scoping tests, scoping opinion, evaluation and reporting.
  - (iii) Risk - assessment methodology, safety risk tolerability, environmental risk.
  - (iv) Emerging findings – environmental and transport, safety.
  - (v) Further assessment work for the Environmental Statement.
  - (vi) Assessment of third-party risk and PSZs.

3.4.29 The PPA discussions that had begun in 2019 continued in 2021. The draft PPA template was shared with LPAs in March 2021. It contained the heads of terms for the initial funding and

Project programme to cover local authority engagement up to June 2022. This was agreed in principle by the local authorities in their letter dated 15 September 2021, subject to additional work being undertaken to finalise the PPA document. The Applicant responded on 8 October 2021 with an updated draft of the PPA. This correspondence is attached at **Appendix A.5**.

**3.4.30 Autumn 2021 Mid-consultation queries (October to November 2021)**

3.4.31 During the Autumn 2021 Consultation, the Applicant invited local authorities to a series of TWGs to discuss queries arising from the PEIR and offer assistance with their consultation responses, as well as answering any remaining questions from the July/August 2021 meetings. These TWGs also presented an opportunity for the Applicant to provide an update on how assessment work was progressing.

3.4.32 To allow for as many questions as possible to be addressed, the Applicant did not present any new information at these TWGs. Instead, having had a number of weeks to review the PEIR, the local authorities were able to ask topic specific as well as wider consultation questions which could be submitted in advance or asked during the sessions.

3.4.33 The October/November 2021 TWGs were:

- Land & Water (Land Use, Heritage & Water (14 October 2021);
- Economics, Socio-Economics, Employment and Housing (19 October 2021);
- Noise (2 November 2021);
- Air Quality, Carbon and Climate Change (4 November 2021);
- Surface Access and Transport (5 November 2021); and
- Major accidents and disasters (18 November 2021).

**3.4.34 Local Authority Engagement Protocol, April 2022**

3.4.35 Following review of the Autumn 2021 Consultation feedback, and prior to the commencement of the next round of TWGs, the Applicant invited the GOG authorities to a virtual meeting on 16 March 2022. The purpose of the meeting was to share the latest Project information, including:

- Timings;
- Topic areas and key issues from consultation feedback;
- Changes to the Project as a result of consultation; and
- The approach to further targeted consultation.

3.4.36 The meeting also included a discussion of local authority feedback on the TWG process, following completion of 33 local authority TWGs and meetings from Project inception through to the Autumn 2021 Consultation. These meetings had involved a significant investment of time and resource from both the local authorities and the Applicant. In advance of setting up future rounds of TWGs, the Applicant was keen to ensure that the process continued to provide useful engagement opportunities, was productive, and used the time dedicated to it in the most efficient way for all parties. For these reasons – and in response to local authority feedback – the Applicant proposed establishing a local authority engagement protocol to set the parameters for engagement with the GOG authorities and provide clarity on the approach to information sharing and the intended timing of responses to it.

- 3.4.37 To assist with production of a protocol, the following issues were raised and discussed at the meeting:
- Nomination of a primary and secondary contact for correspondence at each authority: The local authorities agreed with this approach and asked that topic specific information be sent to specialist officers as well. This was agreed by the Applicant.
  - Desire for a return to in-person meetings: Having moved to a virtual, two-hour block approach due to the pandemic, the Applicant wanted to understand whether the local authorities favoured a return to the previous in-person, all day workshop model. Local authorities expressed a preference for the virtual approach, with subjects split into shorter, focused meetings. The Applicant also favoured this more agile approach.
  - Number of attendees: The Applicant was keen to ensure that TWGs were productive and represented an efficient use of time for all parties. It was particularly keen to ensure that topic specialists were able to lead discussion on key issues on behalf of their local authorities. This was because debate on some topics at the previous TWGs had been limited due to a significant number of attendees participating. The Applicant proposed keeping attendance to a maximum of six local authority and six consultant team attendees to represent the GOG authorities to ensure focused, detailed discussions could take place.
- The local authorities were concerned that this approach may create governance issues if other neighbouring local authorities were agreeing matters on behalf of the GOG authorities without their direct input. The Applicant agreed that the local authorities should decide how many officers would attend each TWG and who would be best placed to speak on each topic. The Applicant also agreed to record each TWG meeting and make the recordings available on a shared drive for the local authorities to access should they need to revisit topics or catch up on a meeting they had been unable to attend.
- 3.4.38 The agreed approach to TWGs, including details of the above, was subsequently included in the Northern Runway Project Local Authority Engagement Protocol, April 2022 (see **Appendix A.4**), which was then issued to the local authorities.
- 3.4.39 Following this – and in accordance with the protocol - the Applicant issued a meeting schedule for the Spring/Summer 2022 TWGs to the local authority leads dated 1 June 2022 (see **Appendix A.4**). This was in response to a request from local authorities to have the meeting dates for the TWGs set out in one place.
- 3.4.40 The Applicant also wrote to the Chief Executive of Crawley Borough Council in February and then again in April 2022 to set out the proposed approach to an engagement strategy that will evolve into joint Statements of Common Ground (SoCG) with the local authorities. This sought to outline the proposed approach to future TWGs that would be attended by a smaller number of technical specialist and planning officers to facilitate detailed discussion. In the spirit of agreeing a PPA with the local authorities, the letters also made the offer of funding to cover officer time of those working on the Project. These two letters dated 25 February 2022 and 4 April 2022 are contained in **Appendix A.5**.

**3.4.41 Spring/Summer 2022 TWGs**

3.4.42 The purpose of the 20 TWGs convened during this period was to discuss and agree the methodological approach to preparing the topic specific chapters in the Environmental Statement for the DCO application submission.

3.4.43 The Spring/Summer 2022 TWGs covered:

- Noise (4 May, 7 June, 28 June 2022);
- Land & Water (10 May, 9 June, 29 June 2022);
- Air Quality (11 May, 21 June, 14 July 2022);
- Planning A - general updates, design, baseline developments (12 May and 5 July 2022);
- Economics and Socio-Economics (16 May, 14 June, 7 July 2022);
- Transport and Surface Access (17 May 2022);
- Planning B - forecasting and capacity (25 May 2022);
- Surface Access – active travel infrastructure (15 June 2022);
- Health and major accidents and disasters (20 June and 27 July 2022); and
- Surface Access – public transport proposals (26 July 2022).

3.4.44 The Applicant maintained a record of key issues raised by the local authorities for each topic, together with the Applicant's response. This record was regularly updated.

**3.4.45 Local Authority Feedback following Spring/Summer 2022 TWGs**

3.4.46 At the end of the Spring/Summer 2022 TWGs, the Applicant asked the local authorities for feedback on this round of TWGs, including whether they considered any improvements could be made to the method and process of engagement.

3.4.47 The Applicant convened a virtual meeting with the local authorities on 14 July 2022 to discuss their feedback, which included:

- Suggestions and requests regarding the submission of material in advance of the TWGs;
- Use of issues trackers;
- Requests for more time between TWG cycles; and
- The regularity and forum of TWGs as well as their interaction with topic specific sub-groups.

3.4.48 Following this meeting, the Applicant proposed some updates to the Northern Runway Project Local Authority Engagement Protocol, April 2022 to reflect the feedback received from the local authorities and to set out the approach for the upcoming Autumn/Winter round of TWGs.

3.4.49 For Autumn/Winter, meetings were scheduled every five weeks (extended from the previous three-week interval) to give officers and the Applicant sufficient time to receive and respond to comments arising from the TWGs. A full set of meeting dates for the entire TWG programme from September 2022 to January 2023 (including a high-level agenda for each meeting) was included in the updated protocol to ensure the local authorities had sufficient notice to plan the attendance of the most appropriate officers for each topic. The Applicant also committed to preparing an issues tracker for comments submitted during the Autumn/Winter 2022 TWGs.

3.4.50 The Northern Runway Project Local Authority Engagement Protocol, September 2022 was issued to the local authorities on 9 September 2022. Some meeting dates were subsequently changed



due to illness within the Applicant team and timings of Project topic outputs. The protocol was therefore re-issued on 18 November 2022 (see **Appendix A.4**).

**3.4.51 Improving the Performance of the NSIP planning process**

3.4.52 In August 2022 Crawley Borough Council (on behalf of several authorities) was awarded £90,000 by government to fund consultants to support their work on the Project.

3.4.53 This award was made through the NSIP Innovation Fund, which aims to improve performance of the NSIP planning process and support local authorities. Crawley Borough Council was awarded funding for their Gatwick Airport Northern Runway bid to fund consultants to aid in development of a virtual network of individuals with experience in particular schemes (airports) and provide access for multiple authorities to specialist external advice and better NSIP coordination.

**3.4.54 August 2022 to March 2023 TWGs**

3.4.55 The purpose of the 42 TWGs convened during this period was to present the emerging results of assessments, discuss the Applicant's developing mitigation proposals, and commence discussions on SoCG.

3.4.56 This round of TWGs covered:

- Planning (8 August 2022, 16 September 2022, 19 October 2022, 23 November 2022, 24 November 2022, 17 January 2023, 6 March 2023);
- Land & Water (26 September 2022, 31 October 2022, 2 December 2022, 10 January 2023, 9 February 2023);
- Surface Access (27 September 2023);
- Socio-Economics and Economics (28 September 2022, 2 November 2022, 18 November 2022, 6 December 2022);
- Carbon and Climate Change (3 October 2022, 7 November 2022, 12 December 2022, 18 January 2023);
- Health and Wellbeing and Major Accidents and Disasters (4 October 2022, 19 January 2023);
- Noise (14 October 2022, 29 November 2022, 4 January 2023, 8 February 2023);
- Air Quality (21 October 2022, 8 December 2022, 16 January 2023, 23 February 2023);
- Transport (1 November 2022, 5 December 2022, 31 January 2023);
- Health and Wellbeing (8 November 2022);
- Biodiversity sub-group (8 November 2022, 14 December 2022);
- Minerals scoping (10 November 2022);
- Water resources (30 November 2022);
- Major Accidents and Disasters (13 December 2022);
- Local Authority Feedback Session on TWGs (30 January 2023); and
- Statement of Common Ground discussions (7 March 2023, 26 May 2023).

3.4.57 Following this round of TWGs a feedback session was held at the end of January 2023 to discuss feedback from, and questions raised by the local authorities. The discussion covered frequency of meetings, sharing of post meeting actions and draft documents, as well as setting out the anticipated timescales for DCO submission and beyond.

3.4.58 The Applicant maintained a record of the feedback received from the local authorities following

these meetings and sought to refine and agree a list of key issues for each topic. During the later TWGs, the table of issues was circulated with presentation material and discussed within the meetings. These topic-based issues lists are the early basis for the SoCG templates discussed with the local authorities in March and April 2023, and then subsequently shared with local authorities from April 2023 onwards.

3.4.59 Further comments and questions were raised by the local authorities' letter dated 13 March 2023, which the Applicant responded to in its letter dated 29 March 2023 (see **Appendix A.5**). The Applicant circulated draft documents with the local authorities on 28 April 2023, including:

- The draft Project Description Chapter from the ES (what Gatwick intends to build).
- The draft Development Consent Order (with the explanatory memorandum supplied subsequently).
- The proposed approach to Mitigation (setting out draft Heads of Terms for both s106 content and DCO Requirements).
- Tranche 1 of the thematic Statement of Common Ground (SOCG) templates.

3.4.60 Following circulation of these draft documents, further correspondence was exchanged between the local authorities and the Applicant, dated 16 May 2023 and 19 May 2023 respectively (see **Appendix A.5**).

#### 3.4.61 **Planning Performance Agreement**

3.4.62 Throughout the DCO process the Applicant has made the offer of funding to local authorities to cover the cost of their time during pre-application process.

3.4.63 A PPA between the ten GOG authorities was signed in November 2022 with retrospective effect for the engagement carried out and the associated costs incurred.

3.4.64 Discussions on a second PPA are ongoing to cover subsequent engagement, which would bring the total support offered to the local authorities to approximately £330,000 (of which approximately £190,000 has already been paid). This is in addition to the £90,000 the local authorities received under the NSIP Innovation Fund.

### 3.5 **Project team engagement with technical and topic-specific stakeholders**

#### 3.5.1 **National Highways**

3.5.2 Engagement with National Highways has been on-going since late 2017 when the Applicant was considering the need case for growth at the airport. At this time, the three master plan scenarios were shared with National Highways for consultation.

3.5.3 In October 2019, following consultation on the master plan and initiation of the Project, more regular engagement with National Highways began. The Applicant presented the proposed 'Northern Runway Project' to National Highways and confirmed that consent would be sought through a DCO.

3.5.4 The proposed highways options - and how they could be future-proofed to secure appropriate network capacity – were first discussed at a meeting on 7 January 2020. At the next meeting (13 February 2020), the Applicant and National Highways agreed that detailed discussions with other parts of the organisation would be required to progress the highways proposals. Shortly

afterwards, the Project was paused due to the Covid-19 pandemic and save for a meeting to touch base with National Highways on 26 October 2020, no further meetings were held to discuss Project details until 2021.

- 3.5.5 In the interim, and to continue building a collaborative relationship between the parties, a meeting to introduce the Project consultant team to the National Highways Strategic Project Director was held on 15 December 2020. At a follow-up meeting, National Highways shared their lessons learned from other DCO projects.
- 3.5.6 A meeting on 2 February 2021 was held to introduce the Applicant to the National Highways Head of Third-Party Infrastructure. This marked the recommencement of engagement with National Highways on the Project following the pandemic and Project pause.
- 3.5.7 Further meetings were held during the spring and summer of 2021. In April and May 2021, the Applicant provided background information and clarifications to National Highways on questions arising. The parties agreed to establish terms of reference setting out the working arrangements between the two organisations. These were discussed and finalised in May and June 2021.
- 3.5.8 From July to September 2021 discussions took place on the design approach as well as around transport modelling. In relation to design, agreement was reached on how to provide information and what design deliverables would be included. These were developed to be consistent with the National Highways Project Control Framework. On modelling, discussions focused on the methodology for building the base transport model and the approach to scenario testing – both the assumptions for the model and its outputs.
- 3.5.9 During autumn 2021, meetings were held to discuss the optioneering process and an examination of design alternatives took place at meetings between August and December 2021. These meetings reflected feedback from National Highways on the Autumn 2021 Consultation and resulted in further development of the highway design.
- 3.5.10 Amended layouts for the highway scheme design were produced for the Summer 2022 Consultation following further engagement with National Highways during the first quarter of 2022. During this time, further meetings were held to discuss the model forecasting approach, including both the strategic model used for assessment and the local simulation model used to inform the highway design. Following the Summer 2022 Consultation technical reports relating to the highway design were issued to National Highways and matters arising were discussed, in line with the agreed design deliverables. Initial drafts of reports were shared between October 2022 and December 2022, which covered issues such as geometry, drainage, structures, technology, operations and maintenance.
- 3.5.11 From January 2023 the Applicant's design team has been responding to comments from National Highways on the draft design deliverables, which includes successfully submitting departures from standard for provisional approval. Model validation reports, forecasting reports, sensitivity analysis and technical notes have been discussed and shared with National Highways during this period in order to resolve any comments and discuss the interpretation of outputs.
- 3.5.12 **Project team engagement with statutory bodies**
- 3.5.13 In identifying the relevant environmental bodies to engage with, the Applicant considered the

environmental impacts that may arise, statutory functions that may be impacted by the provisions within the draft DCO, future consents or licences that may be required, as well as guidance set out within the Planning Inspectorate's Advice Note Eleven: Working with public bodies in the infrastructure planning process (November 2017, Version 4), which sets out expectations for working with such organisations.

- 3.5.14 The Environmental Statement includes a record of the engagement with the relevant stakeholders in developing the EIA.
- 3.5.15 **Noise Envelope Group**
- 3.5.16 In May 2022, a new Noise Envelope Group was convened by the Applicant to further explore the Noise Envelope proposal (setting limits on aircraft noise from future operations at Gatwick within particular day and night-time noise contours) included in the Autumn 2021 Consultation.
- 3.5.17 The Noise Envelope Group and its two sub-groups – the Aviation Sub-Group and Local Sub-Group – met a total of 13 times to gather feedback on the creation of a feasible, clearly defined, measurable and enforceable Noise Envelope proposal.
- 3.5.18 Meeting dates and headline topics from each of the meetings are included in **Appendices A.3** and **C.12**. A detailed report on engagement on the Noise Envelope can be found at **ES Appendix 14.9.9: Report on Engagement on the Noise Envelope** (Doc Ref. 5.3).
- 3.5.19 Details of the Noise Envelope proposals are included in **ES Chapter 14: Noise and Vibration** (Doc Ref. 5.1).
- 3.5.20 **Project team engagement with statutory undertakers and asset owners, and those with an interest in land**
- 3.5.21 The Applicant has identified statutory undertakers who have an interest in land required for the proposals or have, or may have, a right to keep equipment and apparatus (in connection with their undertaking) on, in or over the land required for the proposals.
- 3.5.22 These potentially affected parties were identified by way of desktop searches, including a utilities search undertaken by Atkins (Atkins Utility Search Report and Search Map), and through the process of reviewing Land Registry titles as detailed in paragraph 7.2.5 of the **Statement of Reasons** (Doc Ref. 3.2). The Applicant has contacted the relevant statutory undertakers to verify information and commenced technical engagement with statutory undertakers where possible. Details of this engagement is included in Appendix B of the **Statement of Reasons** (Doc Ref. 3.2). Statutory undertakers were also included as part of the section 42 consultation in the Autumn 2021 and Summer 2022 Consultations.
- 3.5.23 The Applicant has also taken steps to identify and engage with those with an interest in the land that will be affected by the Project. Paragraphs 5.5.13 to 5.5.16 of this Report describe the approach and steps taken.
- 3.5.24 The Applicant has encouraged engagement with interests directly affected by the Project by setting up dedicated communication channels specifically for landowners and occupiers as well as appointing a team of surveyors to negotiate the acquisition of the required rights.
- 3.5.25 The Applicant has engaged with all identified interests and is in the process of carrying out

discussions and negotiations to secure rights in land across the Project area. The Applicant is committed to seeking to acquire all interests in land necessary for the development through voluntary agreements. Following initial letters to commence discussions and negotiations, engagement with land interests has taken place via meetings, telephone conversations and emails to understand the impact of the proposals on land holdings and to reach negotiated settlement through voluntary agreements. The Applicant began issuing Heads of Terms for Option Agreements to landowners and occupiers in March 2023 to progress discussions and to provide commercial terms to affected parties.

- 3.5.26 The Applicant has responded to issues raised from land interests through the engagement process to date, where possible and practical amending proposals to mitigate certain areas and by further refining land requirements.
- 3.5.27 The Applicant is continuing to seek voluntary agreements and engaging with land interests to secure rights for the Project and will do so throughout examination and until land has been acquired and entry is taken. These discussions are ongoing, and the Applicant is continuing positive engagement and commercial negotiations with the land interests.
- 3.5.28 With regard to land owned by the Applicant within Gatwick Airport, engagement has been undertaken with tenants, leaseholders and those with rights in the land. As well as Contact Referencing and section 42 consultation, further letters and emails were sent to invite interests to four drop-in events held at the airport throughout June 2023, and individual meetings were held where necessary. The Applicant is committed to maintaining and building on its existing relationships and is continuing to discuss proposals with affected parties within the airport.
- 3.5.29 The timing and engagement of activities undertaken in relation to interests in the land are included in **Table 3.1**. A summary of the current state of negotiations for option agreements with all impacted interests is set out in Appendix A of the **Statement of Reasons** (Doc Ref. 3.2).

**Table 3.1: List of engagement activities undertaken with land interests**

Date	Engagement activity
March 2019 to March 2020	Contact Referencing (Landowner Questionnaires and Site Notices to establish interests)
June 2019 to June 2022	Survey access negotiations
September 2021 to December 2021	Section 42 consultation
June 2022 to July 2022	Section 42 consultation
October 2022	Engagement letters issued to landowners and interests outside of the Gatwick Airport owned land to commence commercial discussions

Date	Engagement activity
November 2022 (on-going)	Introduction meetings with interests to commence commercial discussions regarding option agreements
March 2023 (on-going)	Heads of Terms for option agreements began to be issued to landowners and interests outside of the Gatwick Airport owned land
May 2023	Engagement letters sent to airport tenants, leaseholders, and interests to offer information and consultation meetings
June 2023 (on-going)	Drop-in events at the airport and individual meetings held with airport interests to consult further regarding the Project

### 3.6 Future Engagement

3.6.1 The Applicant recognises the demands on the local authorities in respect of the Project, so has taken steps to progress the SoCGs as early as possible. The Applicant has proposed developing the SoCGs in three distinct stages:

- Stage 1 - up to the point of acceptance of the Application.
- Stage 2 - the pre-examination phase (from acceptance to the Preliminary Meeting).
- Stage 3 - examination phase.

3.6.2 At Stage 1, draft documents were shared (using a file sharing system) on 28 April 2023 to start discussions on the scope and structure of the SoCGs at a thematic level. The draft sections were planned to be issued in three tranches, with feedback requested from the local authorities within four weeks of receipt. Local authorities provided feedback to the first tranche of information by 26 May 2023 and follow up meetings were arranged in June 2023. Meetings to discuss any matters raised in relation to the draft documents will be scheduled for two weeks after the feedback deadline for further tranches. Following this, the Applicant will update the documents in preparation for the next stage.

3.6.3 Stage 2 will start at the point of acceptance of the Application, with updated versions of the draft documents issued to the local authorities. It is proposed that thematic groups (each comprising a technical lead from the Project team and a representative from each of the local authorities participating on that theme) will meet every four weeks during Stage 2. An updated version of the thematic section will be issued two weeks prior to the meetings, with the local authorities requested to provide comments a week before the meeting to inform discussion. An updated draft document will then be issued after the meeting and the sequence repeated.

3.6.4 The thematic sessions will be complemented by strategic planning meetings to track and ensure progress. These meetings will also act as the point of escalation, including for sign-off and



agreeing matters arising from the thematic groups.

3.6.5 The Applicant has commenced engagement with the following stakeholders on the preparation of SoCGs that will be submitted in support of the examination phase of the Application:

**Local Authorities**

- Crawley Borough Council (GOG member)
- Horsham District Council (GOG member)
- Mid Sussex District Council (GOG member)
- Mole Valley District Council (GOG member)
- Reigate and Banstead Council (GOG member)
- Tandridge District Council (GOG member)
- East Sussex County Council (GOG member)
- West Sussex County Council (GOG member)
- Surrey County Council (GOG member)
- Kent County Council (GOG member)

**Statutory bodies**

- Environment Agency
- Natural England
- Historic England
- The Civil Aviation Authority
- NATS en-route safeguarding
- The Secretary of State for Defence (safeguarding purposes)
- Highways England
- Network Rail
- Gatwick Area Conservation Campaign
- GATCOM
- UK Health Security Agency (Health and Safety Executive)

3.6.6 The SoCGs will be structured on a thematic basis, with specific matters under agreement or disagreement and those which remain under discussion identified. The themes are:

- Principle of development, Need Case and Scheme Proposals
- Historic Environment
- Landscape, Townscape and Visual
- Ecology and Nature conservation (including Habitat Regulations Assessment)
- Geology and Ground water
- Water Environment
- Traffic and Transport (including Transport Assessment)
- Air Quality
- Noise and Vibration
- Climate
- Greenhouse Gases
- Socio-Economics
- Health and Wellbeing

- Agricultural Land Use and Recreation
- Cumulative effects/interrelationships
- Other matters (including Project-wide EIA methodology, waste, major hazards and disasters, sustainability, protective provisions)
- Commitments and controls

3.6.7 The Applicant is also due to start engaging imminently with statutory undertakers with whom protective provisions will be agreed.

## 4 Approach to statutory consultation

### 4.1 Purpose of statutory consultation

4.1.1 Publication of the Master Plan 2019 (see Chapter 2) and the announcement of the Project was supported by substantial community and stakeholder engagement (see Chapter 3). Following this, work to develop proposals for bringing the northern runway into routine use continued, including design development, technical surveys and analysis. The Applicant subsequently undertook statutory consultation on the Project proposals in accordance with sections 42, 47 and 48 of the 2008 Act. A targeted statutory consultation focusing on changes to the highway improvement proposals, running in parallel with a non-statutory consultation on wider Project updates, was also undertaken.

### 4.2 Objectives for statutory consultation

4.2.1 The Applicant approached pre-application consultation with a commitment to ensuring consultees were given the opportunity to understand and provide feedback on the Project proposals. It undertook consultation guided by the principles of: integrity and transparency (particularly ensuring audiences could understand the scope of the consultation and how their feedback might affect plans), as well as accessibility and visibility (making sure a range of engagement techniques were used, that materials were available in different formats and with content at an appropriate level, and that the consultation was widely publicised).

4.2.2 This approach is consistent with Government guidance<sup>1</sup> which states, “*an inclusive approach is needed to ensure that different groups have the opportunity to participate and are not disadvantaged in the process. Applicants should use a range of methods and techniques to ensure they access all sections of the community in question.*”

4.2.3 The Applicant also ensured co-ordination of effort and activity between section 42 and section 47 consultees for consistency.

4.2.4 The Applicant’s overall aim for consultation was to deliver a best practice approach - proposing, listening, considering, reviewing, and responding – to leave consultees satisfied they had been able to engage with the process.

4.2.5 The key objectives for achieving this included:

- ensuring thorough, open and transparent engagement and consultation on the proposals;
- ensuring that the proposals were clearly presented, and issues easily understood;
- providing sufficient opportunities for consultees to understand and influence the proposals;
- gathering high quality responses to, and feedback on, the proposals to help inform the evolution of the Project; and
- delivering consultation that met the required standards for a development consent application.

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<sup>1</sup> Planning Act 2008: Guidance on the pre-application process, published by the former Department for Communities and Local Government, March 2015

### 4.3 Legal requirements for statutory consultation

4.3.1 The statutory pre-application consultation for the Project was designed to comply with the statutory requirements in:

- the 2008 Act;
- the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 ("APFP Regulations"); and
- the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("EIA Regulations").

4.3.2 The Applicant's approach to consultation has been structured to accord with the applicable legal framework and to provide a high quality and meaningful process of consultation with the local community, statutory consultees and the general public.

4.3.3 Table 4.1 sets out the statutory requirements, explains how the Applicant complied with each requirement and identifies where further information can be found within this Report.

**Table 4.1: Statutory requirements for pre-application consultation**

Statutory source	Requirement	Compliance / further information
<b>Consultation with statutory consultees</b>		
Section 42(1)(a) 2008 Act; and Regulation 3 and column 1 of Schedule 1 of APFP Regulations	<p>"The applicant must consult the following about the proposed application—[...] such persons as may be prescribed"</p> <p>"The persons prescribed for the purposes of section 42(a)(duty to consult) are those listed in column 1 of the table in Schedule 1 to [the APFP Regulations], who must be consulted in the circumstances specified in relation to each such person in column 2 of that table"</p>	<p>The Applicant undertook consultation with the statutory consultees between 9 September 2021 and 11.59pm on 1 December 2021. Section 5.5 explains how the statutory consultees were identified for the Autumn 2021 consultation.</p> <p>The Applicant undertook further targeted consultation with the statutory consultees between 14 June 2022 and 11.59pm on 27 July 2022. Section 6.5 explains how the statutory consultees were identified for the Summer 2022 targeted consultation.</p>
Section 42(1)(aa) 2008 Act	"The applicant must consult the following about the proposed application—[...] the Marine Management Organisation, in any case where	Adopting a conservative approach, the Applicant consulted the Marine

Statutory source	Requirement	Compliance / further information
	the proposed development would affect, or would be likely to affect, any of the areas specified in subsection (2) <sup>2</sup> "	Management Organisation between 9 September 2021 and 11.59pm on 1 December 2021.
Sections 42(1)(b) and 43(1)-(2A) 2008 Act	<p>"The applicant must consult the following about the proposed application—[...] each local authority that is within section 43"</p> <p>"(1) A local authority is within this section if the land is in the authority's area.</p> <p>(2) A local authority ("A") is within this section if—</p> <p>(a) the land is in the area of another local authority ("B"),</p> <p>(aa) B is a unitary council or a lower-tier district council, and</p> <p>(b) any part of the boundary of A's area is also a part of the boundary of B's area.</p> <p>(2A) If the land is in the area of an upper-tier county council ("C"), a local authority ("D") is within this section if—</p> <p>(a) D is not a lower-tier district council, and</p> <p>(b) any part of the boundary of D's area is also part of the boundary of C's area."</p>	<p>The Applicant consulted the A, B, C and D local authorities between 9 September 2021 and 11.59pm on 1 December 2021.</p> <p>The Applicant undertook further targeted consultation with the A, B, C and D local authorities between 14 June 2022 and 11.59pm on 27 July 2022.</p> <p>Table 5.1 in Section 5.5 of this Report provides a list of the relevant local authorities. Figure 5.1 and Figure 5.2 show the administrative boundaries of the relevant local authorities.</p>
Section 42(1)(c) 2008 Act	"The applicant must consult the following about the proposed application—[...] the Greater London Authority if the land is in Greater London"	The Applicant consulted the Greater London Authority between 9 September 2021 and 11.59pm on 1 December 2021.
Sections 42(1)(d) and 44 2008 Act	"The applicant must consult the following about the proposed application—[...] each person who is within one or more of the categories set out in section 44"	The Applicant consulted the Category 1, 2 and 3 persons between 9 September 2021 and 11.59pm on 1 December 2021.

<sup>2</sup> Section 42(2) of the 2008 Act states: "*The areas are—(a) waters in or adjacent to England up to the seaward limits of the territorial sea; (b) an exclusive economic zone, except any part of an exclusive economic zone in relation to which the Scottish Ministers have functions; (c) a Renewable Energy Zone, except any part of a Renewable Energy Zone in relation to which the Scottish Ministers have functions; (d) an area designated under section 1(7) of the Continental Shelf Act 1964, except any part of that area which is within a part of an exclusive economic zone or Renewable Energy Zone in relation to which the Scottish Ministers have functions.*"

Statutory source	Requirement	Compliance / further information
	<p>"(1) A person is within Category 1 if the applicant, after making diligent inquiry, knows that the person is an owner, lessee, tenant (whatever the tenancy period) or occupier of the land.</p> <p>(2) A person is within Category 2 if the applicant, after making diligent inquiry, knows that the person—</p> <p>(a) is interested in the land, or</p> <p>(b) has power—</p> <p>(i) to sell and convey the land, or</p> <p>(ii) to release the land.</p> <p>[...]</p> <p>(4) A person is within Category 3 if the applicant thinks that, if the order sought by the proposed application were to be made and fully implemented, the person would or might be entitled—</p> <p>(a) as a result of the implementing of the order,</p> <p>(b) as a result of the order having been implemented, or</p> <p>(c) as a result of use of the land once the order has been implemented, to make a relevant claim<sup>3</sup>. This is subject to subsection (5).</p> <p>(5) A person is within Category 3 only if the person is known to the applicant after making diligent inquiry.</p>	<p>The Applicant undertook further targeted consultation with the Category 1, 2 and 3 persons affected by the highway proposals between 14 June 2022 and 11.59pm on 27 July 2022.</p> <p>A list of the Category 1, 2 and 3 persons is included within the <b>Book of Reference</b> submitted with the Application (Doc Ref. 3.3) and details of how the list was prepared are provided in Chapter 5 of this Report.</p>
Section 45 2008 Act	<p>"(1) The applicant must, when consulting a person under section 42, notify the person of the deadline for the receipt by the applicant of the person's response to the consultation.</p> <p>(2) A deadline notified under subsection (1) must not be earlier than the end of the period of</p>	<p>A 12-week consultation took place between 9 September 2021 and 11.59pm on 1 December 2021, which significantly exceeded the 28-day minimum.</p>

<sup>3</sup> Section 44(6) of the 2008 Act defines "relevant claim" as: (a) a claim under section 10 of the Compulsory Purchase Act 1965; (b) a claim under Part 1 of the Land Compensation Act 1973; and (c) a claim under section 152(3).



Statutory source	Requirement	Compliance / further information
	28 days that begins with the day after the day on which the person receives the consultation documents. <sup>4</sup>	<p>The Applicant undertook further targeted statutory consultation lasting six weeks between 14 June 2022 and 11.59pm on 27 July 2022.</p> <p>The consultation material specified the deadline for responses to be submitted to the Applicant (Chapters 5 and 6).</p>
<b>Notification to Secretary of State</b>		
Section 46 2008 Act	<p>"(1) The applicant must supply the Secretary of State with such information in relation to the proposed application as the applicant would supply to the Secretary of State for the purpose of complying with section 42 if the applicant were required by that section to consult the Secretary of State about the proposed application.</p> <p>(2) The applicant must comply with subsection (1) on or before commencing consultation under section 42."</p>	<p>The Applicant wrote to the Secretary of State on 6 September 2021 in advance of section 42 consultation commencing on 9 September 2021. A copy of that letter is in <b>Appendix B.1</b>. The letter provided details of where the consultation materials could be accessed and enclosed:</p> <ul style="list-style-type: none"> <li>▪ a copy of the section 48 notice;</li> <li>▪ a copy of the Consultation Summary Document; and</li> <li>▪ a USB stick containing the full set of consultation materials.</li> </ul> <p>The Applicant wrote to the Secretary of State in advance of section 42 consultation commencing on 14 June 2022. A copy of that letter is in <b>Appendix C.6</b>. The letter provided details of where the</p>

<sup>4</sup> Section 45(3) of the 2008 Act defines "the consultation documents" as "the documents supplied to the person by the applicant for the purpose of consulting the person".

Statutory source	Requirement	Compliance / further information
		consultation materials could be accessed and enclosed: <ul style="list-style-type: none"> <li>▪ Consultation Document</li> <li>▪ Consultation Newsletter</li> <li>▪ The previous section 46 notification</li> </ul>
Regulation 8 EIA Regulations	<p>"(1) A person who proposes to make an application for an order granting development consent must, before carrying out consultation under section 42 (duty to consult) either—</p> <p>(a) ask the Secretary of State to adopt a screening opinion in respect of the development to which the application relates; or</p> <p>(b) notify the Secretary of State in writing that the person proposes to provide an environmental statement in respect of that development.</p> <p>[...]</p> <p>(3) A person making a request under paragraph (1)(a) must provide the following information—</p> <p>(a) a plan sufficient to identify the land;</p> <p>(b) a description of the development, including in particular—</p> <p>(i) a description of the physical characteristics of the whole development and, where relevant, of demolition works;</p> <p>(ii) a description of the location of the development, with particular regard to the environmental sensitivity of geographical areas likely to be affected;</p> <p>(c) a description of the aspects of the environment likely to be significantly affected by the development; and</p> <p>(d) to the extent the information is available, a description of any likely significant effects of the</p>	Notification under Regulation 8(1)(b) was provided to the Secretary of State on 16 August 2019 (see <b>Appendix B.1</b> ) in advance of submission of a scoping report and request for a scoping opinion under Regulation 10(1) of the EIA Regulations to the Planning Inspectorate on 2 September 2019 and subsequent section 42 consultation commencing on 9 September 2021.

Statutory source	Requirement	Compliance / further information
	<p>development on the environment resulting from—</p> <p>(i) the expected residues and emissions and the production of waste, where relevant; and</p> <p>(ii) the use of natural resources, in particular soil, land, water and biodiversity.</p> <p>(3A) A person notifying the Secretary of State under paragraph (1)(b) must provide, at the same time as giving notification, the information listed in paragraph (3)(a) and (b)."</p>	
<b>Consultation with local community</b>		
Section 47(1) 2008 Act	"The applicant must prepare a statement setting out how the applicant proposes to consult, about the proposed application, people living in the vicinity of the land."	A copy of the SoCC is provided in <b>Appendix B.2</b> .
Sections 47(2) and 43(1) 2008 Act	<p>"Before preparing the statement, the applicant must consult each local authority that is within section 43(1) about what is to be in the statement."</p> <p>"A local authority is within this section if the land is in the authority's area."</p>	<p>The Applicant consulted with the section 43(1) local authorities (i.e. the B and C authorities as listed in Table 5.1 of this Report) about the draft SoCC between 21 February and 24 March 2020.</p> <p>A follow-up consultation was held on the updated draft SoCC between 26 March and 13 April 2021 (informal) and 4 May and 2 June 2021 (formal).</p>
Section 47(3) 2008 Act	"The deadline for the receipt by the applicant of a local authority's response to consultation under subsection (2) is the end of the period of 28 days that begins with the day after the day on which the local authority receives the consultation documents <sup>5</sup> ."	<p>The section 43(1) local authorities received the draft SoCC on 21 February 2020.</p> <p>The deadline specified for the section 43(1) local authorities to provide comments about the draft SoCC was 24 March 2020.</p>

<sup>5</sup> Section 47(4) of the 2008 Act defines "the consultation documents" as "the documents supplied to the local authority by the applicant for the purpose of consulting the local authority under subsection (2)".

Statutory source	Requirement	Compliance / further information
		Following a pause to the Project during the Covid-19 pandemic, the authorities received an updated draft SoCC on 4 May 2021, with a deadline to provide comments of 2 June 2021.
Section 47(5) 2008 Act	"In preparing the statement, the applicant must have regard to any response to consultation under subsection (2) that is received by the applicant before the deadline imposed by subsection (3)."	A table listing the feedback received from the local authorities and how the Applicant had regard to that feedback in preparing the final version of the SoCC is provided at <b>Appendix B.3</b> (regarding the 2020 draft of the SoCC) and <b>Appendix B.4</b> (regarding the 2021 draft of the SoCC).
Section 47(6)(za) 2008 Act	"Once the applicant has prepared the statement, the applicant must—(za) make the statement available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land"	The Applicant made a copy of the SoCC available for public inspection at the locations listed in Table 5.3 of this Report.
Section 47(6)(a) 2008 Act	"Once the applicant has prepared the statement, the applicant must—(a) publish, in a newspaper circulating in the vicinity of the land, a notice stating where and when the statement can be inspected"	The Applicant published the required notice in the newspapers listed in Table 4.3 of this Report. Copies of the notices are provided in <b>Appendix B.5</b> .
Section 47(6)(b) 2008 Act	"Once the applicant has prepared the statement, the applicant must— publish the statement in such manner as may be prescribed."	There is no further prescribed manner of publication.
Section 47(7) 2008 Act	"The applicant must carry out consultation in accordance with the proposals set out in the statement."	As explained throughout this Report, the Applicant carried out the statutory consultation with the local community in accordance with the proposals set out in the SoCC. A table listing the material requirements

Statutory source	Requirement	Compliance / further information
		of the statement, and how the Applicant carried out the consultation in accordance with each requirement, is provided at Table 4.4 of this Report.
Regulation 12(1) EIA Regulations	<p>"The consultation statement prepared under section 47 (duty to consult local community) must set out—</p> <p>(a) whether the development for which the applicant proposes to make an application for an order granting development consent is EIA development; and</p> <p>(b) if that development is EIA development, how the applicant intends to publicise and consult on the preliminary environmental information<sup>6</sup>."</p>	<p>Section 4 (Environmental information) of the SoCC identified that "The Northern Runway Project is classed as an Environmental Impact Assessment (EIA) development requiring an assessment of its likely significant effects on the environment under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017" and confirmed that "We will consult on preliminary environmental information, in the form of a Preliminary Environment Information Report (PEIR), which will form part of the pre-application consultation documents and will be available for the local community and stakeholders to examine during the pre-application consultation process."</p>
<b>Publicity</b>		
Section 48(1) 2008 Act	"The applicant must publicise the proposed application in the prescribed manner."	The prescribed manner is as set out in the APFP Regulations below.

<sup>6</sup> Regulation 12(2) of the EIA Regulations defines "preliminary environmental information" to mean "information referred to in regulation 14(2) which— (a) has been compiled by the applicant; and (b) is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)."

Statutory source	Requirement	Compliance / further information
Regulation 4(2) APFP Regulations	<p>"The applicant must publish a notice, which must include the matters prescribed by paragraph (3) of this regulation, of the proposed application—</p> <p>(a) for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated;</p> <p>(b) once in a national newspaper;</p> <p>(c) once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette; and</p> <p>(d) where the proposed application relates to offshore development—</p> <p>(i) once in Lloyd's List; and</p> <p>(ii) once in an appropriate fishing trade journal."</p>	<p>The Applicant published a notice containing the prescribed details in the publications and on the dates as set out in Table 5.6 in Section 5.8 of Chapter 5.</p>
Regulation 4(3) APFP Regulations	<p>"The matters which the notice must include are—</p> <p>(a) the name and address of the applicant;</p> <p>(b) a statement that the applicant intends to make an application for development consent to the Secretary of State;</p> <p>(c) a statement as to whether the application is EIA development;</p> <p>(d) a summary of the main proposals, specifying the location or route of the proposed development;</p> <p>(e) a statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge on a website maintained by or on behalf of the applicant;</p> <p>(ea) the address of the website where the documents, plans and maps may be inspected;</p> <p>(eb) the place on the website where the documents, plans and maps may be inspected;</p>	<p>A copy of the notice containing these prescribed details is provided in <b>Appendix B.6</b>.</p>



Statutory source	Requirement	Compliance / further information
	<p>(ec) a telephone number which can be used to contact the applicant for enquiries in relation to the documents, plans and maps;</p> <p>(f) the latest date on which those documents, plans and maps will be available for inspection on the website (being a date not earlier than the deadline in sub-paragraph (i));</p> <p>(g) whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge;</p> <p>(h) details of how to respond to the publicity; and</p> <p>(i) a deadline for receipt of those responses by the applicant, being not less than 28 days following the date when the notice is last published."</p>	
<p>Regulation 13 EIA Regulations</p>	<p>"Where the proposed application for an order granting development consent is an application for EIA development, the applicant must, at the same time as publishing notice of the proposed application under section 48(1), send a copy of that notice to the consultation bodies<sup>7</sup> and to any person notified to the applicant in accordance with regulation 11(1)(c)."</p>	<p>The Project is EIA development. Therefore, on 8 September 2021 the Applicant sent a copy of the section 48 notice to the consultation bodies as part of the section 42 consultation letters (see <b>Appendix B.7</b> for a sample letter).</p> <p>The Planning Inspectorate did not identify to the Applicant any persons under Regulation 11(1)(c) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 who may be affected by the Proposed Development.</p>

<sup>7</sup> Regulation 3(1) of the EIA Regulations defines "the consultation bodies" to mean: "(a) a body prescribed under section 42(1)(a) (duty to consult) and listed in column 1 of the table set out in Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 where the circumstances set out in column 2 of that table are satisfied in respect of that body; (b) each authority that is within section 43 (local authorities for purposes of section 42(1)(b)); and (c) if the land to which the application, or proposed application, relates or any part of that land is in Greater London, the Greater London Authority".

Statutory source	Requirement	Compliance / further information
<b>Duty to take account of responses</b>		
Section 49(2) 2008 Act	"The applicant must, when deciding whether the application that the applicant is actually to make should be in the same terms as the proposed application, have regard to any relevant responses <sup>8</sup> ."	Sections 5.10 and 6.10 of this Report explain the regard that has been had by the Applicant to the consultation responses received.
<b>Guidance about the pre-application process</b>		
Section 50(3) 2008 Act	<p>"The applicant must have regard to any guidance under this section."</p> <p>'Planning Act 2008: Guidance on the Pre-Application Process' was published by the former Department for Communities and Local Government in March 2015 under section 50(3) of the 2008 Act.</p> <p>'Guidance on procedural requirements for major infrastructure projects' was published by the former Ministry of Housing, Communities and Local Government in July 2020. To the extent that this applies to the pre-application process stage, the guidance is statutory pursuant to section 50 of the 2008 Act.</p>	<p>The Applicant had regard to this guidance in preparing its consultation strategy and carrying out its consultation. <b>Appendix B.8</b> identifies the key requirements of the guidance and explains how the Applicant had regard to this.</p> <p>The Applicant also had regard to advice provided by the Planning Inspectorate. In particular, when designing the consultation strategy, the Applicant had regard to 'Advice Note Eight: Overview of the nationally significant infrastructure planning process for members of the public and others'. When preparing the PEIR, the Applicant had regard to 'Advice Note Seven: Environmental Impact Assessment: Preliminary Environmental Information, Screening and Scoping'. When preparing this Report, the</p>

<sup>8</sup> Section 49(3) of the 2008 Act defines "relevant response" to mean: "(a) a response from a person consulted under section 42 that is received by the applicant before the deadline imposed by section 45 in that person's case, (b) a response to consultation under section 47(7) that is received by the applicant before any applicable deadline imposed in accordance with the statement prepared under section 47, or (c) a response to publicity under section 48 that is received by the applicant before the deadline imposed in accordance with section 48(2) in relation to that publicity."

Statutory source	Requirement	Compliance / further information
		Applicant had regard to 'Advice Note Fourteen: Compiling the Consultation Report'.

#### 4.4 Consultation under EIA and Habitats Regulation

- 4.4.1 The Planning Inspectorate's Advice Note Fourteen: Compiling the Consultation Report states:  
*"Applicants may wish to draw attention to consultation responses received under the EIA process, but any reference to that consultation should be addressed separately from the statutory consultation carried out under the provisions of the PA2008."*
- 4.4.2 In September 2019, the Applicant submitted an EIA Scoping Report to the Planning Inspectorate under the provisions of the EIA Regulations. This described the scope and methodology for the technical studies proposed to provide an assessment of any likely significant effects and, where necessary, to determine suitable mitigation measures for the construction and operational phases of the Project. It also described those topics or sub-topics which were proposed to be scoped out of the EIA process and provided justification as to why the Project would not have the potential to give rise to significant environmental effects in these areas.
- 4.4.3 Following consultation with the statutory bodies, the Planning Inspectorate (on behalf of the Secretary of State) provided a Scoping Opinion on 11 October 2019. The Environmental Statement is based on the Scoping Opinion. Further information about the scoping process is provided in the **Environmental Statement, Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.3) and in section 3 of each topic chapter (chapters 7 to 19). Please refer to **Appendix 6.2.3 Scoping Responses and Location in ES** of the **Environmental Statement** (Doc Ref. 5.3) for details of where matters raised in the **ES Appendix 6.2.2: EIA Scoping Opinion** (Doc Ref. 5.3) have been addressed.

#### 4.5 Statement of Community Consultation

- 4.5.1 As required by section 47(1) of the 2008 Act, the Applicant prepared a statement setting out how it proposed to consult about the Application with people living in the vicinity of the proposals. In accordance with section 47(2) of the 2008 Act, before preparing the SoCC, the Applicant consulted each local authority within section 43(1) of the 2008 Act (i.e. the host authorities) about what was to be in the statement.
- 4.5.2 The Applicant consulted: Crawley Borough Council, Reigate and Banstead Borough Council, Mole Valley District Council, Tandridge District Council, Surrey County Council and West Sussex County Council. It also engaged with the following neighbouring local authorities: Horsham District Council, Mid Sussex District Council, East Sussex County Council, and Kent County Council.

- 4.5.3 Following a Local Authority Consultation Working Group meeting on 27 November 2019 (see **Appendix A.3**), the Applicant sought the expertise of the local authorities on key activities (proposed exhibition locations, preferred venue types, deposit locations, and the approach to community engagement) proposed for inclusion in the SoCC.
- 4.5.4 The Applicant used this feedback to produce a draft SoCC which was issued to the local authorities for consultation from 21 February 2020 to 24 March 2020. A Local Authority Consultation Topic Working Group meeting was held during this period (26 February 2020) to discuss how informal feedback had shaped the draft SoCC and to answer local authority questions.
- 4.5.5 The draft SoCC, a sample of the Applicant's covering letter, local authority feedback from this consultation, along with the Applicant's response, is included at **Appendix B.3**. The 2020 draft SoCC was never finalised as the Project was put on hold in late March 2020 due to the pandemic.
- 4.5.6 Following the Project restart in 2021, the draft SoCC was reviewed and updated by the Applicant. Changes were made to the approach to provide certainty for consultees and the Applicant over delivery of the consultation in case of potential government restrictions on activity in response to the pandemic. The most significant change was to make engagement activities during the consultation virtual rather than in-person, with substantial additional ways to access the consultation introduced to ensure access was widely available, including:
- a Mobile Project Office for distribution of materials;
  - bookable 'call the expert' telephone surgeries;
  - deposit locations for hard copy materials;
  - tablets including consultation material available to borrow; and
  - an extensive programme of virtual briefing sessions for stakeholders.
- 4.5.7 The 2021 draft SoCC was shared with the local authorities for informal feedback between 26 March and 13 April 2021. Regard was had to the informal feedback before formal consultation under section 47(2) of the 2008 Act was undertaken from 4 May 2021 to 2 June 2021.
- 4.5.8 A table listing the feedback received and how the Applicant had regard to that feedback in preparing the final version of the SoCC is provided at **Appendix B.4**. Changes made include:
- extending the consultation period from 9 to 12 weeks;
  - provision of an updated DCO process diagram;
  - inclusion of a Project site plan; and
  - provision of the MPO for the full consultation period (rather than six weeks) to allow for visits to additional locations on request.
- 4.5.9 On 25 August 2021 the SoCC was published (see **Appendix B.2**) and made available for inspection by the public free of charge in accordance with section 47(6)(za) of the 2008 Act on the Project website ([www.gatwickairport.com/futureplans](http://www.gatwickairport.com/futureplans)) and by the depositing of a hard copy at

each of the locations listed in Table 4.2. Hard copies of the SoCC were also available on request from 25 August 2021. A press release was issued on the same day to publicise the consultation dates and raise awareness of the Project website.

**Table 4.2: Locations where SoCC was made available for public inspection**

<b>Deposit Locations</b>	
<p><b>Crowborough Community Centre</b> Pine Grove, Crowborough, TN6 1FE</p> <p><b>Opening Hours:</b> Monday – Saturday: 8.00am-1.00pm Sunday: Closed</p>	<p><b>Uckfield Library</b> Library Way, High St, Uckfield, TN22 1AR</p> <p><b>Opening Hours:</b> Monday: 10.00am – 1.pm Tuesday: 10.00am – 4.30pm Wednesday: 2.00pm – 4.30pm Thursday: 10.00am - 6pm Friday &amp; Saturday: 10.00am – 4.30pm Sunday: Closed</p>
<p><b>Tunbridge Wells Library</b> Level 1, Royal Victoria Place Shopping Centre, Tunbridge Wells TN1 2SS</p> <p><b>Opening Hours:</b> Monday to Friday: 9.00am - 6.00pm Saturday: 9.00am - 5.00pm Sunday: 10.30am - 4.00pm</p>	<p><b>Edenbridge Library</b> The Eden Centre, Four Elms Road, Edenbridge, Kent, TN8 6BY</p> <p><b>Opening Hours:</b> Monday: 9.00am – 1.00pm Tuesday to Thursday: 9.00am – 5.00pm Friday: 1.00pm – 5.00pm Saturday: 10.00am – 3.00pm Sunday: Closed</p>
<p><b>Dorking Library</b> St Martin's Walk, Dorking, RH4 1UT</p> <p><b>Opening hours:</b> Monday to Friday: 9.30am - 5.30pm Saturday: 9.30am – 5.00pm</p>	<p><b>Leatherhead Library</b> The Mansion, 68 Church St, Leatherhead, KT22 8DP</p> <p><b>Opening hours:</b> Monday: Closed Tuesday to Saturday: 9.30am – 5.00pm</p>

<b>Deposit Locations</b>	
Sunday: Closed	Sunday: Closed
<p><b>Reigate and Banstead Town Hall</b> Castlefield Road, Reigate, Surrey, RH2 0SH</p> <p><b>Opening Hours:</b> Monday – Thursday: 8.45am - 5.00pm Friday: 8.45am - 4.45pm Saturday &amp; Sunday: Closed</p>	<p><b>Horley Library</b> 55-57 Russell Square, Victoria Road Horley, Surrey, RH6 7QH</p> <p><b>Opening Hours:</b> Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed</p>
<p><b>Oxted Library</b> 12 Gresham Road, Oxted, RH8 0BQ</p> <p><b>Opening Hours:</b> Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed</p>	<p><b>Caterham Valley Library</b> Stafford Road, Caterham, Surrey CR3 6JG</p> <p><b>Opening Hours:</b> Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed</p>
<p><b>Crawley Library</b> Southgate Avenue, Crawley, RH10 6HG</p> <p><b>Opening Hours:</b> Monday to Friday: 9.00am - 6.00pm Saturday: 9.00am - 5.00pm Sunday: Closed</p>	<p><b>Broadfield Library</b> 46 Broadfield Place, Crawley, RH11 9BA</p> <p><b>Opening hours:</b> Monday to Friday: 10.00am - 5.00pm Saturday: 10.00am - 2.00pm Sunday: Closed</p>
<p><b>Horsham Library</b> Lower Tanbridge Way, Horsham, RH12 1PJ</p> <p><b>Opening Hours:</b> Monday to Friday: 9.00am - 6.00pm</p>	<p><b>Billingshurst Library</b> Mill Lane, Billingshurst, RH14 9JZ</p> <p><b>Opening Hours:</b> Monday to Friday: 10.00am - 5.00pm Saturday: 10.00am - 2.00pm</p>

<b>Deposit Locations</b>	
Friday: 9.00am - 6.00pm Saturday: 9.00am - 5.00pm Sunday: Closed	Sunday: Closed
<b>Mid Sussex District Council</b> Oaklands, Oaklands Road, Haywards Heath, West Sussex, RH16 1SS  <b>Opening Hours:</b> Monday to Thursday 8.45am – 5.15pm Friday 8.45am - 4.15pm Saturday: Closed Sunday: Closed	<b>East Grinstead Library</b> 32-40 West Street, East Grinstead, RH19 4SR  <b>Opening Hours:</b> Monday to Friday: 9.30am - 6.00pm Saturday: 9.30am - 5.00pm Sunday: Closed
<b>Jubilee Library</b> Jubilee Street, Brighton, BN1 1GE  <b>Opening Hours:</b> Monday - Saturday: 10.00am - 5.00pm Sunday: 11.00am – 5.00pm	<b>Westdene Library</b> 24 Bankside, Brighton, BN1 5GN  <b>Opening Hours:</b> Monday – Friday: 9.00am – 5.00pm Saturday: 9.30am – 5.00pm Sunday: 11.00am – 5.00pm

- 4.5.10 The SoCC was available for viewing on the Project website ([www.gatwickairport.com/futureplans](http://www.gatwickairport.com/futureplans)) from 25 August 2021 and remains there to date. During the period of 25 August to 8 September 2021, in the run up to the start of the Autumn 2021 Consultation, the SoCC was viewed 252 times (figures are based on a single user clicking on a document and come from Google analytics) via the website.
- 4.5.11 A notice stating where and when the SoCC could be inspected was published in the newspapers listed in Table 4.3 in accordance with section 47(6)(a) of the 2008 Act. Copies of the notices are included in **Appendix B.5**.



**Table 4.3: Details of newspaper notices about the publication of the SoCC**

<b>Newspaper</b>	<b>Date of advertisement</b>
Crawley Observer	Wednesday 25 August 2021
Surrey Mirror	Thursday 26 August 2021
West Sussex County Times	Thursday 26 August 2021
Kent and Sussex Courier	Friday 27 August 2021

4.5.12 The Applicant subsequently carried out the local community consultation in accordance with SoCC. Table 4.4 lists the material requirements of the statement, and how the Applicant carried out the consultation in accordance with each requirement. Details of the consultation can be found in Chapter 5 of this Report.

#### 4.6 Approach to targeted statutory consultation

4.6.1 As the Project developed following the feedback received from the Autumn 2021 Consultation and further design work, it was recognised by the Applicant that a further round of targeted statutory consultation would be required focusing on changes to the highway improvement proposals.

4.6.2 The Applicant's proposed approach to carrying out this targeted statutory consultation (proportionate to the likely impacts of the changed highways proposals) was set out in 'Gatwick Northern Runway Project: Further Consultation' and shared with the local authorities for feedback in May 2022 (see **Appendix B.9**) ("Further Consultation Strategy"). This was in line with the Applicant's commitment in the SoCC to working with relevant local authorities should there be a need for further stages of targeted consultation (SoCC, 5.3.1).

4.6.3 Feedback received from the local authorities, along with the Applicant's response, is included at **Appendix B.10**.

4.6.4 As a result of the feedback received, the Applicant made the following changes to its approach:

- extending the consultation period from four to six weeks;
- ensuring the consultation concluded prior to the start of the summer holiday period; and
- providing additional deposit locations for hard copy documents.

4.6.5 A summary of the Applicant's compliance with its further consultation approach is in Tables 4.4 and 4.5. Details of the consultation can be found in Chapter 6 of this Report.

#### 4.7 Summary of consultation activity against SoCC and Gatwick Northern Runway Project: Further Consultation document

4.7.1 Table 4.4 lists the material requirements of the SoCC and how the Applicant carried out consultation in accordance with each requirement. Table 4.5 summarises the proposals set out in

the Further Consultation Strategy and shared with the local authorities for feedback in May 2022 and explains how the Summer 2022 Consultation was carried out in accordance with these proposals and feedback on those proposals received from the local authorities.

**Table 4.4: Summary of consultation activity against SoCC**

<b>SoCC paragraph number</b>	<b>Extract from SoCC</b>	<b>Activities carried out in accordance with SoCC</b>
1.1.17	<p>“This Statement of Community Consultation (SoCC) has been prepared in line with Section 47 of the Planning Act and sets out how Gatwick will consult the local community about the Northern Runway Project. It includes, amongst other things:</p> <ul style="list-style-type: none"> <li>▪ when the consultation will be carried out;</li> <li>▪ who will be consulted;</li> <li>▪ where we will consult;</li> <li>▪ how we will consult (including on preliminary environmental information); and</li> <li>▪ how feedback from the consultation will be collected and used to inform our proposals.”</li> </ul>	<p>Chapter 5 of this Report details how the Autumn 2021 Consultation was delivered against the requirements of section 47 of the 2008 Act.</p> <p>Chapter 6 of this Report details how the Summer 2022 Consultation was delivered against the requirements of section 47 of the 2008 Act.</p>
1.1.18 and 5.3.1	<p>“In accordance with the Planning Act, we have consulted on the contents of the SoCC with the local authorities in whose area the proposed development is situated (the host authorities) – Crawley Borough Council, Reigate and Banstead Borough Council, Mole Valley District Council, Tandridge District Council, Surrey County Council and West Sussex County Council. We have also engaged with a number of</p>	<p>See Section 4.5 of this Report for more information on how the Applicant consulted on the SoCC.</p> <p>Section 4.6 of this Report describes how the Applicant worked with local authorities to define the approach to the targeted consultation (the Summer 2022 Consultation).</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
	<p>neighbouring local authorities – Horsham District Council, Mid Sussex District Council, East Sussex County Council, and Kent County Council.”</p> <p>“Should we carry out any further stages of limited, focused consultation prior to submission of the DCO application, we will use some, but not necessarily all, of these means of consultation. We will work with the relevant local authorities to assist us in deciding the most appropriate activities for any further stages of Consultation.”</p>	
4.1.2	<p>“We will consult on preliminary environmental information, in the form of a Preliminary Environment Information Report (PEIR), which will form part of the pre-application consultation documents and will be available for the local community and stakeholders to examine during the pre-application consultation process.”</p>	<p>The PEIR was included as part of the Autumn 2021 Consultation and was available for the local community and stakeholders to examine during the pre-application consultation process in the manner set out in paragraphs 5.6.9 to 5.6.15 of this Report.</p> <p>The Summer 2022 Consultation included updated preliminary environmental information to identify the extent of any new or materially different significant environmental effects resulting from the changes to the highway improvement proposals. It was available for the local community and stakeholders to examine during the pre-application consultation process (see paragraphs 6.6.9 to 6.6.13 of this Report).</p>
5.1.3	<p>“We will use a mix of materials, methods, and techniques to remove barriers, promote inclusivity, and encourage engagement from local communities.”</p>	<p>The Applicant used a range of materials, methods, and techniques to ensure that anyone with an interest in the Project could access information and provide feedback. Information on the different ways this was achieved is provided in Chapter 5 for the Autumn 2021</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		Consultation and Chapter 6 for the Summer 2022 Consultation.
5.1.6	<p>“It is intended that our formal consultation will take place in one main stage, from 9 September to 11.59pm on 1 December 2021. This may be supplemented by further stages of limited, focused consultation if necessary.”</p>	<p>Statutory consultation was undertaken from 9 September 2021 to 11.59pm on 1 December 2021.</p> <p>A targeted statutory consultation was undertaken on the highways aspects of the proposals from 14 June to 27 July 2022.</p>
5.1.7	<p>“At the same time as consulting the local community, we will also consult a wide range of statutory consultees in accordance with Section 42 of the Planning Act, including:</p> <ul style="list-style-type: none"> <li>▪ the host and neighbouring local authorities (see 1.1.8 for details);</li> <li>▪ statutory bodies (such as the Environment Agency, Highways England, and others); and</li> <li>▪ people with an interest in land that may be affected by the proposals.”</li> </ul>	<p>See Section 5.5 of this Report for details of how the section 42 consultation was carried out for the Autumn 2021 Consultation.</p> <p>See Section 6.5 of this Report for details of how the section 42 consultation was carried out for the Summer 2022 Consultation.</p>
5.1.8	<p>“The proposed application will also be publicised as required by Section 48 of the Planning Act.”</p>	<p>Section 5.7 of this Report includes details of how the proposals were publicised in accordance with section 48 of the 2008 Act for the Autumn 2021 Consultation.</p> <p>Given the nature of the Summer 2022 Consultation, which included changes to elements of the highway design and a limited number of more general Project updates, it was not considered necessary for there to be a further round of section 48 notices. However, a wide-reaching advertising and publicity</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		<p>campaign was designed to raise awareness of the consultation beyond the targeted consultation zone. This included radio, digital audio, social media and newspapers (more detail can be found in Section 6.7 of this Report).</p>
5.1.9	<p>“Following completion of the consultation, we will consider all feedback, along with the results of on-going technical assessments, as we refine our proposals in preparation for submitting an application for a DCO.”</p>	<p>The Applicant undertook a careful review of all feedback received during the Autumn 2021 Consultation, as explained in Sections 5.9 and 5.10 of this Report.</p> <p>The Applicant undertook a careful review of all feedback received during the Summer 2022 Consultation, as explained in Sections 6.9 and 6.10 of this Report.</p>
5.1.10	<p>“A detailed consultation report explaining what consultation has taken place and how responses to the consultation have influenced the final proposals will form part of the DCO application.”</p>	<p>This Consultation Report explains how the Applicant carried out consultation and took account of feedback.</p>
5.2.1	<p>“Our consultation will be open to anyone with an interest in the Northern Runway Project who considers that they may be directly, or indirectly impacted, or who has a view that they would like to be considered. We will use a mix of materials, methods and techniques that will remove barriers and encourage engagement from local communities, while also complying with any pandemic-related restrictions should</p>	<p>Information on the proposals was provided in a number of different ways and in different levels of detail to ensure that anyone interested in the plans could access it.</p> <p>For the Autumn 2021 Consultation, information was available via newsletter (high level), consultation summary document, in more detailed technical documents, and through a range of virtual methods, including a virtual exhibition, interactive portal and video content (see Section 5.6 for detail).</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
	they be in place during the Northern Runway Project consultation period.”	<p>For the Summer 2022 Consultation, information was available via newsletter (high level), the consultation document, and videos.</p> <p>All guidance from the UK Government with regards to Covid-19 was strictly adhered to, to ensure the safety of the community and the Project team.</p>
5.2.3	“We will publicise the consultation in both consultation zones using our website and local media, by placing adverts in local newspapers, through social media, and with posters on community noticeboards where appropriate.”	<p>As required by section 48 of the Planning Act 2008, the Autumn 2021 Consultation was advertised in the following newspapers:</p> <ul style="list-style-type: none"> <li>▪ Crawley and Horley Observer (Wednesday 8 and 15 September 2021)</li> <li>▪ Surrey Mirror (Thursday 9 and 16 September 2021)</li> <li>▪ West Sussex County Times (Thursday 9 and 16 September 2021)</li> <li>▪ Kent and Sussex Courier (Friday 10 and 17 September 2021)</li> <li>▪ The Times (Thursday 9 September 2021)</li> <li>▪ London Gazette (Thursday 9 September 2021)</li> </ul> <p>The section 48 notice was also published on the Project website.</p> <p>To further raise awareness of the consultation among local communities, the activity outlined above was augmented by:</p> <ul style="list-style-type: none"> <li>▪ issuing press releases to attract media coverage and raise awareness of the consultation at publication of the SoCC on 25 August 2021 and at the start of the consultation on 9 September 2021, along with regular topic-specific media releases throughout the consultation period;</li> </ul>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		<ul style="list-style-type: none"> <li>▪ promotion of the consultation on the Project website and social media channels from 25 August 2021 to the end of the consultation period;</li> <li>▪ a multi-channel advertising campaign that ran from 25 August to 1 December 2021; and</li> <li>▪ a poster distribution to 110 hard to reach groups and 260 community venues across the region as part of a consultation pack.</li> </ul> <p>A targeted consultation zone was used for the Summer 2022 Consultation (see Section 6.6), with the Consultation Newsletter delivered to homes and businesses within it.</p> <p>A press release was issued to local and national media outlets on 26 May 2022 announcing the consultation. A second press release was issued to announce the start of the consultation (14 June 2022) and a third on 13 July 2022 to maintain awareness of the consultation.</p> <p>A wide-ranging advertising campaign also ran across the region from 26 May 2022 until close of the consultation on 27 July 2022. Methods used to promote the consultation included radio, digital audio, social media and the following local newspapers:</p> <ul style="list-style-type: none"> <li>▪ Crawley and Horley Observer (Wednesday 8, 15, 22 and 29 June 2022)</li> <li>▪ Surrey Mirror (Thursday 9, 16, 23 and 30 June 2022)</li> <li>▪ West Sussex County Times (Thursday 9, 16, 23 and 30 June 2022)</li> <li>▪ Kent and Sussex Courier (Friday 10, 17, 24 June and 1 July 2022)</li> </ul>



SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		More detail can be found in Section 6.7 of this Report.
5.2.5	<p>“Our Northern Runway Project newsletter will be sent to homes and businesses to further publicise the consultation within the inner zone at the beginning of consultation. Where possible, it is intended that Mobile Project Office (“MPO”) visits will be largely focused in this area.”</p>	<p>For the Autumn 2021 Consultation, a newsletter was distributed to all homes and businesses within the inner consultation zone – a total of 102,374 addresses. The newsletter was sent out first class on 8 September 2021, to arrive from 9 September 2021. The newsletter is provided at <b>Appendix B.11</b>. The MPO visited 36 locations across the region (17 locations within the inner consultation zone and 19 locations in the outer). Table 5.5 of this Report details the locations.</p> <p>For the Summer 2022 Consultation, a newsletter summarising the proposals in accessible, non-technical language and offering information about how to get involved in the consultation was sent to 2,634 homes and businesses within the targeted consultation zone. The targeted consultation methods did not include the MPO.</p>
5.2.7	<p>“The outer zone is shaped around the ‘Gatwick Diamond’ area and consultation will be undertaken within it to help gather feedback from communities further away from the Airport.”</p>	<p>All Autumn 2021 Consultation advertising activity – both statutory and the wider advertising campaign - covered the outer consultation zone as well as the inner (see Section 5.7 for details). The MPO also visited a total 36 locations across the region with 19 in the outer consultation zone.</p> <p>All Summer 2022 Consultation advertising campaign activity covered the targeted consultation zone as well as the wider region (including the SoCC outer zone).</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
5.2.9	<p>“We will work with local authorities and organisations representing ‘hard-to-reach’ individuals and groups to ensure consultation activity and materials are presented in a way that allows them to engage. This could include, for example, Mobile Project Office visits, alternative format materials, advertisements in specific publications, or additional support for those who cannot travel, have limited or no internet access, or who need help to read and understand documents. We will also provide a range of communications channels for anyone seeking information or answers to their questions about our proposals.”</p>	<p>During development of the SoCC, the Applicant sought advice from the local authorities about hard-to-reach groups in their areas. Some local authorities provided information, which was used to guide further desktop research with a total of 110 organisations identified. Prior to the Autumn 2021 Consultation, interviews were sought with all organisations to understand their preferred ways of engagement in advance of the consultation to allow time to adapt the approach for these groups.</p> <p>Each group was also contacted prior to the start of the consultation to advise them of the consultation dates, request information about the consultation be shared with their members and offer virtual briefing sessions. Follow-up contact was made during the consultation period after consultation packs including a poster and short information leaflet were posted to all groups (see paragraphs 5.6.44 – 5.6.48 of this Report for more information).</p> <p>The Consultation Summary Document and Questionnaire were also available in alternative formats and languages on request.</p> <p>For the Summer 2022 Consultation, the Applicant identified seven hard-to-reach organisations based within the targeted consultation zone. Each organisation was emailed to advise them of the consultation, and subsequently sent a poster providing details. The Consultation Document and Newsletter were also available in alternative formats and languages on request.</p> <p>Both consultations also included:</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		<ul style="list-style-type: none"> <li>▪ telephone surgeries enabling members of the public to request a briefing session with the Project team;</li> <li>▪ a Project website including all consultation materials;</li> <li>▪ access to loaned tablets loaded with consultation materials;</li> <li>▪ consultation materials available on free of charge USBs;</li> <li>▪ extensive advertising campaigns;</li> <li>▪ hard copy documents in deposit locations; and</li> <li>▪ a range of ways to contact the team and provide feedback.</li> </ul> <p>See Chapter 5 and Chapter 6 of this Report for details.</p>
5.3.1	<p>“Should we carry out any further stages of limited, focused consultation prior to submission of the DCO application, we will use some, but not necessarily all, of these means of consultation. We will work with the relevant local authorities to assist us in deciding the most appropriate activities for any further stages of consultation.”</p>	<p>A proposed approach to carrying out the targeted statutory consultation (proportionate to the likely impacts of the changed highways proposals) was developed by the Applicant and shared with the local authorities for feedback in May 2022. This was consistent with the Applicant’s commitment in the SoCC to working with relevant local authorities should there be a need for further stages of targeted consultation (see Chapter 6 of this Report for details).</p>
5.3.2	<p>“Our proposals, options, and preliminary environmental information will be published for consultation in the following documents:</p> <ul style="list-style-type: none"> <li>▪ <b>Consultation Summary Document:</b> an accessible, non-technical summary of the Consultation Overview Document</li> </ul>	<p>The documents listed were published as part of the Autumn 2021 Consultation (see Chapter 5 for details).</p> <p>Due to the targeted nature of the Summer 2022 Consultation, the documents included a Consultation Document detailing the highways proposals and Project updates. It also included updated preliminary environmental information</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
	<p>including options and easy to read diagrams and plans. It will also be made available in alternative formats and languages if requested.</p> <ul style="list-style-type: none"> <li>▪ <b>Consultation Overview Document:</b> includes information about the context in which we are operating and sets out an overview of our proposals and approach to managing their impacts.</li> <li>▪ <b>Consultation Feedback Form:</b> the main mechanism for collecting feedback from the local community. It will include easy to understand questions on our proposals, the answers to which will be considered as we refine our plans. It will also be made available in alternative formats and languages if requested.</li> <li>▪ <b>Preliminary Environment Information Report (PEIR):</b> containing preliminary environmental information related to the Northern Runway Project and includes a non-technical summary.</li> <li>▪ <b>Other technical documents:</b> including our Economic Impact Assessment; Noise Insulation Scheme; Outline Employment, Skills, and Business Strategy; and Land Use and Construction Phasing Plans.”</li> </ul>	<p>to identify the extent of any new or materially different significant environmental effects resulting from the changes to the highway improvement proposals. A Consultation Newsletter provided an overview of the proposals and included the consultation questions and the ways to respond. An online questionnaire (consultation feedback form) was available from the 14 June to 27 June 2022 inclusive.</p>
5.3.3	<p>“All consultation documents will be available to download at the start of consultation from the Northern Runway Project website (<a href="http://www.gatwickairport.com/futureplans">www.gatwickairport.com/futureplans</a>)</p>	<p>All consultation documentation was hosted on the Project website at <a href="http://www.gatwickairport.com/futureplans">www.gatwickairport.com/futureplans</a> for both the Autumn 2021 and Summer 2022 Consultations.</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
	and on USB drives, which will be provided free of charge for personal use on request.”	<p>The documents were also loaded onto free-of-charge USBs which were available on request.</p> <p>With the exception of the two consultation questionnaires, all consultation documentation continues to be available on the Project website.</p>
5.3.4	<p>“A hard copy of the SoCC and consultation documents will be placed in appropriate public buildings (such as local libraries, community centres or civic buildings) in the vicinity of the land required for the Northern Runway Project and maintained throughout the consultation period, assuming pandemic restrictions allow. Details of the deposit locations are set out in Table 5.3.1 below. Should any of the deposit locations have to close for a prolonged period of time due to Covid-19 (or other) restrictions, then alternative arrangements will be considered for allowing members of the public access to the documents.”</p>	<p>For the Autumn 2021 Consultation, the full suite of consultation documents which included the SoCC was available to inspect at the 18 deposit locations listed in Table 5.3 in Section 5.6 of this Report throughout the consultation period. Monthly checks were undertaken to ensure there was always stock available. There were no prolonged closures of deposit locations during the consultation period.</p> <p>Due to the targeted nature of the Summer 2022 Consultation, three (increased from a proposal for two following feedback from the local authorities) deposit locations (see Table 6.1) were identified in or near the targeted consultation zone. Hard copies of the Consultation Document and Consultation Newsletter were available for members of the public to inspect. There were no prolonged closures of deposit locations during the consultation period.</p>
5.3.5	<p>“We will provide hard copies of the Consultation Summary Document and Consultation Questionnaire free of charge. We will review requests for hard copies of the other documents on a case-by-case basis. A fee to cover printing costs (up to a maximum of £500 for one full set of consultation</p>	<p>For the Autumn 2021 Consultation, hard copies of the Consultation Summary Document and Consultation Questionnaire were available free of charge and could be requested via the help line telephone number or email, or via collection from the MPO. A small number of additional requests were made for specific technical</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
	documents) may be charged to the recipient.”	<p>documents or chapters, and these were also provided free of charge.</p> <p>During the Summer 2022 Consultation, hard copies of the Consultation Document, Consultation Newsletter and Consultation Questionnaire were available free of charge and could be requested via the helpline or Project email address. Three sets of hard copy consultation documents were posted out free of charge following requests received through the Project helpline and email address.</p>
5.3.6	“For community members without broadband/computer access or who are unable to travel to view hard copies of the documents, we will loan (on request and for a limited period) tablets loaded with all consultation information.”	For anyone without broadband access or of limited mobility a small number of tablets were loaded with the consultation documents and were available on loan during both the Autumn 2021 and Summer 2022 consultations. No requests were received for these during either consultation period.
5.3.7	“From the start of consultation, the Northern Runway Project website will host all the consultation documents and other materials, including a virtual exhibition, interactive computer-generated imagery, and online questionnaire. It will include details of deposit points and Mobile Project Office (“MPO”) locations as well as allowing people to make appointments to speak to the team or request hard copy documents or USBs.”	<p>During the Autumn 2021 Consultation, the Project website <a href="http://www.gatwickairport.com/futureplans">www.gatwickairport.com/futureplans</a> hosted all the consultation documents and other materials and included a virtual exhibition, interactive computer-generated imagery, and online questionnaire. It included details of deposit locations and MPO locations and the ability for people to make appointments to speak to the team or request hard copy documents or USBs.</p> <p>The website was regularly reviewed and updated if information changed during the consultation, for example MPO locations (see Section 5.6).</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		<p>For the Summer 2022 Consultation, the Project website hosted all consultation material including the Consultation Document, Consultation Newsletter, links to the online questionnaire plus details of how to submit feedback via other means, videos and details of how to arrange a telephone surgery or request hard copy or USB versions of the documents.</p>
5.3.8	<p>“The interactive virtual exhibition will provide an alternative format for people to learn about the proposals. It will include information boards, links to documents and the online feedback form, and allow access to the Project’s digital model.”</p>	<p>A virtual exhibition hall (resembling a village hall) was provided online during the Autumn 2021 Consultation. Exhibition boards provided information (text and imagery) to enable the reader to have a basic understanding of the proposals. The virtual exhibition also included links to the consultation documents, the online questionnaire and the interactive computer-generated imagery including models and videos.</p> <p>While a virtual exhibition was not produced for the Summer 2022 Consultation due to its targeted nature, the Project website hosted all consultation materials for the duration for the consultation, including a video of the highways proposals that was produced, along with another showing an overview of the Project. Links to the Consultation Questionnaire were included, along with details of how to submit feedback via other means, and details of how to arrange a telephone surgery.</p>
5.3.9 and 5.3.10	<p>“During consultation we will run telephone surgeries to allow members of the public to speak to technical experts about the Project. Telephone surgeries will require pre-booking around four topic areas: i) transport, ii)</p>	<p>For the Autumn 2021 Consultation, telephone surgeries were scheduled around the four topic areas (transport, air quality and climate change, noise and general issues). Bookings could be made from the Project website, via the helpline or Project email, or by speaking to the team at</p>



SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
	<p>air quality and climate change, iii) noise, iv) general issues.</p> <p>Telephone surgeries will take place at a variety of times and days of the week to help maximise opportunities for people to participate. Bookings will be possible through the website, by calling the project hotline, by email, or at the Mobile Project Office (“MPO”).”</p>	<p>MPO visits. All requests for a telephone surgery were met and 37 members of the public participated.</p> <p>Telephone surgeries were also offered during the Summer 2022 Consultation, however due to the targeted nature of the consultation, these were not organised as topic-specific sessions, offering flexibility to people who wanted to speak to the team. Bookings could be made through the website or by contacting the team via the Project email or helpline. All requests for a telephone surgery were met, with seven people participating.</p> <p>Telephone surgeries for both the Autumn 2021 and Summer 2022 consultations were available at a variety of times and days to enable as many people to access them as required.</p>
5.3.11, 5.3.12, 5.3.13	<p>“Throughout the consultation, it is intended that a Mobile Project Office (“MPO”) will visit local communities to distribute materials (consultation summary document, questionnaire, USBs) for people to take away and assist those who may not be able to book a telephone surgery appointment online to arrange one. Completed feedback forms can also be left with the team at the MPO.</p> <p>The MPO would be proposed to visit prominent local locations (such as supermarkets, leisure, and community centres) for up to three hours at a time, at a variety of times and days of the week (including weekends), to</p>	<p>During the Autumn 2021 Consultation, the MPO visited 36 locations across the region to distribute hard copies of documents (Consultation Summary Document and Questionnaire) and USBs and to set up telephone surgeries for anyone wanting to speak to a member of the technical team. In addition, the team on the MPO could also receive feedback (three completed questionnaires were left with the team).</p> <p>There were some changes to the MPO locations between publication of the SoCC and the start of the consultation due to a number of venues cancelling bookings. Five new locations were found and advertised on the Project website and via social media.</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
	<p>encourage participation in the consultation and to distribute consultation materials.</p> <p>The planned MPO locations included in Table 5.3.2 [of the SoCC] have been selected through consideration of sites that allow safe and legal operation. Details of dates and times will be published online and in a newsletter (see para 5.3.18). As a result of the on-going Covid-19 pandemic, these venues may be subject to change at very short notice due to unforeseen circumstances arising on the day, but any changes in venue from those published below and in the newsletter would be signposted on the day on our website, social media and, if possible, at the venue.”</p>	<p>The Applicant used ‘what 3 words’ to give a precise location where needed and these changes were reinforced via Facebook and Twitter updates.</p> <p>Due to the targeted nature of the Summer 2022 Consultation, the Applicant did not include the MPO as a consultation method, however alternative means of engagement were available (see Chapter 6).</p>
5.3.14 – 5.3.15	<p>“We will seek to accommodate reasonable requests for virtual (Zoom, MS Teams etc) presentations and briefings from stakeholder groups, for example, GATCOM, local authorities/ parish councils, local community groups, residents’ associations, MPs and others, during the consultation period.</p> <p>We will identify opportunities from within our on-going education, community, business and other stakeholder engagement to share our proposals and gather feedback. Specific activities could include, for example, virtual</p>	<p>All requests for stakeholder virtual briefings were accommodated during the Autumn 2021 Consultation and opportunities were identified for engagement with existing business, community and stakeholder groups (see Chapter 5 and <b>Appendix B.28</b> for details).</p> <p>During the Summer 2022 Consultation all requests received from external stakeholders or organisations for virtual briefings were met and opportunities were identified for engagement with existing business, community and stakeholder groups (see Chapter 6 and <b>Appendix C.12</b> for details).</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
	workshops, roundtables, and business/supplier events.”	
5.3.16	“Other activities will be carried out, if considered necessary and appropriate, to engage specific interests or ‘hard-to-reach’ groups on specific aspects of the Northern Runway Project. This could include, for example, virtual workshops or focus groups. Face-to-face meetings for individuals who might not otherwise be able to engage in the consultation will be agreed and arranged on a case-by-case basis.”	<p>A list of 110 hard to reach groups was identified from across the region and all were contacted to offer briefings. In addition, a consultation pack was sent out to all such groups. Five briefings were held with hard-to-reach organisations during the Autumn 2021 Consultation.</p> <p>For the Summer 2022 Consultation, seven hard-to-reach organisations were identified within the targeted consultation zone. Each group was emailed to advise them of the consultation, and subsequently sent a poster, see paragraphs 6.6.32 – 6.6.34, providing details of the consultation. No requests for additional information or briefings were received.</p>
5.3.17	“Virtual workplace events will be held for staff at Gatwick.”	<p>For the Autumn 2021 Consultation, all staff (1,829 people) were sent an email on 25 August 2021 announcing the consultation. A second email was sent when the consultation started to invite staff to a ‘Town Hall’ webinar where they could find out more about the proposals and the consultation. The webinar was held on 5 October 2021.</p> <p>The Summer 2022 Consultation did not include a virtual workplace event for staff, however from 10 June 2022 to 22 July 2022, information about the consultation was included in the Applicant’s weekly staff newsletter. News of the consultation was also published on the Applicant’s intranet pages (see paragraph 6.7.22) and included links to the Project website.</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
5.3.18	<p>“We will publicise the consultation, including information on accessing materials, the locations and timing of MPO visits, and how people can respond in a Northern Runway Project newsletter. The newsletter will be distributed to all homes and businesses that fall within the Inner Consultation Zone.”</p>	<p>For the Autumn 2021 Consultation, a newsletter containing this information was distributed to all homes and businesses within the inner consultation zone – a total of 102,374 homes and businesses. The newsletter was sent out first class on 8 September 2021, to arrive from 9 September 2021.</p> <p>Hard copies of the Summer 2022 Consultation Newsletter which contained this information were delivered to 2,634 homes and businesses within the targeted consultation zone. The newsletter was sent out first class on 13 June 2022, to arrive from 14 June 2022.</p>
5.3.19	<p>“We will publicise the consultation and associated activities in local media ahead of the start of the consultation period and will update local broadcast and print media channels on our activity during the consultation.”</p>	<p>As required by section 48 of the Planning Act 2008, the Autumn 2021 Consultation was advertised in the following newspapers:</p> <ul style="list-style-type: none"> <li>▪ Crawley and Horley Observer (Wednesday 8 and 15 September 2021)</li> <li>▪ Surrey Mirror (Thursday 9 and 16 September 2021)</li> <li>▪ West Sussex County Times (Thursday 9 and 16 September 2021)</li> <li>▪ Kent and Sussex Courier (Friday 10 and 17 September 2021)</li> <li>▪ The Times (Thursday 9 September 2021)</li> <li>▪ London Gazette (Thursday 9 September 2021)</li> </ul> <p>The section 48 notice was also published on the Project website.</p> <p>To further raise awareness of the consultation among local communities, the activity outlined above was augmented by:</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		<ul style="list-style-type: none"> <li>▪ issuing press releases to attract media coverage and raise awareness of the consultation at publication of the SoCC on 25 August 2021 and at the start of the consultation on 9 September 2021, along with regular topic-specific media releases throughout the consultation period;</li> <li>▪ promotion of the consultation on the Project website and social media channels from 25 August 2021 to the end of the consultation period;</li> <li>▪ a multi-channel advertising campaign that ran from 25 August to 1 December 2021; and</li> <li>▪ a poster distribution to 110 hard to reach groups and 260 community venues across the region as part of a consultation pack.</li> </ul> <p>More detail can be found in Section 5.7 of this Report.</p>
5.3.20	<p>“Where publication timings allow, we will also use local authority newsletters to further engage with local communities.”</p>	<p>Publication timings did not allow for the consultation to be publicised in printed local authority magazines/newsletters for either of the consultations.</p> <p>However, during the Autumn 2021 Consultation, the Applicant worked with local authority communications teams to encourage sharing of social media posts to keep their constituents up to date with consultation activity.</p> <p>The Local Authorities communications teams contacted were: Crawley Borough Council, Reigate and Banstead Borough Council, Mole Valley District Council, Tandridge District Council, Surrey County Council and West Sussex County Council. The Applicant also</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		<p>engaged with a number of neighbouring local authorities: Horsham District Council, Mid Sussex District Council, East Sussex County Council, and Kent County Council.</p>
5.3.21	<p>“Statutory notices will be published in line with Section 48 of the Planning Act.”</p>	<p>On Thursday 9 September 2021, just over two weeks after the SoCC was published, the consultation period began. As required by section 48 of the 2008 Act, a section 48 notice was placed in the following newspapers:</p> <ul style="list-style-type: none"> <li>▪ Crawley and Horley Observer (Wednesday 8 and 15 September 2021)</li> <li>▪ Surrey Mirror (Thursday 9 and 16 September 2021)</li> <li>▪ West Sussex County Times (Thursday 9 and 16 September 2021)</li> <li>▪ Kent and Sussex Courier (Friday 10 and 17 September 2021)</li> <li>▪ The Times (Thursday 9 September 2021)</li> <li>▪ London Gazette (Thursday 9 September 2021)</li> </ul> <p>The section 48 notice was also published on the Project website. Copies of the notices are available at <b>Appendix B.6</b>.</p> <p>Given the nature of the Summer 2022 Consultation, which included changes to elements of the highway design and a limited number of more general Project updates, it was not considered necessary for there to be a further round of section 48 notices. However, adverts for the consultation were placed in the:</p> <ul style="list-style-type: none"> <li>▪ Crawley and Horley Observer (Wednesday 8, 15, 22 and 29 June 2022)</li> <li>▪ Surrey Mirror (Friday 10, 17, 24 June and 1 July 2022)</li> </ul>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		<ul style="list-style-type: none"> <li>▪ West Sussex County Times (Thursday 9, 16, 23 and 30 June 2022)</li> <li>▪ Kent and Sussex Courier (Friday 10, 17, 24 June and 1 July 2022)</li> </ul>
5.3.22	<p>“We will use social media to help publicise the consultation and encourage those with an interest to submit their feedback.”</p>	<p>The Applicant’s social media channels were used consistently to raise awareness of the Autumn 2021 Consultation and provide updates to any planned consultation activity. On 25 August 2021, the Applicant posted twice each on Gatwick Airport Twitter (@Gatwick_Airport, c.360,000 followers) and LinkedIn (c.43,000 followers) as well as once on Facebook (c.160,000 followers). A total of 146 posts across the Applicant’s social media accounts between 25 August and 1 December 2021 helped to promote the consultation and ways for people to get involved.</p> <p>In addition, Facebook, Instagram, and LinkedIn adverts ran from 25 August until 1 December 2021 and were targeted geographically to raise local awareness. Facebook and Instagram adverts were run for users within a 35km radius of Crawley, with Gatwick Airport employees and people who had previously liked the Gatwick Facebook page excluded from the campaign to ensure as many new users as possible were reached. Section 5.7 includes more details and <b>Appendix B.12</b> includes sample adverts.</p> <p>During the Summer 2022 Consultation, a total of nine posts across the Applicant’s social media accounts between 14 June and 27 July 2022 helped to promote the consultation and ways for people to get involved.</p>



SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		<p>An extensive social media advertising campaign was also undertaken to raise awareness of the consultation as widely as possible. The Applicant used social media channels Meta (Facebook and Instagram), Twitter and LinkedIn to help publicise the consultation and encourage those with an interest to submit their feedback. Section 6.7 includes more details and <b>Appendix C.10</b> includes sample adverts.</p>
5.3.23	<p>“For more information on the consultation, to request copies of documents and USBs, or to arrange to speak to a member of the team, people can contact us by calling the Northern Runway Project Hotline (0800 038 3486) during normal business hours (Monday to Friday, 9am to 5.30pm). Outside of these hours, callers will be able to leave a message requesting a call back.”</p>	<p>The Applicant maintained a Project hotline (0800 038 3486) throughout the Autumn 2021 and Summer 2022 Consultations. It was available during normal business hours (Monday to Friday, 9am to 5.30pm). Outside of business hours, callers were required to leave a message requesting a call back. If messages were left the Applicant aimed to respond within 48 hours.</p> <p>Throughout the Autumn 2021 Consultation, 51 calls were received, and messages were left by six people, all of whom received a call back within 48 hours.</p> <p>During the Summer 2022 Consultation, 23 calls were received, and messages left by six people, all of whom received a call back within 48 hours.</p>
5.3.24	<p>“Alternatively, people can email <a href="mailto:info@gatwickfutureplans.com">info@gatwickfutureplans.com</a> direct or from the Northern Runway Project website (<a href="http://www.gatwickairport.com/futureplans">www.gatwickairport.com/futureplans</a>).”</p>	<p>The email account was maintained and monitored throughout both consultations, with messages sent direct from a person’s email account or via the message function on the website arriving in the Project inbox.</p> <p>During the Autumn 2021 Consultation, 517 emails were received, which resulted in 132</p>

SoCC paragraph number	Extract from SoCC	Activities carried out in accordance with SoCC
		<p>Consultation Summary Documents with questionnaires being sent out.</p> <p>During the Summer 2022 Consultation, 23 emails were received during the consultation.</p>
5.3.25	<p>“Those wanting to submit a consultation response must do so by the deadline of 11.59pm on 1 December 2021. A response can be provided in any of the following ways:</p> <ul style="list-style-type: none"> <li>▪ Complete a hard copy questionnaire and return it using the freepost address FREEPOST RTRB-LUJJ-AGBY</li> <li>▪ Complete the online consultation questionnaire on our website <a href="http://gatwickairport.com/futureplans">gatwickairport.com/futureplans</a>;</li> <li>▪ Email us at <a href="mailto:feedback@gatwickfutureplans.com">feedback@gatwickfutureplans.com</a>;</li> <li>or</li> <li>▪ Write to us using the freepost address to post your response at no charge.”</li> </ul>	<p>All of these options were available for people to submit a consultation response during the Autumn 2021 Consultation. All consultation materials made clear that consultation responses could be submitted in these ways.</p> <p>All methods were also available for the Summer 2022 Consultation. By the start of the Summer 2022 Consultation, the freepost address had changed (to Freepost SEC NEWGATE UK LOCAL) and this was made clear in the consultation materials. All consultation materials made clear that consultation responses could be submitted in these ways.</p>
5.3.26	<p>“Before finalising the application for submission to the Secretary of State, we will have regard to all responses received by the consultation deadline.”</p>	<p>The Applicant had regard to all the feedback received from the Autumn 2021 Consultation. Details can be found at Sections 5.9 and 5.10.</p> <p>The Applicant had regard to all the feedback received from the Summer 2022 Consultation. Details can be found at Sections 6.9 and 6.10.</p>

**Table 4.5: Summary of consultation activity against Further Consultation Strategy**

Strategy paragraph number	Extract from Further Consultation Strategy	Activities carried out in accordance with Further Consultation Strategy
2.1.1	<p>“We are planning to hold a 28-day consultation starting in June 2022 and completing prior to the start of the school summer holidays. As this consultation only includes discrete changes to elements of the highway design and a limited number of more general project updates, this period is considered to be sufficient and allow a proportionate time for stakeholders and members of the public to review and comment on our updated proposals.”</p>	<p>Following receipt of feedback from the local authorities, the consultation period was extended from 28 days to six weeks and was carried out from 14 June 2022 to 11.59pm on 27 July 2022.</p>
2.2.1	<p>“For the targeted statutory element of the consultation, we will be writing to the prescribed persons and generally focusing activity on the area most likely to be affected by the updated highways proposals [as shown in Figure 2.1]. This area has been defined taking account of Noise Important Areas for road noise (as recognised by National Highways and local highway authorities) located close to the A23 London Road and Airport Way, and other areas potentially impacted by the highways proposals.”</p>	<p>A targeted consultation zone was used as shown in Figure 6.1 in Chapter 6 of this Report, which mirrors Figure 2.1 in the Further Consultation Strategy, with the Consultation Newsletter delivered to homes and businesses within it.</p>
2.2.2	<p>“A wide-reaching advertising and publicity campaign will raise awareness of the consultation and encourage those outside of the targeted consultation area to get involved.”</p>	<p>A press release was issued to local and national media outlets on 26 May 2022 announcing the consultation. A second press release was issued to announce the start of the consultation (14 June 2022) and a third on 13 July 2022 to maintain awareness of the consultation.</p> <p>A wide-ranging advertising campaign also ran across the region from 26 May 2022 until close of the consultation on 27 July 2022. Methods used to promote the consultation included radio,</p>

Strategy paragraph number	Extract from Further Consultation Strategy	Activities carried out in accordance with Further Consultation Strategy
		<p>digital audio, social media and the following local newspapers:</p> <ul style="list-style-type: none"> <li>▪ Crawley and Horley Observer (Wednesday 8, 15, 22 and 29 June 2022)</li> <li>▪ Surrey Mirror (Thursday 9, 16, 23 and 30 June 2022)</li> <li>▪ West Sussex County Times (Thursday 9, 16, 23 and 30 June 2022)</li> <li>▪ Kent and Sussex Courier (Friday 10, 17, 24 June and 1 July 2022)</li> </ul>
2.2.3	<p>“We understand that some individuals and groups within the community may find it more challenging to take part in consultations and their views may therefore be less frequently heard. We will ensure consultation materials are presented in a way that allows them to engage. We will also provide a range of communications channels for anyone seeking information or answers to their questions about our proposals. Using our experience with hard-to-reach audiences during the main round of consultation, we will target those individuals and groups most affected by the updated highways proposals.”</p>	<p>For the Summer 2022 Consultation, the Applicant identified seven hard-to-reach organisations based within the targeted consultation zone. Each organisation was emailed to advise them of the consultation, and subsequently sent a poster providing details. The Consultation Document and Newsletter were also available in alternative formats and languages on request.</p> <p>The Summer 2022 Consultation also included:</p> <ul style="list-style-type: none"> <li>▪ telephone surgeries enabling members of the public to request a briefing session with the Project team;</li> <li>▪ a Project website including all consultation materials;</li> <li>▪ access to loaned tablets loaded with consultation materials;</li> <li>▪ consultation materials available on free of charge USBs;</li> <li>▪ extensive advertising campaigns;</li> <li>▪ hard copy documents in deposit locations; and</li> <li>▪ a range of ways to contact the team and provide feedback.</li> </ul>

Strategy paragraph number	Extract from Further Consultation Strategy	Activities carried out in accordance with Further Consultation Strategy
Intro to 2.3	<p>“Following the success of our virtual-only consultation in 2021, we intend to use the same approach in June 2022, providing a mix of materials, methods and techniques to remove barriers, promote inclusivity, and encourage engagement. This includes writing to those directly affected by the highway design updates to invite their feedback as part of the statutory element of the consultation as well as publishing documents appropriate for a range of audiences and offering a range of ways for people to understand the proposals and get involved.”</p>	<p>As explained in Chapter 6 of this Report, a mix of materials, methods and techniques was used for the Summer 2022 Consultation.</p> <p>Consultation letters were sent to the targeted, statutory consultees who the Applicant considered to be directly affected by the changes to the highway improvement works on 13 June 2022 (see <b>Appendix C.4</b> for sample letters); Section 6.5 of this Report provides further details.</p> <p>As explained in the row below, documents were published that were appropriate for a range of audiences, and as explained in the row above the Applicant offered a range of ways for people to understand the proposals and get involved.</p>
2.3.1	<p>“Our updated highways proposals and wider project updates will be published for consultation in the following:</p> <ul style="list-style-type: none"> <li>▪ A Consultation Document setting out the updated aspects of the design of our highways proposals and their likely environmental effects and explaining the refined proposals for the project in some other areas. This document will also include the consultation questions and ways to respond.</li> <li>▪ A Newsletter summarising the updated aspects of the design of our highways proposals and the refined proposals for the project in some other areas. This document will also include the consultation questions and ways to respond. It will be distributed in hard copy to the targeted highways consultation area</li> </ul>	<p>As explained in Sections 6.3 and 6.4 of this Report, a Consultation Document (see <b>Appendix C.1</b>), Consultation Newsletter (see <b>Appendix C.2</b>) and Questionnaire (see <b>Appendix C.3</b>) were made available and contained the information listed in the Further Consultation Strategy.</p> <p>The Consultation Newsletter was delivered in hard copy to homes and businesses within the targeted consultation zone shown in Figure 6.1 in Chapter 6 of this Report.</p> <p>The main method of gathering feedback was the online Questionnaire (see <b>Appendix C.3</b>).</p>

Strategy paragraph number	Extract from Further Consultation Strategy	Activities carried out in accordance with Further Consultation Strategy
	<p>(shown in Figure 2.1 above) and available electronically.</p> <ul style="list-style-type: none"> <li>▪ An online Questionnaire which will be the main mechanism for collecting feedback.”</li> </ul>	
2.3.2	<p>“All consultation documents will be available to download at the start of consultation from the Gatwick Northern Runway Project website (<a href="http://www.gatwickairport.com/futureplans">www.gatwickairport.com/futureplans</a>) and on USB drives, which will be provided free of charge for personal use on request.”</p>	<p>The Consultation Document, the Consultation Newsletter and the Questionnaire were available on the Project website, along with videos and other consultation documents. Consultees were able to request USBs loaded with consultation documents and hard copies were available free of charge upon request. Three sets of hard copy consultation documents were posted out following requests received through the Project helpline and email address.</p>
2.3.3	<p>“A hard copy of the consultation documents will be placed in two appropriate public buildings (such as local libraries, community centres or civic buildings) within the highways consultation area and maintained throughout the consultation period.</p>	<p>Following feedback from the local authorities, a third deposit location was identified, and the Consultation Document and Consultation Newsletter were available to inspect throughout the consultation period at three deposit locations in or near to the area most affected by the highway improvement changes (see Table 6.1 in Chapter 6 of this Report).</p>
2.3.4	<p>From the start of consultation, the project website (<a href="http://gatwickairport.com/futureplans">gatwickairport.com/futureplans</a>) will host all of the consultation materials, information in alternative formats (such as a video fly-through of the highways proposals) and allow people to make appointments to speak to the team or request hard copy documents or USBs. Social media will be used to help advertise the consultation and</p>	<p>From the start of the Summer 2022 Consultation, the Project website hosted all of the consultation materials, along with videos and other consultation documents. Consultees were given information on the Project website to enable them to make appointments to speak to the team or request hard copy documents or USBs. A social media campaign was used to advertise the Summer 2022 Consultation and encourage participation.</p>

Strategy paragraph number	Extract from Further Consultation Strategy	Activities carried out in accordance with Further Consultation Strategy
	encourage participation throughout the consultation period.”	
2.3.5	“During consultation we will run telephone surgeries to allow members of the public to speak to technical experts about the proposals. Bookings will be possible from the website, by emailing, or by calling the project hotline.”	During the Summer 2022 Consultation, telephone surgeries were available, enabling members of the public to request a briefing session with the Project team. Bookings could be made through the Project website, by emailing <a href="mailto:feedback@gatwickfutureplans.com">feedback@gatwickfutureplans.com</a> or by calling 0800 038 3486.
2.3.6	“We will seek to accommodate reasonable requests for virtual (Zoom, MS Teams etc.) presentations and briefings from stakeholder groups, for example, GATCOM, local authorities/parish councils, local community groups, residents’ associations, MPs and others, during the consultation period.”	During the Summer 2022 Consultation all requests received from external stakeholders or organisations for virtual briefings were met and opportunities were identified for engagement with existing business, community and stakeholder groups (see Chapter 6 and <b>Appendix C.12</b> for details).
2.3.7	“We will publicise the consultation and associated activities in local media and update local broadcast and print media channels on our activity during the consultation. A wide-reaching digital advertising campaign will also help to raise awareness of the consultation.”	<p>A wide-ranging advertising campaign ran across the region from 26 May 2022 until close of the consultation on 27 July 2022. Methods used to promote the consultation included radio, digital audio, social media and the following local newspapers:</p> <ul style="list-style-type: none"> <li>▪ Crawley and Horley Observer (Wednesday 8, 15, 22 and 29 June 2022)</li> <li>▪ Surrey Mirror (Thursday 9, 16, 23 and 30 June 2022)</li> <li>▪ West Sussex County Times (Thursday 9, 16, 23 and 30 June 2022)</li> <li>▪ Kent and Sussex Courier (Friday 10, 17, 24 June and 1 July 2022)</li> </ul>



<b>Strategy paragraph number</b>	<b>Extract from Further Consultation Strategy</b>	<b>Activities carried out in accordance with Further Consultation Strategy</b>
2.3.8	“We will use social media to help publicise the consultation and encourage those with an interest to submit their feedback.”	<p>Social media was used to publicise the Summer 2022 Consultation and encourage those with an interest to submit their feedback.</p> <p>This included regular posts on the Gatwick Airport social media channels as well as a paid advertising campaign across Meta (Facebook, Instagram, Messenger and Audience Network) and LinkedIn.</p>
2.3.9-10	“For more information on the consultation, to request copies of documents and USBs, or to arrange to speak to a member of the team or to arrange a virtual briefing, people can contact us by calling the Northern Runway Project Hotline during normal business hours (Monday to Friday, 9am to 5.30pm). Outside of these hours, callers will be able to leave a message requesting a call-back. Alternatively, people will be able to email the project directly or from the Northern Runway Project website ( <a href="http://www.gatwickairport.com/futureplans">www.gatwickairport.com/futureplans</a> ).	<p>Consultees were able to request more information on the Summer 2022 Consultation, request copies of the consultation documents and USBs and arrange to speak to a member of the team or arrange a virtual briefing by using the methods listed in the Further Consultation Strategy.</p>
2.3.11	Feedback on the updated proposals will be accepted via the online questionnaire, by writing to us using a FREEPOST address, or by email.”	<p>Details of how consultees could submit feedback to the Summer 2022 Consultation are provided in Section 6.4 of this Report. In summary, consultees were able to respond to the consultation by completing the online Questionnaire via the Project website or by following the links promoted via social media, writing to the freepost address (Freepost SEC NEWGATE UK LOCAL), emailing comments to <a href="mailto:feedback@gatwickfutureplans.com">feedback@gatwickfutureplans.com</a> or calling 0800 038 3486 to speak to a member of the</p>

Strategy paragraph number	Extract from Further Consultation Strategy	Activities carried out in accordance with Further Consultation Strategy
		Project team. The questionnaire was also available in printed form on request.

## 5 Autumn 2021 Consultation

### 5.1 Introduction

5.1.1 The Applicant carried out statutory consultation on its proposals in accordance with the 2008 Act between 9 September and 1 December 2021. In the lead-up to the consultation, restrictions on movement and the ability of people to mix in large groups had been adopted on and off in response to the Covid-19 pandemic.

5.1.2 The pandemic resulted in a significant change in the way people work and communicate with each other, as well as the way consultation is carried out. However, the fundamentals of good consultation did not change. People affected by proposed projects are still entitled to have reasonable access to the consultation.

5.1.3 To provide greater certainty to consultees about the ways in which they could seek information and share their views, whilst also respecting public safety and allowing for any restrictions that might have been in place during the consultation period, the Applicant designed a consultation strategy that offered access to the consultation both online and offline and included:

- A Project website containing a virtual exhibition with information boards, videos, interactive computer-generated imagery, a digital model of the proposals, a document library, the consultation questionnaire, information about ways to access hard copy materials or USBs, ways to get involved, and contact details.
- Hard copies of all consultation documents were available in 18 public buildings (libraries, town halls, community centres) across the region during the consultation.
- ‘Call the expert’ sessions (telephone surgeries) allowing members of the public to speak to technical experts about the Project. These pre-booked (via the website, email, Project hotline, or at the Mobile Project Office (“MPO”) sessions were available at a variety of times and days of the week to help maximise opportunities for people to participate.
- MPO visits to local communities to distribute consultation materials and arrange telephone surgery appointments for those unable to do so online.
- Virtual briefings for stakeholder and community groups, businesses, business representative groups, elected representatives, education providers, hard to reach groups, and others.
- Publicity and advertising in addition to the statutory requirements, which included a radio advertising campaign, website banners, paid social media advertising, digital radio advertising (including on Spotify), and regular topic-specific press releases throughout the consultation period.

5.1.4 The detail of each of these activities is set out within this chapter. The following headline outcomes from the Autumn 2021 Consultation highlight its success:

- 16.1 million people were reached by press activity.

- The Project website attracted over 66,000 page views (more than four times as many as for the non-statutory consultation on the Master Plan 2019).
- 6,645 responses to the consultation were received (a 25% increase on the Master Plan 2019 non-statutory consultation numbers), with 95.5% submitted electronically.
- 7,871 people visited the virtual exhibition (more than three times the number that visited in-person Master Plan 2019 non-statutory consultation events).
- 360 stakeholders attended virtual briefings.
- 439 people visited the MPO and 37 people 'called the expert' via telephone surgeries.

## 5.2 When did we consult?

5.2.1 Consultation was carried out between 9 September 2021 and 11.59pm on 1 December 2021. This 12-week consultation period significantly exceeded the minimum period of 28 days of consultation required by section 42 of the 2008 Act. The time of year was chosen as an appropriate time for the statutory consultation to take place, as it avoided the summer and Christmas holidays.

## 5.3 What was consulted on?

5.3.1 The consultation set out the key elements of the Project proposals, including:

- alterations to the existing northern runway, including repositioning its centreline 12 metres further north;
- reconfiguration of taxiways to accommodate the changes being made to the northern runway and ensuring sufficient room for the safe manoeuvring of aircraft;
- changes to some aircraft stands to improve the handling of different types of aircraft and a proposed new remote pier (Pier 7) that would serve both North and South Terminals;
- reconfiguration of a number of airfield facilities to facilitate taxiway changes;
- extensions to the North and South Terminal buildings to accommodate passenger growth, improve baggage handling, and enhance the experience of our customers;
- provision of additional hotels and office space;
- provision of reconfigured car parking, including new surface and multi-storey car parks;
- surface access (highway) improvements;
- reconfiguration of existing utilities, including surface water, foul drainage and power;
- landscape/ecological planting and environmental mitigation; and
- flights departing from the northern runway will continue to use existing flightpaths.

5.3.2 The consultation also included information about the economic benefits of the Project, an updated Noise Insulation Scheme, a Homeowners Assisted Moving Scheme, and the proposed approach to construction.

5.3.3 Information on the Project proposals, options for certain aspects of the proposed development and preliminary environmental information was published for consultation in the following documents:

- **Consultation Summary Document (Appendix B.13):** an accessible, non-technical summary of the Consultation Overview Document including details of the options and easy to read diagrams and plans.
- **Consultation Overview Document (Appendix B.14):** included information about the context in which the airport is operating and set out an overview of the proposals and approach to managing and mitigating their impacts.
- **Consultation Questionnaire (Appendix B.15):** the main mechanism for collecting feedback. It included easy to understand questions on the proposals. It was made available in alternative formats and languages if requested.
- **Preliminary Environment Information Report (PEIR) (Appendix B.16):** contained preliminary environmental information related to the Project and included a non-technical summary.
- **Other technical documents (Appendix B.17):** including an Economic Impact Assessment; Noise Insulation Scheme; Outline Employment, Skills, and Business Strategy; and Land Use and Construction Phasing Plans.

#### 5.4 How could consultees respond?

5.4.1 All consultees were able to respond to the consultation by:

- Submitting feedback or a completing a hard copy Consultation Questionnaire by post using the freepost address FREEPOST RTRB-LUJJ-AGBY
- Completing the online Consultation Questionnaire by following the various links from the Project website ([gatwickairport.com/futureplans](http://gatwickairport.com/futureplans)) and social media posts
- Emailing feedback to [feedback@gatwickfutureplans.com](mailto:feedback@gatwickfutureplans.com)
- Completing a Consultation Questionnaire and leaving it with the team at the MPO
- Calling 0800 038 3486 to speak to a member of the Project team, Monday to Friday, 9.30am to 5.30pm

#### 5.5 Consultation with statutory consultees and notification to the Secretary of State (Section 42 and Section 46)

##### 5.5.1 Consultation with statutory consultees (Section 42)

5.5.2 Consultation letters were sent to statutory consultees on 8 September 2021 (see **Appendix B.7** for sample letters). The letters notified consultees about the launch of the consultation on 9 September 2021, identified where consultees could view the consultation material, explained how consultees could respond to the consultation and confirmed the deadline for receipt of consultation responses, being 11.59pm on 1 December 2021.

5.5.3 There are different categories of consultee under section 42 of the 2008 Act. The sections below explain how the Applicant identified the consultees in each category. A full list of the section 42 consultees is provided at **Appendix B.18**.

##### 5.5.4 **Section 42(1)(a): such persons as may be prescribed**

5.5.5 The Applicant identified prescribed consultees in two principal ways, with careful reference to:

- Schedule 1 of the APFP Regulations; and

- the list of consultation bodies in Appendix 1 of the EIA Scoping Opinion adopted by the Planning Inspectorate (on behalf of the Secretary of State) pursuant to Regulation 10 of the EIA Regulations dated October 2019.

5.5.6 The Applicant also consulted a wide range of other non-prescribed consultees such as town and parish councils, community and hard to reach groups, airlines and other airport businesses, education and skills providers and regional businesses and business representative groups. These bodies were consulted due to their local knowledge and interest in the Project.

5.5.7 **Section 42(1)(aa): Marine Management Organisation**

5.5.8 Adopting a conservative approach, the Applicant consulted the Marine Management Organisation as part of its section 42 consultation.

5.5.9 **Section 42(1)(b): each local authority that is within section 43**

5.5.10 The local authorities within section 42(1)(b) of the 2008 Act for the purposes of the Project are identified in Table 5.1. The administrative boundaries of the local authorities are shown in Figure 5.1 and Figure 5.2.

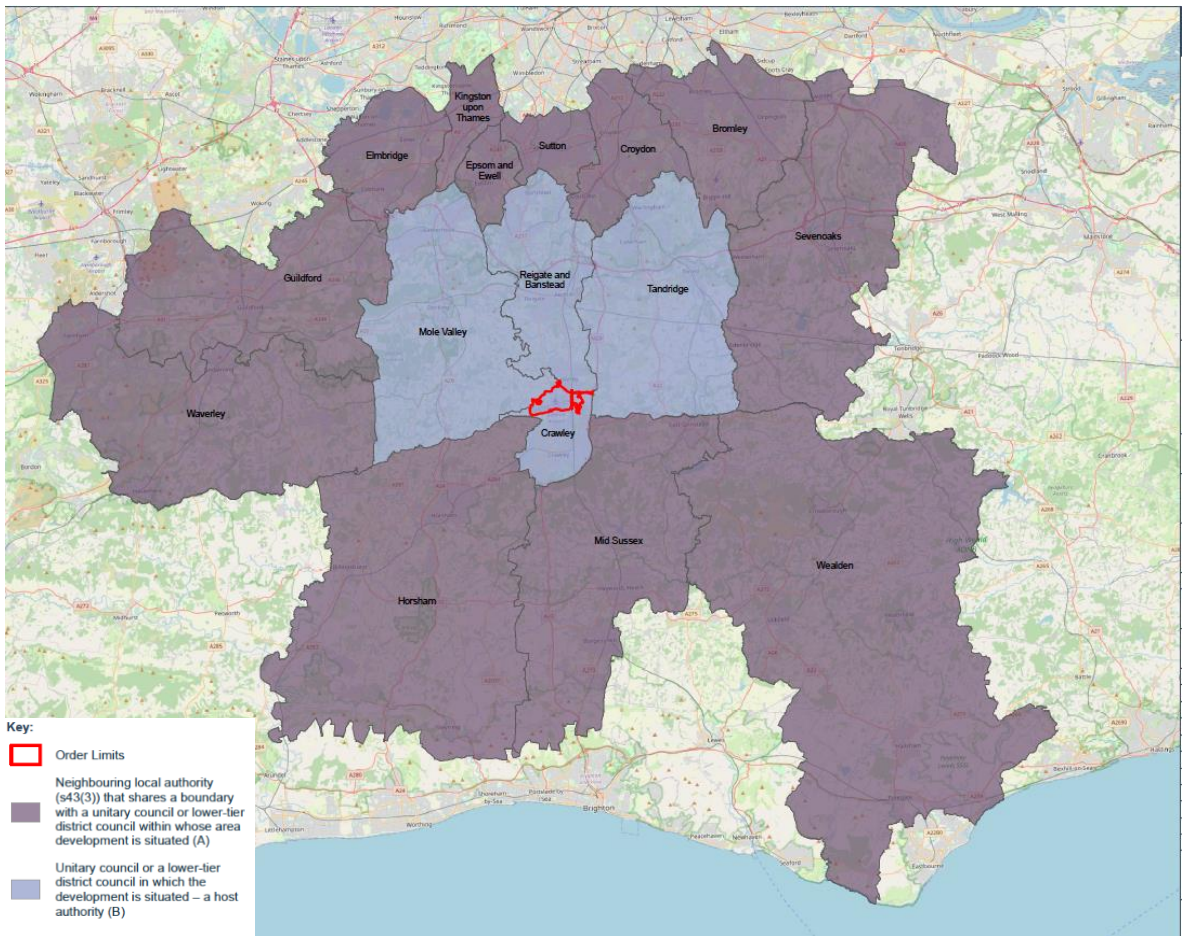
**Table 5.1: Section 42(1)(b) local authorities**

<b>Local Authority Name</b>	<b>Category within Section 43 of 2008 Act</b>
Crawley Borough Council	B
Reigate and Banstead Borough Council	B
Mole Valley District Council	B
Tandridge District Council	B
West Sussex County Council	C
Surrey County Council	C
Horsham District Council	A
Mid Sussex District Council	A
Elmbridge Borough Council	A
Epsom and Ewell District Council	A
Guildford Borough Council	A
Sevenoaks District Council	A
Waverley Borough Council	A
Wealden District Council	A
East Sussex County Council	D
Kent County Council	D
Hampshire County Council	D
South Downs National Park Authority	D
Bracknell Forest Council	D
Royal Borough of Windsor and Maidenhead	D



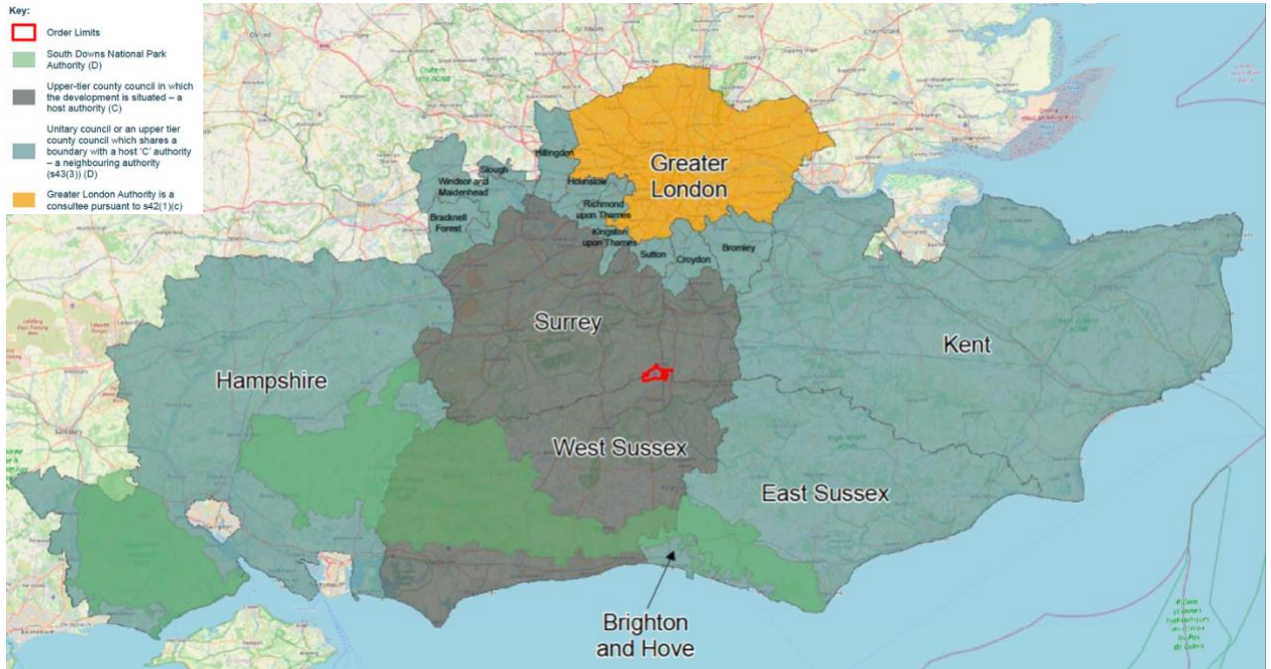
Local Authority Name	Category within Section 43 of 2008 Act
Slough Borough Council	D
Brighton and Hove City Council	D
London Borough of Hillingdon	D
London Borough of Hounslow	D
London Borough of Richmond-upon-Thames	D
London Borough of Bromley	A and D
London Borough of Croydon	A and D
London Borough of Sutton	A and D
The Royal Borough of Kingston upon Thames	A and D

**Figure 5.1: Administrative boundaries of A and B category local authorities**





**Figure 5.2: Administrative boundaries of C and D category local authorities and the Greater London Authority**



**5.5.11 Section 42(1)(c): Greater London Authority**

5.5.12 The Applicant consulted with the Greater London Authority as part of its section 42 consultation.

**5.5.13 Section 42(1)(d): each person who is within one or more of the categories set out in section 44**

5.5.14 Under section 42(1)(d) of the 2008 Act, the Applicant must consult each person who is within one or more of the three categories set out in section 44 of the 2008 Act. These categories are:

- Category 1: A person is within Category 1 if the Applicant, after making diligent inquiry, knows that the person is an owner, lessee, tenant (whatever the tenancy period) or occupier of the land.
- Category 2: A person is within Category 2 if the Applicant, after making diligent inquiry, knows that the person is interested in the land, or has power to sell and convey the land or to release the land.
- Category 3: A person is within Category 3 if the Applicant thinks that, if the DCO were made and fully implemented, the person would or might be entitled as a result of (a) the implementing of the DCO, (b) the DCO having been implemented, or (c) use of the land once the DCO has been implemented, to make a “relevant claim”. There are three types of relevant claim: a claim under section 10 of the Compulsory Purchase Act 1965; a claim under Part 1 of the Land Compensation Act 1973; and a claim under section 152(3) of the 2008 Act. A person is within Category 3 only if the person is known to the Applicant after making diligent inquiry. These parties were identified based on scheme proposals, redline boundaries, construction activities, and environmental information available at the point of statutory consultation.

- 5.5.15 For the Autumn 2021 Consultation there were 325 Category 1 and 2 consultees along with 4,570 in Category 3. Sample letters for each category are included in **Appendix B.7**. A full list of persons falling within section 44 of the 2008 Act is included within the **Book of Reference** submitted with the Application (Doc Ref. 3.3).
- 5.5.16 Land referencers were appointed by the Applicant in March 2019 to complete a diligent enquiry process prior to and throughout the statutory consultation to identify relevant persons with an interest in land. The following process was undertaken:
- Landowners and other interested parties were identified initially through data and documents requested from and provided by HM Land Registry. These data and documents were refreshed at regular intervals to ensure the information held is accurate. Unregistered areas of land were also periodically checked to ensure the land remained unregistered. Further interested parties were identified through utility data requested from and provided by Atkins and council data requested from and provided by Surrey County Council and West Sussex County Council. The data obtained through the process listed above was refreshed within six months of the submission of the application to ensure the data listed in the Book of Reference and Land Plans is current and accurate.
  - Land Interest Questionnaires ("LIQs"), provided in **Appendix B.19**, were issued to all interests identified through the requests and searches listed above. These questionnaires sought to confirm the contact details of the affected parties and also to ask for details of any other parties who may hold an interest in the land. Where new interested parties were revealed, these parties were also issued with a LIQ to confirm the details provided. This confirmation process was ongoing throughout all stages of consultation.
  - Where LIQs were not responded to, further reminder letters were issued, emails were sent and/or phone calls and site visits were conducted to request completion of the LIQ(s) where appropriate.
  - Where landowners and other interested parties remained unknown, site notices, provided in **Appendix B.20**, were erected where possible in suitable visible locations and were replaced at regular intervals (for example on gateways or nearby telegraph poles). Where a number of unknown interests were located within the same vicinity, a single site notice was erected.
  - Confirmation schedules, provided in **Appendix B.21**, were served on all landowners and other interested parties identified through the actions taken listed above within six months of the submission of the Application to ensure the data listed in the Book of Reference and Land Plans is current and accurate. These schedules sought to confirm that the information received previously remains current and accurate. Any updated information received resulted in an update to the information held.
- 5.5.17 **Notification to the Secretary of State (Section 46)**
- 5.5.18 In accordance with section 46 of the 2008 Act, the Applicant wrote to the Secretary of State on 6 September 2021 in advance of section 42 consultation commencing on 9 September 2021. A copy of that letter is in **Appendix B.1**.
- 5.5.19 The letter provided details of where the consultation materials could be accessed and enclosed:
- a copy of the section 48 notice;

- a copy of the Consultation Summary Document; and
- a USB stick containing the full set of consultation materials.

## 5.6 Consultation with the local community (Section 47)

### 5.6.1 Introduction

5.6.2 The section 47 consultation with the local community was carried out through a mix of consultation activities, in parallel with the section 42 consultation and section 48 publicity.

### 5.6.3 Who did we consult?

5.6.4 The consultation was open to anyone with an interest in the Project who the Applicant considered may be directly or indirectly impacted, or who had a view that they would like to be considered. The Applicant used a mix of materials, methods and techniques to remove barriers and encourage engagement from local communities, while also complying with any Covid-19 pandemic-related restrictions at that time.

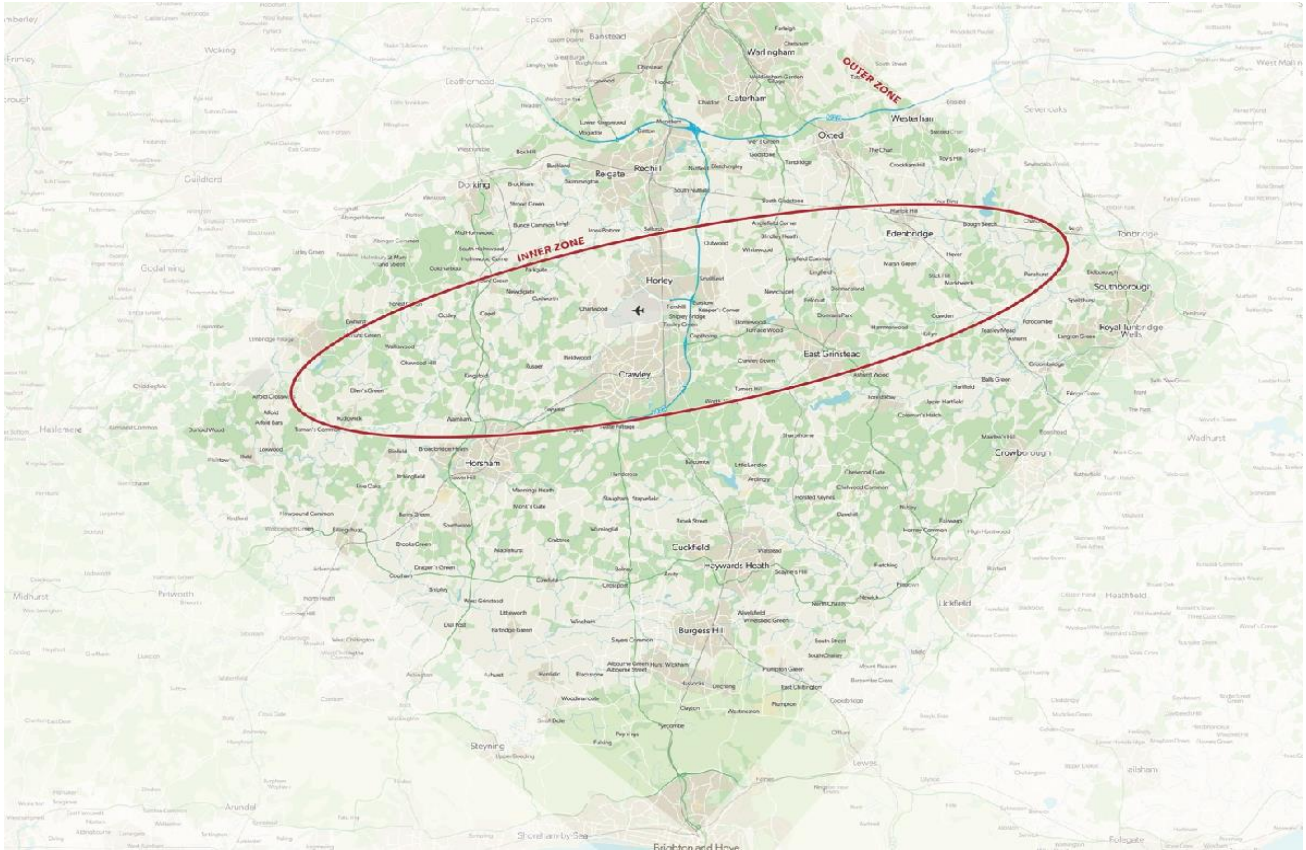
5.6.5 To ensure consultation activity was targeted towards those living, working or otherwise using the areas likely to be most affected by the Project, the Applicant defined two geographic zones – an inner zone and an outer zone.

5.6.6 The inner zone covered an area where people who live, work or otherwise use the areas closest to Gatwick Airport may be affected by the Project. The inner zone was also informed by the indicative day and night noise contours identified in the ‘worst case’ year (2032) in the preliminary noise assessment (with the northern runway in operation), which includes communities in the ‘lowest observable adverse effect level’ (LOAEL) for aircraft noise, as defined by government guidance. Consultation newsletters were delivered to over 100,000 homes and businesses within the inner zone.

5.6.7 The outer zone covered those living and working further away from Gatwick Airport, but still potentially affected by the Project. It also covered communities where the Applicant knew from previous engagement that there is a strong interest in the airport. The outer zone is shaped around the ‘Gatwick Diamond’ business area and consultation was undertaken within it to help gather feedback from communities further away from the airport.



**Figure 5.3: Map of inner and outer consultation zones**



5.6.8 The Applicant sought to establish relationships with ‘hard to reach’ groups, contacting 110 local organisations – identified using desk-based research and advice from local authorities - and seeking interviews to understand their preferred ways of engagement in advance of the consultation to allow time to adapt the approach for these groups. A total of 19 groups participated in the interviews and their feedback helped shape the hard-to-reach consultation approach. Each group was also contacted prior to the start of the consultation to advise them of the consultation dates, request information about the consultation be shared with their members and offer virtual briefing sessions. Follow-up contact was made during the consultation period after consultation packs were posted to all groups (see paragraph 5.6.44 of this Report for more information).

5.6.9 **How could the local community access the consultation documents?**

5.6.10 The full suite of consultation documents, including the SoCC, was available to inspect throughout the consultation period at 18 deposit locations listed in Table 5.3. Each deposit location was also sent 100 copies of the Consultation Summary Document and Questionnaire for people to take away. Monthly checks were made of the deposit locations to ensure materials remained available. No deposit locations needed to be replenished.

**Table 5.3: Locations where copies of consultation documents were provided**

<b>Deposit Locations</b>	
<p><b>Crowborough Community Centre</b> Pine Grove, Crowborough, TN6 1FE</p> <p><b>Opening Hours:</b> Monday – Saturday: 8.00am-1.00pm Sunday: Closed</p>	<p><b>Uckfield Library</b> Library Way, High St, Uckfield, TN22 1AR</p> <p><b>Opening Hours:</b> Monday: 10.00am – 1.00pm Tuesday: 10.00am – 4.30pm Wednesday: 2.00pm – 4.30pm Thursday: 10.00am - 6pm Friday &amp; Saturday: 10.00am – 4.30pm Sunday: Closed</p>
<p><b>Tunbridge Wells Library</b> Level 1, Royal Victoria Place Shopping Centre, Tunbridge Wells TN1 2SS</p> <p><b>Opening Hours:</b> Monday to Friday: 9.00am - 6.00pm Saturday: 9.00am - 5.00pm Sunday: 10.30am - 4.00pm</p>	<p><b>Edenbridge Library</b> The Eden Centre, Four Elms Road, Edenbridge, Kent, TN8 6BY</p> <p><b>Opening Hours:</b> Monday: 9.00am – 1.00pm Tuesday to Thursday: 9.00am – 5.00pm Friday: 1.00pm – 5.00pm Saturday: 10.00am – 3.00pm Sunday: Closed</p>
<p><b>Dorking Library</b> St Martin's Walk, Dorking RH4 1UT</p> <p><b>Opening hours:</b> Monday to Friday: 9.30am - 5.30pm Saturday: 9.30am – 5.00pm Sunday: Closed</p>	<p><b>Leatherhead Library</b> The Mansion, 68 Church St, Leatherhead, KT22 8DP</p> <p><b>Opening hours:</b> Monday: Closed Tuesday to Saturday: 9.30am – 5.00pm Sunday: Closed</p>
<p><b>Reigate and Banstead Town Hall</b> Castlefield Road, Reigate, Surrey, RH2 0SH</p> <p><b>Opening Hours:</b> Monday – Thursday: 8.45am - 5.00pm Friday: 8.45am - 4.45pm Saturday &amp; Sunday: Closed</p>	<p><b>Horley Library</b> 55-57 Russell Square, Victoria Road, Horley, Surrey, RH6 7QH</p> <p><b>Opening Hours:</b> Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed</p>

<b>Deposit Locations</b>	
<p><b>Oxted Library</b> 12 Gresham Road, Oxted, RH8 0BQ</p> <p><b>Opening Hours:</b> Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed</p>	<p><b>Caterham Valley Library</b> Stafford Road, Caterham, Surrey CR3 6JG</p> <p><b>Opening Hours:</b> Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed</p>
<p><b>Crawley Library</b> Southgate Avenue, Crawley, RH10 6HG</p> <p><b>Opening Hours:</b> Monday to Friday: 9.00am - 6.00pm Saturday: 9.00am - 5.00pm Sunday: Closed</p>	<p><b>Broadfield Library</b> 46 Broadfield Place, Crawley, RH11 9BA</p> <p><b>Opening hours:</b> Monday to Friday: 10.00am - 5.00pm Saturday: 10.00am - 2.00pm Sunday: Closed</p>
<p><b>Horsham Library</b> Lower Tanbridge Way, Horsham, RH12 1PJ</p> <p><b>Opening Hours:</b> Monday to Friday: 9.00am - 6.00pm Friday: 9.00am - 6.00pm Saturday: 9.00am - 5.00pm Sunday: Closed</p>	<p><b>Billingshurst Library</b> Mill Lane, Billingshurst, RH14 9JZ</p> <p><b>Opening Hours:</b> Monday to Friday: 10.00am - 5.00pm Saturday: 10.00am - 2.00pm Sunday: Closed</p>
<p><b>Mid Sussex District Council</b> Oaklands, Oaklands Road, Haywards Heath, West Sussex, RH16 1SS</p> <p><b>Opening Hours:</b> Monday to Thursday 8.45am – 5.15pm Friday 8.45am - 4.15pm Saturday: Closed Sunday: Closed</p>	<p><b>East Grinstead Library</b> 32-40 West Street, East Grinstead, RH19 4SR</p> <p><b>Opening Hours:</b> Monday to Friday: 9.30am - 6.00pm Saturday: 9.30am - 5.00pm Sunday: Closed</p>
<p><b>Jubilee Library</b> Jubilee Street, Brighton, BN1 1GE</p> <p><b>Opening Hours:</b> Monday - Saturday: 10.00am - 5.00pm</p>	<p><b>Westdene Library</b> 24 Bankside, Brighton, BN1 5GN</p> <p><b>Opening Hours:</b> Monday – Friday: 9.00am – 5.00pm</p>

<b>Deposit Locations</b>	
Sunday: 11.00am – 5.00pm	Saturday: 9.30am – 5.00pm
	Sunday: 11.00am – 5.00pm

- 5.6.11 All consultation documents were available to download from 00:01 on 9 September 2021 from the Project website ([www.gatwickairport.com/futureplans](http://www.gatwickairport.com/futureplans)). Consultees were also able to request (free of charge) USBs loaded with all the documents. Hard copies of the Consultation Summary Document and Consultation Questionnaire were available free of charge upon request. A total of 132 Consultation Summary Documents and Questionnaires and 77 USBs were posted out following requests received through the Project helpline and email address.
- 5.6.12 Requests for hard copies of other technical documents were considered on a case-by-case basis and consultees were informed that a fee to cover printing costs (up to a maximum of £500 for one full set of consultation documents) may be charged to the recipient. A full copy (at no cost) was sent to Charlwood Parish Council and a very small number of documents (one copy of the PEIR Non-Technical Summary, one Consultation Overview Document, and the PEIR chapter on Surface Access) were also sent in response to specific requests. These were also provided at no cost.
- 5.6.13 The Consultation Summary Document was available in alternative formats and languages upon request. No requests for alternative formats/languages were received.
- 5.6.14 For community members without broadband/computer access or who were unable to travel to view hard copies of the consultation documents at deposit locations, tablets including all consultation information were available to borrow. The tablet was available upon request, with the duration of the loan determined on a case-by-case basis depending on need/availability etc. No requests for tablets were received.
- 5.6.15 In addition to being mentioned in the SoCC, staff working at the MPO and on the hotline were able to offer documents in alternative formats or languages as well as tablet loans during their discussions with consultees.
- 5.6.16 ***Mobile Project Office***
- 5.6.17 Throughout the consultation, the staffed MPO visited local communities to encourage consultation participation and to distribute materials for people to take away at no cost. Visitors to the MPO were also able to submit completed hard copy questionnaires and book 'call the expert' sessions.
- 5.6.18 The MPO was stocked with hard copies of the Consultation Summary Document and Consultation Questionnaire, with USB drives containing the consultation documents also available. Around 425 Consultation Summary Documents and Questionnaires along with 220 USBs were distributed from the MPO.
- 5.6.19 The aim of the MPO was to provide as many opportunities as possible for people to access hard copy documents. The visits were planned for prominent locations and timed to coincide with periods where people would ordinarily be in the area. Location choices were also made to ensure



safe and legal operation in light of the ongoing Covid-19 pandemic.

- 5.6.20 Details of dates and times for the MPO visits were published in advance in the SoCC and on the Project website. The venues as advertised in the SoCC are in Table 5.4.

**Table 5.4: Mobile Project Office locations as advertised in the SoCC**

<b>Mobile Project Office locations</b>		
<b>Date (2021)</b>	<b>Time</b>	<b>Location</b>
17 Sept	9:30am - 12:30pm	Crawley, K2 Leisure Centre, Pease Pottage Hill, Crawley, RH11 9BQ
	2pm - 5pm	Horsham, The Bridges Leisure Centre, Wickhurst Lane, Broadbridge Heath, Horsham, West Sussex, RH12 3YS
23 Sept	9:30am - 12:30pm	East Grinstead, Sainsburys, Brooklands Way, East Grinstead, RH19 1DD
	2pm - 5pm	Edenbridge, Edenbridge Leisure Centre, Stangrove Park, Edenbridge, TN8 5LU
24 Sept	9:30am - 12:30pm	Horley, Horley Leisure Centre, Anderson Way, Horley, RH6 8SP
	2pm - 5pm	Lingfield, Lingfield and Dormansland Community Centre, Lingfield High St, RH7 6AB
28 Sept	9:30am - 12:30pm	Caterham, Morrisons, 28 Church Walk, Caterham, CR3 6RT
	2pm - 5pm	Oxted, Morrisons, 43 East Hill, Oxted, RH8 9AE
30 Sept	9:30am - 12:30pm	Reigate, Morrisons, 22-32 Bell Street, Reigate, RH2 7BA
	2pm - 5pm	Dorking, Dorking Sports Centre, Reigate Road, Dorking, RH4 1SN
02 Oct	9:30am - 12:30pm	Horsham, The Bridges Leisure Centre, Wickhurst Lane, Broadbridge Heath, Horsham, West Sussex, RH12 3YS
	2pm - 5pm	Crawley, Sainsburys, Crawley Avenue, Crawley RH10 8NF
05 Oct	2pm - 5pm	Capel, Capel Parish Hall, Dorking, RH5 5LD
	6pm - 8pm	Billingshurst, Billingshurst Centre, Roman Way, Billingshurst, RH14 9EW
06 Oct	9:30am - 12:30pm	Edenbridge, Frantfield, 14 Frantfield, Edenbridge TN8 5BB
	2pm - 5pm	Royal Tunbridge Wells, Sainsbury's, Linden Park Rd, Royal Tunbridge Wells, TN2 5QL
07 Oct	2pm - 5pm	Brighton, Asda Brighton Hollingbury Superstore, Unit 1 Crowhurst Road, off Carden Avenue Brighton, BN1 8AS

Mobile Project Office locations		
Date (2021)	Time	Location
12 Oct	2pm - 5pm	Haywards Heath, Ashenground Community Centre, Southdown Close, Haywards Heath, RH16 4JR
	6pm - 8pm	Uckfield, The Uckfield Club, Bell Lane, Bellbrook Industrial Estate, Uckfield, TN22 1QL
14 Oct	9:30am-12:30pm	East Grinstead, Sainsbury's, Brooklands Way, East Grinstead, RH19 1DD
	2pm - 5pm	Redhill, Sainsbury's, London Road, Redhill, RH1 1NN
16 Oct	9:30am - 12:30pm	Burgess Hill, Market Place Shopping Centre, Burgess Hill, RH15 9NP
	2pm - 5pm	Crowborough, Croft Road Car Park, Crowborough, TN6 1DL
19 Oct	9:30am - 12:30pm	East Grinstead, Sainsbury's, Brooklands Way, East Grinstead, RH19 1DD
	2pm - 5pm	Crawley, K2 Leisure Centre, Pease Pottage Hill, Crawley, RH11 9BQ
21 Oct	2pm - 5pm	Horley, Horley Town Council, 92 Albert Road, Horley, RH6 7HZ
	6pm - 8pm	Horsham, The Bridges Leisure Centre, Wickhurst Lane, Broadbridge Heath, Horsham, West Sussex, RH12 3YS
05 Nov	9:30am - 12:30pm	Royal Tunbridge Wells, Sainsbury's, Linden Park Road, Royal Tunbridge Wells, TN2 5QL
	2pm - 5pm	Edenbridge, Frantfield, 14 Frantfield, Edenbridge, TN8 5BB
12 Nov	2pm - 5pm	Brighton, Asda Brighton Hollingbury Superstore, Unit 1 Crowhurst Road, off Carden Avenue Brighton, BN1 8AS
13 Nov	2pm - 5pm	Horley, Horley Town Council, 92 Albert Road, Horley, RH6 7HZ

- 5.6.21 Following publication of the SoCC and campaigning by opposition groups, a number of venues withdrew their agreement to hosting MPO visits. Of the 31 locations listed in the SoCC, 11 originally scheduled for Waitrose sites were moved to new locations nearby, along with one planned for Capel Village Hall. The potential for location changes at short notice was identified in the SoCC (paragraph 5.3.13), where the Applicant also committed to providing venue updates on the Project website, as well as using social media posts to make people aware of MPO locations. Sample social media posts are included in **Appendix B.12**.
- 5.6.22 The 12 updated locations were published on the Project website and included in the Consultation Newsletter, Consultation Summary Document, and Consultation Overview Document. Following

posting of the newsletter on 8 September 2021, a further three locations changed due to withdrawal of agreement from venues, but new locations were also found within the area. These changes were advertised on the Project website.

- 5.6.23 All MPO visits were also advertised on the Applicant's social media channels. Social media posts also included 'what3words' locations where necessary to highlight the precise location of the MPO on the day. During the consultation, an additional five MPO visits (shown in *italics* in Table 5.5) were arranged in response to local authority and resident requests.
- 5.6.24 The final schedule of the 36 visits is included in Table 5.5. A total of 448 members of the community visited to find out more about the Project, collect information or arrange further discussions. Around 425 consultation documents and questionnaires and 220 USBs were distributed. Three completed hard copy questionnaires were submitted via the MPO.

**Table 5.5: Final locations for Mobile Project Office visits**

<b>Date (2021)</b>	<b>Location</b>	<b>Address</b>	<b>What3words</b>	<b>No of attendees</b>
17 Sept	Crawley K2 Leisure Centre	Pease Pottage Hill, Crawley Rh11 9BQ	roof.glow.quest	8
17 Sept	Three Bridges Leisure Centre	Wickhurst Lane, Broadbridge Heath RH12 3YS	soak.trick.grades	2
23 Sept	Sainsbury's, East Grinstead	Brooklands Way, East Grinstead RH19 1DD	range.pace.alone	17
23 Sept	Edenbridge Leisure Centre	Stangrove Park, Edenbridge TN8 5LU	forms.beyond.taped	4
24 Sept	Horley Leisure Centre	Anderson Way, Horley RH6 8SP	hoot.senses.march	16
24 Sept	Lingfield and Dormansland Community Centre	High St, Lingfield RH7 6AB	album.fuel.clubs	23
28 Sept	Morrisons/Soper Hall Community Centre, Caterham	28 Church Walk, Caterham CR3 6RT	limp.grew.manliness	16
28 Sept	Tandridge Leisure Centre, Oxted	Hoskins Rd, Oxted RH8 9HT	boost.washed.potato	22
30 Sept	Morrisons, Reigate	22-32 Bell St, Reigate RH2 7BA	chains.force.buns	25
30 Sept	Dorking Sports Centre	Reigate Rd, Dorking RH4 1SN	spice.model.economies	4
2 Oct	Carfax Horsham	Horsham Carfax, Horsham RH12 1EQ	doctor.insist.repair	7
2 Oct	Sainsbury's Crawley	Crawley Ave, Crawley RH10 8NF	successes.inspector.sweep	6
5 Oct	Crown Inn, Capel	98 The St, Capel, Dorking RH5 5JY	slug.topic.melt	11
5 Oct	Billingshurst Centre	Roman Way, Billingshurst RH14 9EW	surfaces.endearing.proofs	11

Date (2021)	Location	Address	What3words	No of attendees
6 Oct	Market Yard Car Park	Market Yard, FrantField, Edenbridge TN8 5BB	send.branded.tanks	4
6 Oct	Sainsburys, Royal Tunbridge Wells	Linden Park Rd, Tunbridge Wells TN2 5QL	under.behave.gossip	10
7 Oct	Asda Brighton Hollingbury Superstore	Unit 1, off Crowhurst Rd, Carden Ave, Brighton BN1 8AS	pets.return.rent	4
9 Oct	<i>Charlwood Pavilion and Recreation Ground</i>	<i>43 The Street, Charlwood, Horley RH6 0BY</i>	<i>shells.fears.united</i>	40
12 Oct	Ashenground Community Centre, Haywards Heath	Southdown Cl, Haywards Heath RH16 4JR	pet.guard.send	4
12 Oct	The Uckfield Club	Bell Ln, Bellbrook Industrial Estate, Uckfield TN22 1QL	meanders.reckoned.camp	3
14 Oct	Sainsbury's, East Grinstead	Brooklands Way, East Grinstead RH19 1DD	scars.ripe.part	22
14 Oct	Sainsbury's Redhill	London Rd, Redhill RH1 1NN	slams.brain.desk	30
16 Oct	Market Place Shopping Centre, Burgess Hill	Civic Way, Burgess Hill RH15 9NP	Keener.splinters.polishing	14
16 Oct	Crowborough Waitrose	Pine Grove, Crowborough TN6 1FE	knees.pound.baroness	6
19 Oct	Sainsbury's, East Grinstead	Brooklands Way, East Grinstead RH19 1DD	catch.newest.dined	12
19 Oct	CrawleyK2 Leisure Centre	K2 Crawley Leisure Centre, Pease Pottage Hill, Crawley RH11 9BQ	loft.soda.sentences	7
21 Oct	Horley Town Council	Albert Road Horley RH6 7HZ	petal.draw.bets	19
21 Oct	Carfax Horsham	12 Swan Walk, Horsham RH12 1HQ	Luck.rust.second	2
2 Nov	<i>Merstham Community Hub</i>	<i>2b Portland Dr, Merstham, Redhill RH1 3JB</i>	<i>lovely.slams.trout</i>	12
5 Nov	Royal Tunbridge Wells Sainsburys	Linden Park Rd, Tunbridge Wells TN2 5QL	frock.hotels.images	15
5 Nov	Market Yard Car Park	FrantField Edenbridge TN8 5BB	banks.casino.clean	12
10 Nov	<i>Manor Royal Matters</i>	<i>Crawley Town Football Club, Broadfield Stadium, Winfield Way, Crawley, West Sussex, RH11 9RX</i>	<i>n/a – this was an event organised by the Manor Royal BID</i>	30

Date (2021)	Location	Address	What3words	No of attendees
12 Nov	<i>New Road Promotional Space</i>	<i>New Road, Brighton, Brighton &amp; Hove BN1 1UF</i>	<i>drop.cycle.giant</i>	2
12 Nov	Asda Brighton	Unit 1, off Crowhurst Rd, Carden Ave, Brighton BN1 8AS	admits.paying.files	1
13 Nov	<i>Centenary Hall, Smallfield</i>	<i>Centenary Hall, 23 Wheelers Lane Smallfield RH6 9PT</i>	<i>icon.marble.laser</i>	18
13 Nov	Horley Town Council	Horley Town Council 92 Albert Road Horley RH6 7HZ	petal.draw.bets	9

#### 5.6.25 **Consultation materials and activities**

#### 5.6.26 ***Newsletter***

5.6.27 A newsletter was distributed to 102,374 homes and businesses within the inner consultation zone. The newsletter was sent out first class on 8 September 2021, to arrive from 9 September 2021. A copy of the newsletter is provided at **Appendix B.11**. The newsletter was also made available on the Project consultation website.

5.6.28 The purpose of the newsletter was to publicise the consultation to those potentially most affected by the Project while also providing a high-level overview of the proposals. It included the deposit locations, addresses, and opening times as well as the locations and timing of MPO visits. The newsletter also set out details of how people could access consultation materials and find further information. The Project website address and contact details were included, as well as information about ways people could provide feedback.

#### 5.6.29 ***Website and virtual exhibition***

5.6.30 Throughout the consultation period, people were able to access all consultation information, including a virtual exhibition, interactive computer-generated imagery and videos through the Project website ([www.gatwickairport.com/futureplans](http://www.gatwickairport.com/futureplans)). Screenshots of the website and virtual exhibition are included at **Appendix B.22**.

5.6.31 The website also hosted a document library which included the following:

- SoCC.
- Consultation Summary Document.
- Consultation Overview Document.
- Consultation Questionnaire (a link was also available on the website to the online version).
- Preliminary Environment Information Report ("PEIR").
- Other technical documents including an Economic Impact Assessment; Noise Insulation Scheme; Outline Employment, Skills, and Business Strategy; and Land Use and Construction Phasing Plans.
- Other consultation documents including the newsletter, section 48 notice and a standard overview briefing presentation.

- 5.6.32 The website was kept up to date for the duration of the consultation. On 1 November 2021, the Applicant was alerted to the issue of a missing PEIR document – Appendix 12.9.1 Preliminary Transport Assessment Report (PTAR) (Part 4) Appendix A: Uncertainty Log. The document was uploaded, and the issue rectified on the same day. The website continued to host the consultation information for reference purposes after consultation close, however the online questionnaire was removed.
- 5.6.33 ***Visits to the website and virtual exhibition***
- 5.6.34 Between publication of the SoCC (25 August 2021) and the day before the consultation started, there were 5,742 visitors to the [gatwickairport.com/futureplans](http://gatwickairport.com/futureplans) pages who spent an average of just under a minute on the site. At this time, the Project pages included a countdown to the start of consultation, a brief introduction to the Project, and a downloadable pdf of the SoCC.
- 5.6.35 During the consultation period, there were 31,509 visitors to the [gatwickairport.com/futureplans](http://gatwickairport.com/futureplans) pages, which were viewed a total of 66,153 times. Visitors to the Project pages represent just under 3% of all visitors to the airport website during this period.
- 5.6.36 Visitors to the Project website were most likely to use the document library (44%), with just over 21% clicking through to the virtual exhibition, and 20% visiting the consultation questionnaire page.
- 5.6.37 The interactive virtual exhibition provided an alternative format for people to learn about the Project. It included information boards, links to the document library on the Project website, and downloadable documents including a pdf of the Consultation Questionnaire for those who did not want to complete an online form. The virtual exhibition also included links to the online Consultation Questionnaire and access to the Project's digital interactive portal which showed the Project from different viewpoints around the site.
- 5.6.38 The virtual exhibition had 7,871 users who visited 9,299 times over the period of consultation, with an average viewing time of 3 minutes 23 seconds. The interactive portal had 1,532 users who visited a total of 1,705 times, with an average viewing time of 2 minutes 12 seconds.
- 5.6.39 Videos were also an important method of showcasing the proposals in an alternative format. The three, short project videos - an overview of proposals, how dual operation of the runways would work, and highway improvements – had a total of 2,829 views, each with average viewing lengths of over a minute.
- 5.6.40 The use of other parts of the Project website included 839 views each of the deposit and MPO locations pages and 116 views of the telephone booking system page.
- 5.6.41 ***Stakeholder virtual briefings***
- 5.6.42 The Applicant contacted the c.3,000 non-statutory stakeholders on its database three times to make them aware of the consultation, encourage them to sign up for virtual briefings, and remind them to respond before the end of the consultation. Emails were sent to coincide with publication of the SoCC, on the first day of the consultation, and seven days before the closing date.
- 5.6.43 A total of 38 virtual briefings with interested stakeholders were held during the consultation period, along with five local authority topic working groups (land, economics, noise, air quality and surface access) for council officers.

- 5.6.44 Each of the 38 stakeholder briefings included a presentation from the Project team, followed by time for questions and discussion. The briefings were scheduled to run for an hour each, but often overran to around 75-80 mins. Dates, organisations represented, and a summary of the discussion at the virtual briefings and topic working groups are included at **Appendix B.28**.
- 5.6.45 ***Hard to reach engagement***
- 5.6.46 The Applicant sought to establish relationships with 'hard to reach' groups, contacting 110 local organisations (see **Appendix B.23**) and seeking interviews to understand their preferred ways of engagement in advance of the consultation to allow time to adapt the approach for these groups. Interviews were conducted with 19 of the groups with their feedback helping to shape the hard-to-reach consultation approach:
- Action in Rural Sussex
  - Adur and Worthing Youth Council
  - Age UK Croydon, East Sussex, Kent, Surrey, West Sussex
  - Association of Public Transport Users
  - Autism Support Crawley
  - Brighton Women's Centre
  - Citizens' Advice Bureau Sussex, Surrey and Kent
  - Community Foundations for Kent, Sussex and Surrey
  - Crawley Interfaith Network and Gurjar Hindu Union
  - Crawley Community Action
  - Crawley Young Persons Council
  - Diverse Crawley
  - Friends, Families and Travellers
  - Hi Kent: support for deaf people
  - Kent Association of Local Councils
  - Rivers SPACE for Women
  - Surrey Youth Cabinet
  - Sussex U3A
  - West Sussex WI Federation
- 5.6.47 Each group was contacted prior to the start of the consultation to advise them of the dates, request that information about the consultation be shared with their members, and to offer virtual briefing sessions. A consultation pack including a poster and short information leaflet (see **Appendix B.24**) was developed and posted to all hard-to-reach groups.
- 5.6.48 Meetings were held with the following groups during the consultation period:
- Virtual consultation with Autism Support Crawley.
  - Virtual consultation with Alzheimer's Society.
  - In person consultation with Alzheimer's Society (in response to a specific request and was undertaken following Covid-19 advice, including all attendees wearing masks and materials quarantined for 48hrs ahead of the meeting).



- Virtual consultation with Crawley Interfaith Network and Gurjar Hindu Union.
- Virtual consultation with Adur and Worthing Youth Council.

5.6.49 In addition, consultation packs including 10 copies of the short information leaflet were also sent to 260 community venues (see **Appendix B.25**) identified across the region to further promote the consultation to local community groups.

**5.6.50 Telephone surgeries**

5.6.51 Throughout the consultation period, telephone surgeries - advertised as 'call the expert' sessions - of 2.5 hours each were held to allow members of the public to speak to technical experts about the Project. Individuals could book 20-minute slots to discuss four topic areas: i) transport; ii) air quality and climate change; iii) noise; and iv) general issues. Bookings could be made through the website, by calling the Project hotline, by email, or via the MPO.

5.6.52 The telephone surgeries took place at a variety of times and days of the week to help maximise opportunities for people to participate. A total of 34 sessions were allocated, with three more added as a result of requests (two on general briefings and one on air quality). A total of 37 people booked telephone surgery slots during the consultation period.

**5.6.53 Consultation hotline and email address**

5.6.54 The consultation hotline (0800 038 3486) enabled consultees to get in touch to request more information on the consultation, obtain copies of documents and USBs, or arrange to speak to a member of the Project team. The hotline was answered during normal business hours (Monday to Friday, 9am to 5.30pm) and received 51 calls over the consultation period.

5.6.55 Outside of business hours, callers were able to leave a message. If messages were left the Applicant aimed to respond within 48 hours. Six people left messages on the answerphone and all of them received call-backs within the 48-hour target time.

5.6.56 Alternatively, people could email [info@gatwickfutureplans.com](mailto:info@gatwickfutureplans.com) with questions or requests for information. Over 500 emails were received at this address during the consultation period. Around a quarter of them were requests for information to be posted, resulting in 132 Consultation Summary Documents with questionnaires and 77 USBs sent out.

**5.7 Publicising the consultation (Section 48)**

5.7.1 A number of different methods of advertising were used to publicise the consultation to ensure as many people as possible knew about it across the inner and outer consultation zones. Methods include newspaper advertising, social media, and radio and digital advertising.

**5.7.2 Newspaper advertising**

5.7.3 The Applicant published notices containing the prescribed details in the newspapers and on the dates as set out in Table 5.6 pursuant to section 48 of the 2008 Act.

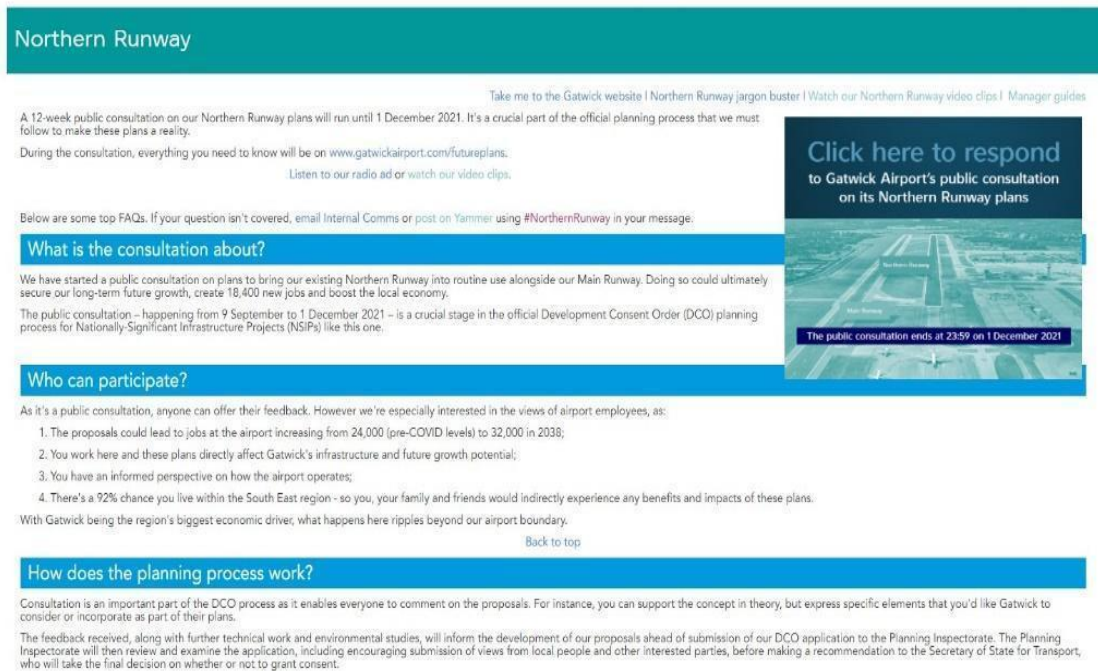
**Table 5.6: Details of newspaper publication of section 48 notice**

<b>Newspaper</b>	<b>Date of advertisement</b>
Crawley Observer	Wednesday 8 and 15 September 2021
Surrey Mirror	Thursday 9 and 16 September 2021
West Sussex County Times	Thursday 9 and 16 September 2021
Kent and Sussex Courier	Friday 10 and 17 September 2021
The Times	Thursday 9 September 2021
London Gazette	Thursday 9 September 2021

- 5.7.4 A copy of the notice is provided in **Appendix B.6**.
- 5.7.5 The Project is EIA development. Therefore, in accordance with Regulation 13 of the EIA Regulations, on 8 September 2021 the Applicant posted a copy of the section 48 notice to the consultation bodies as part of the section 42 consultation letters.
- 5.7.6 The Applicant also contacted the communications teams of the host local authorities to request that they include details of the consultation within their publications.
- 5.7.7 A media release was issued to approximately 90 journalists and media outlets on the 25 August 2021 announcing the consultation. This was supported by a further regular issuing of media releases (on average one per week) throughout the consultation until its close on 1 December 2021.
- 5.7.8 **Social Media**
- 5.7.9 An extensive pro-active social media campaign (including both advertising and posts) was undertaken to reach as many people as possible. The campaign encompassed a range of different platforms including Twitter, LinkedIn and Meta (Facebook and Instagram) to promote the consultation and encourage those with an interest to submit their feedback.
- 5.7.10 In addition to promoting the consultation, any changes to planned activities were also publicised on these channels as well as on the Project website.
- 5.7.11 The Applicant's own social media channels were used consistently to raise awareness of the consultation and provide updates to any planned consultation activity. On 25 August 2021, the Applicant posted twice each on Gatwick Airport Twitter (@Gatwick\_Airport, c.360,000 followers) and LinkedIn (c.43,000 followers) as well as once on Facebook (c.160,000 followers). A total of 146 posts across the Applicant's social media accounts between 25 August and 1 December 2021 helped to promote the consultation and ways for people to get involved.
- 5.7.12 Facebook, Instagram, and LinkedIn adverts ran from 25 August until 1 December 2021 and were targeted geographically to raise local awareness. Facebook and Instagram adverts were run for users within a 35km radius of Crawley, with Gatwick Airport employees and people who had previously liked the Gatwick Facebook page excluded from the campaign to ensure as many new users as possible were reached.

- 5.7.13 Overall, the Meta (Facebook and Instagram) activity reached 677,109 users, leading to 4,269,964 impressions. From these impressions, 72,342 clicks were generated, of which 25,117 were outbound clicks to the Project website. By tracking the clicks, it is known that 1,427 page views were achieved by the Meta advertising. In addition, users clicking through to the Project website were highly engaged, with 663 virtual exhibition clicks and 715 questionnaire link clicks tracked.
- 5.7.14 LinkedIn advertising was targeted at the inner and outer consultation zones and also excluded Gatwick Airport employees.
- 5.7.15 Online banner adverts advertising the consultation ran on regionally targeted websites from 30 August to 30 October 2021 targeting audiences in the inner and outer consultation zones. This activity generated 18.4 million impressions and 60,000 clicks, which translated to 460 people looking at the Project website, 75 visitors continuing to the virtual exhibition and 91 clicking through to the questionnaire.
- 5.7.16 Analytics show that 36,658 visitors were driven towards the Project website from all sources with 9,357 from Facebook, 8,196 from Google search, 5,819 directly inputting the website address, and 4,446 visitors clicking through from online advertisements.
- 5.7.17 ***Radio and digital advertising***
- 5.7.18 The Applicant ran adverts on six local radio stations (Greatest Hits Radio (Surrey & East Hampshire), More Radio, Capital Brighton, Heart Sussex North, Heart Sussex South, and Smooth Radio Sussex) from 20 September to 24 October 2021. Digital radio adverts with a range of local area target audiences were also run on Spotify as well as on radio, streaming, and podcast advertising platforms DAX and Bauer Octave from 23 September to 10 October 2021 and again from 8 to 30 November 2021 (see **Appendix B.26** for samples).
- 5.7.19 Overall, this advertising campaign resulted in 33.6 million impressions – leading to over 92,000 clicks to the Project website.
- 5.7.20 ***Leafleting and iPad canvassing***
- 5.7.21 The Applicant handed out leaflets at a number of local train stations and town centre locations to alert people to the consultation and ways to get involved. Information about the consultation was also shared with members of the public travelling through the airport, with iPads offered for them to provide feedback on the day.
- 5.7.22 ***Internal communications and events***
- 5.7.23 An email was sent to all of the Applicant's staff (1,829 people) announcing the consultation on 15 August 2021. This was followed by a second all-staff email on 9 September 2021 highlighting the start of the consultation and inviting them to a 'Town Hall webinar' on the Project on 5 October 2021.
- 5.7.24 Information and links to the Project website and questionnaire were also included on the staff intranet site. A screen shot of this is included below:

**Figure 5.4: Screenshot of the Applicant's staff intranet site with consultation material**



- 5.7.25 A video containing an interview with the Chief Operating Officer about the Project and the consultation, which encouraged staff to find out more and have their say, was also circulated via an all-staff email on 24 November 2021.
- 5.7.26 Information on the consultation was also shared via an app with the 'Gatwick family' (everyone who works at Gatwick Airport but is not directly employed by the airport), including staff working in terminal buildings directly and air crew.
- 5.7.27 A bespoke staff magazine (see **Appendix B.27**) which included details on the consultation, ways to find out more and get involved was sent to all staff who were based at home, either on furlough or remote working.
- 5.8 **Consultation activities in accordance with the SoCC**
  - 5.8.1 Table 4.4 identifies the key requirements of the SoCC and summarises how the statutory consultation was carried out in accordance with these requirements.
- 5.9 **Responses to the Autumn 2021 Consultation**
  - 5.9.1 A total of 6,564 responses were received during the Autumn 2021 Consultation. Table 5.7 includes a breakdown of response types received during the consultation by number. Table 5.8 shows responses by stakeholder type, and Table 5.9 shows the number of responses to each of the questions in the Consultation Questionnaire.

**Table 5.7: Number of responses received by type**

Method of response submission	Total
Online questionnaire	5,230
Emails	1,085
Hard copy letters	18
Hard copy response form	10
Campaign postcards	221
<b>Total</b>	<b>6,564</b>

**Table 5.8: Number of responses received by stakeholder type**

Stakeholder type	Number of responses
Section 42(1)(a), (aa) and (c) Statutory stakeholders (not including Local Authorities)	22
Section 42(1)(b) Statutory stakeholders (Local Authorities)	14
Section 42(1)(d) Persons with Interest in Land	217
Section 47 local community or section 48 general public respondents	6,311

**Table 5.9: Responses by question in the Consultation Questionnaire**

Question	Number of responses
<p><b>1. Northern Runway proposals: overall</b></p> <p>We are proposing to bring the existing Northern Runway into routine use alongside our Main Runway. Enabling dual runway operations and supporting increased passenger numbers at Gatwick would involve other changes, including to airport infrastructure and some surrounding roads. We have included proposals to mitigate the effects of the Northern Runway Project and maximise the benefits, especially to local economic growth and new jobs.</p> <p>To what extent do you support or oppose our proposals to bring the existing Northern Runway into routine use?</p> <p>Strongly support / Tend to support / Neither support nor oppose' / Tend to oppose / Strongly oppose / Don't know</p> <p>Please explain your views.</p>	<p>There were 4,509 responses to the open section and 5,268 respondents to the consultation used the comment box to explain their views.</p>
<p><b>2. Economic benefits: jobs and skills</b></p> <p>We are proposing a number of measures designed to maximise employment and skills benefits resulting from the Northern Runway Project.</p>	<p>This question was answered by 3,306 respondents.</p>

Question	Number of responses
<p>Do you think we could do anything more - or differently - to maximise local and regional employment and skills benefits?</p>	
<p><b>3. Economic benefits: business and the economy</b></p> <p>We are proposing a number of measures designed to maximise benefits to business and the economy resulting from the Northern Runway Project.</p> <p>Do you think we could do anything more - or differently - to maximise benefits to business and the economy?</p>	<p>This question was answered by 2,955 respondents.</p>
<p><b>4. Airport supporting facilities</b></p> <p>We would need to change or relocate some facilities to accommodate the proposed alterations to the existing Northern Runway. Some new, additional facilities would also be needed. These changes would be largely within the current airport boundary.</p> <p>The current Central Area Recycling Enclosure (CARE) facilities would be relocated. We are considering two potential locations for the CARE.</p> <p><b>1. Option 1:</b> to the north of the cargo hall (north east of the proposed Pier 7)</p> <p><b>Do you think this location is:</b>  <input type="checkbox"/> Appropriate <input type="checkbox"/> Inappropriate <input type="checkbox"/> Don't know</p> <p><b>2. Option 2:</b> to the north west of the proposed Pier 7  Appropriate/Inappropriate/Don't know</p> <p><b>Do you think this location is:</b>  <input type="checkbox"/> Appropriate <input type="checkbox"/> Inappropriate <input type="checkbox"/> Don't know</p> <p>Please explain your views.</p>	<p>Option 1 was considered appropriate by 2,204 respondents, with 979 saying it was inappropriate and 833 stating they did not know.</p> <p>Option 2 was considered appropriate by 2,266 respondents, with 1,000 saying it was inappropriate and 701 stating they did not know.</p> <p>There were 2,050 responses to the open section of the question where respondents explained their reasoning.</p>
<p><b>5. Landscape and ecology</b></p> <p>Our proposals include keeping green space wherever possible, protection of important environmental and community assets, improved landscaping, provision of public open space and footpaths, and the creation of new habitats.</p> <p>What are your views on our landscape and ecological proposals?</p>	<p>This question was answered by 3,425 respondents.</p>



Question	Number of responses
<p><b>6. Land use: overall</b></p> <p>We have aimed to develop the Northern Runway Project largely within the current footprint of the airport to minimise disruption to our neighbours and make efficient use of our land. Where we are planning to use land temporarily during construction, we are also proposing to restore it to its previous use once construction is complete.</p> <p>What are your views on our approach to land use?</p>	<p>This question was answered by 3,060 respondents.</p>
<p><b>7. Getting to and from the airport: our approach</b></p> <p>Almost half of Gatwick’s passengers already use sustainable modes of transport to get to the airport. To support the Northern Runway proposals, our transport strategy aims to continue increasing the overall share of passengers using public transport to get to and from the airport, deliver improvements to local highways and junctions, and encourage greater use of public transport and active modes by our staff.</p> <p>Do you think we could do things better, or differently, to ensure all passengers and staff have appropriate choices for accessing the airport?</p>	<p>This question was answered by 3,276 respondents.</p>
<p><b>8. Road improvements</b></p> <p>We propose to significantly enhance the roundabouts at North Terminal and South Terminal (including by raising the M23 Spur/ Airport Way to take through-traffic above the existing roundabout) as well as improving Longbridge Roundabout by widening lanes to provide extra capacity. These improvements are necessary even with our strategy to promote the use of public transport and will cater for both airport and general traffic growth.</p> <p>What are your views on our proposals to improve local junctions to support airport growth as well as provide capacity for local traffic? Please specify the improvements to which your comments refer.</p>	<p>This question was answered by 3,029 respondents.</p>
<p><b>9. Public and sustainable transport</b></p> <p>Our proposed target of 60% of journeys by sustainable transport to and from the airport by 2030 would be the highest for a major UK airport. We are proposing measures both to encourage public transport use and discourage unnecessary use of private cars by both passengers and staff. For our employees this includes promoting cycling and walking, car sharing and using zero emission vehicles where travelling by car is the only option. This describes our</p>	<p>This question was answered by 2,915 respondents.</p>



Question	Number of responses
<p>overall approach but there are specific things we propose in some areas, for example around Crawley and Horley.</p> <p>What are your views on how our proposals for increasing use of public and sustainable transport apply in your area? Please specify the proposals to which your comments refer and tell us if there are other things we could do that would be relevant to your journeys.</p>	
<p><b>10. Construction: managing impacts</b></p> <p>We are committed to being a good and responsible neighbour throughout the construction phase, giving consideration to both the local community and managing the environmental impacts of construction activity. While still to be finalised, we have included indicative details of anticipated construction methods, timings and phasing. These will be refined throughout the Environmental Impact Assessment process, but we will seek to incorporate best practices.</p> <p>Are there any particular measures or activities for managing construction impacts that you would like us to consider including in our proposals as construction details are defined?</p>	<p>This question was answered by 2,418 respondents.</p>
<p><b>11. Construction: transport</b></p> <p>We are proposing a package of measures to manage construction related traffic following best practice. This includes the routes vehicles take, the time they travel and measures to reduce the number of vehicles by re-using materials on site as much as possible. Our aim is to minimise the impacts of construction on local roads, keeping traffic on the strategic road network wherever possible.</p> <p>What are your views on our construction transport proposals?</p>	<p>This question was answered by 2,395 respondents.</p>
<p><b>12. Managing and mitigating effects: climate change and carbon</b></p> <p>We are proposing to mitigate increased greenhouse gas emissions associated with the Northern Runway Project with improvements in design and other measures. We are also developing a Carbon and Climate Change Action Plan that will demonstrate how we will continue to reduce carbon emissions from the airport and ensure Gatwick does not compromise the net zero UK carbon target.</p> <p>Do you have any comments on our approach or suggestions for specific measures to be incorporated into the Action Plan?</p>	<p>This question was answered by 2,858 respondents.</p>
<p><b>13. Managing and mitigating effects: noise envelope</b></p> <p>We are proposing to introduce a 'noise envelope' to set limits on noise from future operations at Gatwick. The noise envelope would</p>	<p>A total of 1,530 respondents selected 'appropriate', 1,586 said</p>

Question	Number of responses
<p>come into effect at the start of a dual runway operation, giving residents certainty that the noise limits it prescribes would not be exceeded. This envelope would then be tightened in the future, giving residents further certainty that air noise levels would have to be lower than they were in 2019 for the full capacity of the Northern Runway Project to be realised.</p> <p><b>Do you think the proposed noise envelope is:</b>  <input type="checkbox"/> Appropriate <input type="checkbox"/> Inappropriate <input type="checkbox"/> Don't know</p> <p>Please explain your views.</p>	<p>it was 'inappropriate' and 710 stated they did not know.</p> <p>There were 2,600 respondents who explained their views.</p>
<p><b>14. Managing and mitigating effects: noise mitigation</b></p> <p>In addition to the Noise Envelope, we are proposing other measures to mitigate the noise effects associated with the Northern Runway Project, including an enhanced Noise Insulation Scheme, the noise envelope, a new noise barrier at the western end of the Northern Runway, and noise barriers to support changes to the highway network.</p> <p>What are your views on our approach to noise mitigation? Please specify the measures to which your comments refer.</p>	<p>This question was answered by 2,524 respondents.</p>
<p><b>15. Consultation process</b></p> <p>For this consultation we have made details of our proposals available in a number of ways, including in hard copy documents, on our project website, in a virtual exhibition and by providing opportunities to speak to members of the team. We welcome your feedback on how you have found the consultation process.</p> <p>Please let us know if you have any comments about the consultation process.</p>	<p>This question was answered by 2,417 respondents.</p>

5.9.2 An independent consultancy specialising in consultation analysis was used to collate and analyse all the responses to the consultation. The following process was adopted in the analysis:

- Responses were analysed at a sentence level, using themes to group together comments on similar topics.
- A coding framework was developed centrally by senior analysts with codes then applied to each response. These were regularly reviewed, and amendments suggested to the coding framework if required.
- An individual response was coded in as many layers as required to ensure the entire sentiment was captured.

- The coding process enabled all responses to be indexed according to the issues raised by respondents and allowed a detailed summary to be prepared of the content by themes and topics raised.

5.9.3 The main issues raised by respondents for each of the questions within the questionnaire are included in Table 5.10.

**Table 5.10: Key issues raised by question**

<b>Summary of key themes and issues raised for each section of the questionnaire.</b>	
<b>Question 1: Northern Runway proposals: overall</b>	
<p><i>Respondents supported:</i></p> <ul style="list-style-type: none"> <li>▪ economic benefits</li> <li>▪ opportunities for greener airport operation</li> <li>▪ developing an existing asset</li> <li>▪ better efficiency</li> <li>▪ additional runway capacity</li> <li>▪ openness to impact assessments</li> </ul>	<p><i>Respondents were concerned about:</i></p> <ul style="list-style-type: none"> <li>▪ environmental impact</li> <li>▪ impact on local communities</li> <li>▪ effect on passenger experience</li> <li>▪ methodology and accuracy of the assessments used</li> <li>▪ safety of operating two runways without an emergency runway</li> </ul>
<b>Questions 2 and 3: Economic benefits: jobs, skills, business and the economy</b>	
<p><i>Respondents supported:</i></p> <ul style="list-style-type: none"> <li>▪ job creation</li> <li>▪ local investment</li> <li>▪ increased social mobility</li> <li>▪ more education and training opportunities</li> </ul>	<p><i>Respondents were concerned about:</i></p> <ul style="list-style-type: none"> <li>▪ economic benefits as speculative and external factors could affect future demand</li> <li>▪ local labour shortages could get worse</li> <li>▪ the area is already too reliant on Gatwick Airport for employment</li> <li>▪ environmental consequences could affect local businesses</li> <li>▪ some areas affected by the Project would not benefit economically</li> </ul>
<b>Question 4: Airport supporting facilities</b>	
<p><i>Respondents supported:</i></p> <ul style="list-style-type: none"> <li>▪ limiting the impact of the CARE facility changes</li> <li>▪ screening the CARE facility from view</li> <li>▪ using existing hardstanding or brownfield land</li> </ul>	<p><i>Respondents were concerned about:</i></p> <ul style="list-style-type: none"> <li>▪ scale and lack of detail of the changes</li> <li>▪ environmental impact has not been properly considered</li> <li>▪ effect of changes on passenger experience</li> <li>▪ wider impact of the changes</li> </ul>

<b>Summary of key themes and issues raised for each section of the questionnaire.</b>	
<b>Questions 5 and 6: Landscape, ecology and land use</b>	
<p><i>Respondents supported:</i></p> <ul style="list-style-type: none"> <li>▪ the Applicant’s willingness to consider ways of mitigating impact</li> <li>▪ retaining, protecting, and creating green spaces</li> <li>▪ restoring land to previous use</li> <li>▪ aiming to build within the airport’s existing footprint</li> </ul>	<p><i>Respondents were concerned about:</i></p> <ul style="list-style-type: none"> <li>▪ effects of land use on the environment and local communities</li> <li>▪ ability to restore land to previous use</li> <li>▪ inefficient use of land</li> <li>▪ framing of the proposal as environmentally friendly</li> </ul>
<b>Questions 7, 8, and 9: Getting to and from the airport: our approach, road improvements and transport</b>	
<p><i>Respondents supported improvements to:</i></p> <ul style="list-style-type: none"> <li>▪ sustainable transport infrastructure</li> <li>▪ public transport</li> <li>▪ roads</li> </ul>	<p><i>Respondents were concerned about:</i></p> <ul style="list-style-type: none"> <li>▪ ability of transport networks to cope with growth due to potential increase traffic as a result of the Project</li> <li>▪ funding of transport improvements</li> <li>▪ effectiveness of plans to reduce car use</li> <li>▪ monitoring and enforcement of targets</li> </ul>
<b>Questions 10 and 11: Construction</b>	
<p><i>Respondents supported:</i></p> <ul style="list-style-type: none"> <li>▪ commitments to waste management</li> <li>▪ the use of codes of conduct</li> <li>▪ the Applicant’s openness to exploring ways to reduce impact</li> </ul>	<p><i>Respondents were concerned about:</i></p> <ul style="list-style-type: none"> <li>▪ health impact of construction</li> <li>▪ environmental impact of construction</li> <li>▪ impact on local communities</li> <li>▪ length of time proposed for construction</li> </ul>
<b>Question 12: Managing and mitigating effects: climate change and carbon</b>	
<p><i>Respondents supported:</i></p> <ul style="list-style-type: none"> <li>▪ the Applicant’s openness to assessments</li> <li>▪ the Applicant’s exploration of ways to reduce impact</li> <li>▪ the proposal to develop a Climate Change and Carbon Action Plan</li> </ul>	<p><i>Respondents were concerned about:</i></p> <ul style="list-style-type: none"> <li>▪ overall impact of the Project on the environment</li> <li>▪ pollution associated with the Project</li> <li>▪ compatibility of expansion with meeting climate targets</li> <li>▪ lack of focus on non-carbon emissions</li> <li>▪ effectiveness of the proposed mitigation methods</li> <li>▪ reliance on unproven technology</li> </ul>

<b>Summary of key themes and issues raised for each section of the questionnaire.</b>	
<b>Questions 13 and 14: Managing and mitigating effects: noise</b>	
<p><i>Respondents supported:</i></p> <ul style="list-style-type: none"> <li>▪ the Applicant’s openness to assessments</li> <li>▪ the Applicant’s exploration of ways to reduce noise</li> </ul>	<p><i>Respondents were concerned about:</i></p> <ul style="list-style-type: none"> <li>▪ impact of noise on residents</li> <li>▪ health effects of noise exposure</li> <li>▪ number of night flights</li> <li>▪ effectiveness of mitigation measures</li> <li>▪ calculations behind the noise envelope</li> <li>▪ monitoring and enforcement of the noise envelope</li> <li>▪ reliance on future technology</li> <li>▪ lack of consideration given to airspace modernisation plans</li> </ul>
<b>Question 15: Consultation process</b>	
<p><i>Respondents supported:</i></p> <ul style="list-style-type: none"> <li>▪ the Applicant’s communication</li> <li>▪ the behaviour of staff during the consultation</li> <li>▪ the consultation events and materials</li> <li>▪ how the consultation was promoted</li> </ul>	<p><i>Respondents were concerned about:</i></p> <ul style="list-style-type: none"> <li>▪ lack of stakeholder engagement during the development of the Project proposal</li> <li>▪ scope of the Application</li> <li>▪ complexity of the materials and use of online technology</li> <li>▪ level of engagement with hard-to-reach groups</li> <li>▪ consultation events not being sufficient in number or content</li> <li>▪ receptiveness of Gatwick to comments or suggestions</li> <li>▪ role of campaign groups</li> </ul>

- 5.9.4 The Applicant undertook a careful and thorough review of the consultation responses received.
- 5.9.5 Two tables – one for section 42 consultees, one for section 47 and section 48 consultees - setting out feedback by theme and topic, along with the Applicant’s response, and whether the feedback resulted in a change to the Project are included at **Annex A**. The section 47 and section 48 responses are grouped together because submission of contact details was optional in the questionnaire, meaning it was not possible to differentiate between responses from the local community and the general public.
- 5.9.6 The Applicant sought responses from section 48 consultees (see section 5.7). None of the consultation responses specified that they had been submitted under section 48 and are considered to have been covered within section 47 responses.
- 5.9.7 To avoid repetition, where the same comment or issue has been raised by section 42 and section

47/48 consultees, this is denoted in bold and shaded grey in the section 42 tables, and not repeated within the section 47/48 tables.

## 5.10 Changes to the Project following the Autumn 2021 Consultation

5.10.1 In response to the feedback received, the following changes were introduced:

- a) The road improvement plans were revised to provide a layout that was more intuitive while still meeting the needs of local non-airport and airport traffic. The Project team revisited previous options considered and undertook further assessment against criteria. In summary, these changes included:
  - (i) M23 Spur: Additional widening of the M23 Spur which would temporarily remove access to the Sussex Border Path (which would be temporarily diverted).
  - (ii) South Terminal Roundabout: Minor design amendments to the South Terminal Roundabout at the westbound on-slip to reflect the changes proposed to Airport Way. Part of the land north of the roundabout would be used as a temporary construction compound which requires access from an additional temporary northern arm off the roundabout. Land take has been refined and reduced.
  - (iii) Airport Way: A third lane has been introduced to the westbound Airport Way to provide additional capacity and resilience. This would require a short closure period of the railway. Temporary land required for the works has been included within the Order Limits. The Airport Way eastbound link from the North Terminal roundabout would be removed. This traffic would access the M23 Spur via the proposed signalised junction on the A23 London Road.
  - (iv) North Terminal Roundabout: The North Terminal Roundabout has seen the greatest change. The flyover connection remains but the roundabout would have a large diameter to increase its capacity with arms removed or relocated, including the introduction of new signalised junction and a redesigned link to the A23 London Road. There would be a considerable loss of vegetation from within the highway boundary which would be replaced.
  - (v) A23 London Road: Proposals for a noise barrier between the highway and southern boundary of Riverside Garden Park have been refined which would require construction activities along the edge of the park, involving temporary vegetation loss and embankment works. To accommodate the westbound widening over the River Mole, alternations to a bridge deck would be required that would also incorporate the new shared path proposed to improve connectivity between Longbridge Road and the terminals.
  - (vi) Longbridge Roundabout: An additional section of widening to accommodate three lanes from the North Terminal flyover.
  - (vii) A23 Brighton Road: Changes to land requirements have been made to facilitate the re-provision of utilities alongside the widening of the bridge over the River Mole.
- b) A limited number of other changes were also proposed to airfield infrastructure, including aircraft engine running areas, Hangar 7, the east-west runway track, and the alignment of the north-west noise bund to improve noise mitigation for Charlwood residents.

- c) Feedback was also received regarding the Applicant's commitment to sustainable travel. This has resulted in fewer new on-airport car parking spaces being proposed. This has been balanced with the need to prevent additional off-airport parking and its consequences on local communities.

5.10.2 In response to requests from stakeholders, and as part of its work towards preparing an application, the Applicant committed to the following:

- d) Development of an Airport Surface Access Strategy to encourage staff and passengers to use sustainable travel modes where possible.
- e) Development of a Carbon Action Plan to describe the actions the Applicant would take to reduce carbon impacts with its control.
- f) Preparation of further preliminary environmental information to support an additional subsequent consultation relating to the highway improvement changes.
- g) Refinements to predictions of future demand for hotels and office space.
- h) Further development of the Project proposals, including in relation to landscape and ecology; a reduction in the amount of land required for flood compensation areas and surface water drainage ponds; and the identification of a CARE facility – the option closest to the terminals, to the north of the cargo hall.
- i) Ongoing engagement with stakeholders, including the establishment of a Noise Envelope Group to support continued work on the proposal to set limits on noise from future operations at Gatwick Airport.



## 6 Summer 2022 Consultation

### 6.1 Purpose of consultation

- 6.1.1 Feedback received from the Autumn 2021 Consultation, along with on-going studies and assessments, resulted in changes to some of the Project proposals, particularly in relation to the highway improvements. The purpose of the Summer 2022 Consultation was to seek feedback on the changes before finalising the Project proposals for submission as part of the Application.
- 6.1.2 The changes to the highway improvement proposals involved amendments to the red line and updated preliminary environmental information was prepared to identify the extent of any new or materially different significant environmental effects to those reported in the Autumn 2021 Consultation. Other changes to the proposals (described as Project updates in the consultation documents) were not considered to introduce any new or materially different significant environmental effects from those reported previously in the PEIR as part of the Autumn 2021 Consultation. For these reasons, the Applicant took a hybrid approach to the Summer 2022 Consultation, being:
- **Targeted, statutory consultation** on the design changes to the proposed highway improvement works; and
  - **Non-statutory Project update consultation** on proposed changes to other aspects of the proposals, namely car parking, the airfield, hotels and offices, and the strategies relating to water management, carbon, noise, as well as other Project updates.
- 6.1.3 Planning Inspectorate's Advice Note Two: 'The role of local authorities in the development consent process' (published February 2015 (version 1)) states that "*There is no automatic requirement for a developer to review their SoCC if additional events or an additional stage of consultation is planned*" (paragraph 5.6). Nevertheless, prior to undertaking the Summer 2022 Consultation, the Applicant considered whether any updates were required to the SoCC.
- 6.1.4 The Applicant's SoCC explained that the main (Autumn 2021) stage of consultation "*may be supplemented by further stages of limited, focused consultation if necessary*" (paragraph 5.1.6). It went on to explain that "*Should we carry out any further stages of limited, focused consultation prior to submission of the DCO application, we will use some, but not necessarily all, of these means of consultation [as set out in Section 5.3 of the SoCC]. We will work with the relevant local authorities to assist us in deciding the most appropriate activities for any further stages of consultation*" (paragraph 5.3.1).
- 6.1.5 The Applicant considered that the SoCC appropriately identified the possibility of additional consultation and explained the approach that would be taken should such consultation be undertaken. Therefore, it was not considered necessary for any revisions to be made to the SoCC.
- 6.1.6 In accordance with paragraph 5.3.1 of the SoCC, the Applicant sought feedback from the relevant local authorities on the proposed approach to the targeted consultation. In order to facilitate this process, the Applicant prepared the Further Consultation Strategy (see **Appendix B.9**). This document explained when the Applicant proposed to carry out the Summer 2022 Consultation, who was proposed to be consulted and how the consultation was proposed to be carried out.

- 6.1.7 While the Covid-19 restrictions in place around the time of the Autumn 2021 Consultation were no longer in effect, following the success of the previous online-led approach, the Applicant proposed a similar approach for the Summer 2022 Consultation, including a mix of materials, methods and techniques to remove barriers, promote inclusivity, and encourage engagement.
- 6.1.8 This included writing to those directly affected by the highway design changes to invite their feedback as part of the statutory element of the consultation, as well as publishing documents appropriate for a range of audiences and offering a range of ways for people to understand the updates to the proposals and give their feedback.
- 6.1.9 The Applicant wrote to the local authorities on 3 May 2022 (**Appendix B.9** includes a copy of the letter), with feedback on this proposed strategy requested by 16 May 2022. The feedback received by the Applicant is set out in **Appendix B.10**, along with details of how the Applicant had regard to this feedback when carrying out the Summer 2022 Consultation.
- 6.1.10 In accordance with the SoCC, and as explained in Tables 4.4 and 4.5 of this Report, the Summer 2022 Consultation utilised some but not all of the consultation methods used for the Autumn 2021 Consultation, with a bespoke approach followed for the Summer 2022 Consultation that reflected the targeted nature of the consultation.
- 6.2 **When did we consult?**
- 6.2.1 The consultation was carried out from 14 June 2022 to 11.59pm on 27 July 2022<sup>9</sup>.
- 6.2.2 This six-week period was identified as an appropriate time for the consultation to take place as it ensured its conclusion prior to the summer holiday period.
- 6.3 **What was consulted on?**
- 6.3.1 Feedback was sought from stakeholders and members of the public on all elements of the updated proposals. Information on the changes to the highways proposals and the Project updates was published for consultation in the:
- **Consultation Document** (see **Appendix C.1**), which detailed the highways proposals and Project updates. It also included information about any new or materially different significant environmental effects resulting from the changes to the highway improvement proposals, with key information included predominantly in the following chapters:
    - **Chapter 2** – set out the design changes proposed to the highway improvements and explained the optioneering and assessment work carried out since the Autumn 2021 Consultation. It also set out the updated preliminary environmental information associated with the highway improvements changes.
    - **Chapter 3** – explained the other updates to the Project made since the Autumn 2021 Consultation and provided information on ongoing assessment work.
    - **Chapter 4** – summarised the next steps for the Project.

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<sup>9</sup> The section 42 targeted consultation letter to the UK Health Security Agency was initially sent to Public Health England (whose health protection functions were formally transferred into the UK Health Security Agency from 1 October 2021) in error. On 1 July 2022 a revised letter was sent to the UK Health Security Agency and that body was given an extended deadline of 12 August 2022 for providing comments on the section 42 targeted consultation.

- **Consultation Newsletter** (see **Appendix C.2**), which provided an accessible, non-technical overview of the proposals, including details of how people could seek further information and have their say and was distributed to homes and businesses in the targeted consultation zone (see Section 6.6 of this Report for details).

6.3.2 The Consultation Document and the Consultation Newsletter were available on the Project website, along with three Project videos.

6.3.3 The main method of gathering feedback was an online questionnaire (see **Appendix C.3**). The consultation questions were also included in the Consultation Newsletter and Consultation Document. Details of the questions asked, and key issues raised in responses received can be found in Section 6.9 of this Report.

6.3.4 Consultation on the amended highway improvement proposals concerned changes to several junctions around the airport to add capacity and improve traffic flow once the northern runway is operational. In response to feedback from the Autumn 2021 Consultation, the Applicant had revisited previous designs and considered new possibilities to strike a balance between the needs of local non-airport and airport traffic as well as potential environmental effects.

6.3.5 The amended highways proposals were focused on:

- M23 Spur
- South Terminal Roundabout
- Airport Way
- North Terminal Roundabout
- A23 London Road
- Longbridge roundabout
- A23 Brighton Road

6.3.6 Consultation on other elements of the Project that had evolved in response to feedback from the Autumn 2021 Consultation, and further design, development, and environmental assessment work, included:

- Car parking
- Travel to and from the airport
- The airfield
- Hotels and offices
- Water management
- Carbon
- Noise

## 6.4 How could consultees respond?

6.4.1 All consultees were able to respond to the consultation by:

- completing the online consultation questionnaire. There were links to the questionnaire via the Project website ([www.gatwickairport.com/futureplans](http://www.gatwickairport.com/futureplans)) or by following the links promoted via social media. The webpage address for the Project website was included in all consultation materials (Consultation Newsletter, Consultation Document, letters to consultees, social media and adverts)

- writing to the freepost address (no stamp required) - Freepost SEC NEWGATE UK LOCAL<sup>10</sup>
- emailing comments to [feedback@gatwickfutureplans.com](mailto:feedback@gatwickfutureplans.com)
- calling 0800 038 3486 to speak to a member of the Project team, Monday to Friday, 9.30am to 5.30pm.

6.4.2 The questionnaire was also available in printed form on request.

6.4.3 Postal responses were accepted up to three working days after the deadline of 11.59pm on 27 July 2022.

## 6.5 Consultation with statutory consultees and notification to Secretary of State (Section 42 and Section 46)

### 6.5.1 Consultation with statutory consultees (Section 42)

6.5.2 Consultation letters were sent on 13 June 2022 to the targeted, statutory consultees who the Applicant considered to be directly affected by the changes to the highway improvement works (see **Appendix C.4** for sample letters). The letters notified consultees about the start of the consultation on 14 June 2022 and explained its two parts - the non-statutory Project update and the targeted statutory consultation on the highway improvements proposals. The letters also highlighted where consultees could view the consultation material, explained how consultees could respond to the consultation, and confirmed the deadline for receipt of consultation responses.

6.5.3 The sections below explain how the Applicant identified the consultees in each category. A full list of the section 42 consultees for the targeted statutory consultation is provided at **Appendix C.5**.

### 6.5.4 ***Section 42(1)(a): such persons as may be prescribed***

6.5.5 The Applicant identified a more refined list of prescribed consultees for the Summer 2022 Consultation that was proportionate to the nature of the highways improvement proposals that were the subject of that consultation. This list was prepared by undertaking a careful review of the list of prescribed consultees used for the Autumn 2021 Consultation (see **Appendix B.18**) to assess the relevance of the highways improvement proposals to each. All of the prescribed consultees on the Autumn 2021 Consultation list were consulted for the Summer 2022 Consultation, save for the following bodies:

- Joint Nature Conservation Committee;
- Maritime and Coastguard Agency;
- Coal Authority; and
- Secretary of State for Defence.

6.5.6 The Applicant also consulted a wide range of other non-prescribed consultees such as town and parish councils, community and hard to reach groups, airlines and other airport businesses, education and skills providers and regional businesses and business representative groups. These bodies were consulted due to their local knowledge and interest in the Project.

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<sup>10</sup> The freepost address changed between the Autumn 2021 Consultation and Summer 2022 Consultation due to a change in office address of the consultancy managing it. All materials, including the website, used the updated address for the Summer 2022 Consultation.

- 6.5.7 **Section 42(1)(aa): Marine Management Organisation**
- 6.5.8 It was not considered necessary to consult with the Marine Management Organisation due to the nature of the targeted consultation.
- 6.5.9 **Section 42(1)(b): each local authority that is within section 43**
- 6.5.10 The Applicant consulted with the local authorities listed in Table 5.1 of this Report.
- 6.5.11 **Section 42(1)(c): Greater London Authority**
- 6.5.12 The Applicant consulted with the Greater London Authority as part of its section 42 consultation.
- 6.5.13 **Section 42(1)(d): each person who is within one or more of the categories set out in section 44**
- 6.5.14 There were 84 Category 1 and 2 consultees (83 existing, one new since the Autumn 2021 Consultation) along with 31 (30 existing, one new) in Category 3 for the Summer 2022 Consultation. Sample letters for each category are included in **Appendix C.4**. A full list of persons falling within section 44 of the 2008 Act is included within the **Book of Reference** submitted with the Application (Doc Ref. 3.3).
- 6.5.15 The land referencers undertook the same process for the Summer 2022 Consultation as described in paragraph 5.5.16, but only in relation to those areas where the Project boundary was amended compared with the Autumn 2021 Consultation.
- 6.5.16 **Notification to the Secretary of State (Section 46)**
- 6.5.17 In accordance with section 46 of the 2008 Act, the Applicant wrote to the Secretary of State in advance of the targeted statutory consultation under section 42 commencing on 14 June 2022. A copy of that letter is in **Appendix C.6**.
- 6.5.18 The letter provided details of where the consultation materials could be accessed and enclosed:
- Consultation Document
  - Consultation Newsletter
  - The previous section 46 notification
- 6.6 **Consultation with local community (Section 47)**
- 6.6.1 **Introduction**
- 6.6.2 The section 47 consultation with the local community was carried out in parallel with the section 42 consultation and was carried out in accordance with the requirements of the SoCC (see Table 4.4 of this Report) and the Further Consultation Strategy (see Table 4.5 of this Report).
- 6.6.3 **Who did we consult?**
- 6.6.4 The consultation was open to anyone with an interest in the Project, as well as those who the Applicant considered may be directly or indirectly impacted, or who had a view that they would like to be considered. The Applicant used a mix of materials, methods and techniques to remove barriers and encourage engagement from local communities.
- 6.6.5 Due to the nature of the consultation being made up of both a targeted statutory consultation on the design changes to the proposed highway improvement works and a non-statutory update of



the other aspects of the Project proposals, the targeted statutory consultation was directed towards those who would most likely be affected by the updated highway proposals whereas the non-statutory consultation on the other Project updates was targeted at the wider community.

- 6.6.6 The targeted consultation zone was defined taking account of Noise Important Areas for road noise (as recognised by National Highways and local highway authorities) located close to the A23 London Road and Airport Way, and other areas potentially impacted by the highways proposals (see Figure 6.1).

**Figure 6.1: Map of targeted consultation zone**



- 6.6.7 This targeted consultation zone included 2,634 homes and businesses.
- 6.6.8 The Applicant identified seven hard-to-reach organisations based within the targeted consultation zone. Each organisation was emailed to advise them of the consultation, and subsequently sent a poster providing details (see **Appendix C.7**).
- 6.6.9 **How could the local community access the consultation documents?**
- 6.6.10 The Consultation Document and Consultation Newsletter were available to inspect throughout the consultation period at three deposit locations in or near to the area most affected by the highway improvement changes (see Table 6.1). Checks were made of the deposit locations to ensure there were always enough documents there – additional documents were sent to Horley Tesco Extra and Horley Library during the consultation period.

**Table 6.1: Locations where copies of consultation documents were provided**

<b>Deposit Locations for Summer 2022 Consultation</b>	
Horley Library, Unit 1, 55-57 Russell Square, Victoria Rd, Horley RH6 7QH	Tuesday – Saturday, 9.30am until 5.00pm Closed Monday and Sunday
Tesco Extra, Reigate Rd, Hookwood, Horley RH6 0AT	Monday – Wednesday and Saturday, 6.00am until midnight Thurs and Friday, 6.00am until 8.00pm Sunday, 10.00am until 4.00pm
Horley Leisure Centre, Anderson Way, Horley RH6 8SP	Monday – Friday, 7.00am until 10.00pm Saturday and Sunday, 8.00am until 5.00pm

- 6.6.11 All consultation documents were also available to download from the Project website from 00:01 on 14 June 2022. The website also included three videos to help people understand the proposals and provided access to the online questionnaire.
- 6.6.12 Consultees were able to request USBs loaded with consultation documents and hard copies were available free of charge upon request. Three sets of hard copy consultation documents were posted out following requests received through the Project helpline and email address.
- 6.6.13 For those without broadband/computer access or who were unable to travel to view hard copies of the documents, the Applicant had tablets loaded with consultation documents available for people to borrow (on request and for a limited time period). No requests for loans of the tablets were received.
- 6.6.14 **Consultation Newsletter**
- 6.6.15 The Consultation Newsletter was sent to all homes and businesses within the targeted consultation zone. The newsletter was sent first class on 13 June 2022, to arrive from 14 June 2022.
- 6.6.16 The newsletter contained a summary of the amended highway proposals including short descriptions as well as plans and drawings. Non-technical language was used in the newsletter which aimed to provide readers with a clear summary of the proposals.
- 6.6.17 The newsletter also provided details on how people could have their say and find out more. It provided the Project website address and contact details (freephone, freepost and email address) to enable people to arrange a telephone surgery or get in touch with questions or request hard copy documents or USBs.
- 6.6.18 The newsletter also included details of the deposit locations and their opening times.
- 6.6.19 **Website**
- 6.6.20 From the announcement of the upcoming consultation on 26 May 2022 through to 13 June 2022, the Project website included information about the consultation, including a countdown timer to the start date and an overview of the consultation content and details on how to arrange a telephone surgery session or virtual briefing (see **Appendix C.8**). During this period there were



9,597 visitors to the [REDACTED] pages.

- 6.6.21 From 00.01 on 14 June 2022 to 11.59pm on 27 July 2022 the Project website also included the consultation materials and three videos providing an alternative format for people to understand the proposals.
- 6.6.22 The website was kept up to date for the duration of the consultation and continued to host the consultation information for reference purposes after the consultation had closed.
- 6.6.23 During the consultation period, 18,184 people visited the [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans) pages and these pages were viewed a total of 33,267 times. Around a quarter of visitors (4,521) - with tracking cookies enabled - opened the consultation documents:
- Consultation Newsletter – 2,343 clicks to open
  - Consultation Document – 1,240 clicks to open
- 6.6.24 There were 467 people who ‘clicked out’ or left the Gatwick website to respond to the online questionnaire and 19 who clicked on the telephone surgery booking system link. This does not include people who may have copied and pasted the link or those who used the hotline or email address to book telephone surgeries.
- 6.6.25 The consultation videos were also an important method of showcasing the proposals in an alternative format. The three, short project videos - an overview of proposals, how dual operation of the runways would work, and highway improvements – had a total of 2,795 views. The highway improvements video had an average view length of 3 minutes and 5 seconds. The dual operations video was watched for an average 59 seconds, and the overview of proposals average 1 minute and 28 seconds.
- 6.6.26 **Virtual briefings**
- 6.6.27 Stakeholders were able to book virtual briefing sessions through the website from 26 May 2022.
- 6.6.28 During the consultation all requests received from external stakeholders or organisations for virtual briefings were met. The Applicant undertook five virtual briefings with interested stakeholders and ran 10 local authority topic working groups.
- 6.6.29 **Telephone surgeries**
- 6.6.30 From 26 May 2022 telephone surgeries – or ‘call the expert’ sessions - were promoted on the Project website. People were able to pre-book for the sessions through the website, by calling the hotline, or by emailing.
- 6.6.31 The telephone surgeries were available at a variety of times and days of the week to help maximise opportunities for people to participate. Seven people booked telephone surgery sessions during the consultation period.
- 6.6.32 **Hard to reach engagement**
- 6.6.33 The Applicant identified seven hard-to-reach organisations based within the targeted consultation zone. Each group was emailed to advise them of the consultation, and subsequently sent them a poster (see **Appendix C.7**) providing details of the consultation. These groups were:
- Surrey Gypsy Traveller Communities Forum

- Age UK Horley
- Horley Youth Club
- 1st & 2nd Horley Scout Group
- SeeAbility, Horley Support Service
- Gatwick Islamic Centre
- Oakwood School

6.6.34 No requests for additional information or briefings were received.

6.6.35 **Consultation hotline and email address**

6.6.36 The hotline (0800 038 3486) enabled people to get in touch to request more information on the consultation, obtain copies of documents (including in alternative formats or languages as well as on tablets) and USBs, or arrange to speak to a member of the team. The hotline was answered during normal business hours (Monday to Friday, 9am to 5.30pm), with 23 calls received during the consultation period.

6.6.37 Outside of business hours, callers were able to leave a message. Two messages were received and both people received call-backs within 48 hours.

6.6.38 The consultation email ([REDACTED]) was also monitored throughout the consultation.

6.7 **Publicising the consultation**

6.7.1 Given the nature of the Summer 2022 Consultation, which included distinct changes to elements of the highway design and a limited number of more general Project updates, it was not considered necessary for there to be a further round of section 48 notices. However, a wide-reaching advertising and publicity campaign was designed to raise awareness of the consultation beyond the targeted consultation zone.

6.7.2 **Newspaper advertising and press releases**

6.7.3 The Applicant published advertisements in each of the four local newspapers that were used during the Autumn 2021 Consultation (see Table 6.2). Sample copies of the advert in each newspaper can be found in **Appendix C.9**.

**Table 6.2: Summer 2022 consultation adverts**

<b>Newspaper</b>	<b>Dates of advertisements</b>
Crawley Observer	Wednesday 8, 15, 22 and 29 June 2022
West Sussex County Times	Thursday 9, 16, 23 and 30 June 2022
Surrey Mirror	Thursday 9, 16, 23 and 30 June 2022
Kent and Sussex Courier	Friday 10, 17, 24 June and 1 July 2022

6.7.4 A press release was issued to local and national media outlets on 26 May 2022 announcing the consultation. A second press release was issued to announce the start of the consultation (14

June 2022) and a third on 13 July 2022 to maintain awareness of the consultation.

#### 6.7.5 **Social media**

6.7.6 The Applicant's own social media channels were used to raise awareness of the consultation and encourage participation in it. The Applicant's social media channels have a total of more than half a million followers (c.360,000 follow the @Gatwick\_Airport Twitter handle, c.43,000 follow on LinkedIn and c.160,000 follow on Facebook). A total of nine posts across the Applicant's social media accounts between 14 June and 27 July 2022 helped to promote the consultation and ways for people to get involved.

6.7.7 An extensive social media advertising campaign was also undertaken to raise awareness of the consultation as widely as possible. The Applicant used social media channels Meta (Facebook and Instagram), Twitter and LinkedIn to help publicise the consultation and encourage those with an interest to submit their feedback. **Appendix C.10** contains samples of the social media advertising.

6.7.8 Meta (Facebook and Instagram) and LinkedIn adverts ran from 26 May 2022 to 27 July 2022. Adverts were targeted geographically to raise local awareness. Facebook and Instagram adverts were run for users within a 35km radius of Crawley, with Gatwick Airport employees and people who had previously liked the Gatwick Facebook page excluded from the campaign to ensure as many new users as possible were reached.

6.7.9 Overall, the Meta (Facebook and Instagram) actively reached 430,736 users, leading to 2,023,115 impressions. From these impressions 25,086 were outbound clicks to the Gatwick [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans) webpage with 6,756 page views, leading to 242 specific page views of the proposals. This led to 39 online questionnaire page views and resulted in 11 'Submit questionnaire' clicks.

6.7.10 LinkedIn activity reached 25,419 users, leading to 218,885 impressions. From these impressions 1,160 clicks were delivered which in turn led to 996 [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans) views.

6.7.11 Online banner adverts advertising the consultation ran on regionally targeted websites from 26 May to 27 July 2022 inclusive. This activity generated 33.6 million impressions and 85,214 clicks, translating to 451 people looking at the Applicant's consultation page.

6.7.12 Analytics shows that from 26 May to 27 July 2022, 31,409 visitors were driven towards the Project website from all sources, including 8,560 from Google search, 6,560 from online web adverts, 6,350 via Facebook (Meta) and 2,818 from direct website searching.

#### 6.7.13 **Radio and digital advertising**

6.7.14 Radio advertising ran from 2 June 2022 to 21 July 2022, aiming to drive audiences to the [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans) webpages and encouraging them to give feedback.

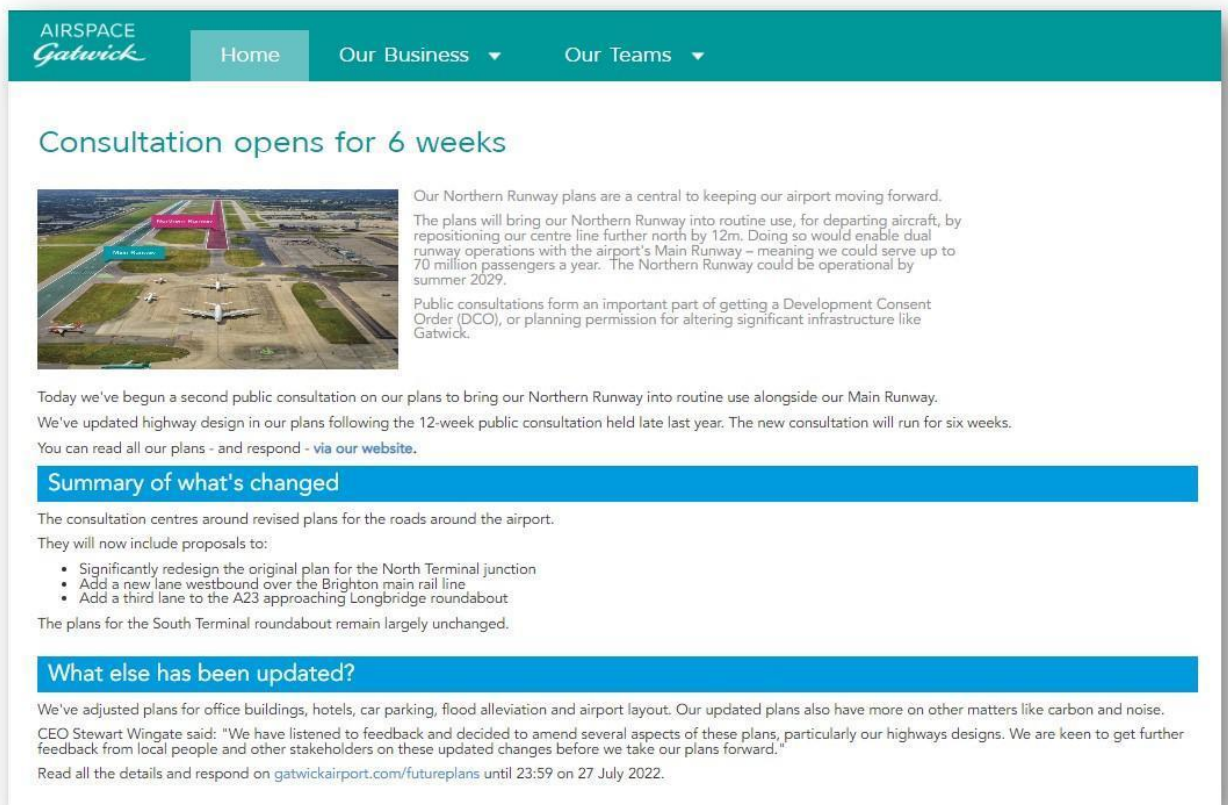
6.7.15 The Applicant ran adverts on seven local stations (Greatest Hits Radio (Surrey & East Hampshire), More Radio, Capital Brighton, Heart Sussex North, Heart Sussex South, Smooth Radio Sussex and Gaydio in Brighton). A total of 2,802 spots were delivered across the seven stations.

6.7.16 Digital advertising ran from 1 June 2022 to 27 July 2022 to drive audiences to the

gatwickairport.com/futureplans webpages and encourage listeners to give their feedback (see **Appendix C.11** for sample adverts).

- 6.7.17 Digital audio adverts with a range of local area target audiences were run on Spotify as well as on radio, streaming, and podcast advertising platforms DAX and Bauer Octave. The Dax campaign targeted adults in Sussex and Surrey and served a total of 258,781 impressions.
- 6.7.18 The Spotify campaign targeted adults in Crawley, Cranleigh, East Grinstead, Royal Tunbridge Wells, Haywards Heath, Redhill, Horsham, Brighton and generated a total of 470,720 impressions.
- 6.7.19 Octave also ran as part of the digital audio campaign. This campaign targeted adults in Crawley, Cranleigh, East Grinstead, Royal Tunbridge Wells, Haywards Heath, Redhill, Horsham, Brighton and served a total of 244,063 impressions.
- 6.7.20 **Internal Communications**
- 6.7.21 From 10 June 2022 to 22 July 2022, information about the consultation was included in the Applicant’s weekly staff newsletter. In addition, the Applicant’s Chief Planning Officer provided a briefing on the consultation during an all-staff meeting on 26 July 2022.
- 6.7.22 News of the consultation was also published on the Applicant’s intranet pages (see Figure 6.2) and included links to the Project website.

**Figure 6.2: Screenshot of the Gatwick Airport intranet site with consultation material**



## 6.8 Consultation activities in accordance with the targeted consultation approach

6.8.1 Table 4.5 sets out the key activities identified by the Applicant for the targeted consultation and explains how they were carried out for the Summer 2022 Consultation.

## 6.9 Responses to Summer 2022 Consultation

6.9.1 The questionnaire for the Summer 2022 Consultation included three questions about the highway improvements and project update proposals:

- **Question 1: Road improvements – design and mitigation**

*In response to feedback on our road improvement plans, we revisited previous designs and considered new options to provide a better layout that still meets the needs of local non-airport and airport traffic and minimises potential environmental effects. We have created a more intuitive layout to ensure safety during construction and operation and to take account of travel to, from and between local communities.*

*What are your views on our updated road improvement proposals?*

- **Question 2: Car parking**

*In response to feedback from our Autumn 2021 Consultation, we have reviewed our approach to car parking in the context of our commitments to sustainable travel. We are now proposing fewer new on-airport car parking spaces to cater for growth and replace spaces lost due to Project works. We are also mindful of local planning policies requiring on-airport parking to help prevent additional, off-airport parking and its associated impacts on local communities.*

*What are your views on our car parking proposals, including for additional on-airport spaces to assist with reducing existing off-airport unauthorised spaces?*

- **Question 3: Project updates**

*Some of our proposals – including in relation to the airfield, hotels and offices, water management, carbon, noise and others - have evolved in response to feedback from the Autumn 2021 Consultation and due to further design, development, and environmental assessment work.*

*What are your views on our Project updates? Please specify the topics to which your comments refer.*

6.9.2 A total of 573 responses were received during the Summer 2022 Consultation. Table 6.3 includes a breakdown of response types received during the consultation by number and Table 6.4 shows responses by stakeholder type.

**Table 6.3: Number of responses received by submission type**

Method of response submission	Total
Online questionnaire	359
Emails	214
<b>Total</b>	<b>573</b>

**Table 6.4: Number of responses received by stakeholder type**

Stakeholder type	Number of responses
Section 42(1)(a), (aa) and (c) Statutory stakeholders (not including Local Authorities)	10
Section 42(1)(b) Statutory stakeholders (Local Authorities)	13
Section 42(1)(d) Persons with Interest in Land	33
Section 47 local community or section 48 general public respondents	517

- 6.9.3 An independent consultancy specialising in consultation analysis was used to collate and analyse all the responses to the consultation. The same process for analysis was adopted as for the Autumn 2021 Consultation (see paragraph 5.9.2 for details).
- 6.9.4 The main issues raised by respondents for each of the questions within the questionnaire are included in Table 6.5.

**Table 6.5: Key issues raised by question**

Summary of key themes and issues raised for each section of the questionnaire	
<b>General comments on the Project</b>	
<i>Respondents supported:</i> <ul style="list-style-type: none"> <li>▪ Bringing the northern runway into routine use</li> <li>▪ Noise and air quality mitigation</li> </ul>	<i>Respondents were concerned about:</i> <ul style="list-style-type: none"> <li>▪ Impact on existing infrastructure</li> <li>▪ Environmental impacts</li> <li>▪ Assessment and modelling</li> <li>▪ Passenger experience</li> </ul>
<b>Road improvements</b>	
<i>Respondents supported:</i> <ul style="list-style-type: none"> <li>▪ Improvements to congestion</li> <li>▪ Environmental mitigation</li> <li>▪ Junction and road layout improvements</li> </ul>	<i>Respondents were concerned about:</i> <ul style="list-style-type: none"> <li>▪ Impact on traffic and road network</li> <li>▪ Socio-economic impacts</li> <li>▪ Environmental impacts</li> <li>▪ Updated road and terminal proposals</li> </ul>



<b>Summary of key themes and issues raised for each section of the questionnaire</b>	
	<ul style="list-style-type: none"> <li>▪ Project information and assessments</li> </ul>
<b>Car parking</b>	
<i>Respondents supported:</i> <ul style="list-style-type: none"> <li>▪ Fewer additional parking spaces</li> <li>▪ Sustainable transport targets</li> <li>▪ Discouragement of unauthorised parking</li> <li>▪ Environmental mitigation</li> </ul>	<i>Respondents were concerned about:</i> <ul style="list-style-type: none"> <li>▪ Number of car parks created</li> <li>▪ Cost of airport parking</li> <li>▪ Design of airport infrastructure</li> <li>▪ Potential to encourage greater car use</li> <li>▪ Adverse environmental impacts</li> <li>▪ Information provided in the proposals</li> </ul>
<b>Project Updates</b>	
<i>Respondents supported:</i> <ul style="list-style-type: none"> <li>▪ Environmental mitigation</li> <li>▪ Sustainable transport</li> <li>▪ Employment, Skills and Business Strategy</li> </ul>	<i>Respondents were concerned about:</i> <ul style="list-style-type: none"> <li>▪ Environmental impacts</li> <li>▪ Community impacts</li> <li>▪ Water and waste infrastructure</li> <li>▪ Viability of targets for sustainable travel</li> <li>▪ Lack of information</li> </ul>
<b>Car parking</b>	
<i>Respondents supported:</i> <ul style="list-style-type: none"> <li>▪ The consultation materials</li> <li>▪ The receptiveness of the Applicant to previous suggestions</li> </ul>	<i>Respondents were concerned about:</i> <ul style="list-style-type: none"> <li>▪ Lack of information on certain topics</li> <li>▪ Complexity of the materials</li> <li>▪ Lack of stakeholder engagement during the development of the proposals</li> </ul>

6.9.5 The Applicant undertook a careful and thorough review of the consultation responses received.

6.9.6 Two tables – one for section 42 consultees and one for section 47 consultees - setting out feedback by theme and topic, along with the Applicant’s response, and whether the feedback resulted in a change to the Project are included at **Annex C**. To avoid repetition, where the same comment or issue has been raised by section 42 and section 47 consultees, this is denoted in bold and shaded grey in the section 42 tables, and not repeated within the section 47 tables.



## 6.10 Changes to the Project following the Summer 2022 Consultation

6.10.1 In response to the feedback received, the following changes were made to the Project:

a) **Road improvements:**

- (i) Landscaping – preliminary landscape proposals have been developed, with comments from National Highways incorporated into the design. Detailed landscape proposals will be agreed in consultation with the relevant authorities should the DCO be granted.
- (ii) A23 – proposals for a noise barrier between the A23 London Road and Riverside Garden Park have been removed from the Project.

b) **Active travel:**

- (i) South terminal access – the highway proposals now include enhancements to active travel infrastructure, including a connection between Balcombe Road and South Terminal.
- (ii) A shared pedestrian and cycle path proposed between the Longbridge Roundabout to the North Terminal Roundabout was amended to a segregated pedestrian and cycle path along the southern side of the A23 London Road, crossing and then following the River Mole for a short distance before connecting to Perimeter Road North and Longbridge Way.
- (iii) Signalised pedestrian and cycle crossings on all arms of the Longbridge roundabout.
- (iv) A signalised pedestrian crossing on the west side of the new A23/North Terminal junction.

c) **Unauthorised car parking:** the proposals no longer include provision on the Airport to re-provide off-airport unauthorised parking lost as a result of local authority enforcement.

d) **Car parking (green spaces):** new green space has been created with the proposed removal of Car Park B. There are no longer any proposals for new car parks on green space.

6.10.2 Furthermore, in response to requests from stakeholders, and as part of its work towards preparing an application, the Applicant has undertaken the following:

e) **Economic benefit:**

- (i) Revised analysis taking consultation feedback into account - particularly in relation to job multipliers and catalytic impacts - was undertaken and is included in the Environmental Statement accompanying the DCO Application.
- (ii) Economic impact estimates for a scenario that assumes slower/lower passenger growth at Gatwick Airport are included in the assessment to show the effect of lower levels of demand on economic impacts.

f) **Housing:**

- (i) Additional analysis has been undertaken to assess the potential need for affordable housing associated with the Project's operational employment. This includes analysis of how the potential affordable housing demands of the Project compare with recent delivery of affordable housing, local evidence of current affordable housing need, local plan policies for affordable housing and pipeline supply.

- (ii) The Population and Housing Report includes an assessment of the potential demand for housing during the construction phase, including looking at capacity within the private rented sector and other forms of short-term/temporary accommodation.
- g) **Climate costs and carbon values:** the latest carbon values (used by Government) have been used in the Economic Impact Assessment for the Application DCO submission.
- h) **Emissions:** The Project's Carbon Action Plan includes details of how the Applicant will seek to influence third parties (that it does not have control over) such as airlines, customer behaviour and government agencies under Scope 3 to reduce their emissions.
- i) **CARE facility effects:** the pollutants assessed in the Environmental Statement have been widened to take into account all pollutants which could result in a significant impact, including those from the CARE facility.
- j) **Mode share:** further analysis has been undertaken to inform the mode share commitments. Proposals for monitoring travel behaviour and progress on mode shares, through an annual monitoring and reporting process and engagement with the Gatwick Airport Transport Forum Steering Group have been developed as part of the Surface Access Commitments.

## 7 Conclusion

- 7.1.1 This Report forms part of the Application for the Project and is submitted in accordance with section 37(3)(c) of the 2008 Act. This Report describes the pre-application consultation and engagement undertaken by the Applicant, summarises the responses received, and explains how the Applicant has had regard to them to develop its proposals.
- 7.1.2 Consultation has played an important role in the development of the Project, with the Applicant proactively seeking to involve stakeholders and the community throughout. Following non-statutory consultation on the draft Master Plan 2018, the Applicant published its Master Plan 2019, which included the potential to develop a dual runway scenario. Engagement on the Project has been on-going since the Applicant announced in August 2019 that it had initiated the planning process for bringing the northern runway into routine use.
- 7.1.3 The Autumn 2021 Consultation set out the key elements required to enable dual runway operations and support increased passenger numbers, along with a PEIR which presented the preliminary findings of the EIA of the Project's proposals as at that point in time. It also included information about the economic benefits of the Project, an updated Noise Insulation Scheme, a Homeowners Assisted Moving Scheme, and the proposed approach to construction. In response to feedback received during this consultation, the Applicant made changes to the Project.
- 7.1.4 The Summer 2022 Consultation sought feedback on changes to the proposed highway improvement works and other aspects of the proposals, namely car parking, the airfield, hotels and offices, and the strategies relating to water management, carbon, noise, as well as other Project updates. The Applicant had regard to the feedback received during this consultation and made changes to the Project.
- 7.1.5 This Report has demonstrated that consultation has met the requirements set out in the 2008 Act (summarised in Table 4.1) and that the Applicant has complied with guidance on the pre-application process and compiling the consultation report (see **Appendix B.8**). Whilst the approach taken to pre-application consultation and engagement was designed to ensure compliance with the legislative requirements set out in sections 42, 47, 48, and 49 of the 2008 Act, the Applicant has purposely sought to exceed these minimum requirements by also running a continuous programme of engagement with stakeholders in parallel with, and complementary to, its formal stages of pre-application consultation.
- 7.1.6 The Applicant is very grateful to all those who have responded to consultation or engaged with the Project team to contribute to the development of the proposals.