



# Gatwick Airport Northern Runway Project

## Consultation Report Appendices – Part A

### Book 6

VERSION: 1.0

DATE: JULY 2023

Application Document Ref: 6.2

PINS Reference Number: TR020005

## Contents

Appendix A.1: Gatwick Airport Draft Master Plan Consultation Report

Appendix A.2: Gatwick Airport Master Plan 2019

Appendix A.3: Record of informal engagement 2019-2023

Appendix A.4: Local Authority Engagement Protocol

Appendix A.5: Correspondence between Gatwick Airport Limited and Local Authorities

# Appendix A.1

Gatwick Airport Draft Master Plan Consultation Report

# GATWICK AIRPORT

## DRAFT MASTER PLAN

CONSULTATION REPORT

YOUR LONDON AIRPORT  
*Gatwick*



# CONTENTS

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



# EXECUTIVE SUMMARY

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

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

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

## Making use of existing runways

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

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

## Safeguarding of land

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

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

## Economic benefits

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

## Mitigation of noise and other environmental impacts

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

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

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

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

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

### Community engagement

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

### Passenger experience

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

### Surface access strategy

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

### Other comments

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

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

### Next steps

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

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

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

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



# CONSULTATION IN NUMBERS

## 12 week public consultation

---

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

## 5,285 consultation responses

---

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

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

---

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

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

## 13 high-level themes raised during public consultation

---

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

# 1. INTRODUCTION

## 1.1 Purpose of this document

---

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

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

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

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

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

## 1.2 Background to the consultation

---

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

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

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

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

- One where Gatwick remains a single runway operation

using the existing main runway

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

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

## 1.3 Purpose of the consultation

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

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

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

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

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

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

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

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

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

## 2. THE DRAFT MASTER PLAN CONSULTATION PROCESS

### 2.1 Overview

---

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

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

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

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

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

### 2.2 Preparation of methodology

---

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

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

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

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

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

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

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

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

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

## 2.3 Publicity

### 2.3.1 Zones of consultation

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

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

These are described in the table below:

**TABLE 2.3: ZONES OF CONSULTATION**

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

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

**TABLE 2.4: ELECTED MEMBER EMAILS**

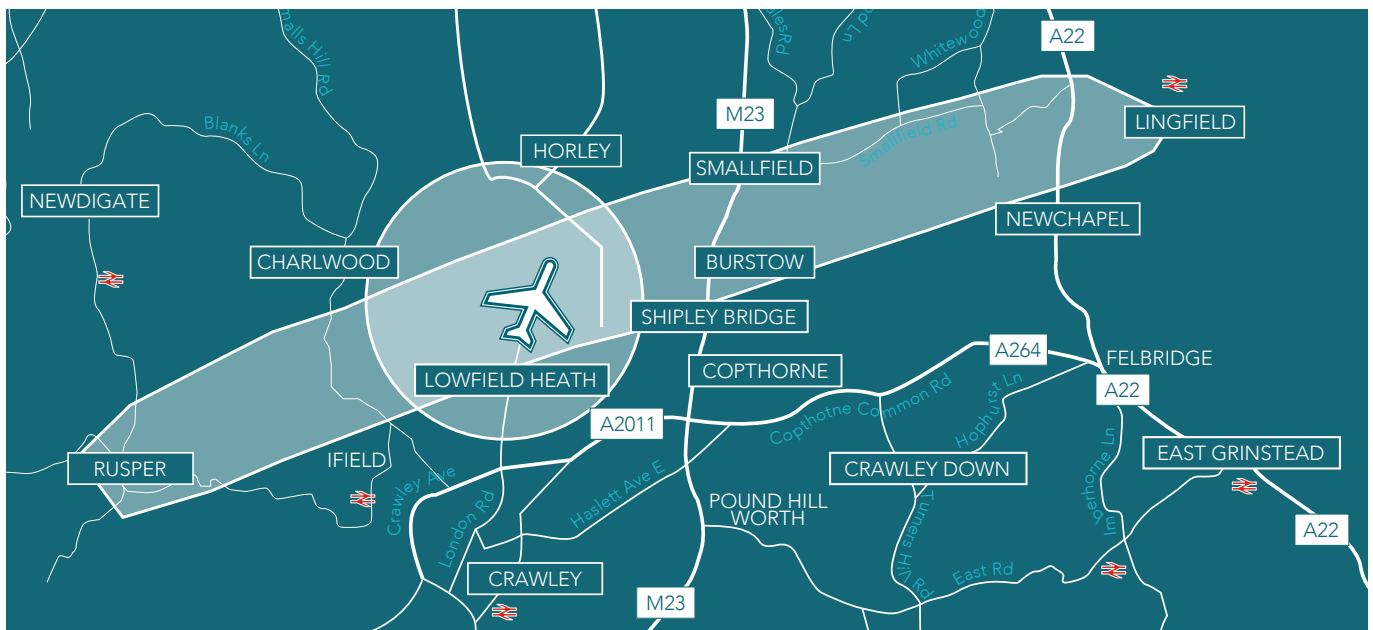
TOPIC	DATE
Notification that the consultation was underway	18 October 2018
Pre-exhibitions; information regarding member preview sessions	29 October 2018
Exhibition update; information regarding public information points in libraries	16 November 2018
Exhibitions complete; still time to respond to the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

**2.3.2 Further publicity**

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

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

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



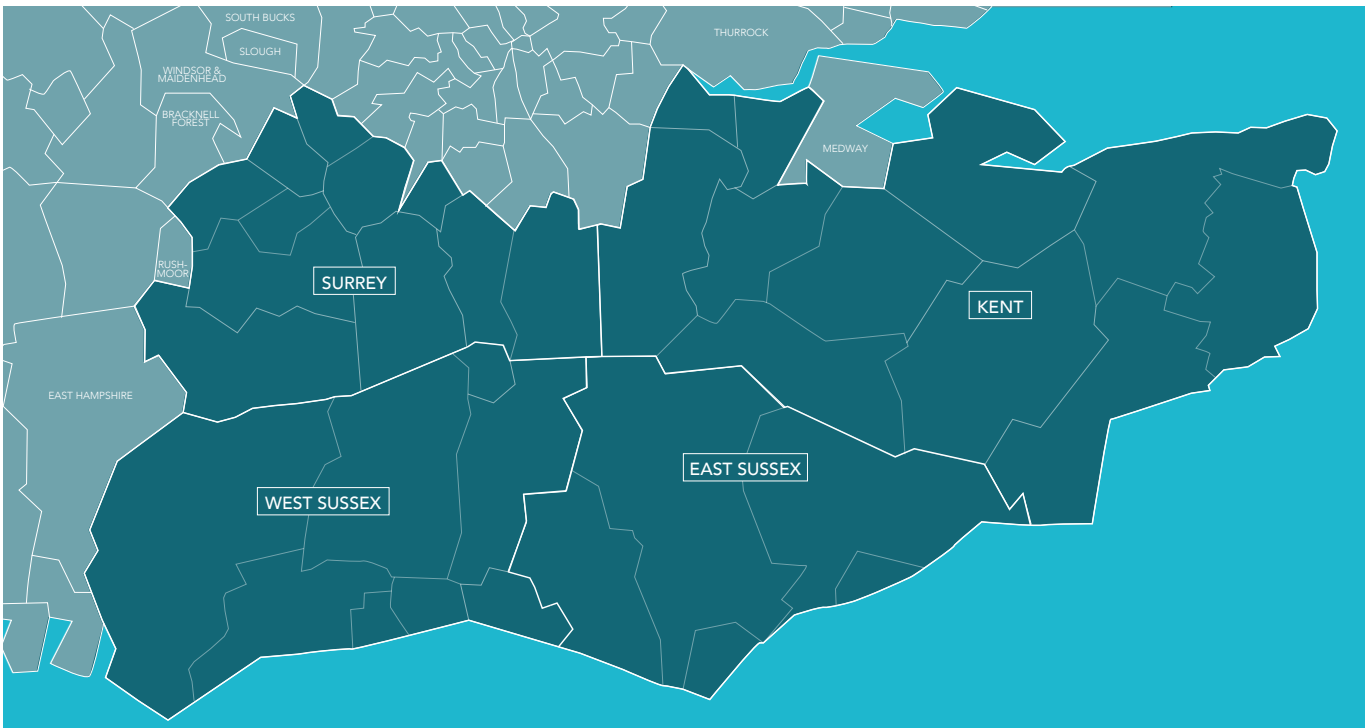
(54 dB contour (summer day 2032) plus 1.5 mile radius)



FIGURE 2.2: MAP OF NEIGHBOURING LOCAL AUTHORITIES



FIGURE 2.3: MAP OF FOUR COUNTY COUNCILS



## 2.4 Consultation activity

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

### 2.4.1 Online

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

The consultation materials available on the scheme web page included:

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

### 2.4.2 Public exhibitions

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

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

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

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



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



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

TABLE 2.5: AN OVERVIEW OF THE PUBLIC EXHIBITIONS

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

### 2.4.3 Public information points

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

**TABLE 2.6: PUBLIC INFORMATION POINTS**

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

### 2.4.4 Further engagement

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

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

- 30 meetings were held with local business groups.

Key meetings are listed in Table 2.7.

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

**TABLE 2.7: FURTHER ENGAGEMENT**

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

## 2.5 Responses to the consultation

---

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

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

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

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

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

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

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

# 3. OVERVIEW OF CONSULTATION FEEDBACK

## 3.1 Interpreting the consultation findings

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

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

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

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

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

## 3.2 Analysis of feedback

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

TABLE 3.1: CONSULTATION RESPONSES

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

### 3.3 Stakeholder responses

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

The categories are as follows:-

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

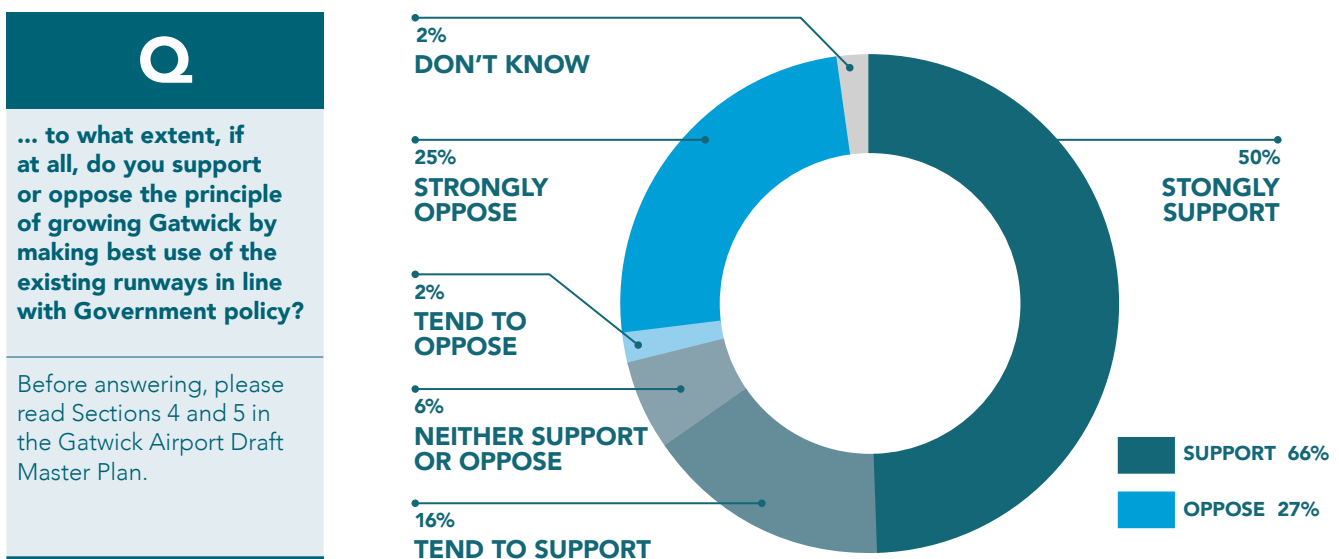
### 3.4 Making best use of the existing runways at Gatwick

#### 3.4.1 Overview

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

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

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



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

### 3.4.2 Stakeholder organisations

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

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

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

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

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

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

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

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

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

WARNHAM PARISH COUNCIL



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

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

WEST SUSSEX COUNTY COUNCIL

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

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

TUNBRIDGE WELLS ANTI-AIRCRAFT NOISE GROUP (TWAANG)

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

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

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

THE BRITISH CHAMBER OF COMMERCE

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

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

NATS

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

WESTJET

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

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

KEITH TAYLOR, MEP

### 3.4.3 Members of the public

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

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

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

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

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

MEMBER OF THE PUBLIC

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

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

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

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

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

MEMBER OF THE PUBLIC

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

### 3.5 Safeguarding land for an additional main runway

#### 3.5.1 Overview

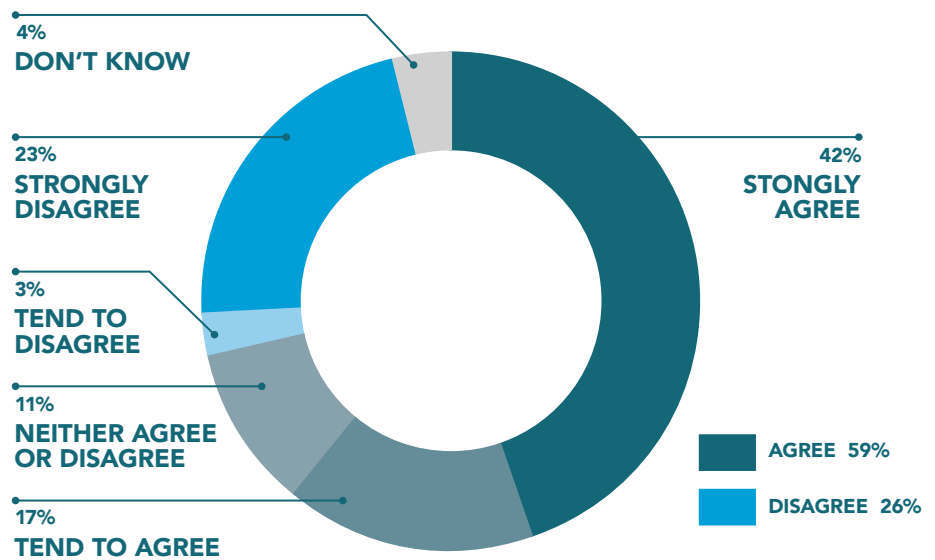
Those who responded to the consultation using the response form were asked whether they agreed or disagreed with the safeguarding of land for the future construction of an additional main runway at Gatwick. A total of 4,069 individual members of the public answered the closed question about safeguarding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

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

# Q

... to what extent, if at all, do you agree or disagree that land that has been safeguarded since 2006 should continue to be safeguarded for the future construction of an additional main runway?

Before answering, please read Section 5.4 in the Gatwick Airport Draft Master Plan.



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

### 3.5.2 Stakeholder organisations

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

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

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

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

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

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

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

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

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

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

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

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

**PENSHURST PLACE AND GARDENS**

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

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

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

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

WESTJET

### 3.5.3 Members of the public

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

The most frequently cited positive comments were:

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

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

## 3.6 Employment and economic growth

### 3.6.1 Overview

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

### 3.6.2 Stakeholder organisations

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

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

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

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

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

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

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

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

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

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

SUSSEX CHAMBER OF COMMERCE

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

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

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

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

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

### 3.6.3 Members of the public

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

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

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

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

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

MEMBER OF THE PUBLIC

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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



## 3.7 Minimising noise effects

### 3.7.1 Overview

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

### 3.7.2 Stakeholder organisations

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

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

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

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

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

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

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

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

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

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

NUTFIELD CONSERVATION SOCIETY

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

### 3.7.3 Members of the public

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

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

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

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

## 3.8 Minimising other environmental impacts

### 3.8.1 Overview

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

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

### 3.8.2 Stakeholder organisations

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

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

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

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

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

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

EAST SUSSEX COMMUNITIES FOR THE CONTROL OF AIR NOISE

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

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

CAMPAIGN AGAINST CLIMATE CHANGE

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

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

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

### 3.8.3 Members of the public

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

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

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

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

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

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

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

MEMBER OF THE PUBLIC

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

MEMBER OF THE PUBLIC

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

## 3.9 Community engagement

### 3.9.1 Overview

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

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

### 3.9.2 Stakeholder organisations

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

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

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

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

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

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

CAMPAIGN AGAINST GATWICK NOISE EMISSIONS

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

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

FOREST ROW PARISH COUNCIL

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

### 3.9.3 Members of the public

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

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

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

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

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

MEMBER OF THE PUBLIC

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

MEMBER OF THE PUBLIC

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

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

MEMBER OF THE PUBLIC

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

MEMBER OF THE PUBLIC

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

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

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



## 3.10 Improving passenger experience

### 3.10.1 Overview

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

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

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

### 3.10.2 Stakeholder organisations

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

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

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

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

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

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

MOTORLINE

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

KEITH TAYLOR, MEP

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

### 3.10.3 Members of the public

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

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

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

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

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

MEMBER OF THE PUBLIC

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

MEMBER OF THE PUBLIC

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

MEMBER OF THE PUBLIC

## 3.11 Improving the Surface Access Strategy

### 3.11.1 Overview

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

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

### 3.11.2 Stakeholder organisations

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

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

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

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

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

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

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

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

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

GATWICK DIAMOND INITIATIVE

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

SUSSEX COMMUNITY RAIL PARTNERSHIP LIMITED

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

### 3.11.3 Members of the public

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

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

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

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

MEMBER OF THE PUBLIC

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

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

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

MEMBER OF THE PUBLIC

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

MEMBER OF THE PUBLIC

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

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

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

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

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

MEMBER OF THE PUBLIC

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

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

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

## 3.12 Other comments on the draft master plan

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

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

#### a) Stakeholder organisations

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

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

#### b) Members of the public

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

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

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

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

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

### 3.12.2 Flights and Flight paths

#### a) Stakeholder organisations

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

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

#### b) Members of the Public

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

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

### 3.12.3 The consultation

#### a) Stakeholder organisations

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

#### b) Members of the Public

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

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

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

## 3.13 Campaign responses

### 3.13.1 Campaign overview

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

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

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

**TABLE 3.10: ORGANISED CAMPAIGN RESPONSES SUBMITTED**

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

### 3.13.2 Campaign summaries

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

#### CAMPAIGN 1: PLANE WRONG

##### SUMMARY:

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

The campaign encouraged response to the following question:

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

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

The campaign also encouraged response to the following question:

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

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

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

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

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

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

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

##### ADDITIONAL COMMENTS:

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

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

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



## CAMPAIGN 2: GATWICK AREA CONSERVATION CAMPAIGN

### SUMMARY:

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

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

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

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

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

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

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

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

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

The campaign provides further comments:

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

### ADDITIONAL COMMENTS:

The main additional comments provided by consultees were:

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

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

### CAMPAIGN 3: COMMUNITIES AGAINST GATWICK NOISE EMISSIONS

#### SUMMARY:

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

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

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

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

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

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

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

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

#### ADDITIONAL COMMENTS:

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

## CAMPAIGN 4: GATWICK OBVIOUSLY NOT

### SUMMARY:

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

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

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

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

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

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

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

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

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

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

### ADDITIONAL COMMENTS:

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

---

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

### SUMMARY:

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

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

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

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

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

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

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

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

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

---

---

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

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

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

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

**ADDITIONAL COMMENTS:**

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

---

---

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

### SUMMARY:

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

The suggested responses to the consultation are as outlined below.

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

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

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

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

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

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

### ADDITIONAL COMMENTS:

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

---

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

### SUMMARY:

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

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

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

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

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

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

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

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

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

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

### ADDITIONAL COMMENTS:

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

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

## 4.1 Introduction

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

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

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

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

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

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



## 4.2 AIR QUALITY

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

**4.2 AIR QUALITY**

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

**4.3 AIRPORT DESIGN & INFRASTRUCTURE**

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

### 4.3 AIRPORT DESIGN & INFRASTRUCTURE

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

### 4.4 CLIMATE CHANGE

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

**4.5 CONSULTATION & ENGAGEMENT**

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

## 4.6 ECONOMY & EMPLOYMENT

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

**4.7 GROWTH SCENARIOS**

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

## 4.7 GROWTH SCENARIOS

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

## 4.8 HEALTH

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

#### 4.9 HOUSING & COMMUNITY INFRASTRUCTURE

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

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

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



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

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

**4.11 NOISE**

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

#### 4.11 NOISE

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

**4.12 OPERATIONS & PASSENGER EXPERIENCE**

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

#### 4.13 SAFEGUARDED LAND

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

#### 4.14 SURFACE ACCESS

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

#### 4.14 SURFACE ACCESS

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

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

## 5. NEXT STEPS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



# APPENDICES

## A.1 Consultation questions

YOUR LONDON AIRPORT  
*Gatwick*

### Gatwick Airport Draft Master Plan Consultation Response Form

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

#### Background

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

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

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

#### How to provide your comments

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

- Freepost GAL DRAFT MASTERPLAN CONSULTATION

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

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

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

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

**Thank you for your help.**

## A.1 Consultation questions

### Confidentiality and Data Protection

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

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

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

I want my response to be treated as confidential.

PLEASE WRITE YOUR REASONS IN THE BOX BELOW

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

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

# A.1 Consultation questions

## PART ONE. CONSULTATION QUESTIONS

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

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

PLEASE TICK  ONE BOX ONLY

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

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

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

## A.1 Consultation questions

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

PLEASE TICK  ONE BOX ONLY

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

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

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

## A.1 Consultation questions

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

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

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

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

## A.1 Consultation questions

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

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

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

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

## A.1 Consultation questions

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

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

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

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX

## A.1 Consultation questions

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

PLEASE SUMMARISE YOUR KEY COMMENTS IN THIS BOX



# A.1 Consultation questions

## PART TWO. ABOUT YOU

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

PLEASE TICK  AS MANY BOXES AS APPLY

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

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

PLEASE TICK  ONE BOX ONLY

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

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

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

### Q14. How old are you?

PLEASE TICK  ONE BOX ONLY

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

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

PLEASE TICK  ONE BOX ONLY

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

# A.1 Consultation questions

## Q16. What is your ethnic group?

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

### White

English / Welsh / Scottish / Northern Irish / British

Irish

Gypsy or Irish Traveller

Any other White background  
PLEASE WRITE IN BELOW:

### Black / African / Caribbean / Black British

African

Caribbean

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

### Mixed / multiple ethnic groups

White and Black Caribbean

White and Black African

White and Asian

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

### Any other ethnic group

Arab

Any other background  
PLEASE WRITE IN BELOW:

Prefer not to say

### Asian / Asian British

Indian

Pakistani

Bangladeshi

Chinese

Any other Asian background  
PLEASE WRITE IN BELOW:

## A.1 Consultation questions

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

### Details of the organisation or group

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

PLEASE WRITE IN BELOW

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

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

PLEASE TICK  ALL BOXES THAT APPLY

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

## A.1 Consultation questions

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

PLEASE WRITE IN BELOW

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

PLEASE WRITE IN BELOW

### Thank you for your comments

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

**Freepost GAL DRAFT MASTERPLAN CONSULTATION**

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

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

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

### Approach to coding and analysis

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

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

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

### Receipt and handling responses

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

### Developing an initial codeframe

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

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

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

### Coding software

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

The Ascribe software has the following key features:

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

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

### Briefing coders and quality control

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

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

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

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

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

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

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

### Codeframe development

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

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

### Data processing

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

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

### Free text responses

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

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

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

### Bespoke responses

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

### Organised campaign responses

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

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

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

### Interpreting the findings

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

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

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

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

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

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

## A.3 List of organisational responses

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

### Academic Institutions

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

### Action Groups

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

### Aviation

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

### Businesses

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

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



### Elected representatives

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

### Environment, Heritage, Amenity and Community Groups

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

### Local Government – Local Authorities

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

### Local Government – Parish/Town Councils

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

### Statutory Agencies

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

### Transport, infrastructure or utility organisation

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

### Other Representatives or Groups

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

## A.4 Resident and business letter and leaflet

# YOUR LONDON AIRPORT *Gatwick*

18 OCTOBER 2018

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

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

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

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

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

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

Yours Sincerely



Stewart Wingate  
Chief Executive Officer

## A.4 Resident and business letter and leaflet



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

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

YOUR LONDON AIRPORT  
*Gatwick*



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



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



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

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

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

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

### PUBLIC EXHIBITIONS

**Saturday 3rd November 15:30-19:30**  
The Barn, Causeway, Horsham, RH12 1HE

**Thursday 8th November 15:30-19:30**  
Centrale Shopping Centre, Croydon, CR0 1TY

**Saturday 10th November 11:00-17:00**  
Royal Victoria Place Shopping Centre, Tunbridge Wells, TN1 2SS

**Monday 12th November 15:30-19:30**  
Churchill Square Shopping Centre, Western Road, Brighton, BN1 2RG

**Saturday 17th November 11:00-17:00**  
County Mall Shopping Centre, Crawley, RH10 1FG

Alternatively, all of our consultation information is available online:  
[gatwickairport.com/masterplan2018](http://gatwickairport.com/masterplan2018)  
For more information, call: 0808 168 7925  
or email us at: [gatwickdraftmasterplan@ipsos-mori.com](mailto:gatwickdraftmasterplan@ipsos-mori.com)

YOUR LONDON AIRPORT  
*Gatwick*

## A.5 Initial email to stakeholders

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

Good morning,

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

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

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

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

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

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

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

If you have any questions, please get in touch with the team by emailing [REDACTED]

Yours sincerely,

Stewart Wingate  
Chief Executive Officer

## A.6 Newspaper advert



# GATWICK AIRPORT DRAFT MASTER PLAN 2018

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

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

The consultation runs until 10th January 2019.

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

YOUR LONDON AIRPORT  
*Gatwick*

**PUBLIC EXHIBITIONS**  
 Saturday 3rd November 15:30-19:30 The Barn, Causeway, Horsham, RH12 1HE  
 Thursday 8th November 15:30-19:30 Centrale Shopping Centre, Croydon, CR0 1TY  
 Saturday 10th November 11:00-17:00 Royal Victoria Place Shopping Centre, Tunbridge Wells, TN1 2SS  
 Monday 12th November 15:30-19:30 Churchill Square Shopping Centre, Western Road, Brighton, BN1 2RG  
 Saturday 17th November 11:00-17:00 County Mall Shopping Centre, Crawley, RH10 1FG  
 Please drop in to any of the venues at a time convenient for you



# GATWICK AIRPORT DRAFT MASTER PLAN 2018

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

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

The consultation runs until 10th January 2019.

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

YOUR LONDON AIRPORT  
*Gatwick*

**PUBLIC EXHIBITIONS**  
 Saturday 3rd November 15:30-19:30 The Barn, Causeway, Horsham, RH12 1HE  
 Thursday 8th November 15:30-19:30 Centrale Shopping Centre, Croydon, CR0 1TY  
 Saturday 10th November 11:00-17:00 Royal Victoria Place Shopping Centre, Tunbridge Wells, TN1 2SS  
 Monday 12th November 14:30-18.30\* Churchill Square Shopping Centre, Western Road, Brighton, BN1 2RG  
 Saturday 17th November 11:00-17:00 County Mall Shopping Centre, Crawley, RH10 1FG  
 Saturday 24th November 15:30-19.30 Horley Leisure Centre, Anderson Way, Horley, RH6 8SP  
 Please drop into any of the venues at a time convenient for you  
 \*REVISED TIME DUE TO SHOPPING CENTRE CLOSING

## A.7 Initial press release

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

**18/10/2018**

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

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

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

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

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

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

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

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

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

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

## A.7 Initial press release

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

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

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

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

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

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

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

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

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

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

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

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

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



## A.7 Initial press release

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

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

**Norwegian CEO Bjorn Kjos said:**

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

**ENDS**

About Gatwick Airport

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

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

Media enquiries to

GATWICK AIRPORT PRESS OFFICE  
+ 44 (0) 1293 505000

For further information on Gatwick Airport see or follow us on Twitter at

## A.8 Exhibition boards



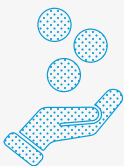
### WELCOME

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

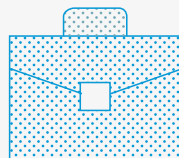
Gatwick has been transformed under new ownership since 2009. It has become a key element in the country's national infrastructure, an economic engine for local and regional growth and the airport of choice for millions of passengers.

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

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



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



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



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

Data source: Oxford Economics

## A.8 Exhibition boards



### OUR DRAFT MASTER PLAN: CONTEXT

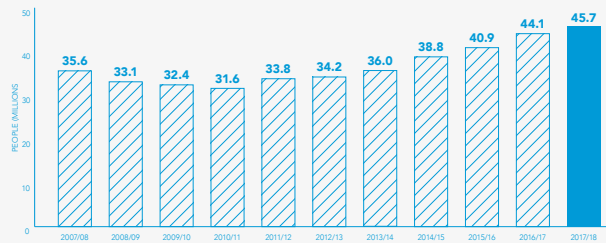
**It is best practice to provide regular updates about how Gatwick might develop, and we believe that now is the right time to set out our current thinking.**

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

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

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

GATWICK AIRPORT PASSENGERS (M)



SOURCE: GATWICK AIRPORT

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

GROWTH SCENARIOS

1

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

2

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

3

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

## A.8 Exhibition boards



### OUR DRAFT MASTER PLAN: CONTENT

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

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

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

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

#### OUR SIX STRATEGIC PRIORITIES

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

##### PASSENGERS

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

##### PARTNERS

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

##### PEOPLE

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

##### COMMUNITY

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

##### SAFETY

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

##### INNOVATION

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

## A.8 Exhibition boards



### GROWTH SCENARIO ONE: EXISTING MAIN RUNWAY

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

**1**

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

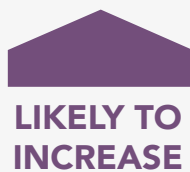
Under this growth scenario the airport would continue to have a single-runway operation, although the existing standby runway would be available for use when the main runway is temporarily closed.

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

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

2017/18

**163**  
AVERAGE  
NUMBER OF  
PASSENGERS  
PER FLIGHT



2022/23

**176**   
AVERAGE  
NUMBER OF  
PASSENGERS  
PER FLIGHT

## A.8 Exhibition boards



### GROWTH SCENARIO TWO: EXISTING STANDBY RUNWAY

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

**2**  
 one where the **existing standby runway** is routinely used together with the main runway, and;

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

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

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



## A.8 Exhibition boards



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

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

**3**  
one where we continue to **safeguard for an additional runway** to the south

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

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

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



## A.8 Exhibition boards



### ECONOMIC CONTRIBUTION

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

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

Oxera estimates that, through Gatwick's supply chain:

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

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

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

FIGURE 5.15: THE GATWICK DIAMOND LOCAL AUTHORITIES





## A.8 Exhibition boards



### EDUCATION & SKILLS

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

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

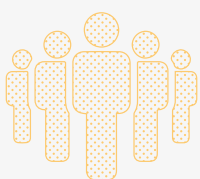
Our education programme aims to inform, inspire and invest in young people, opening up the world of opportunity that the airport offers to everyone and helping them to develop the right skills for the right job.

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

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

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

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



OVER THE LAST 40 YEARS SOME  
**270 APPRENTICES**  
 HAVE BEEN TAKEN ON AT GATWICK

## A.8 Exhibition boards



### AIR NOISE

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

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

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

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

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

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

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

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

SOURCE: CAA ERCD

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

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

SOURCE: CAA ERCD

## A.8 Exhibition boards



### NEXT STEPS

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

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

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

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

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



## A.8 Exhibition boards



### ENVIRONMENTAL STRATEGIES

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

#### CARBON

Our Decade of Change goals for carbon are:

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

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

#### AIR QUALITY

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

#### TRANSPORT

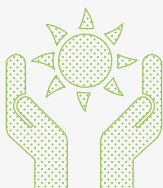
Our Decade of Change goals for ground transport are:

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

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

#### WASTE

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



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







# GATWICK AIRPORT

## MASTER PLAN 2019

YOUR LONDON AIRPORT  
*Gatwick*





# CONTENTS

<b>Foreword</b>	<b>i</b>						
<b>Preface</b>	<b>iii</b>						
<b>Executive Summary</b>	<b>8</b>						
<b>1 Introduction</b>	<b>14</b>						
1.1 Our Vision for Gatwick	15	4.2	Traffic projection	52	6.7	Energy	125
1.2 This Master Plan	20	4.3	Capital Investment Programme	54	6.8	Water	126
<b>2 Gatwick Today</b>	<b>22</b>	4.4	Airport Surface Access Strategy	60	6.9	Landscape and Biodiversity	128
2.1 Introduction	23	4.5	Sustainability performance	69	<b>7 Economic and Employment Strategies</b>	<b>130</b>	
2.2 Traffic characteristics	24	<b>5 Growth scenarios – Looking 5 to 15 years ahead</b>	<b>78</b>		7.10	Employment and skills	131
2.3 Gatwick's infrastructure	32	5.1	Introduction	79	7.11	Supporting local business and economic growth	133
2.4 Recent investment projects	39	5.2	Making best use of the existing main runway	80	<b>8 Community Engagement Strategies</b>	<b>134</b>	
<b>3 Looking ahead – Market and Policy developments</b>	<b>42</b>	5.3	Making best use of the existing standby runway	86	<b>APPENDICES</b>	<b>138</b>	
3.1 Market trends	43	5.4	Safeguarding for an additional runway to the south	94	A.1.1	Introduction	139
3.2 Traffic growth	46	5.5	Key environmental impacts of the growth scenarios	96	A.1.2	Local government planning policies	140
3.3 Government policy	48	5.6	Key economic impacts of the growth scenarios	108	A.1.3	Airport safety and security	142
3.4 Airspace modernisation	49	<b>6 Environmental Strategies</b>	<b>114</b>		A.1.4	Economic regulation	143
<b>4 Master Plan for the next 5 years – 2018 to 2022</b>	<b>50</b>	6.1	Introduction	115	A.1.5	Aerodrome safeguarding	144
4.1 Introduction	51	6.2	Carbon and Climate Change	116	A.2	Glossary of Terms	145
		6.3	Air Quality	117	<b>PLANS (see next page)</b>	<b>148</b>	
		6.4	Air Noise	118			
		6.5	Ground Noise	123			
		6.6	Waste	124			



# PLANS

**Plan 1**

Global Destinations

**Plan 2**

Gatwick's location in the region

**Plan 3**

Local Council administration

**Plan 4**

Location plan

**Plan 5**

Key features

**Plan 6**

Land use

**Plan 7**

Surface water drainage features

**Plan 8**

Landscape and biodiversity assets

**Plan 9**

Airport Layout – 2022

**Plan 10**

Planned developments – Boeing Hangar

**Plan 11**

Planned developments – Pier 6 Extension

**Plan 12**

Planned developments – Gatwick Station

**Plan 13**

Surface access key features

**Plan 14**

Air Noise Map.

Leq Contours – Summer Day – 2017

**Plan 15**

Air Noise Map.

Leq Contours – Summer Night – 2017

**Plan 16**

Air Noise Map.

Leq Contours – Summer Day – 2022

**Plan 17**

Air Noise Map.

Leq Contours – Summer Night – 2022

**Plan 18**

Airport Layout. Main runway – 2032

**Plan 19**

Airport Layout.

Standby and main runway – 2032

**Plan 20**

Airport Layout. Additional runway

**Plan 21**

Safeguarded Land. Additional runway

**Plan 22**

Surface Access. Additional runway

**Plan 23**

Air Noise Map. Main Runway –  
Leq Contours – Summer Day – 2028

**Plan 24**

Air Noise Map. Main Runway –  
Leq Contours – Summer Night – 2028

**Plan 25**

Air Noise Map. Main Runway –  
Leq Contours – Summer Day – 2032

**Plan 26**

Air Noise Map. Main Runway –  
Leq Contours – Summer Night – 2032

**Plan 27**

Air Noise Map. Standby and Main Runway –  
Leq Contours – Summer Day – 2028

**Plan 28**

Air Noise Map. Standby and Main Runway –  
Leq Contours – Summer Night – 2028

**Plan 29**

Air Noise Map. Standby and Main Runway –  
Leq Contours – Summer Day – 2032

**Plan 30**

Air Noise Map. Standby and Main Runway –  
Leq Contours – Summer Night – 2032

**Plan 31**

Air Noise Map. Additional Runway –  
Summer Day – 2040

# FOREWORD

It has been a period of change and positive developments since our draft master plan was published in October 2018.

In the last nine months alone, Gatwick has surpassed 46 million passengers in a year for the first time, adding more routes to its growing global connections including Shanghai, Rio and San Francisco; the operational issues that UK and European airports faced over the winter brought the matter of airport resilience into sharp focus; and there has been a renewed focus on the UK's climate change commitments as well as the need for airspace modernisation across Britain's skies.

Meanwhile VINCI Airports took a majority stake in Gatwick, starting a new long-term partnership with Global Infrastructure Partners (GIP), that will bring continuity, further investment and an exciting new chapter in the airport's 60 year story.

These factors and many others highlight how dynamic and ever-changing the aviation industry can be – it underlines the need for airports to be forward-thinking in how they will grow and adapt to build resilience and meet future demand, whilst doing so in a sustainable way that respects the environment.

Against this backdrop, our draft master plan published last Autumn set out three scenarios for Gatwick's future operations and growth.

It explored how we might grow in the near term by deploying the latest technology to increase the capacity of our main runway. It also made clear that whilst we are not actively pursuing the provision of an additional runway to the south of the airport, we believe it is in the national interest to continue safeguarding this land for the future.

Finally, in line with Government policy, our draft master plan looked at how we could make best use of our existing runways through bringing our existing standby runway into routine use for the first time, alongside our main runway.

Since the draft master plan was published, events over the last nine months have reinforced the need for greater resilience and additional capacity through sustainable airport growth. We were therefore encouraged that the 12-week consultation on our draft master plan highlighted broad support for Gatwick's future growth ambitions.

Two-thirds (66%) of respondents supported our intention to grow by making best use of Gatwick's existing runways, including the innovative plan to add resilience and capacity by bringing our existing standby runway into routine use alongside our main runway. There was also clear support (59%) for the continued safeguarding of land for an additional runway should it

be required in the future. More generally, there was recognition of the economic benefits Gatwick delivers, with over half of respondents (53%) making positive comments about the potential employment and economic opportunities from the continued growth of the airport.

Nonetheless, the feedback received made clear that our local communities and stakeholders have questions on the consequences of continued growth in terms of increased environmental impacts, noise effects and pressure on existing local infrastructure and services. This is entirely understandable and indeed matches Government policy that airport growth must be subject to environmental impacts being appropriately addressed. It also echoes wider discussions about the UK's climate change commitments.

Gatwick has always recognised the importance of faster global and local action on climate change and we support the Government's leadership and commitments to net zero carbon by 2050. Clearly the aviation industry has a crucial role to play and Gatwick looks forward to working with Government and our industry partners to meet this new level of ambition. Gatwick's strong track record means we are already playing our part – we became not only the first carbon neutral London airport, but also the first airport to achieve zero waste to landfill.

We are encouraged but not complacent by the feedback we have received on our plans - there is clearly broad support for Gatwick's growth ambitions and the economic benefits they will deliver; but so too is there a need for more work and more information on key areas such as noise, environmental impact, transport and local infrastructure needs.

It is with this in mind that we will undertake further detailed design and development work to bring our existing standby runway into routine use and thereafter to seek consent via the planning process through what is known as a Development Consent Order (DCO). As part of the DCO process, we will present detailed plans on the scheme, having regard to the feedback to our draft master plan, for a public consultation which will allow our local authorities, communities, businesses and partners an opportunity to provide more feedback as our scheme evolves. As always, we will listen to all views before submitting an application for a DCO to the Planning Inspectorate.

New initiatives and innovative solutions are needed if we are to tackle the challenges and seize the opportunities ahead. Our standby runway plans will help build greater resilience in the UK airports system as well as creating more competition and choice to benefit all passengers, as well

as enhancing the local region with jobs, trade, connectivity and tourism. Crucially, by unlocking additional capacity largely within the airport's existing footprint, we can grow in the most sustainable way, allowing Gatwick to continue its good track record on carbon reduction and managing its other environmental effects.

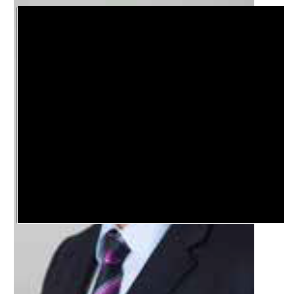
In the meantime, through the development of better technology we will also continue to make best use of our existing main runway, so that Gatwick can continue to serve its passengers and UK plc with more choice and new global connections. Similarly, we will continue to seek the safeguarding of land that has been identified for an additional runway, not as a scheme that we are actively pursuing, but a 'future-proofing' step that we believe is in the national interest.

The key to making these plans a success will be collaborative working. As we said in our draft master plan, Gatwick has got to where it is today only through partnership with our local authorities, our communities, our passengers, our airlines, our airport partners and our stakeholders. So, as we look towards the future we will continue to engage with interested parties and listen to feedback to ensure we shape these plans together.

I look forward to outlining our plans in more depth in the future so that as we

move towards the formal DCO process, we can deliver on our ambitions with the broadest possible consensus.

Stewart Wingate, Chief Executive Officer



# PREFACE

---

## INTRODUCTION

Gatwick Airport's draft master plan was published on 18 October 2018. The document had two aims. Firstly, to bring our stakeholders up to date with our thinking on how we see Gatwick developing in accordance with our current Capital Investment Programme and potential investment plans to 2022. Its second aim was to explain how we believe the airport can meet the growing demand for air travel by aligning with Government policy of making best use of existing runways and providing Britain with enhanced global connectivity delivering more flights to more destinations.

We presented three growth scenarios for the airport's longer-term future. These were:

- Scenario 1: where it remains a single runway operation using the existing main runway
- Scenario 2: where the existing standby runway is routinely used together with the main runway
- Scenario 3: where we continue to safeguard land for an additional runway to the south.

In the draft master plan we indicated that these three scenarios could be used either separately, or in combination, and were not mutually exclusive choices.

## NATIONAL AVIATION POLICY

In December 2018 following the publication of the draft master plan consultation, the Government published its UK Aviation Strategy Green Paper: Aviation 2050: The future of UK aviation.

The Green Paper states that "the Government believes that forecasted aviation demand up to 2030 can be met through a Northwest runway at Heathrow and by airports beyond Heathrow making best use of their existing runways subject to environmental issues being addressed", (para 3.11).

It also states that "it is prudent to continue with a safeguarding policy to maintain a supply of land for future national requirements and to ensure that inappropriate developments do not hinder sustainable aviation growth" (para 3.66).

Further guidance is also given in relation to other considerations including noise, emissions, surface transport and resilience.

We believe that the three scenarios outlined within the draft master plan document are aligned with Government policy.

## THE CONSULTATION AND FEEDBACK

The draft master plan was published on 18 October 2018 with the public consultation running for 12 weeks until 10 January 2019.

Alongside this document we have published a draft master plan Consultation Report which sets out the consultation activity undertaken. It also contains an overview of the feedback received on the key issues and how we have responded to the main themes raised by our stakeholders.

Other than this new chapter, an update to the Foreword, an update to section 2.1.1 regarding Gatwick ownership, the contents of and data contained in our master plan 2019 remain the same as was presented during the consultation. However, as explained in Chapter 4 of the Consultation Report many of the key themes raised by participants will be addressed further as we take forward our plans for future growth.

## FUTURE GROWTH

In reaching a decision on how we intend to take forward future growth plans, we have carefully considered the current and emerging national aviation policies and strategy and also our ability to use improved technology to enable future growth. We have also considered the feedback and comments received as part of the draft master plan consultation.

Taking the three scenarios in turn, our approach to growth and improved resilience is:

### **Scenario 1: where it remains a single runway operation using the existing main runway**

We will continue to develop Gatwick's longer term future through the use of technology to increase capacity on our existing runway.

### **Scenario 2: where the existing standby runway is routinely used together with the main runway**

Our intention is to progress detailed design and development work associated with Scenario 2. This would make best use of our existing runways, subject to environmental issues being appropriately managed. It would provide additional operational resilience; and a growth scenario which offers capacity benefits whilst minimising development outside of the existing airport boundary.

Making best use of Gatwick's existing runways provides greater UK point to point airport capacity to assist in delivering unmet Department for Transport forecasted aviation demand to 2050.

Future growth of the airport would generate significant economic benefits to the national, regional and local economies, including supporting inward investment for business travellers and tourism. Jobs and skills would be created as well as opportunities for local businesses and the local area.

In progressing this approach, we will have regard to the consultation feedback received during the draft master plan consultation. Additionally, we will assess the economic benefits such as job and skills creation and how these are balanced against environmental impacts associated with this growth scenario, including any potential mitigation measures.

### **Scenario 3: where we continue to safeguard land for an additional runway to the south.**

In line with Government policy (both local and national) we would continue to safeguard land for an additional runway to the south of the airport as set out in Scenario 3.

## STAKEHOLDER ENGAGEMENT

We are aware that in responding to the draft master plan stakeholders had many different views. We will have regard to all these responses as we move forward and will use them to help shape our plans.

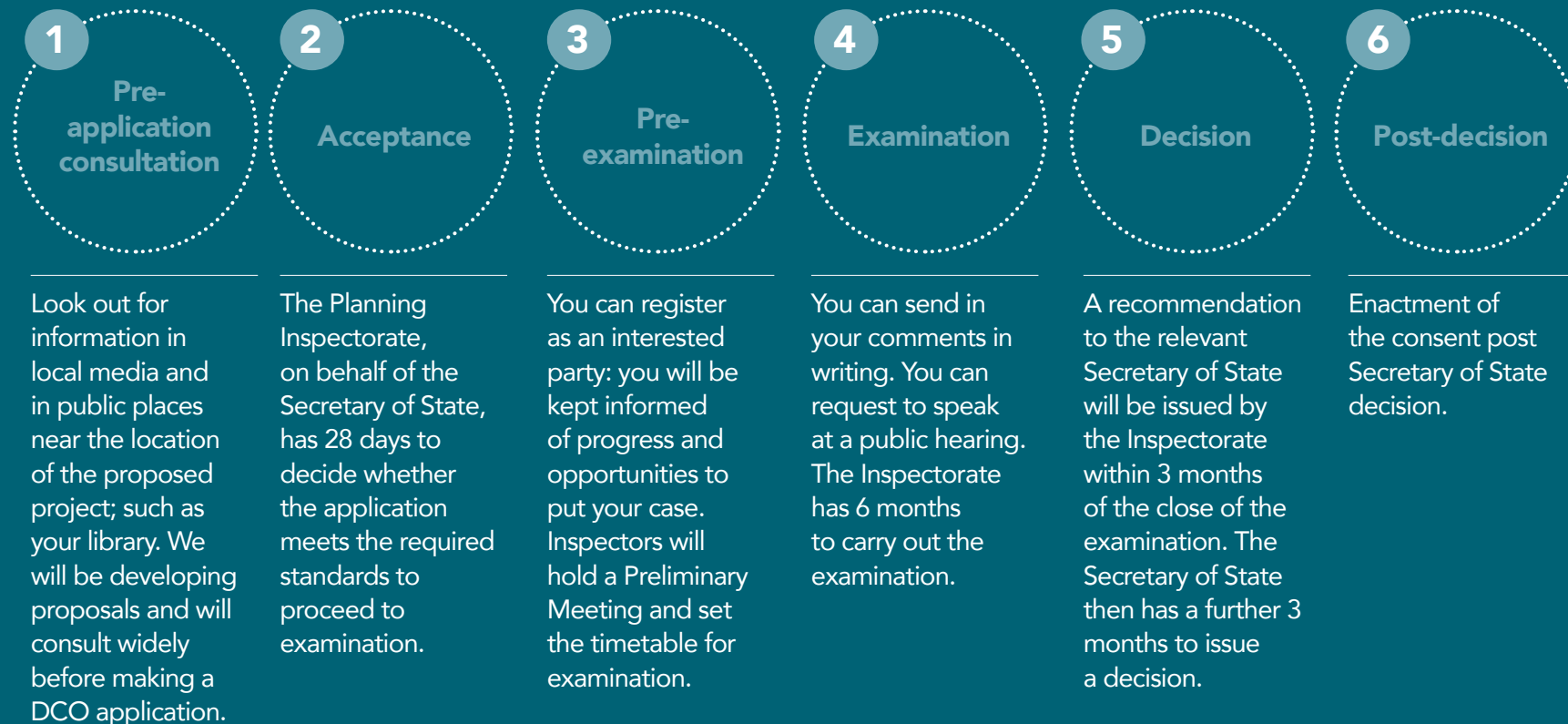
We will continue to engage with our stakeholders in further consultation once we have worked up more detailed information. We will do this within a Development Consent Order process for Scenario 2 – more information on this is set out on the following pages.

## SCENARIO 2 – THE PLANNING PROCESS

As we outlined in our draft master plan the indicative passenger forecasts for growth Scenario 2 showed the potential for an increase in passenger numbers of greater than 10 million passengers per annum (mppa). This increase in capability requires that the development be consented through the Nationally Significant Infrastructure Project (NSIP) route under the Planning Act 2008. This means that we will need to apply for a Development Consent Order (DCO) to gain planning permission. NSIP applications are examined by the Planning Inspectorate (PINS) and finally decided by the Secretary of State.

See flow diagram below of the process.

### THE SIX STEP PROCESS AS SET OUT BY THE PLANNING INSPECTORATE<sup>1</sup>



<sup>1</sup><https://infrastructure.planninginspectorate.gov.uk/>



---

## **NEXT STEPS AND FURTHER CONSULTATION**

Before we submit our DCO application we will carry out a number of studies around design and development to help us define and refine our proposals, understand the potential impacts and identify any necessary mitigation measures which could be brought forward as part of the development proposals.

Once we have completed this our intention is to bring forward and consult on a wide range of information, prior to the submission of a DCO application. This consultation will be a further opportunity to give your views on our proposals before we submit our proposals to the Planning Inspectorate.

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

We will also be beginning conversations with key stakeholders and regulators as well as engaging with local community members and their representatives and local businesses. We will continue to keep our website and other communications channels updated.



---

# MASTER PLAN

# EXECUTIVE SUMMARY

1. Gatwick has been transformed under new ownership since 2009. It has become a key element in the country's national infrastructure, an economic engine for local and regional growth and the airport of choice for millions of passengers. It contributes £5.3bn to the UK economy and supports over 85,000 jobs<sup>2</sup>. At peak times it is the busiest single-runway airport in the world and is ranked 12th in the world for the number of long-haul destinations served. Aviation will have an ever more important role to play in the next chapter for Britain and we are ambitious to do even more for the country at this critical time.

2. We recognise our responsibilities to those living near the airport. Gatwick supports thousands of jobs and is active in developing skills and opportunities in all parts of the local community. Equally the nature of the aviation industry inevitably means that those living closest to an airport will at times be impacted by its operations. At Gatwick we will continue to do everything we can to develop and grow sustainably, creating the right balance between economic growth and environmental impact.

3. The purpose of this draft master plan is two-fold. Firstly, a great deal has changed since the last master plan was published in 2012 and we wish to bring our wide range of stakeholders up to date with our present thinking on how we see Gatwick developing over the next 5 years. Secondly, in a situation where demand for air travel continues to outstrip capacity, we look ahead a further 10 years to 2032 and present three growth scenarios for the airport's longer term future:

1

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

2

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

3

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

<sup>2</sup>Oxford Economics: *The economic impact of Gatwick Airport. 2017. Includes induced benefits.*

4. This draft master plan provides information on these scenarios, not only to help the reader understand how Gatwick might develop in terms of passenger numbers and physical infrastructure, but also to understand the potential environmental impacts and economic and employment benefits. A key priority for us is that the airport should develop in a sustainable manner. For this reason, the master plan sets out in some detail Gatwick's environmental strategies as well as our strategies in relation to employment and skills, as well as supporting local business and economic growth. Another important priority for us is delivering a high quality service for our customers, and the master plan explains some of the projects we plan to deliver which will ensure an efficient and resilient operation.

5. The Government recently published a policy document titled 'making best use of existing runways' which sets out its thinking on how airports should make best use of their existing runways whilst balancing their economic benefits and environmental impacts. The first two of our growth scenarios are consistent with this policy. This policy document forms part of the Government's work to develop a new Aviation Strategy. As details of this strategy emerge, we will monitor how it affects our draft master plan. The Government has recently finalised its Airports National Policy Statement supporting expansion at Heathrow. As a result we are not actively pursuing plans for an additional runway to the south.

6. Gatwick's single runway handled 45.7 million passengers in the year 2017/18. When the North Terminal was proposed in the late 1970s it was thought that the one runway/two terminal airport could accommodate around 25 million passengers per annum (mppa). Through a combination of greater use of the airport in the off-peak periods, more intensive use of the runway at the peak periods, and a shift to larger aircraft and higher load factors, airport capacity grew over time to today's level of just over 45mppa. We now believe that these same factors will enable the single runway airport to grow over the next 5 years to 53mppa. We set out later in this document how the airport's infrastructure may need to evolve to accommodate this level of throughput.

7. Demand for air travel is forecast to continue growing. The Department for Transport's most recent forecast of October 2017 shows demand for air travel in the UK rising from 267mppa in 2016 to 355mppa by 2030 and 495mppa by 2050. Capacity constraints (which are principally felt in the South East of England) would, however, limit throughput to well below these levels. We know that more airlines would use Gatwick if runway slots were available. Consequently, we have been considering how we could maximise Gatwick's ability to meet this growing demand in the medium and longer term, and the master plan outlines three growth scenarios. These scenarios are not exclusive choices; Gatwick could transition from one to another within the timeframes discussed in this draft master plan.



8. If the airport continues with the existing single runway operation we believe that by 2032 Gatwick could be processing up to 61mppa, although year on year growth rates will decline as the runway constraints become more binding. This level of throughput would be possible if, as expected, new air traffic management technologies allow some additional peak hour capacity to be released. Even so, most of the growth will be outside the current peak times and therefore the need for additional infrastructure will be relatively modest. With the introduction of quieter aircraft, we expect to see Gatwick's noise footprint continue to reduce despite the increase in aircraft movements.



9. A higher level of growth would be possible if we bring the existing standby runway into regular use (for departing flights only). The standby runway is currently used only when the main runway is temporarily closed. Our 1979 Section 52 Agreement<sup>3</sup> with West Sussex County Council precludes the simultaneous use of both runways. This agreement expires in 2019. By operating both runways simultaneously, we would be able to add between 10 and 15 additional hourly aircraft movements in the peak hours, which could deliver up to 70 million passengers by 2032. The airfield would need some reconfiguration and some additional support infrastructure would be required. However we expect to keep the airport development within the airport's existing footprint and the airport would remain a two terminal operation. Initial indications are that aircraft noise generated by this scheme would be broadly similar to today's level.

10. This scheme would make best use of our existing runways and provide Gatwick with a growth scenario which offers capacity and resilience benefits but without the scale of change required for the full additional runway scheme we submitted to the Airports Commission. It also aligns with Government's long established, and recently reiterated, policy of making best use of existing runways. It would provide the country with much needed additional runway capacity and would promote greater competition between airports, which has been proven to deliver benefits to the consumer.

<sup>3</sup>1979 Agreement with West Sussex County Council not to build a second runway, or operate the standby runway simultaneously with the main runway.

A graphic consisting of a large dotted circle. Inside the circle, at the top, is a smaller solid orange circle containing the number '3'. Below the number, the text 'SAFEGUARDED ADDITIONAL RUNWAY TO THE SOUTH' is written in orange, all-caps, sans-serif font.

### 3 SAFEGUARDED ADDITIONAL RUNWAY TO THE SOUTH

11. The Department for Transport's guidance on the preparation of airport master plans encourages airports to engage with their stakeholders at an early stage even if the full facts are not known. In accordance with this guidance, and in the light of the impending expiry of the Section 52 Agreement, we are bringing forward now our present thinking on how the existing standby runway could be used in the future, even though we have not completed all of our technical studies on this scheme. If we decide to take forward this scheme, it is likely that planning permission would need to be obtained through the Development Consent Order process - in which case, formal consultations would be undertaken based on a more complete understanding of the implications than is available at this stage. This consultation might take place during 2019. We believe that preparing for and completing this consent process would take up to five years and, allowing for the necessary construction activity, the standby runway could be brought into use alongside the main runway in the mid-2020s.

12. Although the Government's Airports National Policy Statement supports a third runway at Heathrow, we believe an additional Gatwick runway, built to the south, should continue to be safeguarded. We believe it is in the national interest to preserve this opportunity to build a new runway in the south east to meet longer term demand growth. DfT's forecasts show that by 2025 the main London airports, with the exception of Stansted, are expected to be effectively full and that, even with a third runway at Heathrow, UK airport capacity constraints will be apparent by 2030 and in subsequent years.

13. An additional runway could be delivered within approximately ten years of starting the planning process and would take Gatwick's capacity to approximately 95mppa. This is a much higher capacity scheme, requiring more significant changes to the airport and surrounding roads. While it would maximise the economic benefits Gatwick brings to the region, it would increase environmental impacts and, for that reason, our additional runway proposal submitted to the Airports Commission included both mitigation and compensation measures. Although, in view of Government support for expansion at Heathrow, we are not currently pursuing this scheme we believe it remains a credible means of providing longer term growth for the country, and it should therefore continue to be safeguarded.

## A SUSTAINABLE OPERATION

14. Regardless of the development scenario selected we remain committed to operating and developing Gatwick in a sustainable way. We will continue to use our Decade of Change sustainability strategy to drive efficiency improvements and reduce Gatwick's environmental footprint. This strategy has already delivered strong results and Gatwick has become the first London airport to hold Airport Carbon Accreditation at "Neutral" level (level 3+) and the first airport to hold Carbon Trust's Zero Waste to Landfill standard. We will continue to engage with stakeholders on issues such as noise management and air quality and we will continue our community support programme through sponsorship, grants, educational programmes and business development fora.

**Gatwick is the first London airport to hold both AIRPORT CARBON ACCREDITATION at "Neutral" level (level 3+) and the Carbon Trust's Zero Waste to Landfill standard**







# 1

# INTRODUCTION

---

1.1 Our vision for Gatwick

1.2 This Master Plan

---

## 1.1 OUR VISION FOR GATWICK

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

### OUR SIX STRATEGIC PRIORITIES

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

#### PASSENGERS

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

#### PARTNERS

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

#### PEOPLE

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

#### COMMUNITY

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

#### SAFETY

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

#### INNOVATION

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

## AIRPORT FOR BRITAIN

### National infrastructure asset

1.1.3 Gatwick is already a key component of the UK's transport infrastructure and we want to maximise its future potential. In recent years Gatwick has seen unprecedented investment and growth and has benefited from serving a continually expanding range of destinations and airlines, maintaining its position as the second largest airport in the UK. In a post-Brexit Britain, we want Gatwick to continue its key role in strengthening global connections, trade, tourism, jobs and investment.

### Global connectivity

1.1.4 Gatwick already serves over 45m passengers per year and is the 7th busiest airport in Europe, with the 12th largest long-haul network. Our airlines fly to over 200 destinations including over 60 long-haul routes with, for example, over 300 flights a week to North America alone. Mirroring this growth in long-haul passenger flights, cargo volumes are growing rapidly – up 20% in the last year. Our aim is to build on this success, growing our route network further and opening up new travel and business opportunities.

### Ability to serve all aviation markets

1.1.5 A particular strength we want to capitalise on is Gatwick's ability to accommodate and support the full range of airline business models. We have a long history of hosting airlines which offer full-service and charter services, and recent years have seen remarkable growth in low-cost operators on long-haul, short-haul and domestic routes. This growth by low-cost airlines stems from our relatively low landing charges, a focus on operational efficiency, a willingness to innovate, and easy access to destinations in London and the South East. The recent strong growth in long-haul services has also increased the number of inbound overseas visitors travelling to the UK for both business and leisure purposes.

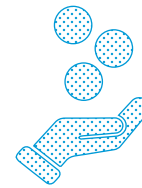
### Enabler of economic growth

1.1.6 We want to maximise Gatwick's potential as an enabler of economic growth. The airport already contributes £5.3bn to the UK's GDP and supports 85,000 jobs in the UK, of which around 23,000 are located at the airport itself. By facilitating the continued growth of the airport, we can help generate higher levels of economic benefits and more job opportunities.

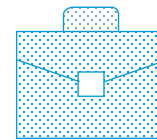
### Ground transport connectivity

1.1.7 We want to build on Gatwick's already strong surface transport links. Our rail station has daily, direct connections to over 120 other stations, which we believe is more than any other European airport station. Significant improvements are underway on the road and rail network, and a radically improved station will shortly be under construction. This will help us increase the already high proportion of our passengers and staff who use sustainable transport modes to access the airport.

## GATWICK



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



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



**23,000**  
PEOPLE EMPLOYED  
AT THE AIRPORT ITSELF

## AIRPORT FOR THE FUTURE

### *Aviation trends*

1.1.8 We are well placed to capitalise on the changes that are taking place within the aviation industry, such as the introduction of more efficient and quieter aircraft, the growth in low-cost long-haul services, and the availability of new technologies to streamline processes, deliver greater efficiency and improve customer service.

### *New routes*

1.1.9 New, longer range and more fuel-efficient aircraft types are entering service and these are opening up opportunities for new direct air services. Allied to the rapidly increasing demand for air travel from emerging global markets, this is generating a growing demand for air travel to and from the UK.

### *New technology*

1.1.10 We will continue to focus on innovative use of new technologies and processes. This focus has already allowed us to outstrip all previous expectations on the amount of capacity and the quality of service that can be provided at the airport.

1.1.11 We will continue our investment in new technologies designed to improve the passenger experience, for example reducing the time spent at check-in and security. We are already exploring the use of machine-assisted technology (for example in car parks), augmented reality technology to assist wayfinding, and the use of electric and driverless vehicle technology. These new technologies and processes will enable Gatwick's infrastructure to process more passengers whilst maintaining or improving service standards.

### *Efficient and Resilient operations*

1.1.12 We will work collaboratively with our industry partners to ensure that best use can be made of our existing main and standby runways. This work is not limited to seeking additional capacity but importantly focuses on how the operation can be made more efficient, more resilient and more punctual. We will seek ways to reduce delays to aircraft operations through the development and application of the latest processes and technology. This will not only bring commercial and passenger service benefits but will also reduce carbon emissions.

### *Sustainability*

1.1.13 Technology and process improvements can help reduce our environmental impacts. We were the first airport in London to be given a 'Level 3+ Neutral' certificate by Airport Carbon Accreditation. We use 100% certified renewable energy to run the airport and have built a world-leading waste-processing plant. By driving energy efficiency we will continue to reduce costs and limit our carbon emissions. It will also assist us to ensure that the airport's air quality continues to meet legal standards.

1.1.14 We will continue supporting our Noise Management Board and engaging with local communities to identify and implement noise reduction and mitigation strategies. We will also seek outcomes from the planned modernisation of the South East airspace which will help to reduce engine emissions and noise impacts.

## AIRPORT FOR EVERYONE

### *Meeting the needs of all passengers*

1.1.15 We want to maintain our unique position as the airport that caters for all airline types and all categories of passengers – from business travellers to families going on holiday. We will continue to consult these different types of passengers to identify their specific requirements and expectations so that we deliver the future airport which best serves their needs.

### *Accessibility*

1.1.16 We will continue to strive for accessible air travel for all passengers. For example we have been focusing on delivering improved services for passengers with accessibility issues, an area where we acknowledge more attention is required. This includes the introduction of lanyards for those with hidden disability, the appointment of autism champions, and investing in new facilities for passengers who need special assistance.

### *Innovative service offers*

1.1.17 We will continue to explore ways of improving services in a world where passenger expectations and requirements are constantly evolving. We will exploit IT developments to provide customers with new ways of accessing real-time information about their journey, for example through our innovative passenger app. We will also continue to develop new and exciting retail and catering offers so that passengers' spare time at the airport can be as enjoyable as possible.

## AIRPORT FOR THE COMMUNITY

### *Economic and employment benefits*

1.1.18 We want to maximise the positive contribution Gatwick makes to local communities through employment opportunities and through our supply chain. We are developing new ways of raising local awareness of job vacancies at the airport and provide help to local unemployed people through our employability programme. We will focus on improving opportunities for local business to supply goods and services to Gatwick. We are sponsoring partners for the Gatwick Diamond 'Meet the Buyers' event, and will continue to work actively with regional partners to create new business opportunities for local companies.

### *Education*

1.1.19 We will continue to promote Science, Technology, Engineering and Maths (STEM) subjects amongst local school children, for example 'Crawley STEMfest' and the 'Big Bang South East'. Our exciting new programme, Learn Live, broadcasts Gatwick Airport live into classrooms across the country, showcasing key airport themes and careers

### *Managing and mitigating impacts*

1.1.20 We aim to do everything we reasonably can to deliver a sustainable operation. As Gatwick's growth continues, we will remain sensitive to the impacts our operation has on local people. We have a wide range of engagement fora in place. In 2016 we set up a Noise Management Board, through which we will continue to work with industry and community representation to seek practical ways of reducing noise impacts. We will continue to provide grants for sound insulation to those most affected by noise. We will continue to implement schemes designed to improve air quality and will ensure that all air quality standards continue to be met.

### *Local community support*

1.1.21 We want to continue our role in assisting local good causes through sponsorship and direct grants. We launched the Gatwick Foundation Fund in 2016, working in partnership with the Community Foundations in Kent, Surrey and Sussex to oversee £300,000 of annual grants for good causes across the region.



## 1.2 THIS MASTER PLAN

**1.2.1 Gatwick’s last master plan was published in July 2012. Since then there have been significant changes within the industry. The Government has decided to support a third runway at Heathrow and is in the process of developing a new Aviation Strategy. It is best practice to provide regular updates about how Gatwick might develop, and we believe that now is the right time to set out our current thinking.**

1.2.2 Our 2012 Master Plan was published at a time when the UK aviation industry was recovering from a major, worldwide recession. Passenger numbers at Gatwick had still not returned to their pre-recession levels, and our focus was on making much-needed improvements to the existing airport, following its sale by BAA in 2009. The Coalition Government had cancelled plans for expanding Heathrow and our forecasts predicted that the milestone of 40 million passengers per annum (mppa) at Gatwick would be reached in 2021.

1.2.3 Since the publication of our 2012 Master Plan there have been significant changes. We have seen unprecedented levels of growth in demand at Gatwick which have been accommodated through the application of industry-leading technology and processes, along with significant development projects. We have seen major changes in the industry including the introduction of new generation long-haul aircraft such as the B787 and A350, and the introduction of low-cost long-haul services. We have also seen a much greater level of engagement with our local communities on issues such as the management of aircraft noise and increased support for educational and training programmes.

1.2.4 The current airport operation and infrastructure is described in **Chapter 2**.

### GATWICK’S ROLE IN FACILITATING FUTURE GROWTH

1.2.5 Following the work of the Airports Commission the Government has given policy support for a third runway at Heathrow. However the process of obtaining planning consent is such that it will be many years before the third runway can be brought into use. In the meantime the Government is developing a new Aviation Strategy which should be completed in the first half of 2019.

1.2.6 The Government’s forecasts show that demand for air travel will continue to rise and is likely to be capacity constrained. London City, Stansted and Luton airports all have plans to grow to help meet this growth in demand - but there will still be a gap.

1.2.7 Changes in the aviation market and the latest developments in the Government’s aviation strategy are explored in **Chapter 3**.

1.2.8 This draft master plan shows how Gatwick can respond to these changes and grow over the next fifteen years, in order to deliver economic benefits for the region and the UK, particularly by making best use of its existing infrastructure. There are three broad ways that – used either separately or in combination – might enable Gatwick to grow to meet increasing demand for air travel:

- **Growing by making the best use of the existing main runway** If Gatwick remains a single runway airport then we are committed to extracting the maximum value from the existing infrastructure, whilst delivering a sustainable and resilient operation.
- **Growing by bringing the existing standby runway into regular use alongside the main runway.** This is an opportunity which we are still exploring but, based on current findings, it is one which we may choose to progress in the near future.
- **Growing by building an additional new runway to the south of the existing airport.** We are not currently progressing this scheme but believe it is one which is in the national interest to continue to safeguard for the future.



## THE SINGLE MAIN RUNWAY AIRPORT

1.2.9 Gatwick has grown much faster than anyone predicted when the 2012 Master Plan was published. We are now handling over 45 million passengers per annum, which was previously considered to be the ultimate capacity limit of the single main runway airport. Despite this, traffic is still growing and we believe it can continue to do so.

1.2.10 Using one main runway, Gatwick is already capable of accommodating significantly more flights and passengers than was previously thought possible. In the late 1970s, when North Terminal was being planned, the maximum airport capacity was thought to be 25 mppa. Since 2000, estimates have suggested 40-45 million passengers to be the maximum potential. This draft master plan shows that Gatwick's capacity with one main runway is now expected to be up to 61 mppa by 2032.

1.2.11 The development of Gatwick with one main runway is explored in the short term (5 years) in **Chapter 4**, and in the longer term (10-15 years) in **Chapter 5**.

## THE STANDBY RUNWAY SCENARIO

1.2.12 In view of the eventual constraints of the existing single runway and the clear evidence of increasing demand for air travel, we have examined ways to further increase the capacity potential of Gatwick as well as improving its operational efficiency and resilience.

1.2.13 In this work we have explored the possible use of our existing standby runway simultaneously with our existing main runway – although for departing flights only. The standby runway (also known as the emergency runway or northern runway) was granted planning permission in 1979. It provides an alternative

runway for use when the main runway is closed as a result of planned maintenance or an incident. The standby runway was created by widening an existing taxiway.

1.2.14 Owing to the close proximity of the two runways, the capacity gain would be appreciably smaller than under the full additional runway scheme submitted to the Airports Commission. Nevertheless it would support more growth than the single main runway could sustain on its own, adding around 10-15 additional movements in the peak hours, which could deliver up to 70 million passengers by 2032. This strategy aligns with the Government's support for making best use of existing runways as confirmed in its 2018 policy document 'The future of UK aviation: making best use of existing runways'.

1.2.15 **Chapter 5** provides more information on the standby runway scenario and how it might be delivered.

## SAFEGUARDING FOR AN ADDITIONAL NEW RUNWAY TO THE SOUTH

1.2.16 In our submissions to Government in connection with its review of runway capacity in the UK, we demonstrated that an additional independent runway at Gatwick would be a viable and credible project. However, we acknowledge that Government has instead chosen to support the provision of a third runway at Heathrow.

1.2.17 The DfT's October 2017 forecasts show that demand for air travel will continue to exceed supply both before and after a third runway is provided at Heathrow. It is therefore likely that a further, additional new runway will be required in the south-east at some point. The new Aviation Strategy will provide a framework for growth beyond 2030, by which time the DfT's forecasts

show Heathrow will be full, even with a third runway. For this reason, it is prudent – and in the national interest – to continue to safeguard land at Gatwick for an independent full length southern runway.

1.2.18 Previously we have referred to our scheme submitted to the Airports Commission as the 'second runway' scheme (sometimes shortened to 'R2'). However in this draft master plan we refer to this scheme as the 'additional runway' to avoid confusion with the standby runway scheme described above.

1.2.19 Details of the safeguarded additional runway scheme can also be found in **Chapter 5**.

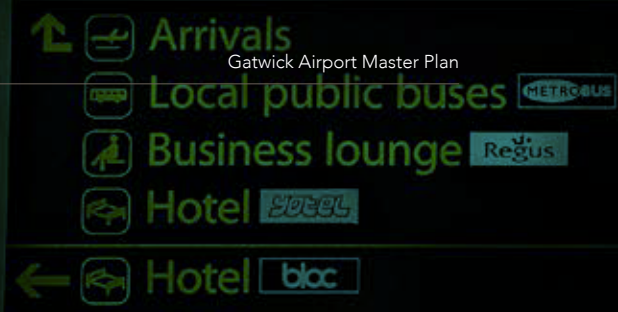
## A SUSTAINABLE OPERATION

1.2.20 One of our key objectives is for Gatwick to be the UK's most sustainable airport, managing our environmental impacts in line with Government policies, and maximising the economic and social benefits that Gatwick's operation can support.

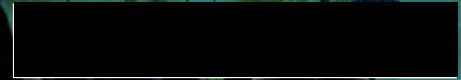
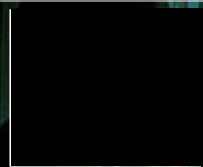
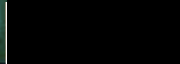
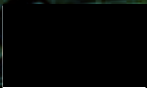
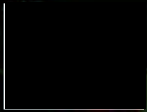
1.2.21 This draft master plan provides more information on our sustainability strategies and community engagement in **Chapters 6, 7 and 8**.

# 2

# GATWICK TODAY



- 2.1 Introduction
- 2.2 Traffic characteristics
- 2.3 Gatwick's infrastructure
- 2.4 Recent investment projects



## 2.1 INTRODUCTION

**2.1.1.** In 2009 the Competition Commission concluded its market investigation into the BAA group, which then included Gatwick Airport. It found evidence of substantial competition problems and required Gatwick and two other airports to be sold. Gatwick was sold by BAA in December 2009 to Global Infrastructure Partners (GIP). The airport company (Gatwick Airport Limited) recently transferred to new management with VINCI Airports on 14 May 2019, who now own the majority shareholding of 50.01% with the remainder owned by a consortium of investors managed by GIP.

**2.1.2.** Since the change in ownership in 2009, Gatwick's passenger throughput has grown by nearly 40%. New low-cost long-haul routes have been introduced and the airport has benefited from £1.5 billion of investments. These have transformed the infrastructure and the services we offer to our airlines and passengers.

**2.1.3.** In 2016 the Competition and Markets Authority (CMA) reviewed the outcomes of the break-up of BAA. The CMA found strong evidence of the benefits of separate airport ownership, particularly at Gatwick. Examples provided include better service quality, with innovative improvements to passenger services, more productive relationships with the airlines, more efficient capital investment, and greater efforts to attract new airlines and routes which have delivered strong traffic growth.

**2.1.4.** The shareholder board, chaired by Sir David Higgins and supported by the executive management team led by CEO Stewart Wingate, is committed to making Gatwick an even more successful international airport and London's Airport of Choice.

**2.1.5.** This chapter of our draft master plan provides information on our current air traffic, our passengers, airlines, aircraft and routes. It also describes the current airport infrastructure and identifies recent improvements that have been made to enhance capacity, service, sustainability and operational efficiency.

## 2.2 TRAFFIC CHARACTERISTICS

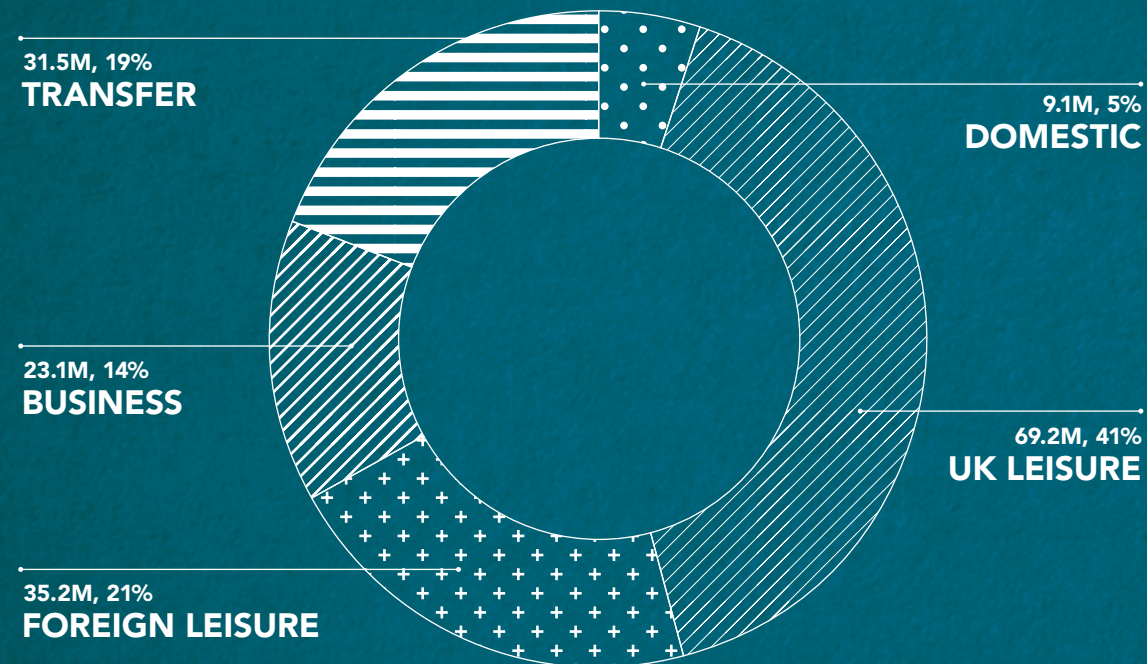
**2.2.1** The following section describes the nature of Gatwick's current air traffic; the passengers, airlines, routes and aircraft. For a commentary on potential future traffic growth see sections 3.2, 4.2, 5.2, 5.3 and 5.4.

### THE LONDON MARKET

2.2.2 London is the biggest aviation market in the world in terms of passenger numbers. In 2017/18 the five main London airports handled 171m passengers. This is more than New York, Tokyo, and Shanghai, the next three largest markets, and in large part this stems from the size of London itself. The capital is home to more than 8.9m people with another 8.8m living in the surrounding South East of England. The prediction is that London's population will grow by a further 800,000 over the next 10 years. More than a quarter of London's air passengers chose to use Gatwick Airport in 2017/18.

2.2.3 During 2017 (calendar year) 69m UK-based, and 35m overseas-based, passengers used London's airports for international leisure purposes. This is due to the city's large and prosperous catchment as well as its status as a global tourist attraction. In the same year 23m international business passengers (of which approximately half were foreign visitors) passed through London's airports, reflecting the capital's status as a major business services and financial hub. A further 9m domestic passengers used London's airports in 2017. The balance, 31m, were passengers using London's airports solely to connect between flights, rather than beginning or ending their journey in the capital.

FIGURE 2.1: LONDON AIRPORT PASSENGERS BY PASSENGER TYPE AND PURPOSE 2017



**GATWICK'S PASSENGERS**

2.2.4 In the two years following the global financial crisis in 2008, UK airport passenger volumes fell by almost 15%. Since then UK airport traffic has recovered steadily, surpassing the pre-recession peak in 2015/16. Assisted by our strategies to develop and grow the business Gatwick has fared better than most UK airports, recovering to its pre-recession peak by 2013/14. Many regional airports have yet to recover to pre-recession levels.

2.2.5 Since our last master plan was published in 2012, Gatwick has added almost 12m passengers in just 6 years, adding more than any other UK airport. This is also a much higher level of growth than we predicted in the previous master plan, and much higher than the Airports Commission predicted.

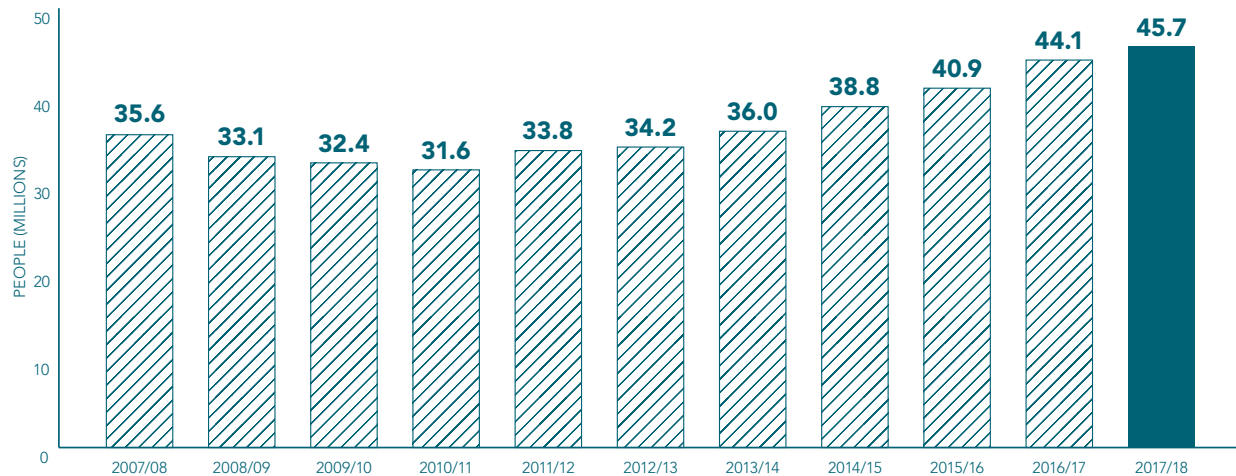
2.2.6 Department for Transport (DfT) forecasts have also underestimated Gatwick's growth in traffic. In 2013 the DfT forecast that Gatwick would accommodate 34m passengers in 2017, over 10m fewer than were actually handled in that year. The DfT's 2017 forecast update continues to underestimate passenger demand at Gatwick, projecting 45m passengers by 2030 in their central case although we have already exceeded this volume in 2017/18.

2.2.7 The increasing demand for air travel has provided the platform for growth at Gatwick and this is explored further in Sections 3.1 and 3.2. There are three main ways in which this growing demand has been converted into higher levels of traffic throughput:

*(a) More passengers per flight*

2.2.8 Average passengers per aircraft movement have grown from 140 in 2011/12 to 163 in 2017/18. This has been driven by higher load factors (the percentage of seats filled) and an increase in the average size (and therefore number of seats) of aircraft used.

**FIGURE 2.2: GATWICK AIRPORT PASSENGERS (M)**



SOURCE: GATWICK AIRPORT

**(b) Peak spreading**

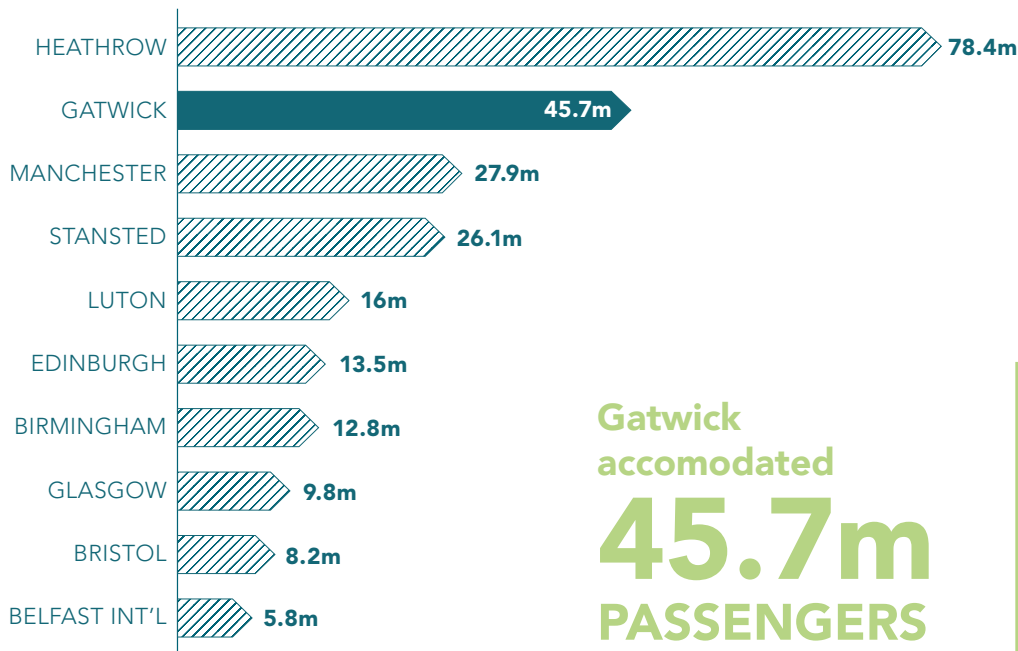
2.2.9 There has been a change in the profile of flights across the year, with a higher level of growth in the traditionally quieter periods of the year. This ‘peak spreading’ makes use of spare capacity on the runway and leads to a higher level of annual utilisation of the existing assets on the airport. Gatwick is still busier in the summer months than the winter months, and so we see further potential for this peak spreading to continue.

**(c) Growth in peak runway capacity**

2.2.10 The maximum number of scheduled aircraft movements that can be accommodated on our runway has grown from 53 an hour in 2012 to 55 an hour today. This increase has allowed more flights, including during the busy summer period.

2.2.11 This traffic growth represents a compound annual growth rate (CAGR) of 5.2% p.a. compared to the UK average of 4.1% between 2011/12 and 2017/18. In 2017/18 Gatwick reached 45.7m passengers and remains the second largest airport in the UK by passenger volume.

**FIGURE 2.3: UK AIRPORT PASSENGERS (M), 2017/18**



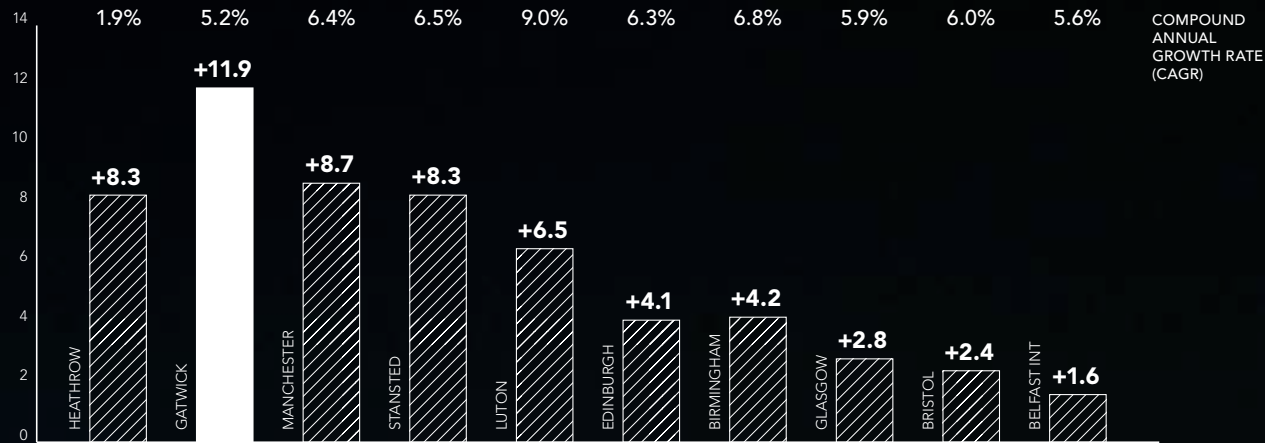
Gatwick  
accommodated  
**45.7m**  
PASSENGERS  
in 2017/18

**12M**  
ADDITIONAL  
PASSENGERS  
SINCE 2012

Remains the second  
**LARGEST**  
**AIRPORT**  
IN THE UK BY  
PASSENGER VOLUME



FIGURE 2.4: AIRPORT PASSENGER GROWTH BETWEEN 2011/12 AND 2017/18



SOURCE: CAA AIRPORT STATISTICS (FY = FINANCIAL YEAR ENDING MARCH, CAGR = COMPOUND ANNUAL GROWTH RATE. TOP 10 UK AIRPORTS CHOSEN BASED ON PASSENGER RANKING IN 2017/18)



2.2.12 Gatwick's proximity to London and extensive surface access links to the wider South East (and beyond) give us a wide catchment area. 81% of Gatwick's terminating passengers (i.e. excluding transfer passengers) were travelling to/from destinations in London or the South East. Greater London is the largest source market (42%), but nearby counties Kent, Surrey and Sussex account for a further 27%. Of the 19% of passengers travelling to/from destinations outside the South East, the majority were travelling to/from the East or South West of England (See Figure 2.5).

**27%**  
Gatwick passengers  
travel to/from Kent,  
Surrey and Sussex

**FIGURE 2.5: UK ORIGIN/DESTINATION OF GATWICK'S PASSENGERS**

REGION	SUB-REGION	% OF GATWICK TERMINATING PASSENGERS
South East	Greater London	42.2%
	Kent	7.4%
	West Sussex	6.7%
	Surrey	6.7%
	East Sussex	6.3%
	Hampshire & Isle of Wight	6.0%
	Berkshire	2.7%
	Oxfordshire	1.9%
	Buckinghamshire	1.2%
East of England		7.5%
South West		5.4%
West Midlands		1.5%
East Midlands		1.5%
Wales		1.1%
Yorkshire and the Humber		0.8%
North West		0.4%
Scotland		0.3%
North East		0.3%
Northern Ireland & Isles		0.1%

SOURCE: CAA SURVEY, 2017



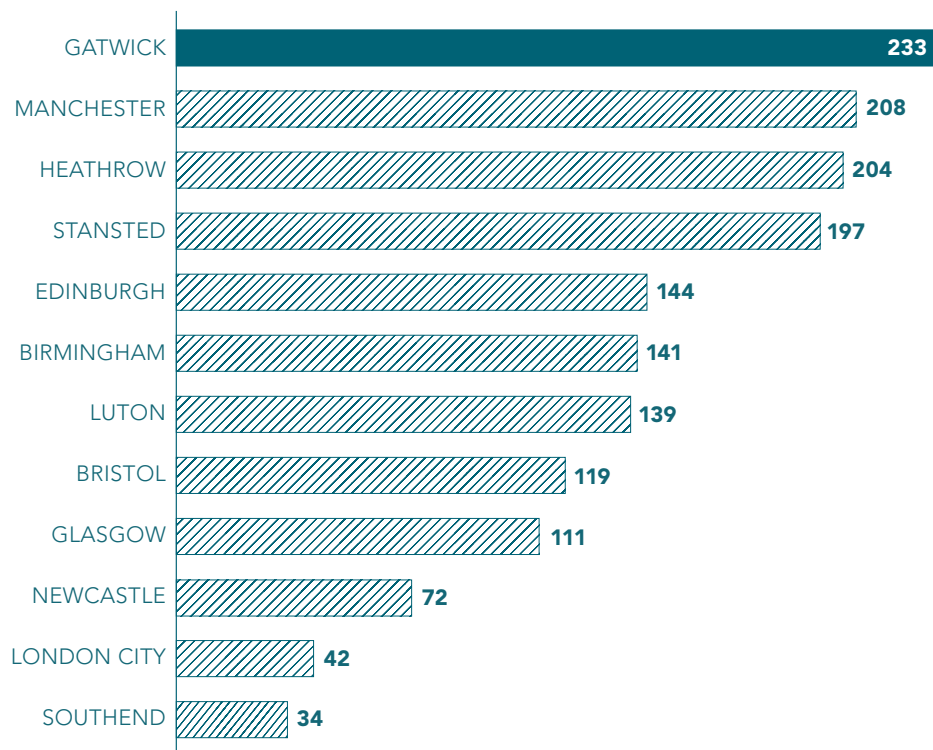
**AIRLINES AND DESTINATIONS**

2.2.13 Gatwick currently serves 233 destinations, more than any other airport in the UK, across long-haul, short-haul and domestic routes. Figure 2.6 compares UK airports in terms of the number of destinations served in 2017/18. **Plan 1** shows the location of the destinations served from Gatwick at the time of publication.

2.2.14 Gatwick is unique amongst London’s airports as it accommodates significant numbers of low-cost, full-service, charter and regional airlines. This broad range of carriers helps support a large route network. Gatwick is the largest base for easyJet, who accounted for 18.5m passengers in 2017/18. However we are also home to a wide range of other airlines reflecting the diverse markets and passenger types using Gatwick.

2.2.15 Sadly Monarch, which was Gatwick’s 8th largest airline, entered administration on 2nd October 2017. Prior to the administrators winning the right to sell the airline’s slot portfolio, airlines submitted requests amounting to 6 times the available slot portfolio, confirming the significant demand that exists for Gatwick slots.

**FIGURE 2.6: NUMBER OF DESTINATIONS SERVED BY UK AIRPORTS**



SOURCE: OAG (ANALYSIS OF WINTER 2017 AND SUMMER 2018 SCHEDULES. DESTINATIONS SERVED BY FLIGHTS WITH TOTAL OUTBOUND SEAT CAPACITY OF AT LEAST 2,000)

2.2.16 Traffic through the London airport system is dominated by short-haul international passengers and Gatwick shows the same trend with short-haul routes accounting for 72% of passengers.

2.2.17 Gatwick also has a significant, and growing, share of long-haul traffic. Long-haul markets account for 17% of passengers at Gatwick with 7.6m long-haul passengers using the airport in 2017/18. Gatwick's long-haul market had traditionally been built around a solid core of primarily leisure routes to the US and the Caribbean. However, this has been changing in recent years. We have witnessed the rapid expansion of long-haul operation with new services to New York, Boston, Los Angeles, Buenos Aires, Singapore, Seattle and Taipei. There are also new long-haul routes from Cathay Pacific, Tianjin Airlines, WestJet, Air Canada, China Airlines, Air China, Norwegian and British Airways. Gatwick now serves over 60 long-haul destinations and further routes are planned.

2.2.18 The pace of long-haul growth has increased in recent years, delivering 1.2m additional passengers in 2016/17 and 1m in 2017/18. In 2017/18, long-haul accounted for 60% of Gatwick's traffic growth. 2018/19 will deliver even greater growth following the launch of large number of new long-haul services in late 2017 and early 2018. Long-haul growth is expected to exceed 1.4m passengers in 2018/19.

2.2.19 We have also seen some growth in the UK domestic market, with 4m passengers in 2017/18 representing 9% of our total.

## AIRCRAFT

2.2.20 Gatwick handled over 282,000 aircraft movements across 2017/18. Almost 87% of these movements were carried out by narrow-body jets, which reflects the dominance of short-haul markets. Wide-body jets made up 12% of movements, while smaller regional jets and turboprops accounted for the remainder.

2.2.21 The vast majority of flights at Gatwick are by scheduled and charter passenger air transport movements (PATMs), making up 98.5% of the total. Positioning flights and general aviation flights account for the majority of the remainder (1.4% combined). A few other flights consist of air taxis, training flights and other non-commercial movements.

2.2.22 We play host to many of the newest aircraft types in the industry, with low-cost carriers typically maintaining a young fleet. Norwegian, Qatar and TUI operate the Boeing 787 Dreamliner from Gatwick, and this is now the second most frequently used wide-body jet operating from the airport. Cathay Pacific's Hong Kong service uses the new Airbus A350, the first scheduled A350 service to the UK, and China Airlines launched A350 services from Taipei to Gatwick in December 2017. EasyJet has started introducing the new A321 Neo into its Gatwick fleet with more seating capacity and more fuel-efficient and quieter engines.

2.2.23 One of the major changes we have seen since the last master plan is the introduction by Emirates of the A380 aircraft to Gatwick with 3 rotations per day by these aircraft, the largest types in service.

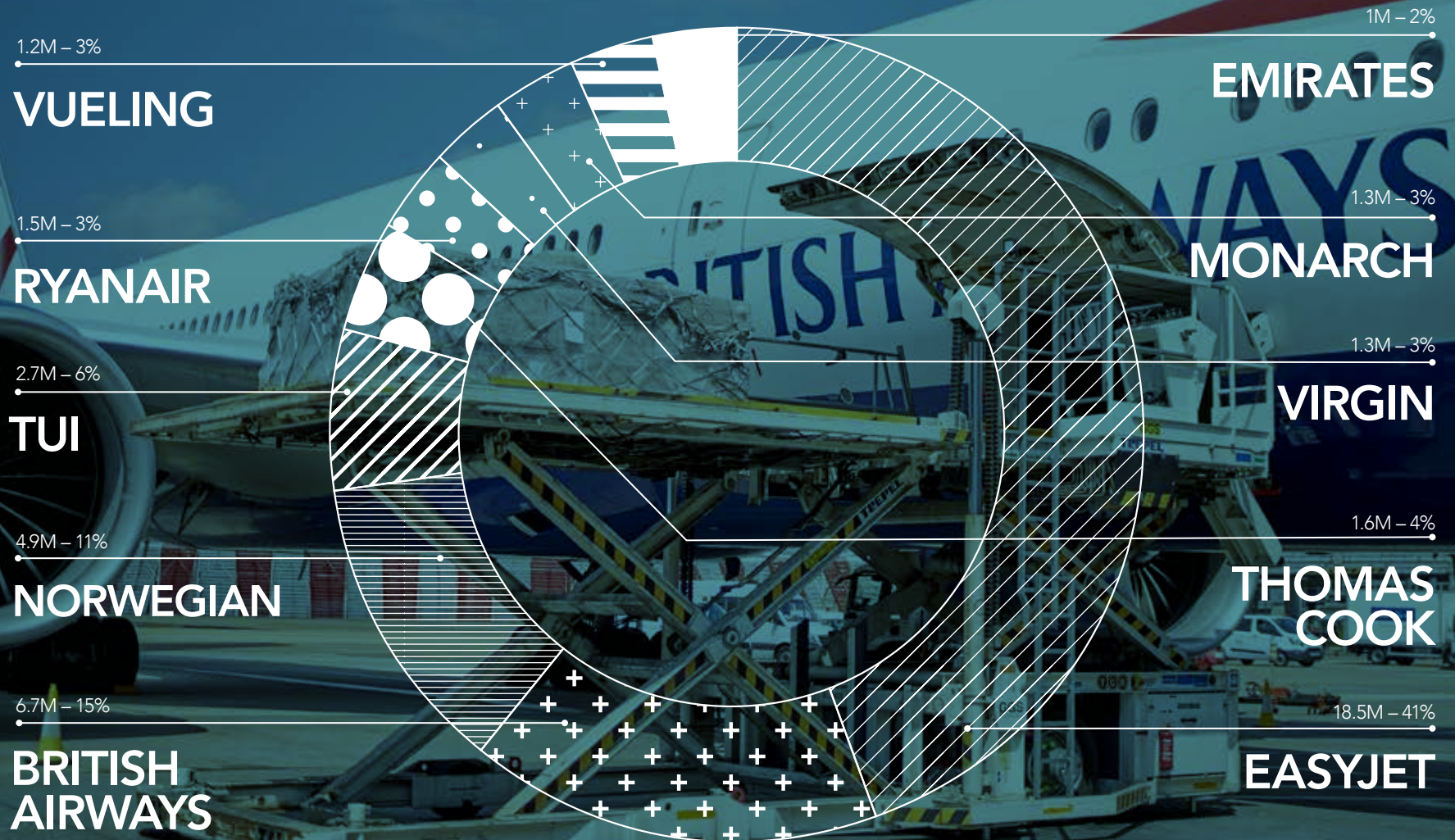
## CARGO

2.2.24 In 2017/18 Gatwick handled just over 102,000 Tonnes of Cargo – a 24% increase on the previous year, driven by the additional long-haul services. A recent study by Oxford Economics<sup>4</sup> showed that almost two-thirds of freight (63 percent) is outbound (i.e. exported). Oxford Economics estimated that in 2017 this cargo amounted to some £5.3 billion worth of exports, supporting a £4.2 billion contribution to GDP, along with 61,900 jobs.

2.2.25 Route-level analysis reveals that, in terms of cargo volumes carried, long-haul routes at Gatwick perform at a level similar to comparable routes at London Heathrow. With the resurgence in long-haul services currently being experienced, we are already seeing cargo volumes responding proportionately.

<sup>4</sup> Oxford Economics: Gatwick's economic contribution through trade and investment. June 2018.

FIGURE 2.7: GATWICK'S LARGEST AIRLINES BY PASSENGERS FLOWN IN 2017/18



## 2.3 GATWICK'S INFRASTRUCTURE

**2.3.1 Gatwick Airport has been evolving continuously since South Terminal first opened in 1958. Although the airport has changed out of all recognition, we still retain the original design philosophy of providing a simple-to-use integrated transport hub, with easy connections between air, road and rail networks.**

2.3.2 Gatwick's location relative to local towns, transport links and other features is illustrated in **Plans 2, 3 and 4**. The airport is located between the towns of Horley to the north and Crawley to the south. The London to Brighton railway line and the A23 are adjacent to South Terminal, and the M23 motorway runs north to south to the east of the airport. The River Mole and Crawters Brook flow from south to north, passing beneath the runway in a culvert. Gatwick Stream flows alongside the railway line, joining the River Mole to the north of the airport.

### THE AIRPORT BOUNDARY

2.3.3 The airport boundary illustrated in **Plan 4** is defined by the land which is owned by Gatwick Airport Limited (GAL). It also includes some additional parcels of land which are not GAL-owned (or are GAL-owned but subject to long-term lease agreements) which are used for airport-related purposes. These additional land parcels are either surrounded by GAL-owned land (for example the cargo sheds) or are positioned immediately adjacent to GAL-owned land.

2.3.4 This boundary differs slightly to that shown in the 2012 Master Plan which included some land on the perimeter of the airport which is not GAL-owned and is not used for airport related purposes and excluded some land on the airport perimeter which is used for airport related purposes.

2.3.5 The differences between the boundary in this draft master plan and the 2012 version are:

- The Tinsley House Immigration Centre in Lowfield Heath has been removed. This is not GAL-controlled land.
- An area of airport car parking positioned on the south-west corner of the airport is now included.
- On the north-east boundary, Schlumberger House has been excluded as this is not GAL-controlled land.
- On the north-west corner of the airport, we have included 7.4ha of land which we have agreed to purchase from the Gatwick Aviation Museum. We are considering options for this land which include additional surface water drainage infrastructure, relocated natural habitats and the general enhancement of our green spaces.

2.3.6 We recommend that the airport boundary represented in **Plan 4** is adopted by other organisations wanting to illustrate the perimeter of the airport.

2.3.7 **Plan 5** identifies some of the key features of the airport, for example some of the principal buildings and other elements of major infrastructure.

2.3.8 The total area of the airport defined by the boundary shown in **Plan 6** is 760ha. This is 1ha more than the area of 759ha quoted in the 2012 Master Plan owing to the boundary changes outlined above. **Plan 6** also shows how the existing airport can be sub-divided into the eight land use categories described below.

**AIRFIELD FACILITIES**

2.3.9 Gatwick’s airfield extends over an area of 230ha. This is approaching one third of the total land within the airport boundary. The airfield comprises the Airport’s primary and standby runways, the northern parallel taxiway (Juliet Taxiway), navigational and landing aids, the Airport’s fire training ground and the extensive grass areas surrounding these facilities.

2.3.10 The primary runway is an instrument runway (suitable for operations in low visibility conditions) with a pavement length of 3,316m. It is designated 08R/26L. This means that when the wind is from the East, aircraft using the runway operate on a heading of 080°, and when the wind is from the West 260°. Due to prevailing wind conditions, the runway is used in the Westerly (260°) direction for approximately 75% of the time in a typical year. However this does vary by year.

2.3.11 The parallel standby runway (designated 08L/26R) is currently used only when the primary runway is unavailable due to planned maintenance or an unplanned closure. 08L/26R is a visual runway (it cannot be used in low visibility conditions) with a pavement length of 2,565m. In 2017 there were 3,722 movements on the standby runway which equates to 1.3% of total runway movements for the year.

**PASSENGER TERMINALS**

2.3.12 Gatwick has two passenger terminals, North Terminal which opened in 1988, and South Terminal which opened in 1958. Along with their associated facilities the terminals occupy approximately 18ha of airport land. North and South Terminals have gross floor areas of approximately 98,000m<sup>2</sup> and 119,000m<sup>2</sup> respectively. This quoted floor area for South

Terminal is lower than the figure used in the 2012 Master Plan (160,000m<sup>2</sup>). This is because the floor areas have been re-measured to ensure consistency of treatment between both terminals. For example the larger area for South Terminal quoted in the 2012 Master Plan included various ancillary spaces and some adjacent buildings and other structures.

**FIGURE 2.8: TERMINAL FACILITIES**

	<b>SOUTH TERMINAL</b>	<b>NORTH TERMINAL</b>	<b>TOTAL</b>
Terminal size (m <sup>2</sup> )	119,278	98,096	217,374
Check-in desks	160 traditional/ 26 self-bag drop	89 traditional/ 74 self- bag drop	249 traditional/ 100 self-bag drop
Security	11 lanes	10 lanes	21 lanes
Outbound baggage	4,320 bags/hour	4,256 bags/hour	8,576 bags/hour
Gates	32	40	72
Air bridges	32	38	70
Immigration	28 traditional/ 25 e-gates	26 traditional/ 25 e-gates	54 traditional/ 50 e-gates
Arrival baggage	8 belts	11 belts	19 belts

2.3.13 North Terminal currently accommodates more than half of Gatwick's annual passenger traffic, processing 24.5mppa in 2017/18, while South Terminal processed 21.2mppa.

2.3.14 Associated facilities within the Passenger Terminal land-use category include office buildings, baggage handling facilities, boilers and chillers and air/cabin crew reporting facilities.

2.3.15 The train station adjacent to South Terminal (owned by Network Rail) provides access to a wide range of rail services. These include the Gatwick Express service to London Victoria as well the Southern and Thameslink networks. Both terminals also provide access to local and regional bus and coach services.

2.3.16 The two terminals are connected by an automated people mover, with two three-car trains running every few minutes between the terminals.

## APRONS AND PIERS

2.3.17 Gatwick's apron area currently extends to 160ha comprising:

- Aircraft parking stands
- Taxiways
- Fuel farm
- Piers
- Support facilities (fire station, control tower, etc.).

2.3.18 The current stand provision is summarised in Figure 2.9. Many of Gatwick's aprons are configured to allow flexible parking. This allows stands that are used for overnight parking by small aircraft to be used later in the morning by larger but fewer aircraft. The table below presents the maximum numbers of aircraft parking positions for two situations - the maximum number of large aircraft and the maximum number of small aircraft.

2.3.19 There are six piers at Gatwick. Piers 1, 2 and 3 are at South Terminal and Piers 4, 5 and 6 are at North Terminal.

2.3.20 The Apron area also includes Gatwick's fuel farm, airport fire station and the control tower.

**FIGURE 2.9: AIRCRAFT PARKING STANDS**

	NUMBER OF STANDS (with maximum use by the largest aircraft)	NUMBER OF STANDS (with maximum use by smaller aircraft)
South Terminal pier-served	31	38
North Terminal pier-served	31	42
Remote parking stands	47	66
Total stands	109	146

## CARGO FACILITIES

2.3.21 The Cargo Centre covers some 10ha. This is made up of 23,000m<sup>2</sup> of cargo sheds, plus office accommodation, areas for HGV loading, unloading and parking, and open equipment parking areas.

2.3.22 The cargo sheds are owned by a third party with a long-term ground lease. Gatwick has no direct commercial involvement with the cargo operation, although we do manage the Border Inspection Post located there. The inspection post is used for temporary storage, inspection and clearance of live animals and foodstuffs. The Gatwick direct logistics operation run by DHL, which consolidates deliveries and some of the waste collection operation, is also located in part of the cargo building.

## AIRCRAFT MAINTENANCE

2.3.23 British Airways operates one hangar south of the runway on a 5ha site. In addition, there are currently two hangars to the north of the runway. One is operated by Virgin Atlantic Airways and the other, a hangar for EasyJet, is adjacent to the cargo shed. An additional two-bay hangar is being built north of the runway for use by Boeing. The site it occupies, between Uniform Taxiway and Brockley Wood, was earmarked for aircraft maintenance in the 2012 Master Plan. In total, all four maintenance hangars and associated aprons and parking areas occupy approximately 16ha.

## ANCILLARY ACTIVITIES

2.3.24 The airport includes many ancillary buildings and compounds which accommodate services needed to support the airport operation. These include:

- Hotels
- Offices
- Vehicle and equipment maintenance
- Contractors' compounds
- Filling stations
- Police station

2.3.25 A number of separate on-airport sites of this type occupy approximately 28ha.

FIGURE 2.10: CURRENT ON-AIRPORT PARKING SPACES

NORTH  
TERMINAL

SHORT STAY

2,099

Includes all spaces in the multi-storey car parks (MSCPs), including those for Valet operations

LONG STAY

6,266

Excludes 'Zone T' (counted as 'Summer Special')

SUMMER SPECIAL

5,277

Only storage space that is part of Summer Special site is counted here, other storage sites are included under "Valet".

SOUTH  
TERMINAL

SHORT STAY

2,803

Excludes floors used for Valet product

LONG STAY

9,180

Excludes H Zone (used for valet storage)

NORTH AND SOUTH

VALET

13,375

Includes all storage sites used for Valet product

**TOTAL SPACES: 39,000**



**SURFACE TRANSPORT FACILITIES**

2.3.26 Gatwick has excellent surface transport links, with direct access to the national motorway and railway networks. It was the first airport in the world to be developed with fully integrated airport, main road and mainline rail facilities.

2.3.27 The airport is located adjacent to the M23 motorway, approximately 25 miles south of central London, and less than 10 minutes from the M25. Gatwick Airport has its own mainline railway station, which serves over 18 million rail passengers a year. This makes it the busiest railway station in the South East outside central London. It has direct services to 129 other stations each day and up to 26 train departures an hour.

2.3.28 Surface transport facilities within the airport boundary are made up of on-airport roads, forecourts and car parks, including facilities for coaches, taxis and car rental companies. Together these occupy 154ha of airport land, around half of which is made up of car parks. This area also includes premium drop-off and valet facilities, waiting areas for taxis and coaches, the main bus and coach stations serving both Terminals, cycling facilities, pedestrian routes and the Terminals' forecourt road systems.

2.3.29 Gatwick itself manages around 27 miles of on-airport roads, ensuring they remain safe, well-maintained and clear for passenger, staff, operational, contractor and emergency vehicle access. Gatwick employs its own fleet of winter maintenance vehicles for snow and ice clearance and gritting roads and footways.

2.3.30 There are currently 39,000 car parking spaces 'on airport' and a further 21,196 authorised spaces 'off-airport'. Figure 2.10 shows the current parking provision on-airport. There are a further 6,200 spaces allocated for staff car parking.



## LANDSCAPING AND SURFACE WATER DRAINAGE

2.3.31 Gatwick includes approximately 144ha of land devoted to surface water drainage, and to agriculture and landscaping (both natural and planted). This includes two areas managed with the aid of Biodiversity Action Plans.

2.3.32 The main surface water drainage features are illustrated in **Plan 7**. These include local water courses, balancing ponds and pollution lagoons.

2.3.33 The main landscape and biodiversity assets are shown in **Plan 8**. Gatwick has a diverse range of landscape and biodiversity assets across the campus. These include mature woodlands, ancient woodland and mature hedgerows. These all combine to form high-quality, attractive landscape features that enclose and screen the airport, as well as providing wildlife habitats.

2.3.34 Mature planted woodland, avenue and specimen trees provide a valuable element of our green infrastructure and important wildlife corridors throughout the airport. While of lower value than ancient woodland, this still forms important screening and provides green corridors for many species. Planted earth bunds around the airport also help to screen it from local communities.

2.3.35 Like the woodland, our natural watercourses provide important wildlife corridors and habitats for many species.

2.3.36 Public spaces connected with our main buildings allow easy access through the airport for passengers, visitors and employees. These routes, walkways and spaces are an essential part of the airport, but of limited biodiversity value. We are exploring opportunities to improve these spaces.

# £1.11 billion



expenditure over the next five years

# £1.5 billion



already invested since change of ownership in 2009

## 2.4 RECENT INVESTMENT PROJECTS

### 2.4.1 We review our investment strategy annually to give us greater flexibility in responding to changes in regulations and the needs of our airline customers and passengers.

2.4.2 The investment strategy is developed in consultation with the airlines in accordance with our commitments included as part of the CAA's economic licensing of Gatwick and is described in the Capital Investment Programme (CIP). This programme looks at Gatwick's plans for investment over the next five years and reflects significant investment in optimising the effectiveness of the airport based on a single runway operation.

2.4.3 The 2018 CIP outlines a total expenditure of £1.11 billion over the next five years, with £266 million of this already committed for 2018/19. This is in addition to the £1.5 billion that Gatwick has invested to-date since the change of ownership in 2009.

#### PROJECTS THAT HAVE RECENTLY BEEN COMPLETED

##### *Airline moves and the transformation of North Terminal*

2.4.4 One of the most significant recent projects was the 'Airline Moves' project which saw the consolidation of easyJet in North Terminal and the relocation of British Airways to South Terminal and Virgin Atlantic to North Terminal. All moves were completed in January 2017. This required the reconfiguration of airline lounges and crew report facilities along with significant changes to check-in desks at both terminals. Enhancements were made to the North Terminal's baggage reclaim hall and the security facilities were upgraded to match those in South Terminal.

2.4.5 Perhaps the most ambitious part of the programme was the creation of the world's largest self-service bag-drop facility in North Terminal. Improvements have also been made to the arrivals area. There is now an onward travel centre and new shops, whilst the whole area has been transformed to be more welcoming for arriving passengers. The final piece of this programme was the provision of a new walk-through duty free store which opened in September 2017.

##### *Construction of the new South Terminal Baggage Factory and Pier 1*

2.4.6 This project (opened in June 2016) includes an automated baggage handling system along with a 2,000 bag storage facility. Amongst the benefits of the new system are the ability for passengers to check-in earlier. Modern gate rooms and separate departures and arrivals routes have also been provided. It replaces the original Pier 1 which was the oldest pier at Gatwick.

##### *Reconfiguration of the aircraft stands and upgrading gate rooms in Pier 5*

2.4.7 This project was designed to increase the use and efficiency of the existing pier and apron by rebuilding them to modern standards. The reconfigured apron and pier offer more flexibility for different aircraft types along with better passenger facilities, simpler segregation of arriving and departing passengers, and a more efficient boarding operation.

### *North Terminal Pier 4 reconfiguration*

2.4.8 Also at North Terminal we have reconfigured the stands on Pier 4. This has provided three additional centrelines for aircraft parking and servicing to enhance pier service levels.

### *North Terminal border area*

2.4.9 Since 2015 we have increased the size of the immigration hall in North Terminal as well as installing 15 new automated gates to increase capacity and reduce queues. In addition, new ceilings and lighting have been installed in the border zone and toilets have been relocated to the baggage reclaim hall.

### *Commercial projects*

2.4.10 We have completed a wide range of projects aimed at enhancing the retail and advertising offer of Gatwick across both terminals. These include the opening of a new walk-through duty-free store in North Terminal, new stores for Hamleys, Reiss, Superdry and Jack Wills, and a Jamie Oliver's Diner in South Terminal. Real-time bus information is now operating on the bus shelters around the airport and new or replacement digital advertising screens have been installed.

### *Additional car parking*

2.4.11 We have recently completed a project to deck part of South Terminal's long stay car parking to provide an additional 1,565 spaces and we are working on plans for more spaces, as explained later in this document.

### *Digital technologies to support security and queue management*

2.4.12 We have implemented face recognition and IRIS scanning security control technology for domestic passengers. We hope to extend this to international passengers over the next few years. We have also introduced highly-effective monitoring systems for check-in queues which allow queue waiting times to be accurately predicted. The entire CCTV infrastructure has also been upgraded as part of the Capital Investment Programme.

### *Enhancing our ability to maintain resilient and stable operations.*

2.4.13 We invest around £10 million per year on projects which help deliver 'stable operations'. Some recent examples include:

- We have provided additional flood water storage capacity at the western end of the runway. In addition, a new pumping station was installed to help protect the transformer and airfield ground-lighting equipment. Flood protection measures have been implemented to prevent water entering North Terminal basement switch rooms.
- We have invested in a back-up power generation plant to ensure the uninterrupted performance of critical IT data rooms across Gatwick. Further investment has been made in standby power generation to safeguard the operation of critical systems.
- We have installed new uninterruptible power supply equipment to key communications facilities across Gatwick to mitigate the risk of future outages having a serious impact on our operations

- We also have ongoing programmes to replace Fixed Electrical Ground Power units and slot drains on the apron. We have made upgrades to the Fire Main and replaced elements of the roof of North Terminal.

### *Improving the environmental performance of the airport*

2.4.14 In recent years we have invested in initiatives aimed at improving the Airport's environmental performance. One of the best examples of this is the Materials Recycling Facility which is aimed at improving the efficiency of Gatwick's waste management programme. Once it is fully operational, the amount of operational and commercial waste recycled at Gatwick will rise from 50% to around 80-85% by 2020.

### *Level 3 baggage security screening*

2.4.15 Work on this project is ongoing to introduce new baggage screening equipment (known as 'Standard 3') by 1 December 2019, to comply with EU security regulations. An extensive pilot programme of three different manufacturer's machines in the first half of 2016 has shown the best machines for our baggage operation. The phased installation of the replacement equipment has started.

2.4.16 Various other projects are currently in the planning stages for delivery during the next few years. These are described in Chapter 4.

## PROGRESS ON DELIVERING THE 2012 MASTER PLAN

2.4.17 The 2012 Master Plan indicated how the airport was expected to develop to a throughput of around 40mppa. The main change since this plan was published has been the much faster than expected rate of growth, with 40mppa being reached in November 2015, some six years sooner than anticipated. This rapid growth has required even more focus on the use of technology and process improvements to deliver the required levels of service. These improvements have enabled the existing infrastructure to deliver more capacity than anticipated when the previous master plan was published.

2.4.18 For example, it has not been necessary to expand the floor area of either Terminal. Instead there has been a major internal reconfiguration of North Terminal so that the existing floor areas are used more efficiently. This was not a solution that had been identified at the time of the 2012 Master Plan.

2.4.19 It has also not been necessary to build any new piers beyond the planned reconfiguration of Pier 5 and replacement of Pier 1. These improvements have permitted pier service levels to be maintained, although we are now actively progressing a project to expand Pier 6 as described later.

2.4.20 As anticipated there is still a requirement to deliver a new hangar to provide an enhanced aircraft maintenance capability to Gatwick's airlines. This is now being constructed in the North West Zone as envisaged by the 2012 Master Plan.

2.4.21 Design and implementation of some of the suggested surface access improvements is ongoing. For example we have recently completed works to improve the North Terminal forecourt. Planning continues for further improvements to the pedestrian access between South Terminal and local bus stops located on the A23. A project is currently examining the best way to deliver these improvements to achieve the desired access requirements within the site constraints.

2.4.22 All that said, the infrastructure improvements which the 2012 Plan suggested were necessary to support a throughput of 40mppa have to a large extent been, or are in the process of being, delivered. In Chapters 4 and 5, we explain our analysis of the future development requirements that we believe are necessary to maintain targeted service levels as the airport continues to grow.

**The investment projects envisaged in the 2012 master plan have, to a large extent, been delivered or are in the process of delivery.**

# 3

## LOOKING AHEAD

### MARKET AND POLICY DEVELOPMENTS

- 
- 3.1 Market trends

---

  - 3.2 Traffic growth

---

  - 3.3 Government policy

---

  - 3.4 Airspace modernisation

---

## 3.1 MARKET TRENDS

### CONTINUED GROWTH IN LOW-COST TRAVEL

3.1.1. The trend towards 'low-cost' airlines that started 20 years ago, revolutionising global air travel, has continued. Supported by the deregulation of aviation markets within Europe and elsewhere, low-cost airlines have opened up new routes and destinations to business and leisure travellers, and have stimulated a long period of growth in air traffic. Initially this growth took place in short-haul markets where operating economies could easily be gained by flying aircraft more intensively on multiple routes every day. This drove up aircraft utilisation, allowing air fares to be reduced whilst still achieving profitable operations. More recently the introduction of more fuel efficient long-haul aircraft is allowing airlines to extend the low-cost model to a wide range of long-haul destinations.

3.1.2. Gatwick has been at the centre of this low-cost revolution. In the last ten years we have seen passengers on low-cost airlines grow from less than 30% of our total throughput to 62% today. The increasing number of airlines serving this market is undoubtedly a big factor for driving growth at Gatwick, and it has also stimulated the wider London market with lower fares and greater choice.

3.1.3. Gatwick is also playing a key role in the emergence of low-cost long-haul services, supporting an expanding network of such routes flown by airlines such as Norwegian and WestJet.

3.1.4. Full service or 'legacy' airlines are also exploring these markets, with several of the largest European airline groups setting up low-cost brands, such as Level for IAG and Eurowings for Lufthansa group. Both of these airlines operate in low-cost long-haul and short-haul services.

3.1.5. However, demand remains for full service airlines and these also have growth plans. IAG acquired the Monarch slot portfolio which is now operated mainly by British Airways, opening up new routes and supporting existing mature markets. Gatwick therefore continues to see growth in inbound full-service airlines, operating on both short-haul and long-haul routes.

### NEW GENERATION AIRCRAFT

3.1.6. New generation aircraft are entering service which are much more fuel efficient owing to improved engine technology and lighter weight airframes, made possible through the use of composite materials in their construction.

3.1.7. These new-generation aircraft, which are able to fly further at economically attractive prices, are opening up an increasing number of direct long-haul point-to-point routes which are proving very appealing to international passengers and attracting traffic which would previously have travelled through hub airports. Gatwick already has five airlines which operate the B787 Dreamliner and Airbus A350 on long-haul services.

3.1.8. The same technology improvements are being introduced into narrow-body aircraft such as the B737 Max, A320 Neo and A321 Neo, and these aircraft will become the largest part of the fleet operating at Gatwick within the next 10-15 years. As well as improved fuel efficiency they also offer substantial noise reductions compared to the previous generation of aircraft.

### THE EMERGENCE OF NEW TRANSFER HUBS

3.1.9 London continues to play an important role as a transfer hub for transatlantic services, due in part to its geographic location and strong local market. Along with other European hubs, it has also served as a transfer point for markets flowing to the Middle East and Asia. However, with the growth of new hub airports in for example Turkey, the Gulf and Asia, there has been a significant decline in the share of transfer passengers choosing to route via European hub airports. Gatwick is already well connected to many of these new hub airports and added Qatar Airways with double daily flights to Doha in May 2018. In addition the increase in new long-haul, point to point services has eliminated the need for a hub on many flows entirely. This has been driven by the emergence of long-haul, low-cost carriers which have now gained a meaningful share of demand on transatlantic routes

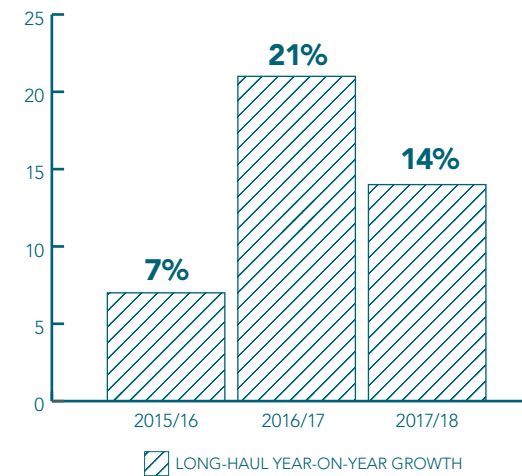
3.1.10 Looking ahead, transfer passengers will remain an important part of London's aviation market. However, owing to the presence of a strong and growing local demand for air travel; increased capacity at other better positioned hubs; and new direct long-haul routes to and from the UK; the significance of transfers at London airports will continue to decline. Gatwick's airlines have already demonstrated the ability to serve established and emerging long-haul markets with over 60 long-haul routes now being operated from the airport.

### EMERGING GLOBAL MARKETS

3.1.11 London remains the world's biggest aviation market and the 3rd most visited city in the world. Therefore it is one of the first long-haul destinations that airlines seek to connect to. It is also a destination that copes well with growth, with many cities connected with multiple daily frequencies.

3.1.12 There is strong demand from China, India and Africa, supported by a liberalisation of Air Service Agreements and traffic rights allocation, as well as by economic growth. As these economies become richer, their populations grow wealthier driving a desire to travel. We are already well connected to Asian markets and these routes have seen very high growth rates. China Eastern will begin flights between Gatwick and Shanghai in December 2018.

**FIGURE 3.1: GROWTH IN GATWICK LONG-HAUL PASSENGERS – 2015 TO 2017**





## NEW WAYS OF BUYING TICKETS

3.1.13 As low-cost airlines continue to grow and offer cheaper tickets to a wider range of destinations, passengers are seeking to use these flights to create their own connecting opportunities where direct services are unavailable or more expensive. In order to simplify the process for making these 'self-connections', we created the 'GatwickConnects' product. This helps passengers find and book connecting flights, and smooths the process of transferring between flights at Gatwick.

3.1.14 In late 2017, easyJet extended the GatwickConnects concept further, by distributing it through its website and creating a product 'worldwide by easyJet' which enables self-connections across its network. This concept continues to evolve with ongoing product developments from airlines, airports and distribution channels working towards mainstream adoption.

## AIR FREIGHT

3.1.15 Growth in air freight follows growth in long-haul passenger traffic, as exporters and importers take advantage of passenger-led route development to ship goods around the world in the belly-holds of aircraft flying those routes. As the number of long-haul services at Gatwick increases, the recent trend of strongly growing freight volumes handled at the airport is likely to continue. In 2018 Cargo throughput at Gatwick is growing at about 25% per annum.

## EXITING THE EUROPEAN UNION

3.1.16 The UK's exit from the EU inevitably brings a period of some uncertainty for the aviation industry. Nevertheless the Government has made clear that one of its key objectives is to establish an ambitious new aviation relationship with the remaining member states, including market access. The emerging Aviation Strategy makes clear the government's intention to examine the UK's air service agreements to ensure these are used to drive even more connectivity and competition for the benefit of the consumer.

## CONCLUSION ON MARKET TRENDS

3.1.17 In conclusion, a review of the market trends highlights a number of reasons why Gatwick is well placed to deliver additional traffic growth:

- It has a proven track record of supporting the continued expansion of low-cost airlines, and particularly their growth into long-haul markets;
- It is also able to support legacy airlines which are adapting to compete effectively;
- It provides access to London for the transfer hubs in the Middle East and Far East which are growing so rapidly;
- It is a leader in adopting new processes and technologies which provide customers with more choice on how they purchase their tickets and other air travel services;
- It is already home to a growing fleet of new generation aircraft which support new long-haul, point-to-point services.

3.1.18 Gatwick's location, and its ability to deliver efficient flexible infrastructure, mean that we are well placed to benefit from these trends.

## 3.2 TRAFFIC GROWTH

### GOVERNMENT AIR TRAVEL FORECASTS

3.2.1 The Government's latest forecasts, produced by the DfT, show air travel in the UK growing from 267m passengers in 2016 to 410m passengers in 2050 without a new runway, or to 435m passengers in 2050 with a new third runway at Heathrow<sup>5</sup>. However this is less than the underlying, unconstrained demand, which the DfT forecasts to be 495m passengers in 2050.

3.2.2 This indicates that even with a third runway at Heathrow there is insufficient airport capacity to meet the unconstrained demand for UK air travel. This 'capacity gap' is forecast by the DfT to be evident in 2030 and 2040 and to increase over time.

3.2.3 Capacity constraints will be most apparent in the London airport system where there is the most serious shortage of runway capacity. The DfT's forecasts show that by 2025 the main London airports, with the exception of Stansted, are expected to be effectively full. The constrained nature of the London airport market, along with the fact that it attracts more air passengers than any other city, provides a high level of confidence that additional capacity will quickly become utilised.

### GROWTH AT GATWICK

3.2.4 As outlined above, Gatwick is well placed to compete to win a significant share of this growth scenario, notwithstanding the growth plans at Heathrow and of other South East airports:

- It has a strong base of low-cost and legacy airlines (see section 2.2);
- It has a strong catchment area with excellent rail access across London, the South East and beyond;
- It has efficient flexible infrastructure, and competitive airport charges;

3.2.5 Although the DfT's latest forecasts for Gatwick show throughput constrained to 45mppa until 2030 and then growth to 50mppa by 2040, this is acknowledged to be a cautious assumption pending the publication of a new master plan. There is a history of Gatwick's traffic throughput being underestimated by the DfT's forecasting model, and passenger numbers at Gatwick in 2018 already exceed the DfT's latest forecast for 2030.

3.2.6 The strong demand for the former Monarch slots at Gatwick, despite the fact that a number of other South East airports had capacity available, confirms the continued attractiveness of the airport to airlines.

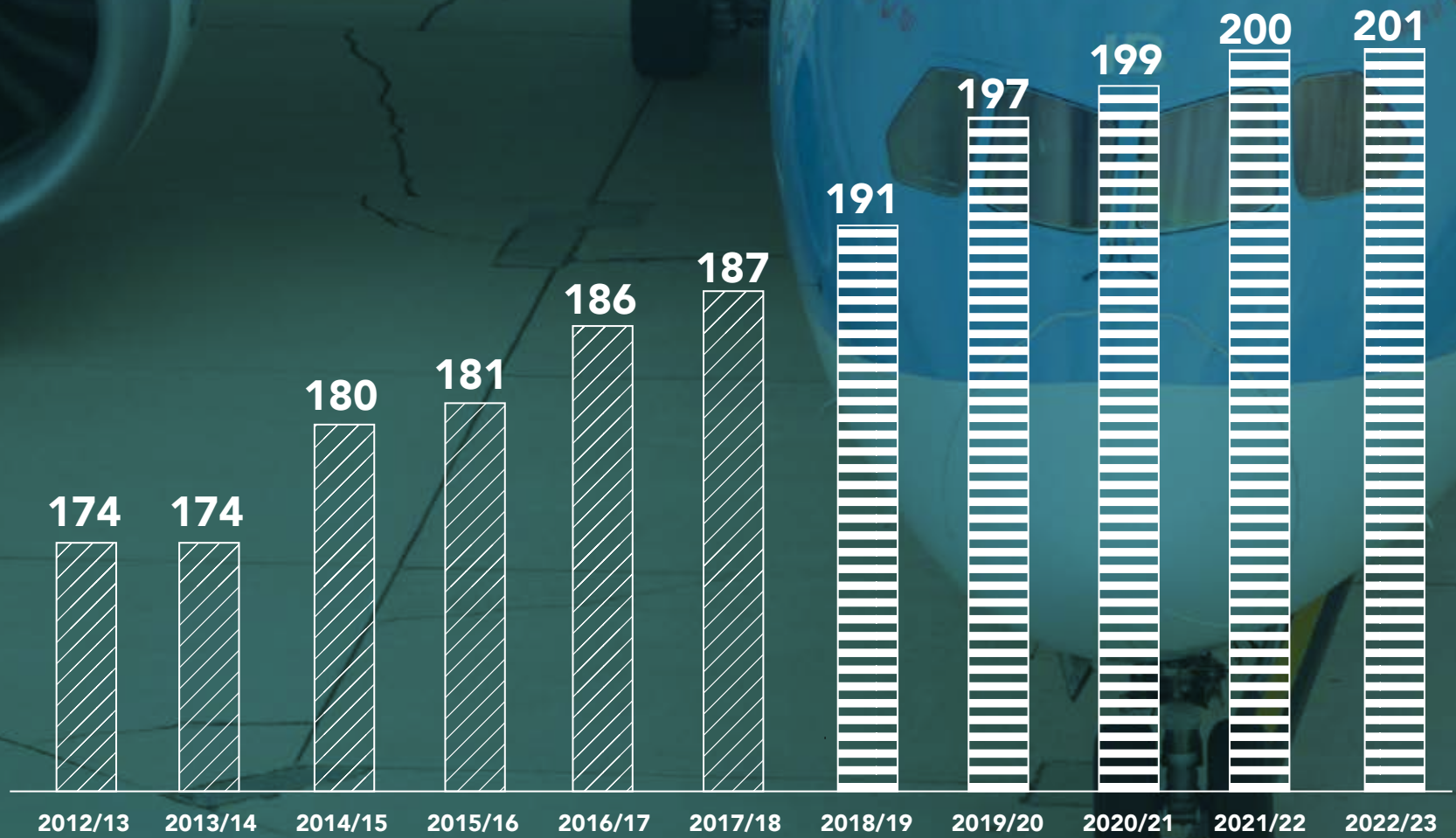
3.2.7 In recent years Gatwick has proved that it can provide the right type of capacity to meet the growing demand, and particularly the types of efficient, flexible infrastructure which low-cost operators require. In addition to addressing the short-haul market, Gatwick is actively supporting development of new long-haul destinations to both existing and emerging markets. Gatwick now serves over 60 long-haul destinations for a full range of airline business models. This already exceeds the number of long-haul routes that the Airports Commission forecast Gatwick would have in 2050 with an additional runway.

3.3.8 As operators look to reduce costs and maximise the use of the available capacity at Gatwick and elsewhere, we are seeing a shift towards the use of larger-gauge aircraft. In 2017/18 there were on average 163 passengers per air traffic movement at Gatwick, an increase from 140 in 2011/12. We expect this trend to continue. For example, Gatwick's largest carrier easyJet is now taking delivery of A321 sized aircraft which should increase their average passenger loadings by a further 20%. The continued growth of long-haul is also increasing the number of passengers per aircraft movement as the aircraft used are typically significantly larger than those on short-haul flights. This ongoing trend for larger aircraft is illustrated in Figure 3.2 which shows how the number of seats per aircraft has increased, and is expected to continue increasing over time.

3.2.9 Another trend at Gatwick which is continuing to deliver growth is the spreading of services into the traditionally quieter times of the year. Long-haul services tend to be less seasonal but we are seeing short-haul airlines also taking up runway slots at times that were previously less attractive. Gatwick is still significantly more seasonal than either Heathrow or Stansted and we therefore see the opportunity for more services outside the peak periods of the year.

<sup>5</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/674749/uk-aviation-forecasts-2017.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/674749/uk-aviation-forecasts-2017.pdf)

FIGURE 3.2: GROWTH IN AIRCRAFT SIZE (REPRESENTED BY SEATS PER AIRCRAFT MOVEMENT) AT GATWICK – 2012 TO 2022



## 3.3 GOVERNMENT POLICY

### AVIATION POLICY

#### *Aviation Policy Framework 2013*

3.3.1 Current Government policy on aviation strategy is set out in the 2013 Aviation Policy Framework (APF). This recognises the important role and major contribution the aviation sector makes to the UK's long term economic growth. It sets out its support for the growth of the sector within a framework which maintains a balance between the benefits of aviation and its costs, particularly its contribution to climate change and its noise impacts.

3.3.2 The APF set out the Government's four main objectives:

- To ensure that the UK's air links continue to make it one of the best connected countries in the world. This includes increasing our links to emerging markets so that that the UK can compete successfully for economic growth opportunities.
- To ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions
- To limit and where possible reduce the number of people in the UK significantly affected by aircraft noise.
- To encourage the aviation industry and local stakeholders to strengthen and streamline the way in which they work together.

3.3.3 Within these objectives the APF set out that a key priority in the short term is to make the best use of existing capacity at all UK airports.

#### *New Aviation Strategy*

3.3.4 The APF will soon be replaced by a new Aviation Strategy – The Future of UK Aviation – that will set out long term policy to 2050 and beyond. A first phase of consultation on policy issues commenced in July 2017 and has now been completed. The Government is working on a Green Paper which it plans to publish in the Autumn of 2018, followed by the completed Aviation Strategy in the first half of 2019.

3.3.5 For this new strategy the Government has confirmed that its aim 'is to achieve a safe, secure and sustainable aviation sector that meets the needs of consumers and of a global, outward-looking Britain'. The strategy is expected to be based around six core objectives which are:

- Help the aviation industry work for its customers
- Ensure a safe and secure way to travel
- Build a global and connected Britain
- Encourage competitive markets
- Support growth while tackling environmental impacts
- Develop innovation, technology and skills

3.3.6 Following its Aviation Strategy call for evidence, and further analysis, the Government has recently set out its policy support for airports, beyond Heathrow, to make best use of their existing runways, subject to full consideration

of related economic and environmental impacts and proposed mitigations<sup>6</sup>. Gatwick welcomes this policy position which we see as an important enabler for airports other than Heathrow to play their parts in meeting the growing demand for air travel to and from the UK.

### NATIONAL POLICY STATEMENT

3.3.7 The Government has recently designated its Airports National Policy Statement (NPS) which provides policy support for a third runway at Heathrow. This follows nearly six years of study by the Airports Commission and the Department for Transport – a process in which we participated fully with our own scheme for a new runway to be built to the south of the existing airport.

3.3.8 Although we strenuously made the case for a new runway at Gatwick, we accept that it is current Government policy to instead support the third runway at Heathrow and it is now for Heathrow's owners to seek development consent for that project within the terms set out by the NPS.

3.3.9 In light of this policy position we are not actively pursuing a new additional runway. However, should this or a future Government decide to support a new additional runway at Gatwick, then we would be ready to re-examine this with a view to seeking development consent. In the meantime the land required for an additional runway should continue to be safeguarded from incompatible development, in line with current Government policy.

<sup>6</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/714069/making-best-use-of-existing-runways.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/714069/making-best-use-of-existing-runways.pdf)

## 3.4 AIRSPACE MODERNISATION

### AIRSPACE MODERNISATION STRATEGY

3.4.1 The airspace above the South East of England was designed in the 1950/60s and is rapidly approaching the limit of its capacity. The current airspace design contains choke points, restricts the free flow of traffic and requires the use of outdated air traffic management solutions. This increases delays, operating costs and fuel burn, and intensifies the environmental impacts (noise and emissions) experienced by those residing close to flight paths.

3.4.2 DfT forecasts that UK air passenger numbers will grow by around 30% by 2030. However, UK airspace also needs to accommodate overflights – for example transatlantic services from Europe. Taking account of both of these factors NATS estimates that by 2030 there will be an additional 1 million aircraft movements per year, compared to 2015, through UK airspace. Unless action is taken, the current airspace design is likely to lead to more than 1 in 3 flights being delayed by at least 30 minutes.

3.4.3 Government acknowledges that urgent action is now needed to address this issue and has instructed<sup>7</sup> the Civil Aviation Authority (CAA) to prepare a co-ordinated strategy for the modernisation of UK airspace up to 2040. As a result the CAA is developing a new 'Airspace Modernisation Strategy' which it plans to publish by the end of 2018.

### FUTURE AIRSPACE STRATEGY IMPLEMENTATION

3.4.4 A key part of the Airspace Modernisation Strategy will be a programme to transform the airspace above Southern England. This is known as the 'Future Airspace Strategy Implementation (South)', or FASI(S). Within this programme, NERL (the en-route arm of NATS) is responsible for the design of the airspace above 7,000 feet. This element of the work is known as London Airspace Modernisation Programme (LAMP).

3.4.5 This is a comprehensive and complex redesign project. It is currently envisaged by NATS that the first phase of implementation could not take place before early 2024. However this redesign offers a unique opportunity to address many of the legacy issues that have constrained the aviation industry's ability to minimise environmental impacts. For example, it has the potential to offer new ways of offering noise respite to communities currently overflowed and to permit aircraft to climb more steeply and continuously to their cruising altitudes.

3.4.6 All the airspace redesign will be done in accordance with the CAA's Airspace Change Process, which is detailed in CAP 1616. This process puts transparency and public engagement at the heart of all activities.

3.4.7 To support this Government initiative we will work closely with the CAA and NATS during this process which will require us to consider how the airspace below 7,000ft around Gatwick will need to be modified to support the Airspace Modernisation Strategy objectives. Any proposed changes that are necessary will be fully consulted on before being implemented.

3.4.8 In order to deliver a stable airspace solution, suitable for the next 30-40 years, we will seek a design which could accommodate all potential growth scenarios at Gatwick whilst minimising their environmental impacts.

<sup>7</sup> Air Navigation Directions (October 2017)

# 4

## MASTER PLAN FOR THE NEXT 5 YEARS

2018 TO 2022/23

- |     |                                 |
|-----|---------------------------------|
| 4.1 | Introduction                    |
| 4.2 | Traffic projection              |
| 4.3 | Capital Investment Programme    |
| 4.4 | Airport Surface Access Strategy |
| 4.5 | Sustainability Performance      |

## 4.1 INTRODUCTION

4.1.1 Although Gatwick is already heavily utilised, we expect that passenger throughput will continue to grow over the next five years. This chapter explains this growth and highlights our plans to further develop the airport's infrastructure through our 2018 Capital Investment Programme (CIP) which projects investment of £1.11bn in the five year period. This chapter also sets out our Airport Surface Access Strategy and expected sustainability performance over the next five years.



## 4.2 TRAFFIC PROJECTION

### IMPROVING THE RUNWAY OPERATION

4.2.1 The existing main runway at Gatwick is a key piece of national transport infrastructure which needs to be operated safely and efficiently. We believe that at peak times it is already busier than any other airport runway and its level of throughput has been gradually increasing over many years. We want to make use of its full capacity potential but also improve the resilience of the operation, in order to reduce delays and disruption.

4.2.2 To achieve this we are exploring a number of technology and process initiatives as well as some changes to the runway infrastructure. We are developing a programme of work to implement these changes over the next few years and in this we will be working closely with ANS, the provider of Gatwick's Air Traffic Control (ATC) services, and with our airline community.

4.2.3 Improvements in the runway operation can be realised through the introduction of new operating procedures and air traffic management tools. These will help the efficiency with which arriving and departing flights use the runway. With more efficient sequencing and more accurate orchestration of aircraft movements, the amount of 'dead time' between runway movements can be reduced, thus increasing capacity. It will also improve the resilience of the airport and help reduce delays.

4.2.4 Expected improvements include the introduction of 'time-based separation' which allows a more accurate method of spacing arriving flights than the current method based on fixed-distance separations. We also expect to realise the benefits of integrating a suite of new air traffic management tools (for example AMAN and DMAN) that have been developed to increase the predictability of departure and arrival flows.

4.2.5 In addition to the above, we are working very closely with ANS on a number of key initiatives to improve control of aircraft on the ground, reduce controller workload and improve the sequencing of aircraft prior to departure.

4.2.6 We are also looking at the runway and taxiway infrastructure and we are considering a number of improvements including the provision of a new rapid exit taxiway (RET), enhancement of instrument landing systems and the updating of ground lighting to provide taxiway routing guidance to pilots.

2017/18

**163**  
**AVERAGE**  
**NUMBER OF**  
**PASSENGERS**  
**PER FLIGHT**



**LIKELY TO**  
**INCREASE**

2022/23

**176**   
**AVERAGE**  
**NUMBER OF**  
**PASSENGERS**  
**PER FLIGHT**



## TRAFFIC FORECASTS

4.2.7 As these operational improvements are introduced we will consider whether it is appropriate to increase the peak hour movement capacity of the runway. For the moment we have no immediate plans to increase this above 55 scheduled flights per hour. However it is possible that a small increase will be made within the next five years. We also expect there to be a limited release of additional slots in the evening off-peak period to allow for traffic growth.

4.2.8 We expect to see a continuation of the airlines' strategy of upgrading to larger aircraft, for example the purchase of A321s by easyJet. This trend is likely to increase the average passengers per flight from 163 in 2017/18 to 176 by 2022/23. We also see further potential for peak spreading and the addition of more flights in the traditionally quieter times of the year.

4.2.9 The traffic forecasts for the Gatwick over the next five years are shown in Figure 4.1.

4.2.10 As is the case with all the forecasts presented in this draft master plan, Figure 4.1 assumes that the levels of flying permitted by the DfT within the night quota period remain the same as today<sup>8</sup>.

FIGURE 4.1: TRAFFIC FORECASTS UP TO 2022/23

	2017/18 ACTUAL	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023
Passengers (m)	45.7	47.1	49.1	50.6	52.0	52.8
ATMs	280,790	284,270	289,770	294,490	297,670	300,000
Passengers per ATM	162.7	165.7	169.4	172.0	174.7	176.0

<sup>8</sup> The night quota applies between 23:30 and 06:00. These night quotas, set by the DfT, are 11,200 flights during the summer and 3,250 flights during the winter season

## 4.3 CAPITAL INVESTMENT PROGRAMME

### OUR CAPITAL INVESTMENT PROGRAMME

4.3.1 Our 2018 Capital Investment Programme (CIP)<sup>9</sup>, contains development projects with expenditure amounting to £1.11 billion over the next five years through to 2022/23, with £266 million planned for 2018/19 alone. The projects assume that during this period Gatwick will grow to a throughput of 53mppa.

4.3.2 Infrastructure projects are needed for a variety of reasons. We have identified six different drivers for investment decisions, which are:

- EHS, Security and Compliance
- Asset stewardship and resilience
- Capacity
- Service quality
- Cost efficiencies
- Commercial revenue

4.3.3 The key projects which will result in noticeable physical changes to the airport are described below and are illustrated in **Plan 9**.

#### Customer service

4.3.4 It is vital that our CIP reflects our customers' requirements and expectations. For our airlines we achieve this through bilateral and multilateral discussions where we share ideas, issues and opportunities to improve the airport and its operation.

4.3.5 However we also need to understand our passengers' needs, not least because we engage with them directly, for example at security search and the provision of special needs services.

4.3.6 One of our strategic priorities is to be the passengers' airport of choice. To achieve this we need to position our services so that passengers choose to fly with Gatwick airlines, rather than those of the other airports. We need to offer a high level of service, a competitive commercial offer (for example in our various car park products) and work with other parties, such as Border Force, handling agents and the train station operator to ensure an overall high quality airport experience.

4.3.7 Retail income helps to reduce the charges we make to the airlines. However maximising retail and catering income is not just about the quality of the offer. We also need to ensure the entire passenger journey through the airport is as stress-free as possible so that passengers have the time and inclination to make use of the facilities available.

4.3.8 Wide-ranging customer engagement is required in order to develop the right offer to Gatwick's users. In order to shape our development plans we track:

- How we are performing in terms of service over time

- Direct feedback from our passengers, both in terms of compliments and complaints. This can be both spontaneous (i.e. social media) or provided after the event.
- How we are performing in terms of service relative to our competitor airports, other comparable airports and other service industries.
- Customer preferences and priorities, including passengers in both general and specific groups.
- The perspectives of potential and future customers.
- Developments at other airports.

### AIRFIELD PROJECTS

#### Runway resurfacing

4.3.9 Our main runway is intensively used and needs regular maintenance, including periodic resurfacing. This is to ensure it complies with all safety regulations and can be relied upon to serve almost 1,000 movements a day in the busy summer period. We have a programme of maintenance of both the main runway and standby runway planned over the next five years, including a full resurfacing of the pavements.

#### Boeing hangar

4.3.10 In November 2016 we announced that we were working with Boeing to deliver a new maintenance hangar. This will provide an operating base for Boeing's premium-line maintenance service for its Gatwick-based

<sup>9</sup> <https://www.gatwickairport.com/business-community/about-gatwick/transforming-gatwick/our-five-year-plans/>

FIGURE 4.2: KEY PROJECTS 2018 TO 2022

AIRFIELD	PROJECTS	PRIMARY PURPOSE
	Runway resurfacing .....	Asset stewardship and resilience
	Boeing Hangar .....	Commercial revenue
	Lima taxiway extension .....	Resilience
	Rapid exit taxiway .....	Capacity and resilience
	Pier 6 extension.....	Service Quality
	Push and hold stands.....	Resilience
	Additional remote stands .....	Resilience
	Flood mitigation .....	Asset stewardship and resilience
TERMINAL	Check-in and bag drop .....	Service Quality
	CTA / domestic bag reclaim.....	Service Quality
	Departure lounges.....	Service Quality and Commercial Revenues
OPERATIONAL EFFICIENCY & RESILIENCE	ATC technology and process improvements .....	Asset stewardship and resilience
SURFACE ACCESS	Rail Station .....	Service Quality
	Bus and coach facilities.....	Service Quality
	Car rental.....	Resilience
	Road improvements .....	Service Quality and Resilience
	Car parking .....	Capacity

customers. Planning permission was granted in October 2017 and the hangar is now under construction.

4.3.11 The hangar will be located at the western end of the airfield, accessed from Uniform taxiway, on a site identified for a new hangar in the 2012 Master Plan. This will be large enough to accommodate two B777X aircraft. Gatwick has invested in enabling works for the site, while the hangar construction is being delivered by Boeing. This development will offer significant employment, training and apprenticeship opportunities, including the creation of circa 100 jobs.

4.3.12 An architect's impression of the completed Boeing Hangar is shown in **Plan 10**.

#### *Lima taxiway extension*

4.3.13 As the airport becomes busier it is important to ensure the free-flow of aircraft on the taxiway system to avoid unnecessary delays caused by congestion. One potential improvement is the extension of the existing Lima taxiway westwards to connect with the northern end of Uniform taxiway. This would provide air traffic controllers with an additional east-west taxiing routing option to ease congestion on Juliet taxiway. The extension of Lima taxiway also supports the later construction of new stands and potentially a new pier, as described in the next chapter.

4.3.14 The delivery of a Lima taxiway extension is currently just outside our five-year capital plan and therefore is not included in the 2018 CIP. However it is possible that it will be advanced and therefore is noted here as a potential investment that may be under construction at the end of the five year period.

#### *Rapid Exit Taxiway*

4.3.15 Another project that is outside our current 2018 CIP but we are considering bringing forward is the provision of a new Rapid Exit Taxiway (RET) for Runway 26. This would reduce the length of time that the runway is occupied by an arriving aircraft which should reduce the number of go-arounds, where arriving aircraft have to abandon their landings. It may also have a small capacity benefit.

#### *North Terminal Pier 6 extension*

4.3.16 To maintain pier service levels in North Terminal as the airport continues to grow, we require further pier-served stands. One of the solutions for meeting this requirement is to build a western extension on Pier 6. This is a major and complex programme of works which involves creating a new A380 stand on Pier 5 and the associated reconfiguration of Quebec taxiway to provide access to the new stand. The new extension will offer 8 new pier-served stands capable of taking any Code C aircraft and bring into service an existing unused stand (103) to give a total of 17 stands on the pier when completed. Works are currently focusing on scoping, designing and planning the delivery of this programme.

4.3.17 An architect's impression of the completed Pier 6 extension project is illustrated in **Plan 11**.

#### *Apron projects*

4.3.18 Although we drive for greater punctuality of the operation there will inevitably be times when aircraft are delayed and unable to take off on schedule. This can be caused by a variety of issues, for example air traffic control restrictions caused by airspace congestion or bad weather.

4.3.19 To minimise disruption caused by these delays, and to maintain levels of pier service, we are exploring the possibility of converting a number of existing remote stands into 'push-and-hold' stands. Departing aircraft can push back on schedule and taxi to the new stands which provide an intermediate holding point, close to the runway. The pier served stands thus vacated are then available for other flights to use, helping the planned schedule to be kept and pier service levels to be maintained. As a possible location, we are examining reconfiguring an existing area of remote aircraft parking (See Plan 9 for location), which is ideally located for push-and-hold operations. It is likely that work to construct these push-and-hold stands will be underway at the end of the five year period.

4.3.20 The construction of the push-and-hold stands, and several of the other airfield projects described above, may impact on the availability of existing aircraft parking stands. Depending on the final construction sequence and programme, this may generate a shortfall in stand numbers. If this is the case it may be necessary to build additional stands to maintain an adequate supply of parking positions. A possible location for this new parking apron is south of the Virgin Hangar on an area used primarily for vehicle and equipment maintenance. This site is indicated on **Plan 9**.

### *Flood mitigation*

4.3.21 We are prioritising the flood protection of 20 critical airport assets that will enable us to continue to operate in 1:200 flood event. This work includes improvements to substations to provide them with greater flood protection. We are also making specific improvements to facilities relating to the Gatwick Stream Flood Alleviation Scheme.

## **TERMINAL PROJECTS**

### *Check-in automation and bag-drop*

4.3.22 Following successful implementation of the North Terminal Level 10 bag-drop project many of our airlines would like to roll out more self-serve check-in and bag-drop infrastructure in both terminals. Our current CIP makes allowance for this, but the precise locations and solutions will depend on the outcome of ongoing discussions with our airlines.

4.3.23 The benefit to passengers will be reduced queues as a result of check-in process efficiencies. The technology and infrastructure solutions also offer the opportunity for reduced costs for airlines, and greater flexibility for them to respond to the service expectations of their passengers.

### *CTA/Domestic reclaim*

4.3.24 The recent project to replace South Terminal's Pier 1 was designed for international passengers only. South Terminal does however process small numbers of domestic passengers. On arrival these passengers are coached to a domestic baggage reclaim belt adjacent to, but segregated from, the international reclaim hall. In 2015 the Border Force altered their

requirements for the processing of passengers from the Common Travel Area (CTA) airports, i.e. Ireland, the Channel Islands and the Isle of Man. In essence, passengers from these destinations must now be physically segregated from international arriving passengers – as is the case already with domestic passengers. This change resulted in all inbound CTA passengers also being transferred by bus from their aircraft to the domestic arrivals route. When added to the domestic passenger numbers, this means over 2 million passengers per year receive an experience which is considered inferior to that of international arrivals.

4.3.25 This CTA/Domestic reclaim project would create a segregated walking route from Pier 1 for both CTA and domestic arriving passengers as well as a new CTA/domestic baggage reclaim facility. Passengers would enter the main South Terminal concourse adjacent to the current 'Lower Zone B' check-in area.

4.3.26 With the creation of the new domestic belt at Pier 1 the current domestic reclaim belt would revert back to an international belt, with the simple removal of the wall between the two reclaim halls.

### *Departure Lounges*

4.3.27 Peak occupancy of our departure lounges is affected by passenger throughput but is also sensitive to factors such as fleet mix and destinations served. As airlines up-gauge their aircraft, passenger volumes in the departure lounges may rise. Passengers' expectations on services and amenities also change over time. For example, we have seen a significant increase in demand for food and beverage outlets, and the mix of catering is becoming more complex.

4.3.28 We will shortly be progressing the creation of a larger mezzanine floor in the North Terminal departure lounge. This will accommodate two new restaurants and provide additional seating space for passengers. We are also exploring options for expanding the South Terminal departure lounge.

## **SURFACE ACCESS PROJECTS**

### *Improved rail station*

4.3.29 Gatwick's railway station, on the main line between London and Brighton, is one of the busiest in the country, and has been struggling to cope with rising numbers of trains and passengers. Despite the excellent rail links available from the station, the passenger experience and first impression of onward travel for arriving passengers could be significantly improved. Gatwick is working with Network Rail, the owners of the station, to develop plans to expand and improve the concourse areas. This will add more vertical circulation to the busiest platforms to facilitate platform clearance and provide new enhanced pedestrian routes. The proposed scheme will be jointly funded by the airport, Network Rail and DfT, costing around £120m, and is due for completion by 2022/23.

4.3.30 An architect's impression of the completed rail station is shown in **Plan 12**.

### *Bus and coach facilities*

4.3.31 We are exploring the possibility of providing additional bus and coach bays at North Terminal in the vicinity of Jubilee House where there are some existing coach bays accessed from Furlong Way.

### Car rental facilities

4.3.32 This project is necessary because much of the existing South Terminal car rental operation will be displaced to form a logistics site for the construction of the improved rail station. Although we plan to retain the existing reception building which accommodates the rental desks, the car storage area is expected to be relocated to one of the existing multi-story car parks. Once the station construction work is completed, the logistics site will be available for other commercial uses.

### Road improvements

4.3.33 Traffic conditions approaching Gatwick and Crawley will be substantially improved by the completion of the Highways England M23 Smart Motorway project. This project will add an extra running lane between M23 junctions 8 and 10 and on the westbound M23 Spur from junction 9 to 9a. This will help to reduce peak congestion and accommodate traffic growth. It will also introduce the latest technology for incident management and traffic control.

4.3.34 However this, and the growth in road traffic, will place additional pressure on the capacity of South Terminal entry roundabout (M23 Junction 9a) and the North Terminal entry roundabout, and the capacity at both junctions will therefore need to be increased to improve traffic flow. We are undertaking a planning and design process for proposed improvements that includes local widening on junction entry/exit lanes, adding signals to existing roundabouts and enhanced signing.

4.3.35 We are reviewing signage and access elsewhere around the airport to support our responsibility to maintain safety on our roads. We are also promoting the use of electric vehicles through our service providers (local taxi, bus and car share operators) as well as the airport's own fleet, and increasing the number of charging points publicly available.

### Car park projects

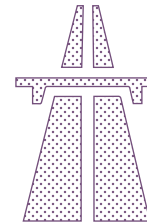
4.3.36 With a view to increasing car parking supply, and developing our range of car parking products, we have identified two sites for additional multi-storey car parking, one at each terminal. Both sites are close to the terminals and will provide step-free, covered access into arrival and departure zones.

- Multi-storey car park 7 would create approximately 3,000 spaces in a multi-storey structure on the site of a current staff car park located just to the north of North Terminal. Road access to the car park would be from Longbridge Way (via North Terminal Roundabout).
- Multi-storey car park 4 at the South Terminal would create approximately 1,500 spaces in a multi-storey structure. This would be on the site of a current surface-level park for high-sided vehicles, adjacent to the other South Terminal multi-storey car parks. Road access would be the same as for the existing South Terminal Short Stay parking, from South Terminal Roundabout and via Ring Road South. Pedestrian access to and from the terminal would be via the current access point and covered link bridges over the railway.

4.3.37 In addition we will reprovide any existing spaces lost as a result of the developments listed above; such as the extension of Lima taxiway.



**WE ARE PLANNING  
AN ADDITIONAL  
4,500  
MULTI-STOREY  
CAR PARK SPACES**



**M23  
SMART MOTORWAY  
SCHEME WILL ADD**

**a new running lane in each direction  
between junction 8 and 10**



## 4.4 AIRPORT SURFACE ACCESS STRATEGY

### OUR VISION, OBJECTIVES & TARGETS

4.4.1 In May 2018 GAL published its new Airport Surface Access Strategy (ASAS), a five-year plan setting out an objective-led vision for sustainable access to and from Gatwick. Access to and from the airport is an essential part of Gatwick's ambition to grow and become London's airport of choice.

4.4.2 Although not a statutory document, the ASAS sets out important targets and action plans, which will be monitored by key stakeholders and provide the focus of activity for Gatwick's Surface Transport Team.

4.4.3 Our road and rail connections are essential to our passengers and staff. They ensure people and goods have efficient access to the airport, and connect returning travellers and overseas visitors to the rest of the UK. Our surface access connections also allow us to attract staff from across the region to the employment and training opportunities available at the airport.

4.4.4 We expect to be held to our commitment to promote sustainable travel for our passengers and staff, and we will work with our partners and service providers to deliver safe and efficient access 24 hours a day, seven days a week. The ASAS has a direct relationship with this draft master plan, our Decade of Change sustainability strategy and our Capital Investment Programme.

4.4.5 Rather than repeat the full ASAS here, we instead summarise the ASAS Objectives and Targets below and invite readers to explore the full strategy document which can be found at <https://www.gatwickairport.com/globalassets/>

business--community/new-community--sustainability/sustainability/gatwick.asas.may18.pdf.

4.4.6 As the focus of the current ASAS is the next five years, it does not cater for the standby runway scenario described in Chapter 5 – although the objectives of the ASAS could also apply to this scenario. Should a DCO application for the standby runway scheme be brought forward, it would be supported by a Transport Assessment addressing the specific surface access requirements of the project, including how GAL would continue to support sustainable travel choices.

4.4.7 The main surface access features at Gatwick are shown in **Plan 13**.

### Vision

4.4.8 Whilst we recognise that we can only influence certain aspects of our surface transport links we are committed to ensure the quality and efficiency of access does not compromise the safe operation of the airport or the transport and environmental impacts on our neighbours. Our surface access vision is:

**To provide safe and sustainable access for all airport users, without compromising quality or choice, and to provide for growth while supporting the needs of our local communities, economy and environment.**

4.4.9 The responsibility for delivering this vision lies with our Surface Transport Team, supported by the wider airport community and endorsed by the Executive Management Board. The progress against the ASAS targets and Action Plan will be monitored by our Transport Forum Steering Group, which meets quarterly.

4.4.10 Achieving this vision will be a constant and evolving challenge, requiring the participation and support of a wide range of partners. In order to measure progress and ensure this ASAS is consistent with our vision we have identified a number of key objectives that will guide our activities over the next five years.



**Objectives**

4.4.11 We work with a wide range of stakeholders and business partners to achieve a co-ordinated approach against shared objectives. The main consultative group is the Gatwick Area Transport Forum consisting of GAL, local authorities, transport providers and agencies, business, airlines and other interested parties. Our new ASAS is objective-led so that we can be transparent in measuring our performance and be held to account by our Transport Forum and stakeholders.

4.4.12 We will continue to meet the objectives set in our 2012 ASAS, which focus on being well connected, accessible, sustainable and innovative. However our rapid growth means that we will also need to be very focused on achieving a high level of passenger experience, at the same time as managing considerable change, especially to road and rail access in the next few years. With this in mind we have developed the following objectives in consultation with our Transport Forum Steering Group:

OBJECTIVES

- 1

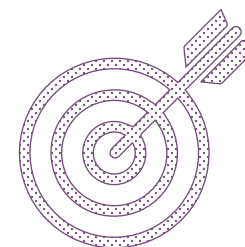
Continue to innovate as the best connected and most accessible UK airport, delivering integrated surface transport and sustainable growth by meeting customers' needs.
- 3

Collaborate with key stakeholders and communities in the region to maximise the economic potential from efficient road and rail access to Gatwick.
- 2

Manage the transition to enhanced rail and road provision, securing safe, efficient and reliable journeys for all users of the transport network, with effective communication.
- 4

Deliver a new standard in sustainable surface access in support of Gatwick's Decade of Change, using technology to achieve greater choice and efficiency.

4.4.13 These objectives give us high level, overarching criteria against which to assess our projects and plans. We will also use these objectives to articulate our surface transport "contract" with staff/passengers/suppliers. To help with measuring how we are achieving our objectives we need a series of targets and a corresponding action plan. We have set out to make our targets challenging but realistic and achievable. We will strive to exceed our targets where possible. These will also contribute to meeting our statutory Section 106 obligations and Decade of Change targets.





**Targets**

4.4.14 Our main targets relate to mode share change, which supports the Government's objective to promote sustainable travel. Over the last two decades Gatwick has successfully grown its public transport mode share and supported sustainable staff travel through a variety of projects and initiatives. We currently sustain a public transport mode share for passengers of 44%, the great majority of which (39%) is by rail. This ASAS sets out specific targets for reductions in car journeys, which have the greatest environmental impact. We have also reflected the views of the Transport Forum Steering Group regarding stakeholder relationships and joint working initiatives.

**Action Plan**

4.4.15 Our targets are challenging but achievable, in many cases requiring continued close working with, and the support of our surface transport service providers and partners. Reflecting Gatwick's commitment to meet these targets, we have developed a series of actions which may be added to over the course of the ASAS, in consultation and agreement with the Transport Forum Steering Group. Each action is designed to contribute to the successful delivery of one or more of our ASAS Targets. The actions are listed in the ASAS.

4.4.16 We are starting from a strong base, with one of the highest public transport mode shares of any UK airport, and strong road and rail links serving the region. Capacity on rail services to and from Gatwick has more than doubled in the last five years, providing adequate capacity for us to increase rail mode share as we grow. The addition of a seventh platform at Gatwick Railway Station in 2014 and a project to almost double the size of the station concourse, which is due to start construction in 2019, will ensure there are no constraints to growth in rail demand over this master plan period. The station project has been designed to serve peak rail passenger flows up to 2036.

TARGETS



**1** Achieve 48% public transport mode share for airport passengers by 2022 under the scrutiny of the Transport Forum Steering Group.

**2** Demonstrate clear progress towards reaching a rail mode share aspiration of 45% by 2030, by achieving a rail mode share of over 40% by 2019 and sustaining at least this level to 2022.

**3** Achieve 42% of staff journeys to work by sustainable modes (public transport, active travel modes and group travel provided by individual employers for their staff, referred to as "company transport") and 45% including other sustainable travel initiatives (car share and zero emission vehicles) by 2022.

**4** Deliver a reduction in air passenger "Kiss and Fly" car journeys equivalent to at least 10% of its 2017 mode share by 2022, and a reduction in single occupancy car journeys by staff of at least 10% of its 2017 mode share.

**5** Reduce the ratio of staff to parking spaces in line with a shift to more sustainable modes of at least 5% by 2022 and achieve 5% of staff car journeys by registered car share users.

**6** Achieve in excess of a 5% year on year increase in bus use by staff and passengers, and demonstrate measurable value for money from Passenger Transport Levy funding.

**7** Deliver continuous improvement across the full range of Quality Service Monitor metrics, maintaining a level above 4.0 with measurable scores for bus/coach, taxi and car rental.

4.4.17 Highways England's M23 Smart Motorway project, already on site and due to be completed in Spring 2020, adds approximately 30% capacity to the strategic network serving Gatwick, and we have allocated funding in our Capital Investment Programme to improve our main access junctions to adequately cater for predicted growth over the next decade. The proposed improvements have been modelled using future road traffic forecasts up to 2028, ensuring there is sufficient capacity for both airport and non-airport vehicles without incurring significant delay.

4.4.18 Our ASAS Action Plan builds on these major infrastructure improvements through measures that offer choice and improve efficiency, working with our partners to prioritise sustainable modes and low or zero emission travel to and from the airport. While the improvements to road and rail infrastructure are being constructed, our Action Plan seeks to ensure accessibility is maintained and surface access continues to be a positive factor for choosing Gatwick and not a barrier to travel.

4.4.19 The following sections describe the specific surface access improvements we anticipate over the next five years. Further improvements that may be required in the longer term are addressed in Chapter 5.

## RAIL IMPROVEMENTS

4.4.20 Gatwick is the UK's best connected airport by rail, with direct connections to over 120 different stations across the South East and beyond, and many times this number with a single interchange. Like the airport, Gatwick's railway station is open 24 hours a day.

4.4.21 Since the last master plan and ASAS, a new platform has been constructed at Gatwick Airport station providing more capacity and operational flexibility. Although considerable disruption has taken place over the last three years, as a result of Thameslink engineering works, industrial disputes and the introduction of the new Thameslink timetable, significant service improvements are being delivered in 2018 as the benefits of the Thameslink Programme are realised. This transformation of services, resulting in a train every three minutes between Gatwick and London, new rolling stock and a major overall uplift in capacity, is being delivered by the DfT, Network Rail and train operators. By the end of 2018 train services between Gatwick and London will be boosted to nearly 14,000 seats per hour, with room for nearly 30,000 passengers per hour overall. These improvements will emphasise Gatwick's role as a regional transport interchange hub at the centre of a wide, connected network, generating pivotal economic value.

4.4.22 Our unparalleled frequency and coverage of rail services, along with the direct connection between the mainline station and South Terminal, delivers a higher rail mode share and more rail passengers than any other UK airport, with capacity for this to grow. The latest statistics from the Office for Rail and Road indicate 19.4m passenger journeys using Gatwick Airport station in 2016/17, making it the busiest station in the South East outside London. By May 2018, train capacity serving Gatwick will have more than doubled compared to 2014, with new rolling stock on most of the services calling at the airport. This provides sufficient overall capacity for us to continue to grow our rail mode share over the next decade.

### Access to London

4.4.23 Services from Gatwick run direct to seven main London terminals and interchange stations, including London Victoria, London Bridge, Kings Cross St Pancras and Farringdon, for interchange with the new Elizabeth Line (Crossrail). From 2018 there will be a train to Central London every three minutes, reaching London Bridge and London Victoria in under 30 minutes and crossing the city in under 50 minutes.

4.4.24 London Victoria services include the premium Gatwick Express, which is designed to serve the particular needs of air passengers. Gatwick Express currently carries around 50% of all rail journeys between Gatwick and the Capital. Gatwick Express is operated using trains specifically designed for airport-users, which are all under two years old.

### *Access to the wider region*

4.4.25 Whilst the Brighton Main Line supports high frequency services between the coast and the capital, Gatwick's rail connectivity extends much further. There are direct services as far west as Reading, Southampton and Portsmouth, and as far north as Bedford. From the end of 2018 there will also be half-hourly direct services to both Peterborough and Cambridge.

4.4.26 The GWR service between Gatwick and Reading, via Redhill and Guildford, is currently hourly but there is a franchise commitment to double this to half-hourly. In the longer term we have an aspiration, shared by GWR, to go further, taking advantage of the remodelling at Reading station, to extend direct services to Oxford or beyond.

4.4.27 Improvements to the Brighton Main Line are critical for the region. The upgrade programme includes removing bottlenecks around the Croydon area and will help deliver the full benefits of the Thameslink Programme, due for completion in 2018. Gatwick is supporting the Coast to Capital LEP, and stakeholders along the corridor, to lobby Government for these improvements at the earliest opportunity.

### **ROAD IMPROVEMENTS**

#### *The Gatwick road network*

4.4.28 As the UK's second busiest airport, Gatwick relies on its excellent road and rail links to get passengers and staff efficiently to and from the airport. Our local road network and access to the M23 motorway are critical elements to the successful and safe operation of the airport. On an average summer day, approximately 47,000 vehicles enter the airport via its two main road access points; the South Terminal and North Terminal roundabouts.

4.4.29 GAL is the traffic authority for approximately 27 miles of internal road network, which distributes traffic to and from the forecourts, car parks and on-airport hotels. It also includes access for operational vehicles, transport operators, supplies and emergency services. We follow UK regulations, guidance and good practice for safe operations, and have a team on site 24 hours a day responding to incidents and keeping our roads clear.

4.4.30 We work closely with our neighbouring highway authorities, West Sussex County Council, Surrey County Council and Highways England, as well as Crawley Borough Council as the planning authority, to manage and maintain our roads and deal with any planned or unplanned disruption. Gatwick shares operational information with these key stakeholders and receives information that we can pass on to our staff and passengers in a timely manner when there is the potential for travel disruption.

#### *Future demand for road travel*

4.4.31 Despite approximately 30% growth in annual airport demand since 2012, road traffic associated with Gatwick's operation has increased by less than 15%. This has been achieved by promoting sustainable alternatives, and discouraging those trips with a disproportionate impact – "kiss and fly" trips that involve two return journeys by car (to drop off and pick up). Over the next ten years we estimate that daily road traffic will increase by no more than 1% per year. This means that the increase in capacity on the M23 will be sufficient to serve the airport and the surrounding region until at least the late 2030s.

4.4.32 Additionally, a higher percentage of future car journeys will be made by zero or low emission vehicles as a direct result of initiatives led by Gatwick. An agreement with our on-airport taxi provider will see them convert 100% of their fleet to fully electric or hybrid vehicles by 2020. We have also introduced an all-electric car hire scheme, a first for a UK airport, in partnership with BlueCity and we are supporting discussions with others to establish a wider, regional network of charging points..

4.4.33 Since 2012 we have completely updated our local road traffic modelling capability. New data has been incorporated to provide a robust and accurate model suitable for capacity planning and business case preparation. We have used the model to test the road network and based on these assessments, we are currently considering a range of improvements at North Terminal Roundabout, South Terminal

Roundabout and Longbridge Roundabout. The principles of the improvements are as follows:

- Signalisation of North Terminal and South Terminal roundabouts with vehicle actuated signal control with queue detection
- Increase in circulating capacity at North Terminal Roundabout
- Widening on approaches and exit lanes from roundabouts to increase capacity
- Revisions to lane marking and signs
- Dedicated “free-flow” lanes for individual movements where required

4.4.34 We are in the process of discussing these measures with Highways England, West Sussex County Council and Surrey County Council to develop the detailed design and programme for implementation. The capacity that these road improvements deliver is sufficient to cater for forecast airport and non-airport demand based on airport growth and DfT national traffic models.

#### *M23 smart motorway scheme*

4.4.35 As part of Highways England’s Road Investment Strategy, works to provide a fourth lane on the M23 between the M25 (M23 Junction 8) and Crawley (M23 Junction 10) have begun. The scheme will deliver an important boost to capacity, ensure reliable journey times, and benefit the whole region. Gatwick is working with Highways England and West Sussex County Council to determine the optimum approach to integrating works to North Terminal and South Terminal roundabouts with the M23 Smart Motorway project.

## OTHER INFRASTRUCTURE

### *Bus and coach*

4.4.36 To improve the customer experience at the airport, we have completed a new waiting area at South Terminal for bus and coach passengers. We are currently developing a project to increase the capacity of our bus and coach facilities on Furlong Way at the North Terminal by up to 40%. This will allow us to support future demand and increased services.

4.4.37 Our sustainable travel choices for staff include the extensive, 24 hour, local bus network around Gatwick provided by Metrobus. 2017 saw the introduction of another service stopping at both terminals, and the extension of other routes to serve the airport directly. These improve accessibility and reduce journey times for staff and passengers from the Crawley, Horley and Horsham areas. Gatwick will continue to invest to extend and improve local services using its Passenger Transport Levy to provide sustainable travel choices, especially in the evening, early morning and at weekends.

### *Cycling and pedestrian access*

4.4.38 There is a designated cycling and walking route serving Gatwick, Crawley and Horley, forming part of National Cycling Route 21 (London to Brighton), which offers a safe and sustainable travel option, particularly for airport-based staff. By replacing and enhancing the facilities we provide at each terminal we are starting to reverse a decline in staff cycling in recent years. Measures include secure cycle storage, located where it is most needed, and lockers, changing rooms and showers accessible at each workplace. We are delighted that there has been a very rapid uptake of these new facilities.



**BUS AND COACH FACILITIES**



**24hrs**

**LOCAL BUS NETWORK AROUND  
GATWICK PROVIDED BY METROBUS**

### Car parking

4.4.39 Gatwick's approach to parking is closely linked to our Section 106 agreement with West Sussex County Council and Crawley Borough Council in regard to accommodating future demand growth on-airport while seeking to achieve mode share targets. Gatwick has increased the supply of parking spaces in recent years, in line with demand, and will continue to do so.

4.4.40 In summer 2010 there were 32,640 public spaces available on airport. By summer 2017, this had risen to 39,000, a growth rate of 19.5%.

4.4.41 Gatwick is intending to bring forward a number of projects to deliver increased on-airport parking capacity over the next five years. These are:

- 3,000 delivered by the new MSCP 7 at North Terminal.
- 3,500 spaces delivered by consolidation of our long-stay self-park product into one site and optimising the configuration of current storage areas.
- 1,500 spaces delivered by the new MSCP 4 at South Terminal.

4.4.42 In combination, these projects, together with the 1,565 spaces referred to in Section 2.4 above, deliver 9,565 extra spaces throughout the period, or an increase of 24.5% from 2017 capacity. This investment will ensure that enough parking is provided at the airport to meet the forecast increase in demand that is expected as passenger numbers grow, allowing for any changes in mode share.

4.4.43 We will keep our car park plans under review as we monitor how emerging trends in car ownership, car usage and the application of new vehicle technologies, affect the long term demand for parking at the airport.

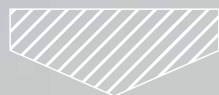


**9,565**  
**EXTRA CAR**  
**PARKING**  
**SPACES**

AN INCREASE OF

**24.5%**   
**FROM 2017 CAPACITY**

# 50%



## CARBON EMISSIONS REDUCTION

from our buildings and ground  
vehicles since 2010





## 4.5 SUSTAINABILITY PERFORMANCE

### DECADE OF CHANGE STRATEGY

4.5.1 We launched our ten year 'Decade of Change' sustainability strategy in 2010. It set out our commitment to operate and develop Gatwick in a sustainable way, combining responsible environmental management with strong community programmes. We monitor and report on our performance every year and the latest annual report can be found here: <https://www.gatwickairport.com/sustainabilityreport>.

4.5.2 This strategy, which contains ambitious performance goals, will continue to guide the way we operate and develop the airport over the remainder of the current decade. We expect a new strategy, with updated performance goals, to be established by 2020 to continue this work into the next decade.

4.5.3 Gatwick's growth has been significantly higher than was predicted in 2010 when the Decade of Change performance goals were set. In 2010 we expected to reach approximately 40mppa by 2020 whereas now we expect to reach approximately 50mppa. Yet, despite this higher growth rate, our sustainability strategy has enabled us to reduce Gatwick's overall environment footprint substantially since 2010 and we expect to meet our Decade of Change goals for 2020.

4.5.4 Examples of this reduced footprint are that, since 2010, carbon emissions from our buildings and ground vehicles have reduced by 50%, potable water consumption by 25% and energy consumption by 12%. The airport is presently recycling or reusing 58% of operational waste, and has sent zero waste to landfill since 2015. Gatwick has become the first airport to hold both the Airport Carbon Accreditation at "Neutral" level (level 3+) and the Carbon Trust's Zero Waste to Landfill standard.

### COMMUNITY

4.5.5 Our Decade of Change goal for Community is to share the benefits of Gatwick's growth, contributing to the social, environmental and educational development of our community.

4.5.6 Our strategies for delivering against this target are explained in Chapter 8. These have resulted in an increased level of community engagement in recent years, a level which we will maintain. Examples of our community engagement in 2017 include our sponsorship of 40 local events, provision of financial support to 173 local causes, broadcasting our 'Learn Live' programmes, viewed by 20,000 students, and hosting 'Discover Gatwick' tours for local and town councils and neighbourhood groups.

4.5.7 We will continue to prioritise engagement with communities, to keep them informed about what we are doing and listen to their concerns and ideas for improvements. We will also seek to develop long-term relationships and partnerships with business groups which can deliver lasting benefits across the region.

## ECONOMY

4.5.8 Our Decade of Change goal for the Economy is to develop and fulfil our role as an economic driver of local, regional and national significance.

4.5.9 Our strategies for delivering against this target are explained in Chapter 7. Examples of our work in this area include research and stakeholder engagement on Gatwick's role in the national, regional and local economy. We have also sponsored local business events and launched a new jobs portal. In 2017 we spent £132.8m with local and regional suppliers<sup>10</sup>.

4.5.10 We will continue to seek opportunities for collaborating with local businesses, provide training and apprenticeship programmes and promote awareness of job opportunities at the airport.

## CARBON

4.5.11 Airports can play a significant role in supporting the UK's transition to a low carbon economy, by reducing or eliminating their direct greenhouse gas emissions, and by influencing indirect emissions related to airport operations - in particular from aircraft in take-off and landing stages.

4.5.12 Direct and indirect airport emissions are divided into three source categories in line with the Greenhouse Gas Protocol:

- **Scope 1.** Direct emissions from sources which we own or control (e.g. the use of fuel and gas at the airport).
- **Scope 2.** Indirect emissions from the generation of electricity which we purchase and use at Gatwick.
- **Scope 3.** Other indirect emissions at the airport, e.g. aircraft landing and taking off, third party tenants' energy and fuel use, passenger surface access and staff commuting.

4.5.13 Our Decade of Change goals for carbon are:

- to reduce our carbon emissions by 50% against a 1990 baseline (Scope 1 and 2 emissions) by 2020.
- to source 25% of our energy from renewable sources.

4.5.14 The carbon emissions produced by Gatwick in 2017, and for comparison, in 2010, are shown in Figure 4.3. The largest component is the Landing and Take-off (LTO) cycle which measures carbon produced by aircraft approaching or departing the airport, below an altitude of 3,000ft.

4.5.15 Despite the growth in passenger numbers at the airport, Scope 1 and 2 emissions are already 42% lower than our 1990 baseline as a result of fuel saving initiatives and the purchase of 100% renewable electricity since 2013/14. Therefore we are making good progress to meeting our Decade of Change target. We will continue our carbon reduction strategies which are outlined in Chapter 6 and, as a result, expect Scope 1 and 2 emissions to continue declining over the next five years.

4.5.16 Figure 4.3 shows that emissions associated with aircraft operations and surface access trips to and from the airport account for a very large part of the total Scope 3 emissions. While these have increased since 2010 Gatwick's total carbon per passenger, including Scope 3, has reduced from 23kg per passenger in 2010 to 16kg per passenger in 2017 which indicates the improvements in carbon efficiency that have been made.

IN 2017

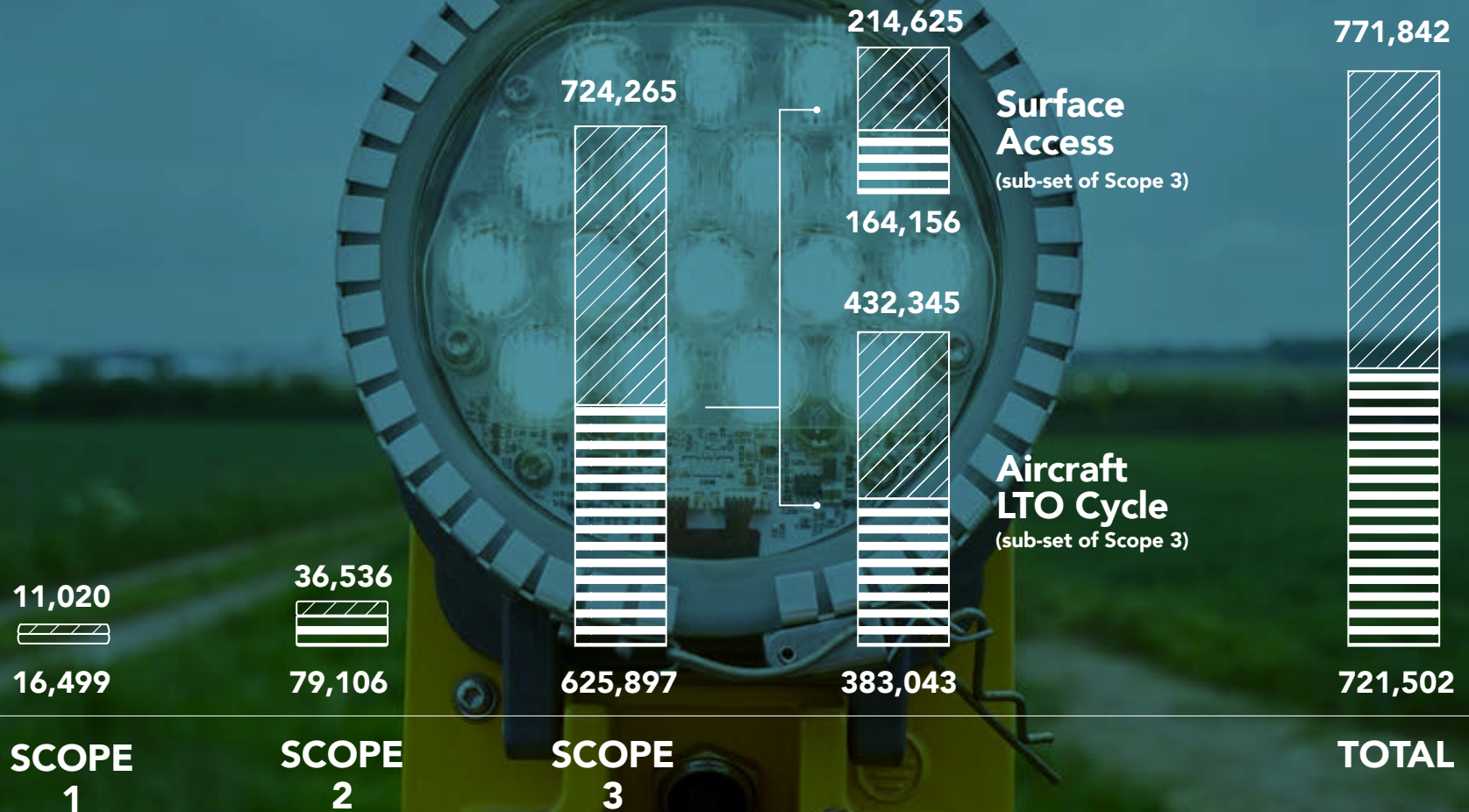
**GATWICK AIRPORT  
LIMITED SPENT**

**£132.8m**

**WITH LOCAL AND  
REGIONAL SUPPLIERS**

<sup>10</sup> BN, CR, GU, KT, RH and TN postcodes

FIGURE 4.3: GATWICK TOTAL GREENHOUSE GAS EMISSIONS 2010 AND 2017

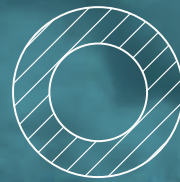


SOURCE: RSK

 TCO2E 2017  
 TCO2E 2010

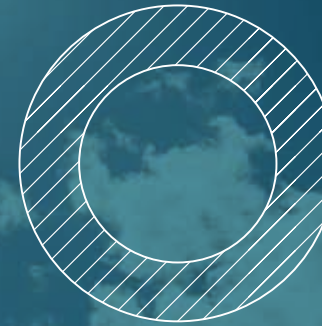
FIGURE 4.4: AIR QUALITY STANDARDS

(NO<sub>2</sub>)  
**NITROGEN  
 DIOXIDE**



Annual mean

**40**  
 $\mu\text{g}/\text{m}^3$



1-hour mean

**200**  
 $\mu\text{g}/\text{m}^3$ <sup>1</sup>

(PM<sub>10</sub>)  
**PARTICULATE  
 MATTER**



Annual mean

**40**  
 $\mu\text{g}/\text{m}^3$



24-hour mean

**50**  
 $\mu\text{g}/\text{m}^3$ <sup>2</sup>

(PM<sub>2.5</sub>)  
**FINE PARTICULATE  
 MATTER**



Annual mean

**25**  
 $\mu\text{g}/\text{m}^3$

<sup>1</sup> not to be exceeded more than 18 times a year (99.79th percentile)

<sup>2</sup> not to be exceeded more than 35 times a year (90.41st percentile)

## AIR QUALITY

4.5.17 Our Decade of Change goal for Air Quality is to reduce air quality impacts using new technology, processes and systems.

4.5.18 The most relevant EU air quality standards<sup>11</sup> for pollutants are shown in Figure 4.4. These show the maximum permissible annual mean concentrations of Nitrogen Dioxide (NO<sub>2</sub>) and particulates (PM10 and PM2.5).

4.5.19 2017 data from Gatwick's real-time automatic monitoring station (LGW3) and four other permanent monitoring stations in close proximity to the airport (RG1, RG2, RG3 and CA1) show all applicable air quality objectives for Nitrogen Dioxide (NO<sub>2</sub>) continue to be met

both on and off airport (See Figure 4.5) and that current trends in concentrations show continuing improvements. Concentrations of fine particles and other pollutants also continue to be well below nationally set objectives.

4.5.20 As is the case in many UK towns and cities, localised air quality hotspots are sometimes identified where the 40 µg/m<sup>3</sup> maximum permissible annual mean concentration for NO<sub>2</sub> is exceeded. Two examples of this have been identified in the local area; at Hazelwick roundabout in Crawley and on the A23 Brighton Road in Horley. In the case of the former, monitoring shows that emissions from road traffic sources are still exceeding the air quality objectives for NO<sub>2</sub> along Crawley Avenue (A2011), which is the main route between

the M23, the town centre and the Manor Royal business district. We are working with Crawley Borough Council to expand sustainable travel modes for the area, including rail, low emission buses and electric vehicle infrastructure. In the case of the latter, additional monitoring close to the junction of Massetts Road and the A23 in Horley recorded an annual average NO<sub>2</sub> concentration of 46 µg/m<sup>3</sup> in 2017. This is confined to a few residential properties near the road junction. Modelling indicates that, at this location, 22.9% of the NO<sub>2</sub> pollution is attributable to the airport's operation including associated road traffic. Reigate and Banstead Borough Council and Gatwick agree that this site needs further attention and potential mitigation measures are currently being explored and implemented with other partners.

**FIGURE 4.5: CONCENTRATIONS OF NO<sub>2</sub> (ANNUAL AVERAGE MG/M<sup>3</sup>) AT AUTOMATED MONITORING STATIONS AROUND GATWICK**

SITE	NO <sub>2</sub> CONCENTRATIONS (MG/M <sup>3</sup> )									
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
RG1 Horley	26.9	25.3	28.9	21.1	22.7	21.7	20.2	21.1	20.3	20.4
RG2 Horley South	32.4	31.3	31.2	28.8	31.2	28.5	28.5	26.4	28.6	26.7 <sup>1</sup>
RG3 Poles Lane	18.9	18.2	20.5	17.8	23.2	19.3	17.5	14.0	16.7	13.9
CA2 Gatwick East	30	29	38 <sup>2</sup>	(28) <sup>2</sup>	28	31	(26) <sup>2</sup>	22	29	29
LGW3 Gatwick Airport	34.8	34.3	36.8	32.3	33.4	32.0	30.6	28.2	29.8	29.5

<sup>1</sup> RG2 site relocated 44m in 2017 (to become RG6) so data not directly comparable

<sup>2</sup> Analyser failure – adjusted value in brackets taken from tri-located tubes

SOURCE: CA2 FROM 2017 AIR QUALITY ANNUAL STATUS REPORT, CRAWLEY BOROUGH COUNCIL, THE REMAINDER FROM AIR QUALITY MONITORING: JOINT REPORT BY RBBC AND GAL FOR 2017.

<sup>11</sup> Directive 96/62/EC of 27 September 1996 on ambient air quality assessment and management

4.5.21 We will continue to work with the local councils to monitor local air quality conditions and, through the strategies referred to in Chapter 6, and play our part in continuing to improve local air quality over time.

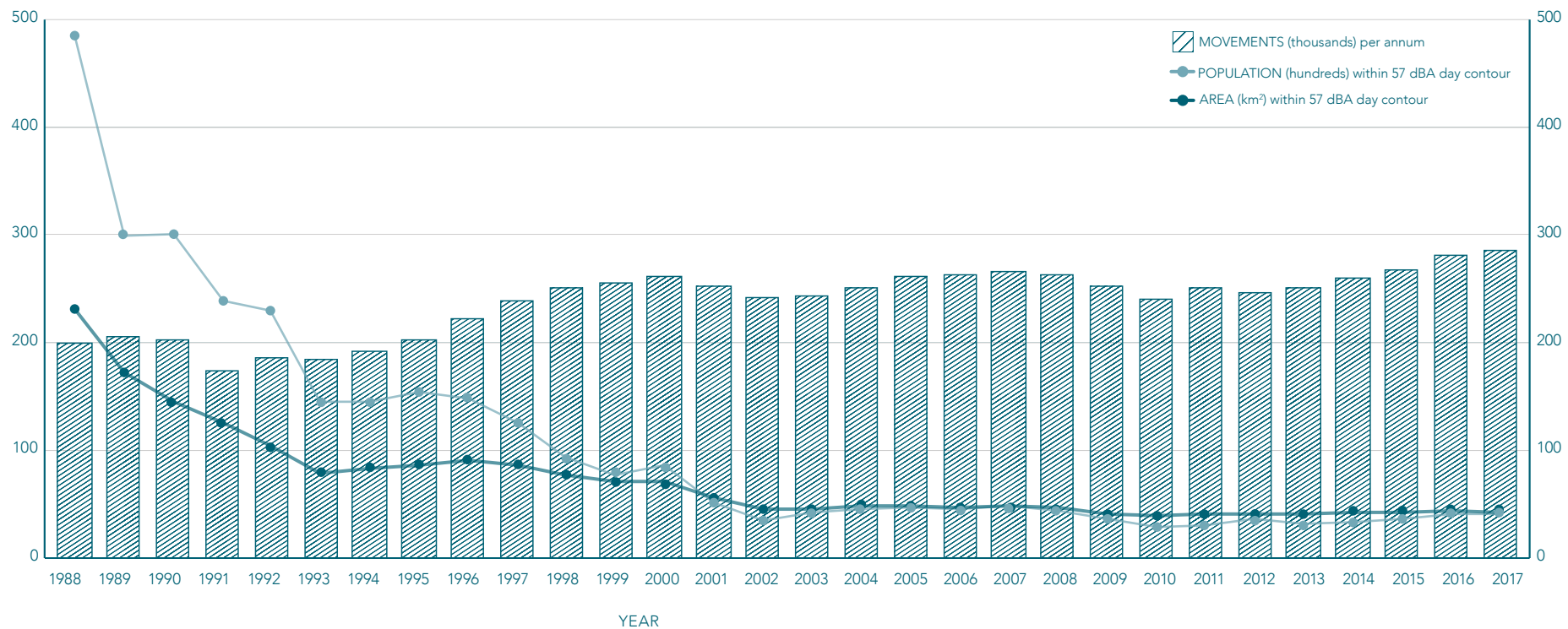
## NOISE

4.5.22 Our Decade of Change goal for Noise is to reduce the impact of operational noise and;

- Implement Gatwick's European Noise Directive (END) Noise Action Plan
- Maintain Gatwick's position as 'best practice' for noise management
- Work with airlines and partners to reduce noise impacts on Gatwick's campus

4.5.23 Our current Noise Action Plan was formally approved by Government in 2013 and provides a comprehensive description of our noise management strategies. We have recently updated this with a new draft plan which is in the final stages of adoption.

**FIGURE 4.6: GATWICK ANNUAL TRAFFIC AND SUMMER DAY NOISE CONTOUR TRENDS**



4.5.24 In recent years we have seen a substantially increased level of engagement with local communities and industry stakeholders on management of air noise. This is explained in detail in Chapter 6, along with our strategies for reducing noise impacts.

4.5.25 Gatwick’s noise footprint reduced sharply from the late 1980s to the early 2000s as shown in Figure 4.6. This resulted from the introduction of significantly quieter aircraft. Since then the overall trend has been for a gradual reduction in contour area despite an increase in annual aircraft movements, although both have fluctuated over this period.

4.5.26 The ‘slowing down’ of noise improvements since the early 2000s is partly because the noise footprint is now a fraction of what it was 30 years ago (the population in the 57dB contour is now less than 10% what it was in 1988) and partly because the oldest, noisiest aircraft have been removed from operations. However, we believe that we will see a continuation of the downward trend in noise footprint in the coming years, with the introduction of new quieter aircraft. For example, the ‘A320 neo’ and ‘B737 Max’ aircraft which are now entering service are about 4dB quieter on departure and 2dB quieter on approach compared to previous equivalent aircraft.

4.5.27 The most recent 2017 noise contours show a small reduction in size compared to the 2016 contours, despite a higher number of movements - again indicating the continuing benefit of quieter aircraft.

4.5.28 We have explored this trend further by commissioning air noise contours for 2022. The results from the 2022 noise contour modelling are compared with the 2017 contours in Figures 4.7 and 4.8. The 2022 noise footprint, in terms of population within the contours, is expected to be smaller than in 2017. Again this overall decrease results from the shift to quieter aircraft off-setting the increase in movements. There are some small changes in the shape of the contours which affect the populations recorded. This explains why the

population in the 57dB summer day contour is predicted to increase by 200 people although its area is actually smaller than in 2017.

4.5.29 The summer day and summer night noise contours for 2017 are shown in **Plan 14** and **Plan 15** and the projected summer day and summer night noise contours for 2022 are shown in **Plan 16** and **Plan 17**.

**FIGURE 4.7: SUMMER DAY NOISE EXPOSURE CHANGE FROM 2017 TO 2022**

NOISE METRIC	POPULATION	
	2017 (Standard)	2022 Single main runway
Leq summer day 54dB	10,950	10,500
Leq summer day 57dB	3,400	3,600
Leq summer day 60dB	1,500	1,400
Leq summer day 63dB	550	500
Leq summer day 66dB	350	300
Leq summer day 69dB	150	100
Leq summer day 72dB	150	0

SOURCE: CAA ERCD

**FIGURE 4.8: SUMMER NIGHT NOISE EXPOSURE CHANGE FROM 2017 TO 2022**

NOISE METRIC	POPULATION	
	2017 (10 year average)	2022 Single main runway
Leq summer night 48dB	13,550	11,400
Leq summer night 51dB	6,650	5,200
Leq summer night 54dB	1,800	1,400
Leq summer night 57dB	750	500
Leq summer night 60dB	350	300
Leq summer night 63dB	200	200
Leq summer night 66dB	150	0
Leq summer night 69dB	0	0
Leq summer night 72dB	0	0

SOURCE: CAA ERCD

## TRANSPORT

4.5.30 Our Decade of Change goals for ground Transport are:

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

4.5.31 Our strategies for promoting the use of public transport are captured in our Airport Surface Access Strategy (ASAS) which is described above. This shows that Gatwick's current public transport mode share for passengers is 44%, and we are very close to meeting our Decade of Change stretch target. For this reason our ASAS sets a new target of increasing our public transport mode share for passengers to 48% by 2022 and we have strategies in place to deliver this.

## ENERGY

4.5.32 Our Decade of Change goal for Energy is to achieve a 20% reduction in energy against a 1990 baseline by 2020.

4.5.33 We have a number of strategies for reducing energy usage which are explained in Chapter 6. These include the replacement of plant and electrical equipment with more energy efficient technology. For example in 2017 we completed phase 2 of the South Terminal boiler plant decentralisation programme and three large scale terminal lighting upgrade projects. Through initiatives such as these we have seen our energy use reduce by 12.8% from our 1990 baseline.

4.5.34 The rapid growth in passenger throughput in recent years has meant that there has been a slight increase in overall electricity and gas consumption since 2015. However, through our energy efficiency improvements, total energy use per passenger has fallen by 40% since 2010.

4.5.35 Through our energy efficiency strategies we expect this trend of falling electricity and gas consumption per passenger to continue.

## WASTE

4.5.36 Our Decade of Change goal for Waste is to generate no untreated waste to landfill and achieve a 70% waste recycling rate by 2020.

4.5.37 Our recycling rates have increased significantly since 2015 and in 2017 had reached 58%. This has been assisted through initiatives such as our improved recycling facility and collaboration with other airport organisations to improve waste sortation at source. We expect to have met our 70% recycling target by 2020.

4.5.38 Gatwick is the first airport to achieve the Carbon Trust Standard for Zero Waste to Landfill. This independent certification recognises organisations that take a best practice approach to waste management and actively divert all appropriate waste streams from landfill. The certification applies to Gatwick's operational and commercial waste.

---

**Gatwick is the first  
airport to achieve the  
Carbon Trust Standard for  
ZERO WASTE  
TO LANDFILL**



**TOTAL WATER CONSUMPTION  
2010 TO 2017**

**25%**

**REDUCTION**



**WATER CONSUMPTION PER PASSENGER  
2010 TO 2017**

**48%**

**REDUCTION**



**WATER**

4.5.39 Our Decade of Change goals for Water are:

- to continually improve the quality of water leaving the airport.
- to achieve a 20% reduction in water consumption against a 2010 baseline with a stretch target of 25%.

4.5.40 Through our initiatives such as enhanced leak detection and improved metering, our 2017 total water consumption was 25% lower than 2010 levels. Water consumption per passenger was around 16 litres compared with 31 litres in 2010. Through our water reduction strategies outlined in Chapter 6 we expect to see consumption per passenger to continue to fall over the coming years.

**BIODIVERSITY**

4.5.41 Our Decade of Change goal for Biodiversity is to have an award-winning approach to biodiversity through achieving a nationally recognised award for ecological awareness.

4.5.42 Our strategies for managing our green spaces are described in Chapter 6 and these have helped us achieve accreditation of the Wildlife Trusts' Biodiversity Benchmark for the last four years. In addition, we received the Client Award in the CIRIA BIG Biodiversity Challenge in September 2016 for our management of the green spaces around Gatwick, for using volunteers and the local communities. In 2017 over 400 hundred people joined the Gatwick Greenspace Partnership as volunteers, helping to manage and improve the quality of the green spaces around the airport. Looking ahead our strategies will be enhanced by the development of a new, five-year biodiversity action plan, on which work has begun.

# 5

## GROWTH SCENARIOS

### LOOKING 5 TO 15 YEARS AHEAD

- 
- 5.1 Introduction

---

  - 5.2 Making best use of the existing main runway

---

  - 5.3 Making best use of the existing standby runway

---

  - 5.4 Safeguarding for an additional runway to the south

---

  - 5.5 Key environmental impacts of the growth scenarios

---

  - 5.6 Key economic impacts of the growth scenarios

---

## 5.1 INTRODUCTION

5.1.1 This chapter of the draft master plan looks ahead 5-15 years out to 2032. It considers three ways - used either separately or in combination - in which Gatwick could grow to meet the increasing demand for air travel:

1

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

2

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

3

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

05

5.1.2 These scenarios are not exclusive choices. Gatwick could transition from one to another within the timeframes discussed in this draft master plan. For each of these growth scenarios, this chapter explains how the airport would operate, what level of traffic growth could be expected and the infrastructure improvements that might be required. It also provides information on potential key environmental and economic impacts.

## 5.2 MAKING BEST USE OF THE EXISTING MAIN RUNWAY

### SCHEME DESCRIPTION

5.2.1 Under this growth scenario the airport would continue to have a single-runway operation, although the existing standby runway would be available for use when the main runway is temporarily closed. The overall layout of the airport would be largely unchanged and it would remain a two-terminal operation. However there would be some changes required to the infrastructure and these are highlighted below.

5.2.2 Beyond 2022, we expect to realise the full benefits of the planned improvements to air traffic management processes and technology described in Section 4.2. These will be introduced in a phased programme of works over the next few years. While there will be some immediate benefits, the full value of this programme should become apparent on its completion, expected in the early 2020s. Improvements will be seen in the predictability and resilience of the operation as well as increases in the peak capacity of the runway. This will enable us to extract the full potential of the existing main runway.

5.2.3 Because some of these initiatives are still at the development stages, there is uncertainty as to how quickly they can be introduced and the timing of any additional slot release that they make possible. If all the improvements deliver their expected potential, the scheduled runway movement rate could eventually increase from the current maximum of 55 movements per hour to around 60 movements per hour during peak periods.

### TRAFFIC GROWTH

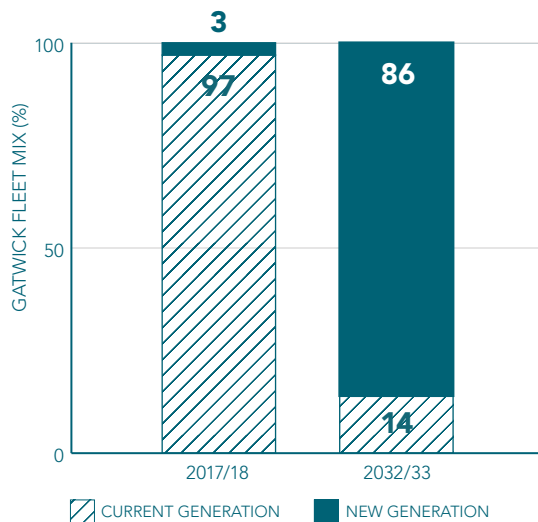
5.2.4 Figure 5.1 extends the traffic forecasts presented in the last chapter ahead for a further ten years to 2032. To reflect the uncertainty about the timing of additional peak runway capacity, a range is indicated, with the lower value representing peak scheduled flights maintained at the current level of 55 per hour, and the higher value representing growth to 60 per hour by the early 2030s.

FIGURE 5.1: GATWICK GROWTH WITH EXISTING MAIN RUNWAY

	2017/18 ACTUAL	2018/19	2019/20	2020/21	2021/22	2022/23	2027/28	2032/33
Passengers (m)	45.7	47.1	49.1	50.6	52.0	52.8	56 – 59	57 – 61
ATMs	280,790	284,270	289,770	294,490	297,670	300,000	315,000 – 325,000	315,000 – 340,000
Passengers per ATM	162.7	165.7	169.4	172.0	174.7	176.0	Around 180	Around 180

5.2.5 For the purposes of these forecasts it has been assumed that the planned third runway at Heathrow opens in 2030. The opening of this new runway is forecast to have a relatively minor negative impact on traffic at Gatwick for a few years. Therefore, if for whatever reason the third runway is delayed, the traffic at Gatwick in 2032 could be expected to be a little higher than indicated. The forecasts also assume that the levels of flying permitted by the DfT at Gatwick within the night quota period remain the same as today.

**FIGURE 5.2: FORECAST CHANGES IN FLEET COMPOSITION**



5.2.6 These forecasts for Gatwick reflect an increase in aircraft size but also an increasing number of 'new generation' aircraft which will have lower emissions and noise levels. Today just 3% of Gatwick's fleet are classified as new generation aircraft and this is expected to increase to 86% by 2032 as part of the normal airline process of aircraft replacement (see Figure 5.2).

5.2.7 Air cargo is forecast to continue growing strongly over this period, driven by the growth in long-haul services. Total tonnage is expected to increase from 102,000 tonnes today to around 220,000 tonnes by 2032/33.

Annual passengers will increase from **45.7M TODAY TO 57-61M BY 2032.**

Passengers per aircraft movement will increase from **163 TODAY TO AROUND 180 BY 2032.**

Cargo will increase from **102,000 TONNES TODAY TO AROUND 220,000 TONNES BY 2032**

## CAPITAL INVESTMENT

5.2.8 To support the growth of Gatwick making best use of the capacity of the existing main runway, with a throughput of around 60mppa, further investments will be required to ensure the infrastructure is adequate to meet our service standards and sustainability objectives. A significant element of this growth occurs through peak spreading, which means that the peak hour throughput will not grow at the same rate as annual passenger growth. We anticipate that the new infrastructure that will be required to accommodate this growth will be delivered through the standard Town and Country Planning Act processes, including the General Permitted Development Order and Environmental Impact Assessments processes where applicable.

5.2.9 The exact timing and scope of these investment projects will depend on how air traffic evolves over time. They will also be shaped by our ongoing consultation with airlines and other stakeholders and the design process for each project. The projects which are described below and illustrated in **Plan 18** are therefore indicative of the longer-term changes that we expect could take place by 2032, but are not definitive proposals.

### Terminal improvements

5.2.10 The main processing elements of the terminals (e.g. check-in, security, baggage reclaim and border checks) are likely to require enhancements and we will continue to focus on technology and process improvements to achieve this. If increased floor space is necessary we will seek to provide this by reconfiguring existing terminal areas to use them more efficiently. If this is impractical then we will consider some form of terminal expansion.

5.2.11 One area that may require specific attention at the upper end of the forecast growth range is pier service levels, especially for long-haul passengers. We are in the early stages of investigating ways of adding long-haul gates, should these prove necessary. Three location options are shown in **Plan 18**. One option would add pier capacity to South Terminal through a western extension of Pier 3. The other two options are for remote piers in the western apron which would serve North Terminal. These remote piers would be accessed by a transfer bus service.

### Operational Efficiency and Resilience

5.2.12 The runway and airfield technology and process improvements we plan to implement through our five year CIP will continue into this time period. Many of these will be associated with new IT systems, equipment and software to provide greater operational precision and predictability. They include the introduction of:

- GMAN – a new system that allocates aircraft parking stands dynamically at about 75 minutes from aircraft touchdown, as opposed to the current system of pre-allocation based on the schedule. This will enable the airport to increase operational stability and optimise stand utilisation.
- Automated Clearance Management – a new system that automatically provides departure clearance to aircraft flight decks. This will reduce flight deck and ATC workload.

5.2.13 We continually monitor and evaluate emerging process and technology developments that we believe could potentially offer operational improvements at Gatwick. We remain committed to implementing the SESAR<sup>12</sup> PCP (Pilot Common Project) requirements (such as enhanced information sharing between Gatwick and Eurocontrol) and are closely following developments of the SESAR 2020 Common Project requirements as they become defined.

<sup>12</sup> Single European Sky ATM Research - a collaborative public-private partnership project to overhaul European airspace and its management.

FIGURE 5.3: KEY PROJECTS 2022 TO 2032 (EXISTING MAIN RUNWAY)

## TERMINAL

### PROJECTS

### PRIMARY PURPOSE

Check-in and bag drop .....	Service Quality
Security search .....	Service Quality
Baggage reclaim .....	Service Quality
Borders .....	Service Quality
Additional pier-served gates .....	Service Quality

## OPERATIONAL EFFICIENCY AND RESILIENCE

ATC technology and process improvements .....	Resilience and Capacity
---	-------------------------

## SURFACE ACCESS

Forecourt management initiatives.....	Resilience and Service Quality
Bus and coach facilities.....	Service Quality
Car Parking.....	Capacity

## COMMERCIAL

Additional offices and hotels.....	Commercial revenue
New hangar .....	Commercial revenue





### Surface Access

5.2.14 Although the focus of our ASAS is the next five years, we have reviewed the action plans to allow for continued growth beyond this period. We have considered what further infrastructure improvements might be needed to support the airport's growth to around 60mppa, although further work will be needed to firm up these plans. Additional actions and measures may be developed and put in place to support expansion.

5.2.15 Our road modelling suggests that, with the improvements to North and South Terminal roundabouts planned for the next five years, and with the M23 Smart Motorway improvements underway, the local road network will be able to accommodate growth to around 60mppa without significant deterioration in performance. This allows for both airport and non-airport traffic growth but assumes that Gatwick will continue to be successful in reducing car trips to and from the airport in accordance with our ASAS objectives. Similarly the much improved rail station will be able to accommodate demand over this time period, even allowing for an increase in rail mode share to around 45%.

5.2.16 In terms of on-airport roads, we will explore further forecourt management initiatives for both terminals to improve the efficiency of the operation and the utilisation of the forecourts. While we want to provide direct vehicle access to the terminals for those who need it, we also need to consider how we can encourage airport users to choose sustainable transport modes and give appropriate priority to these.

5.2.17 It is possible that additional bus and coach station capacity may be required beyond the additional spaces planned in the current CIP, at either or both Terminals. The latest ASAS includes an action to establish the medium term need for bus and coach capacity such that any provision can be allowed for in future capital investment plans.

### Car Parking

5.2.18 Additional car parking, or parking required to replace existing spaces lost owing to other developments, can be provided by decking more of the long stay car parks at North and South Terminals, as required. We are also exploring the use of machine assisted parking technology in the longer term to increase the capacity and utilisation of existing car parks.

5.2.19 In addition, we are considering the possibility of providing additional surface parking on two particular plots of land which are owned by GAL (see **Plan 18**). The first of these is located between the existing South Terminal long stay car park and the Balcombe Road. This site would be easily accessible from the existing public car parks and would not require an access from the Balcombe Road. The second site is located on the southern boundary of the airport, between the off-airport 'Purple Parking' site and the staff Car Park X. Both sites need further investigation to test their suitability for parking. The landscape, biodiversity and surface water drainage issues will also need to be considered in detail as part of any scheme development.

### Commercial accommodation

5.2.20 Over the next fifteen years it is likely that we will see demand for further office and hotel capacity at the airport. The site occupied by South Terminal car rental parking, once it is

no longer needed to support the construction of the station improvements, is one option. Another is the site currently occupied by staff car parking to the east of the Hilton Hotel at South Terminal. This area could be used more intensively by providing decked parking solutions, releasing development plots for new commercial premises.

5.2.21 It is possible that, within this timeframe, airlines and/or aircraft maintenance organisations may wish to construct an additional hangar at the airport. A potential site for this has been identified close to the Boeing Hangar (see **Plan 18**) on land currently occupied by car parking, which would need to be reprovided. At this stage we do not see a requirement for additional cargo sheds, as we believe that the forecast growth in cargo can be accommodated within the existing facility.

### THE OVERALL DEVELOPMENT PLAN FOR A SINGLE RUNWAY AIRPORT

5.2.22 In this growth scenario, where Gatwick remains a single runway airport, we do not foresee any significant changes to the airport boundary or the configuration of the airport. It will remain a two-terminal operation and land use will be very similar to today.

5.2.23 **Plan 18** shows how we think the airport would appear in 15 years' time in this scenario. This shows that the projects described in our CIP for the next five years and the further improvements needed for the following 10 years could be accommodated within the land available, and without any major changes to the organisation of the airport estate.

## 5.3 MAKING BEST USE OF THE EXISTING STANDBY RUNWAY

**5.3.1 While our work on the growth scenario which would make use of the existing standby runway is not fully completed, we have included a preliminary description of the scheme here to provide information on how it might affect Gatwick's operation and passenger throughput, how the airport infrastructure might need to change, and how it might affect the environmental footprint of the airport.**

5.3.2 If it was decided to take this scheme forward in the form of a Development Consent Order application, this would be supported with a wide range of detailed information which would be subject to a full public consultation. If a decision to progress the scheme is taken at the end of 2018 this period of consultation and engagement would start in 2019 and, if the development consent was granted, the standby runway could be brought into use by the mid-2020s.

### SCHEME DESCRIPTION

5.3.3 The previous section explained that Gatwick could grow to circa 60mppa over the next fifteen years with the existing single-runway operation, but this growth would eventually be constrained at that level by the limits on available runway capacity. Even with a third runway at Heathrow, the DfT is forecasting a shortfall in UK airport capacity in 2030 and this shortfall is predicted to increase over the following 20 years. Therefore it is highly likely that by 2032, capacity constraints across the London airport system will mean that some travel demand is unmet, and as

a result the UK will lose valuable connectivity to international destinations and markets.

5.3.4 Our engagement with airlines, both those already operating at Gatwick and those that would like to do so, strongly indicate that the single runway cannot meet future, longer-term demand. We have therefore explored other ways of delivering additional capacity from Gatwick's existing infrastructure in order to meet the increasing demand for air travel. Specifically, we have been exploring the potential use of the existing standby runway in addition to the existing main runway.

5.3.5 The standby runway is located 198m to the north of the main runway and was granted planning permission in 1979. It provides an alternative runway for use when the main runway is closed for maintenance or as a result of an incident. One of the conditions of the planning permission was that it could not be used simultaneously with the main runway. The simultaneous use of both runways is also ruled out by our Section 52 Agreement with West Sussex County Council. However this agreement expires in 2019.

5.3.6 Having examined the feasibility of using the two existing runways together, we consider that there is a viable way of doing this which will maximise Gatwick's existing potential. This strategy aligns with the Government's policy of making best use of existing runways as outlined in its policy document 'The future of UK aviation: making best use of existing runways'<sup>13</sup>.

5.3.7 Our aim would be for the new operation to be contained almost entirely within the existing airport land-take with as few changes to the airport as possible. However any such increase in capacity would mean that some improvements would be needed to supporting infrastructure and we would of course ensure that the airport, and its road and rail links, are not over-stretched.

<sup>13</sup> DfT, 5th April 2018. <https://www.gov.uk/government/publications/aviation-strategy-making-best-use-of-existing-runways>

5.3.8 We are still developing the details of this scheme. However we believe that, conceptually, the main runway would continue to accommodate all arriving flights, as it is fully instrumented for use in low visibility weather conditions and it would be difficult to provide the standby runway with this same capability. Departing flights would be split between the two existing runways. As the main runway is longer than the standby runway, we consider that all of the larger, wide-body aircraft would use that for take-off, and the standby runway would be used only for departing smaller aircraft, such as A320 and B737. The method of operation is illustrated in Figure 5.4.

**FIGURE 5.4: THE USE OF BOTH EXISTING RUNWAYS FOR DEPARTURES**



5.3.9 This method of using the runways would mean that there would no change to arrivals flight paths, although some departing flights would take-off slightly further to the north. Currently the centrelines of the main and standby runways are separated by 198m but we are considering widening the standby runway by 12m so that its centreline is separated by 210m to comply fully with international airport design guidance.

5.3.10 We do not consider that significant changes to Gatwick's departure and arrivals routes would be necessary to operate the standby runway in the method described. As is the case today, aircraft departing from the standby runway would be able to follow very similar flight profiles to those of aircraft departing the main runway. However, as explained earlier in Chapter 3, these flight paths may change in any case as part of a wider, government and CAA sponsored airspace modernisation programme called FASI(S). Our objective would be for any changes introduced as part of FASI(S) to be capable of supporting the standby runway scheme, as well as delivering operational and environmental benefits.

5.3.11 All passengers would be processed through the existing North and South Terminals. There would however need to be some reconfiguration of these terminals to enable them to accommodate the additional passengers and bags.

5.3.12 By operating the existing standby alongside the existing main runway, in the way described, we believe this would add approximately 10-15 movements per hour to the operation. This gain in capacity would permit more flights to be scheduled and would also add resilience to the operation.

## TRAFFIC PROJECTION

5.3.13 Figure 5.5 presents the traffic forecasts for Gatwick with the standby runway in regular use. The indicated forecast range reflects that there is inevitable uncertainty on the precise capacity of this scheme 5-15 years hence. Under this scenario we believe the airport throughput would grow to 68-70 million passengers per annum by 2032, compared to 57-61 million passengers in the single runway scenario.

5.3.14 Air cargo is also forecast to grow strongly in this scenario. Total tonnage is expected to increase from 102,000 tonnes today to around 325,000 tonnes by 2032/33.

**FIGURE 5.5: GATWICK GROWTH WITH STANDBY RUNWAY**

	2017/18 ACTUAL	2018/19	2019/20	2020/21	2021/22	2022/23	2027/28	2032/33
Passengers (m)	45.7	47.1	49.1	50.6	52.0	52.8	65 – 67	68 – 70
ATMs	280,790	284,270	289,770	294,490	297,670	300,000	360,000 – 365,000	375,000 – 390,000
Passengers per ATM	162.7	165.7	169.4	172.0	174.7	176.0	Around 180	Around 180

## ADVANTAGES OF THIS SCHEME

5.3.15 The strength of this scheme is that it would provide more flights, improved connectivity, more employment and economic stimulus to the local area, but with a much reduced scale of development and environmental impact compared to an additional runway to the south. It would require only minor changes to the airport boundary and would not result in the loss of any homes.

5.3.16 We do not consider it to be an alternative to a new runway, in the sense that it cannot provide the same level of long-term growth potential. The proximity of the main and standby runways means that their simultaneous use would add only 10-15 movements per hour to the operation, whereas the wide-spaced additional runway would add around 40-50 movements per hour (see below). However, this standby runway scheme would allow the airport to grow nearer-term whilst the longer-term opportunity of a totally new runway would still exist.

5.3.17 By facilitating this additional growth, Gatwick would provide further employment and training opportunities for local people as well as increasing the airport's overall contribution to the regional and UK economy (see Section 5.6).

5.3.18 The ability to use the main and standby runways simultaneously would also make the airport more resilient to disruption events, such as bad weather or delays caused by en-route airspace restrictions. For example, by bringing the standby runway into regular use we expect to reduce the number of departures on the main runway compared to the current operation. This should make the use of that runway more stable and reduce the number of go-arounds.

5.3.19 Furthermore, it would help preserve the competitive dynamic that has been recently introduced to the London airport system, to the clear benefit of both passengers and airlines. As well as Heathrow's third runway, Stansted, Luton and London City airports all have plans for expansion and this scheme would help Gatwick play its part in offering choice, driving down cost and driving up service levels.

5.3.20 We believe this scheme complements Heathrow's plans for a third runway. The Government's latest traffic forecasts show the capacity generated by Heathrow expansion being taken up very quickly and there is clearly a need for some expansion to take place at other London airports.

5.3.21 At the same time, we recognise that the additional flights generated by the two-runway operation would have some impacts on the environment and this is discussed in Section 5.5.

5.3.22 As the planning consent for the standby runway precludes its simultaneous use with the main runway, we would need to seek a new permission to operate this scheme. If we take this scheme forward, we would expect permission to be secured through the Development Consent Order (DCO) process, which is the planning route recommended for Nationally Significant Infrastructure Projects (NSIPs). Allowing for the time needed to secure planning permission and deliver the necessary infrastructure changes, we believe the standby runway could be brought into regular use by the mid-2020s.

FIGURE 5.6: KEY PROJECTS 2022 TO 2032 (EXISTING STANDBY RUNWAY)

## AIRFIELD

### PROJECTS

- Reconfiguration of various elements of the airfield, e.g. :
  - Widening standby runway
  - Relocating Juliet taxiway
  - New resequencing area
  - Reconfigure RETs
  - End-around taxiways
  - Updated navigational aids

### PRIMARY PURPOSE

Capacity and resilience

Surface water drainage ..... EHS, Resilience and Asset Stewardship

## TERMINALS

- Check-in and bag drop ..... Capacity and Service Quality
- Security search ..... Capacity and Service Quality
- Baggage reclaim ..... Capacity and Service Quality
- Borders ..... Capacity and Service Quality
- Departure lounges..... Capacity and Service Quality
- Additional pier-served gates ..... Capacity and Service Quality

## SURFACE ACCESS

- Additional car parking ..... Capacity
- Road improvements ..... Capacity, Service Quality and Resilience

## COMMERCIAL

- Additional support accommodation, offices and hotels ..... Commercial revenue

### CAPITAL INVESTMENT

5.3.23 While the standby runway already exists, substantial investment would still be needed to facilitate its simultaneous use with the main runway and to enable all aspects of Gatwick’s operation to accommodate circa 70mppa.

5.3.24 This investment would be entirely privately funded and financed through the standard mechanisms of airport charges to the airlines and revenues raised through our commercial operation. Importantly, this could be achieved within the existing framework of airport charges applying at Gatwick, which Gatwick is proposing to airlines to extend for a further period through to the mid-2020s.

5.3.25 The main physical changes to the airport, beyond those described in the section above, are described below and are illustrated in **Plan 19**.

### The airfield

5.3.26 The major part of the construction works would be to reconfigure the airfield. As well as widening the standby runway, to create the necessary separation between it and the main runway, we would expect to see a number of other changes to the airfield. The most significant would be:

The existing ‘Juliet’ taxiway located to the north of, and parallel to, the standby runway would be moved further to the north. The maximum adjustment would be 27m but it may not be necessary to move the whole length of the taxiway by this amount.

It may be necessary to construct a resequencing and holding area at the western end of Juliet taxiway for use when runways 08L and 08R are in operation. We would consider some form of new noise barrier around this holding area.

The existing Rapid Exit Taxiways (RETs) serving the main runway (in both the 26L and 08R directions) would need to be reconfigured and additional RETs may be required

It may be necessary to build a new taxiway around the western end of the main and standby runways to allow some aircraft to taxi between the main runway and Juliet taxiway without crossing the standby runway. Similarly the existing Yankee taxiway might be brought into regular use to perform the same function at the eastern end of the runways.

There would need to be modifications to the airfield ground lighting system and to some navigational aids.

We would need to consider improvements to the surface water drainage infrastructure in order to deal with the additional run-off caused by the new taxiways and to ensure there is no increase in flood risk either on, or off, airport. Initial investigations suggest that we would need to build a new, or enlarge an existing balancing pond.

CHANGES

### *Other airport infrastructure*

5.3.27 Both terminals would require further internal modifications to provide the necessary processing capacity. Our focus for delivering this will be on the use of process and technology improvements and internal reconfiguration to make the most efficient use of the existing buildings. However it is possible that some form of expansion of one, or both terminals, may be necessary.

5.3.28 At the upper end of the forecast range, we believe it may be necessary to provide additional pier served stands. These could be provided in one of the three pier locations described under the existing main runway scenario and illustrated in **Plan 19**.

5.3.29 Additional, or replacement, car parking would be provided by the additional decking of surface parking areas or the provision of additional multi-storey car parks. As well as accommodating the additional demand for parking, these new spaces would replace any existing car parking lost as a result of the other infrastructure projects. Sites for additional offices and/or hotels could be provided in the staff car park area adjacent to the South Terminal Hilton Hotel.

### *Surface access*

5.3.30 The local road network would require some further upgrades, most likely around the two main roundabouts serving North and South Terminals. We are considering options for enhancing road capacity where it may be required in line with anticipated growth. If the standby runway scheme is taken forward, the optimum highways solution would be identified through further road modelling and through discussion with Highways England and the Local Highway Authorities. It would also form the basis of a detailed Transport Assessment which would be a key input to a DCO application.

5.3.31 The Transport Assessment would also identify new mode share targets for the airport operating at the higher capacity generated by the standby runway scheme along with strategies for delivering these through improvements to infrastructure serving public transport/sustainable travel options.

5.3.32 Any improvements to surface access that are required for expansion under the DCO application would be covered by the Transport Assessment and will be paid for by Gatwick in accordance with the DfT's stated policy on funding surface access improvements necessary for expansion. We would work closely with Highways England, Network Rail and local highway authorities to ensure that any measures to support access to the airport also take account of the needs of non-airport traffic and are not detrimental to overall network performance

### **NEXT STEPS**

5.3.33 If it is decided to progress this scheme, we would expect to start the process of consulting on a DCO application during 2019. As part of this DCO process we would be required to demonstrate that we have fully investigated all impacts of the scheme and ensured that these are adequately mitigated. This would involve a process of detailed engagement with all stakeholders as well as public consultation on the main features of the scheme.

5.3.34 Assuming that we start preparing a DCO consultation at the beginning of 2019, we would bring forward and consult on a wide range of information relating to this scheme during that year, prior to the submission of a DCO application which would probably follow in 2020. We would anticipate consulting on environmental mitigation and compensation measures at the same time.

### *Mitigation measures*

5.3.35 At this early stage we have not completed enough work to firmly establish the environmental impacts of this scheme, although an early indication is provided in section 5.5 below. If we take this scheme forward, we would fully investigate, and consult on, the appropriate mitigation measures, once the environmental impacts are fully understood. This would include (but not be limited to) consideration of measures to reduce noise impacts, and to share the benefits of the airport's growth e.g. through education and training programmes.





93  
2

## 5.4 SAFEGUARDING FOR AN ADDITIONAL RUNWAY TO THE SOUTH

**5.4.1 Gatwick is no longer actively pursuing plans for an additional runway, but there nevertheless remains the possibility of building and operating one in the future. Should this, or a future, Government decide to support an additional runway at Gatwick, we would be ready to take this forward with a view to seeking development consent. Should such policy support materialise, then it would be feasible to open the additional runway towards the end of the 5 to 15 year period. It is for this reason that we have included the additional runway in this draft master plan.**

5.4.2 Our proposal to the Airports Commission was for a full length runway, to be built parallel to, and 1,045m to the south of, the existing main runway. The resulting two-runway airport would be capable of handling around 98 aircraft movements per hour, compared with 55 today.

5.4.3 This runway spacing would allow a new terminal and apron zone to be developed between the two runways, which is the optimum location to minimise taxiing times to and from the runways. The new terminal and apron would have an ultimate capacity of around 50mppa and would be constructed in phases, in line with growing passenger throughput.

5.4.4 Gatwick's additional runway scheme is illustrated in **Plan 20**. Full details of this scheme, as submitted to the Airports Commission, can be viewed here: <https://www.gatwickairport.com/business-community/runway-2/r2-documents/>

### *Traffic projection*

5.4.5 An additional runway would add significant capacity to the existing airport, approximately doubling its size. The traffic forecasts we submitted to the Airports Commission in 2014 assumed it would open in 2025. That is now not possible. However an additional runway could be open in less than 10 years after receiving policy support from Government.

5.4.6 As there are no timescales for constructing an additional runway, we do not present traffic forecasts in this section. However, based on our submission to the Airports Commission, we are confident that within 5 years of its opening, the airport's throughput could have increased by an additional 20mppa. The eventual capacity of Gatwick with an additional runway would be around 95mppa which might be reached within 20 or 25 years from opening the additional runway

### *Capital investment*

5.4.7 The addition of an additional runway to the south of Gatwick would require a significant investment in land and property acquisition, road and river diversions, airfield and terminal developments and supporting infrastructure such as car parking. Our proposal to the Airports Commission was costed at £7.6bn, with the first phase costing £3bn (in 2014 prices).

### *Surface access*

5.4.8 Our transport studies for the Airports Commission showed that the already planned and funded rail and road upgrade programmes, along with further enhancements which would be paid for by Gatwick, such as the diversion and improvement of the A23, would enable the airport to meet all the passenger demands from an additional runway without any further taxpayer investment. The surface access improvements for the additional runway scheme are illustrated in **Plan 22**.

5.4.9 These planned improvements in rail, bus and coach infrastructure and services, would enable Gatwick to achieve a very high use of sustainable modes of transport. With the additional runway Gatwick would achieve a 60% public transport mode share for passengers and a 50% sustainable mode share for staff.

#### *Land safeguarding*

5.4.10 As required by Government, land is currently safeguarded for the additional runway. We work constructively with Crawley Borough Council to ensure that, in this safeguarded area, development does not take place which would be incompatible with the additional runway.

5.4.11 While we are not actively pursuing an additional runway at Gatwick we believe it is in the national interest to continue with this strategy of land safeguarding. This will preserve the option of building an additional runway in the future to meet the future airport capacity gap that the Government's forecasts indicate will occur even with a third runway constructed at Heathrow.

5.4.12 The area of land currently safeguarded for the additional runway was based on a much earlier scheme developed by the previous airport owners, BAA. This currently safeguarded area is illustrated in **Plan 21**. In developing our proposals for the Airports Commission, we sought to contain the development within this land boundary wherever possible. However, to meet operational requirements, we found it necessary to make some adjustments to this boundary. The revised land boundary for the

additional runway is also shown in **Plan 21**. We recommend that the area safeguarded for the additional runway by the Local Planning Authorities, is modified to conform to this latest boundary.

5.4.13 Should Crawley Borough Council adopt our definition of the current airport boundary contained in this draft master plan (see Chapter 2), it would also be necessary to adjust the safeguarded land area so that it abuts the revised airport boundary.

#### *Our pledges for the additional main runway*

5.4.14 We recognised that the additional runway scheme would impact significantly on the local area and community in positive and negative ways. To offset these adverse impacts, Gatwick committed to a number of pledges including:

- £46.5m of funding to help local authorities deliver essential community infrastructure
- £3.75m of funding to help create 2,500 new apprenticeships for local people
- Increased compensation funds for those homeowners most affected by expansion
- A new Engagement Charter and dedicated team to help landowners and businesses
- Exploration of all potential noise management initiatives including international best practice
- A continuation of full compliance with all legal air quality standards

- A local roads fund (£10m), a contribution of circa £2m per annum to the Passenger Transport Levy and a world class 60% public transport mode share

5.4.15 Since 2005 we have had in place two blight schemes relating to the additional runway:

- The Property Market Support Bond (PMSB) is for those with homes which would need to be purchased to make way for the runway. The Bond allows owners to require GAL to acquire their property for its pre-scheme open market value, a home loss payment of 25% and costs. It becomes exercisable upon GAL confirming that GAL intends to apply for planning permission for the additional runway. It expires on 1st January 2020.
- The Home Owner Support Scheme (HOSS) is for those with homes newly affected by a high level of noise as a result of the additional runway. The HOSS scheme operates from the date GAL confirms that GAL intends to apply for planning permission for the additional runway. Homeowners can require GAL to acquire their property for its pre scheme open market value once GAL announces an intention to begin construction of the additional runway or earlier in certain circumstances.

5.4.16 We understand local residents will want to know whether we will be renewing the PMSB, and whether we will be introducing any additional schemes in relation to our other proposals for capacity enhancement. We confirm that we will be bringing forward new proposals for replacement schemes in due course.

## 5.5 KEY ENVIRONMENTAL IMPACTS OF THE GROWTH SCENARIOS

**5.5.1** This section describes how the key environmental issues of carbon emissions, air quality and air noise would potentially vary under the three growth scenarios described above. It includes the best information available at the time of publication. However it should be noted that:

- We have not yet completed a full assessment of environmental impacts of the standby runway scheme. If a Development Consent Order (DCO) application for the standby runway scheme is brought forward then, as part of this, we would prepare a full Environmental Impact Assessment (EIA).
- If an additional main runway were to be taken forward in the future, the environmental impacts reported to the Airports Commission would have to be revisited and updated, to reflect the new development timescales and any other changes in the scheme. The environmental indicators shown below for the additional runway scheme are based on our 2014 submission to the Airports Commission. They relate to Gatwick with an additional runway operating in 2040 with a throughput of approximately 83mppa.

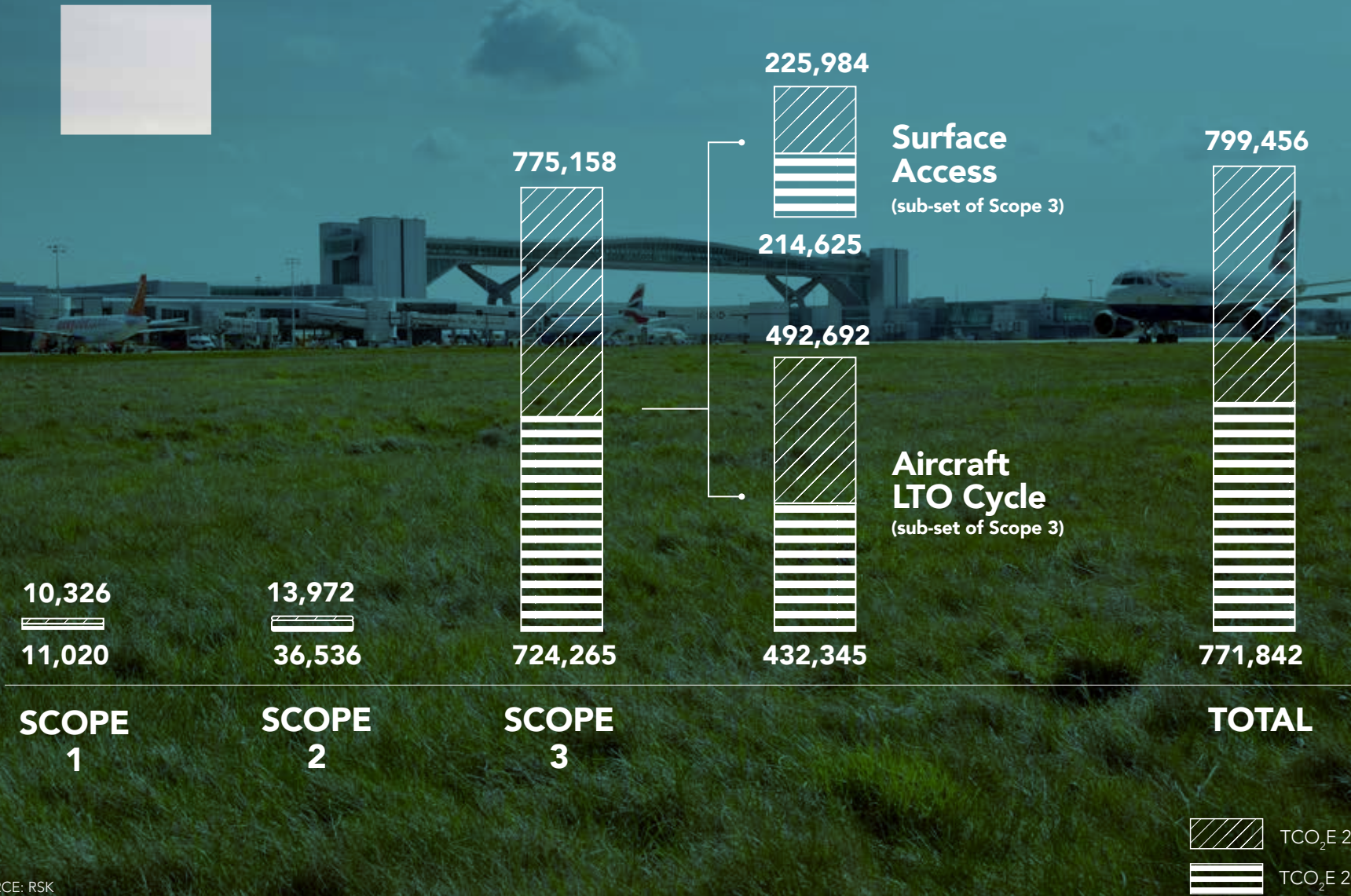
5.5.2 Chapter 6 provides more detail on our environmental management strategies and how we are working to limit the airport's environmental impacts.

### CARBON EMISSIONS

#### *The existing main runway*

5.5.3 The carbon emissions produced by Gatwick in 2017, along with estimates for 2028, are shown in Figure 5.7. The largest component is the Landing and Take-off (LTO) cycle which measures carbon produced by aircraft approaching or departing the airport, below an altitude of 3,000ft. This and the passenger surface access elements account for the majority of Scope 3 emissions. (Scope 1, 2 and 3 emissions were explained in paragraph 4.5.12).

FIGURE 5.7: GATWICK TOTAL GREENHOUSE GAS EMISSIONS 2017 AND 2028 (SINGLE MAIN RUNWAY)



SOURCE: RSK

5.5.4 Figure 5.7 shows a small predicted increase in total carbon emissions as a result of the forecast increase in aircraft movements. However Scope 1 and 2 emissions are predicted to continue falling and by 2028 are expected to be 70% lower than the 1990 baseline. Separate modelling indicates that our Decade of Change target for carbon should be achieved by the end of 2020. This target is to achieve a 50% reduction compared to our 1990 baseline of 82,843 tCO<sub>2</sub>e (Scope 1 and 2).

5.5.5 While Figure 5.7 indicates modest growth in Scope 3 emissions this projection does not incorporate reductions from known opportunities to achieve much lower emissions. Further efficiency improvements in the management of the airspace and airfield operation have the potential to deliver shorter flight-paths and reduced holding, both of which should reduce fuel burn and emissions. Accelerating the shift to public transport and the transition to electric and low-carbon vehicles would reduce surface access emissions. The Sustainable Aviation (SA) sustainable fuel road map also highlights the huge opportunity presented by sustainable aviation fuels. SA calculates that sustainable fuels could deliver up to 24% reduction in CO<sub>2</sub> emissions from UK aviation by 2050..

5.5.6 The Government has recognised these opportunities in its recent policy announcement on 'Making the Best Use of Existing Runways'. In this it presents analysis of the impacts of carbon emissions from airport growth, alongside the expansion of Heathrow. It concluded that measures such as uptake of renewable fuels and reduction of aircraft fuel use by operational measures, such as single engine taxiing, would be expected to enable the Committee on Climate Change's planning assumptions for total UK aviation emissions to be met.

5.5.7 Gatwick is closely involved in supporting these initiatives so that future greenhouse gas emissions are as low as possible.

#### *The existing standby runway*

5.5.8 We have also undertaken some provisional analysis of airport-wide carbon emissions in the event that the standby runway is used together with the main runway. The results are shown in Figure 5.8. The analysis indicates higher carbon emissions than with the existing main runway as a result of the greater passenger and aircraft throughput. However, as explained above, we are closely involved in key initiatives that provide opportunities for delivering a lower carbon footprint than that indicated.

FIGURE 5.8: GATWICK TOTAL GREENHOUSE GAS EMISSIONS 2017 AND 2028 (STANDBY RUNWAY WITH MAIN RUNWAY)



SOURCE: RSK

### *An additional runway to the south*

5.5.9 Our additional runway proposals submitted to the Airports Commission included many initiatives designed to minimise the amount of carbon produced. These included:

- A compact airfield layout, designed to minimise taxiing distances and runway holding, in order to reduce fuel burn.
- A Surface Access Strategy designed to maximise the use of public transport and support wider sustainable travel patterns and low carbon modes of transport.
- Highly efficient building design, technology and management systems.
- A zero carbon energy strategy, including an integrated approach to managing airport energy, waste and water resources.

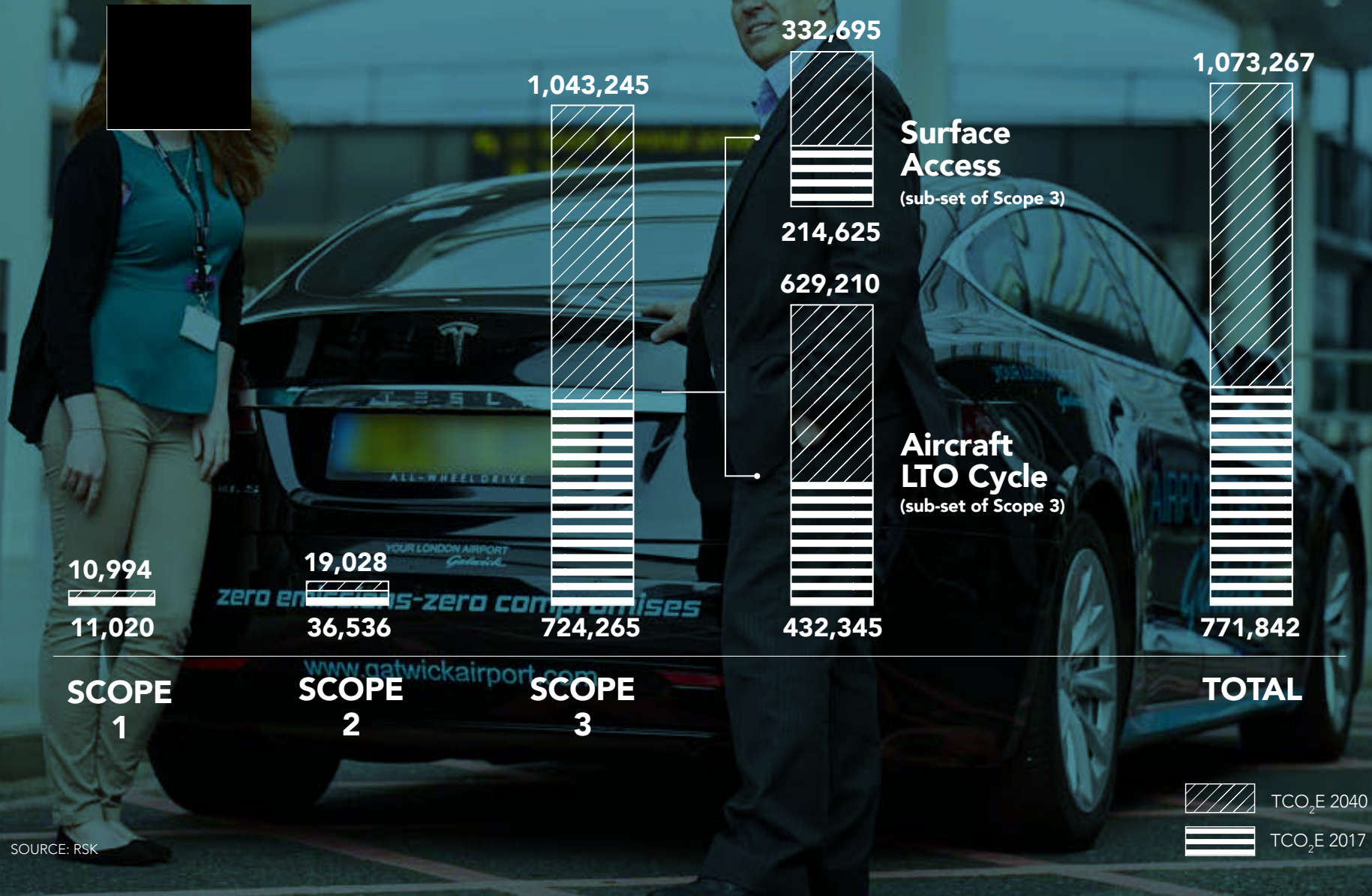
5.5.10 Our submission showed that future carbon emissions would increase as a result of an additional runway as shown in Figure 5.9. Note that the modelled year is 2040 which means the results are not directly comparable with the two tables above. The initiatives outlined above mean that emissions on a per passenger basis, would be lower than in a single runway scenario.

5.5.11 Our proposals also included strategies to minimise carbon during construction, drawing on experience of other major infrastructure projects such as the Olympic Park in London. These included minimising embodied carbon through a Sustainable Materials Strategy (e.g. the use of low carbon concrete mixes) and an innovative Construction Waste Management Strategy to optimise rates of re-use and recycling.

**Sustainable Aviation  
calculates that sustainable  
fuels could deliver up to**  
**24%**   
**REDUCTION  
IN CO<sub>2</sub>**  
**emissions from UK  
aviation by the 2050s**



FIGURE 5.9: GATWICK TOTAL GREENHOUSE GAS EMISSIONS 2017 AND 2040 (WITH ADDITIONAL RUNWAY)



SOURCE: RSK

## AIR QUALITY

### The existing main runway

5.5.12 ARUP has updated the airport's five yearly emissions inventory and used this data to model the 2015 concentrations of pollutants at sensitive receptors in a 10km by 10km study area around the airport.<sup>14</sup> The assessment showed that total Gatwick emissions of NO<sub>2</sub>, PM10 and PM2.5 in 2015 were lower than in 2010 when the previous emissions inventory was undertaken. All modelled concentrations of pollutants were below the specified limits identified in Figure 4.4. The highest modelled 2015 concentrations in the area around Gatwick were 33.3µg/m<sup>3</sup> for NO<sub>2</sub> (in Horley), 18.3µg/m<sup>3</sup> for PM10 (in Crawley) and 13.0µg/m<sup>3</sup> for PM2.5 (in Horley).

5.5.13 ARUP also ran the air quality model to test pollutant concentrations in 2028 with increased traffic volumes on the existing main runway. Again the results show no exceedances at any receptor location. The highest predicted values were 19.7µg/m<sup>3</sup> for NO<sub>2</sub> (in Horley), 16.6µg/m<sup>3</sup> for PM10 (in Crawley), and 12.0µg/m<sup>3</sup> for PM2.5 (in Horley). The improvements compared to the 2015 results were largely the result of predicted cleaner engine technology for road vehicles.

### The existing standby runway

5.5.14 Given the modelled results for the single-runway pollutant concentrations in 2028, and the mitigation options available to us, we do not believe that there will be any exceedance of local air quality limits caused by the standby runway scheme. We also know that detailed modelling of the airport with an additional runway to the south, which generated much higher levels of air traffic, showed no exceedances of these limits. This gives us

confidence that Gatwick's growth with both the main and standby runways in simultaneous use would not cause any exceedances of air quality standards in the local area.

5.5.15 If this scheme is taken forward, we would carry out, and consult on, detailed air quality modelling as part of a full Environmental Impact Assessment, which would quantify the expected concentrations of NO<sub>2</sub>, PM10 and PM2.5 in the area around Gatwick.

### An additional runway to the south

5.5.16 As part of our work for the Airports Commission we commissioned detailed air quality modelling to test whether there would be any exceedances of the limits for pollutant concentrations in the area around Gatwick. This modelling showed that, while there would be additional emissions to atmosphere, notably of NO<sub>2</sub>, PM10 and PM2.5, these emissions would have very little impact on local air quality in residential areas adjacent to the airport boundary. Importantly the annual average concentrations of NO<sub>2</sub>, PM10 and PM2.5 in the area around Gatwick would be well within EU limit values.

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

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

SOURCE: CAA ERCD

<sup>14</sup> - Further refinement and sensitivity testing of the modelling will be undertaken to address some under-prediction of NO<sub>2</sub> concentrations near Hazelwick roundabout and some over-predictions near the airport, when compared with 2015 local monitoring data

## AIR NOISE

### *The existing main runway*

5.5.17 The air noise footprint of Gatwick's operations is measured and reported annually in the form of noise contour reports. The CAA's Environmental Research and Consultancy Department (ERCD) has produced actual noise contours for 2017 and predicted contours for 2028 and 2032 with the existing main runway in use. The populations within these noise contours are shown in Figures 5.10 and 5.11.

**NOISE LEVELS  
ARE EXPECTED  
TO REDUCE  
by 2028 and the downward  
trend continues through  
to 2032**

5.5.18 Figures 5.10 and 5.11 show that noise levels with the existing main runway are expected to reduce by 2028 and the downward trend generally continues through to 2032. This reduction results from the introduction of quieter 'new generation' aircraft which will replace existing aircraft types over this period. In noise exposure terms this change in fleet mix is forecast to outweigh the effects of increasing flight numbers.

**FIGURE 5.11: SUMMER NIGHT NOISE EXPOSURE CHANGE FROM 2017 TO 2028 AND 2032 (EXISTING MAIN RUNWAY)**

NOISE METRIC	POPULATION		
	2017 (10 year average)	2028 Main runway	2032 Main runway
Leq summer night 48dB	13,550	10,400	9,100
Leq summer night 51dB	6,650	4,500	4,600
Leq summer night 54dB	1,800	1,300	1,200
Leq summer night 57dB	750	500	400
Leq summer night 60dB	350	400	300
Leq summer night 63dB	200	200	200
Leq summer night 66dB	150	0	0
Leq summer night 69dB	0	0	0
Leq summer night 72dB	0	0	0

SOURCE: CAA ERCD

5.5.19 For example, the 'A320 neo' and 'B737 Max 8', aircraft that are expected to make up nearly 50% of the Gatwick fleet by 2028, will be about 4dB quieter on departure and 2dB quieter on approach compared to current equivalent aircraft. This is expected to reduce Gatwick's noise footprint despite increased movements.

5.5.20 It should be noted that these contours have been calculated using traffic data which is representative of the forecast ranges presented in Figure 5.1. The contours do not make any allowance for changes in the design of airspace which, as explained in Section 3.4, should create the opportunities for noise reduction initiatives.

5.5.21 Noise contours for the metrics identified above are illustrated in the following plans:

- **Plan 14:**  
2017 Average summer day Leq.
- **Plan 15:**  
2017 Average summer night Leq.
- **Plan 23:**  
2028 Average summer day Leq.
- **Plan 24:**  
2028 Average summer night Leq.
- **Plan 25:**  
2032 Average summer day Leq.
- **Plan 26:**  
2032 Average summer night Leq.

#### *The existing standby runway*

5.5.22 The potential air noise impacts of the airport using the existing main and standby runways simultaneously will naturally be a key focus for local communities. To address this important issue, we have investigated the possible scale of change that could occur as a result of this growth.

5.5.23 Figures 5.12 and 5.13 present the preliminary results of the initial analysis carried out to date. It shows how the populations within the different noise contours might vary between the single runway airport today and the airport with the main and standby runways operating together in 2028 and 2032.

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

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

SOURCE: CAA ERCD

5.5.24 Figures 5.12 and 5.13 show that the number of people affected by day-time noise in 2028 and 2032, with the standby runway scheme in operation, should be broadly comparable to today. This means that, while there will be more flights, this will be balanced by the fact that aircraft will be quieter, resulting in little overall change in the number of people living within each Leq noise contour. There is a more apparent reduction in night-time noise as there is assumed to be no traffic growth in the night quota period and therefore the positive impact of quieter aircraft types is more pronounced.

5.5.25 Again, it should be noted that the noise results presented relate to aircraft movements which are representative of the forecast range shown in Figure 5.5. If we bring forward a DCO application for the standby runway scheme we will prepare a more detailed assessment of noise as part of the Environmental Impact Assessment (EIA).

5.5.26 A comparison of Tables 5.10/5.11 and 5.12/5.13 shows that the use of the standby runway will increase the 2028 and 2032 contour populations, compared to a single runway scenario in the same year. Where people do

experience an increase in noise, compared to a single-runway scenario, we expect the increase to be less than 3dB in nearly all cases. In this scenario, the flight paths are expected to be very similar to the current ones meaning that there will be very few people newly affected by noise, unlike the additional runway scheme where the new runway 1km to the south of the existing airport would spread the noise footprint over a significantly wider area.

**FIGURE 5.13: SUMMER NIGHT NOISE EXPOSURE CHANGE FROM 2017 TO 2028 AND 2032 (MAIN AND STANDBY RUNWAYS)**

NOISE METRIC	POPULATION		
	2017 (10 year average))	2028 Main and standby runway	2032 Main and standby runway
Leq summer night 48dB	13,550	11,000	10,200
Leq summer night 51dB	6,650	4,900	4,900
Leq summer night 54dB	1,800	1,500	1,400
Leq summer night 57dB	750	600	500
Leq summer night 60dB	350	300	300
Leq summer night 63dB	200	100	100
Leq summer night 66dB	150	0	0
Leq summer night 69dB	0	0	0
Leq summer night 72dB	0	0	0

SOURCE: CAA ERCD



5.5.27 Noise contours for the metrics referred to above are illustrated in the following plans:

- **Plan 14:**  
2017 Average summer day Leq.  
(existing main runway)
- **Plan 15:**  
2017 Average summer night Leq.  
(existing main runway)
- **Plan 27:**  
2028 Average summer day Leq.  
(main and standby runway)
- **Plan 28:**  
2028 Average summer night Leq.  
(main and standby runway)
- **Plan 29:**  
2032 Average summer day Leq.  
(main and standby runway)
- **Plan 30:**  
2032 Average summer night Leq.  
(main and standby runway)

5.5.28 As explained in Section 5.3 above, if it is decided to progress this use of the standby runway, we would expect to start the process of preparing a DCO consultation during 2019. As part of this DCO process we will be required to demonstrate that we have fully investigated all air noise impacts of the scheme and ensured that these are adequately mitigated. This would involve a process of detailed engagement with all stakeholders as well as public consultation on noise impacts and appropriate noise mitigation measures.

#### *An additional runway to the south*

5.5.29 For our work for the Airports Commission we submitted, in 2014, detailed information on the noise impacts of the proposed additional runway as forecast at that time. The 2040 summer day contours are shown in Figure 5.14. This shows a much larger number of people affected by noise than the two other growth scenarios now being considered, as a result of the much higher number of aircraft movements with an additional runway.

5.5.30 The noise contours for the metrics identified above are illustrated in the following plans:

- **Plan 14:**  
2017 Average summer day Leq.
- **Plan 31:**  
2040 Average summer day Leq with additional runway

5.5.31 Note that while we produced a range of noise impact metrics for the additional runway which can be found at <https://www.gatwickairport.com/business-community/runway-2/r2-documents/> we did not produce Leq contours for the 8-hour summer night period, hence their exclusion from this section.

**FIGURE 5.14: SUMMER DAY NOISE EXPOSURE CHANGE FROM 2017 TO 2040 (WITH THE ADDITIONAL RUNWAY)**

NOISE METRIC	POPULATION	
	2017	2040 Additional runway
Leq summer day 54dB	10,950	32,200
Leq summer day 57dB	3,400	15,400
Leq summer day 60dB	1,500	6,200
Leq summer day 63dB	550	1,400
Leq summer day 66dB	350	100
Leq summer day 69dB	150	<100
Leq summer day 72dB	150	0

SOURCE: CAA ERCD

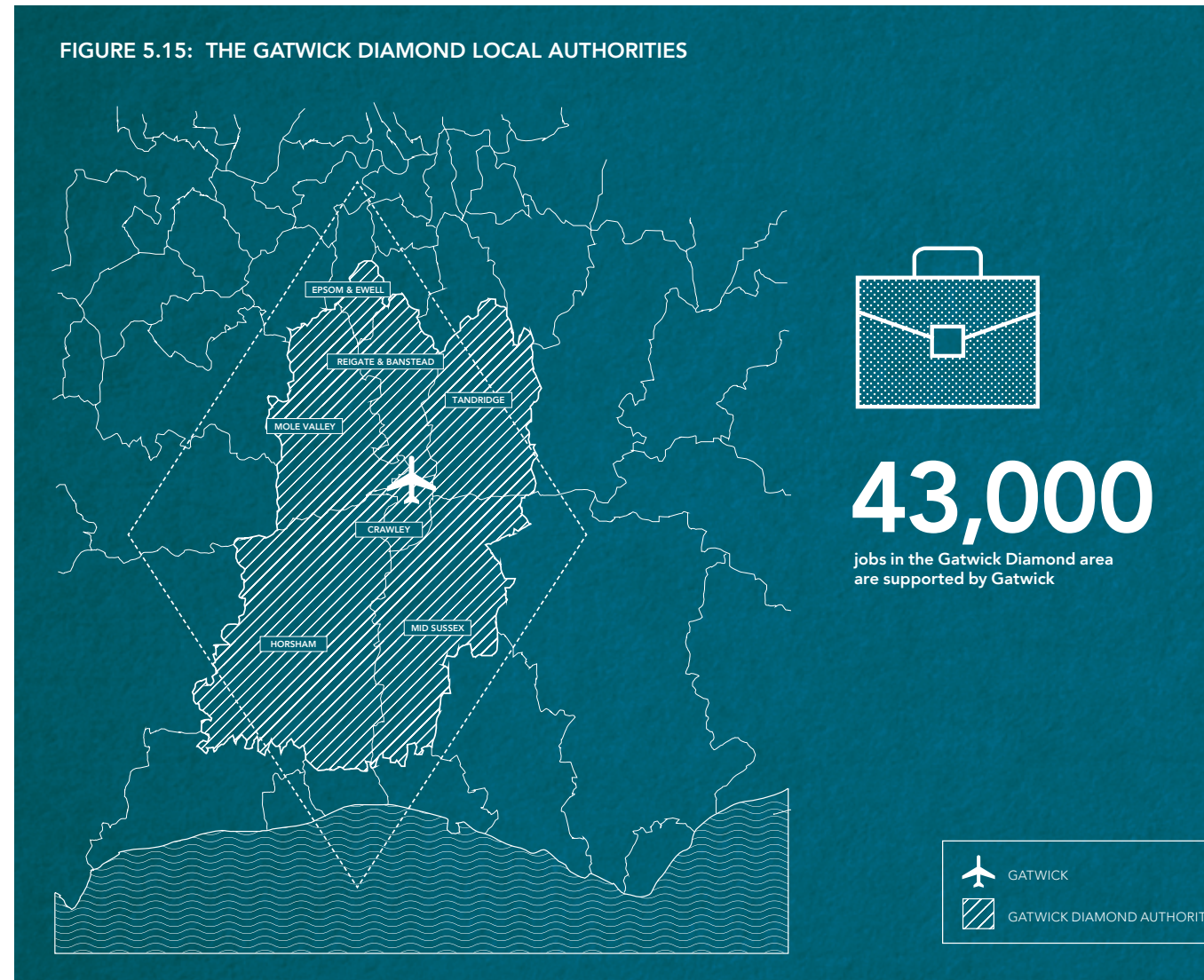
## 5.6 KEY ECONOMIC IMPACTS OF THE GROWTH SCENARIOS

### *The existing main runway*

5.6.1 Each year the UK aviation sector carries over 250m passengers and 2.5m tonnes of cargo. As the second busiest airport in the UK, Gatwick contributed a significant portion of this traffic and in doing so contributes substantial value to the UK economy. Oxera has calculated that Gatwick contributes £4.1bn to UK GDP.

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

5.6.3 Oxera has examined the current and future (2028) economic contribution made by Gatwick to the UK and, in particular, the Gatwick Diamond area around Gatwick. The Gatwick Diamond is a business-led partnership established to improve the economic performance of the local area surrounding Gatwick, where the majority of the economic benefits of the airport are focused (see Figure 5.15).





### Gatwick's economic footprint

5.6.4 Gatwick's 2016 staff survey showed that 23,800 people are employed at the airport (direct on-airport employment). Oxera estimates that, through Gatwick's supply chain, a further 37,000 indirect jobs are created outside the airport boundary, along with a further 10,000 jobs through catalytic effects, generating a total of 71,000 jobs. By 2028 this is predicted to increase to 79,000 jobs with Gatwick operating with the existing main runway (see Figure 5.16).

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

5.6.6 The existence of these direct and indirect jobs contributes to the generation of economic value to the local and wider economy. This can be measured as 'gross value added' (or GVA) which is the total value of output from Gatwick, minus the value of inputs to its supply chain. Oxera estimate the 2017 GVA through Gatwick's activity to be around £1.5bn, rising to a total of £4.1bn once indirect off-airport activity and catalytic effects are accounted for. Oxera used the same methodology to calculate GVA in 2028. Both sets of results are shown in Figure 5.17.

**FIGURE 5.16: TOTAL EMPLOYMENT SUSTAINED BY GATWICK**

TYPES OF JOBS	NUMBER OF JOBS (ROUNDED) 2017	NUMBER OF JOBS (ROUNDED) 2028 (ESTIMATED)
Direct jobs	24,000	28,000
Indirect jobs	37,000	41,000
Catalytic jobs	10,000	11,000
Total jobs	71,000	79,000

SOURCE: GATWICK EMPLOYER SURVEY 2016 AND OXERA ANALYSIS

**FIGURE 5.17: ESTIMATED GVA (UK WIDE) SUPPORTED BY GATWICK – 2015 AND 2028**

	2017 GVA (£M)	2028 GVA (£M)
Direct footprint – GVA	1,495	1,848
Indirect footprint – GVA	2,050	2,559
Catalytic footprint – GVA	572	652
Total GVA	4,117	5,059

SOURCE: OXERA



### The net economic and welfare effects

5.6.7 To understand the true economic value and benefit created by Gatwick, it is important to understand what would happen to the economy in the airport's absence. This process is described as calculating the net impact and it is the standard approach adopted by other organisations when assessing economic value. Oxera has calculated Gatwick's net impact by comparing differences in economic activity and welfare in the Diamond between the status quo in 2017, and a hypothetical situation without the airport. The same approach has also been taken for 2028.

5.6.8 For its assessment of these benefits, Oxera used a methodology consistent with that set out by the Department for Transport in its web Transport Analysis Guidance (webTAG)<sup>14</sup>. Amongst other considerations, the net economic impact takes account of current airport employees who might need to find a job in another area, or accept a less productive job in the Gatwick Diamond.

5.6.9 The methodology also considers the welfare benefits of Gatwick, including the shorter travel times to/from the airport for Gatwick Diamond workers and residents.

5.6.10 By following this approach Oxera calculates Gatwick's net economic benefit to the Diamond in 2017 was £1.44bn with a further welfare net benefit of £30m. For 2028 Oxera calculates that these will increase to £1.71bn and £44m respectively. These results are shown in Figure 5.18.

5.6.11 Looking beyond the Gatwick Diamond area, Oxera has made estimates of the economic benefits of Gatwick to the local counties and to the Coast to Capital LEP area, both for the situation in 2017 and 2028. The results are shown in Figure 5.19.

**FIGURE 5.18: SUMMARY OF NET ECONOMIC IMPACT IN THE GATWICK DIAMOND AREA**

	2017	2028
Net economic impact	£1,442m	£1,713m
Wider welfare impacts	£30m	£44m

NOTE: ALL VALUES IN 2017 PRICES  
SOURCE: OXERA ANALYSIS

**FIGURE 5.19: ECONOMIC BENEFITS OF GATWICK IN THE WIDER REGIONAL AREA**

		2017	2028
East Sussex, West Sussex, Surrey, and Kent, and the unitary authority of Brighton and Hove	Residents employed at Gatwick	15,500	18,000
	Wages received	£417m	£527m
	Economic output supported by Gatwick supply chain	£1.4bn	£1.8bn
	Jobs supported by Gatwick supply chain	25,700	28,800
Coast to Capital LEP	Residents employed at Gatwick	14,500	17,000
	Wages received	£393m	£497m
	Economic output supported by Gatwick supply chain	£771m	£963m
	Jobs supported by Gatwick supply chain	13,900	15,600

NOTE: THE BENEFITS FOR THE LISTED COUNTIES AND FOR THE LEP ARE NOT ADDITIVE AS BOTH AREAS OVERLAP  
SOURCE: OXERA ANALYSIS

<sup>14</sup>Department for Transport (2016), 'Web Transport Analysis Guidance', 28 July <https://www.gov.uk/guidance/transport-analysis-guidance-webtag>.

### The existing standby runway

5.6.12 Oxera has also carried out some preliminary analysis of the economic benefits of Gatwick with both the existing standby runway and main runway in operation in 2028, using the same methodology as that set out above.

5.6.13 This indicates a total employment of 91,000, with both the standby runway and main runway in operation, compared with 79,000 with the main runway only.

5.6.14 Similarly, total GVA is estimated to be £5.79bn compared with £5.06bn.

5.6.15 Net economic benefits in the Gatwick Diamond area are estimated to be £1.9bn compared with £1.7bn, and wider welfare benefits are estimated to be £60m compared with £44m.

5.6.16 This additional employment and economic activity generated by bringing the standby runway into regular use results from the higher capacity and passenger throughput it delivers along with associated increases in employment. We will carry out a more detailed assessment of these economic benefits of the standby runway scheme if it is taken forward to a DCO application.

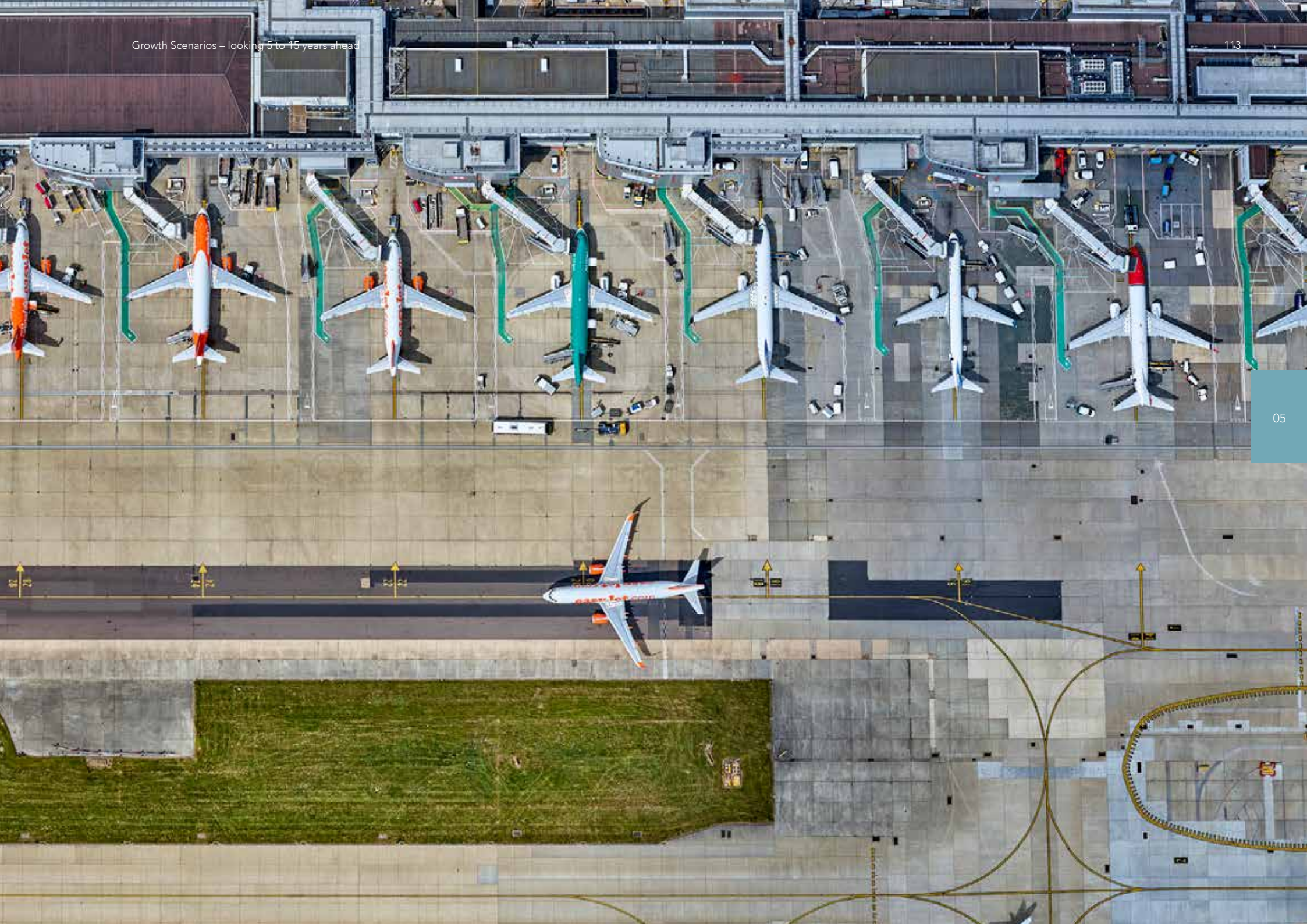
### An additional runway to the south

5.6.17 We commissioned an assessment of the economic benefits of adding an additional runway, as part of our work to assist the Airports Commission. This identified the following benefits:

- £79bn of economic benefits to the UK, in aggregate, over 60 year in present value terms, plus a further £10bn to 14bn of indirect competition benefits.
- £10bn to 14bn of benefits from direct competition resulting in lower fares, wider participation in the aviation industry, and greater levels of innovation from both airports and airlines.
- The revenue generated for the Exchequer, is expected to be £15bn of additional direct and indirect tax revenue at Gatwick. No Government subsidy is required for the additional runway.
- £28bn of wider economic benefits to the UK economy (i.e. benefits that are additional to the benefits to users and providers of aviation services). This value is considerably lower than benefits that have been attributed to the expansion of airport capacity by some other studies, principally because Gatwick has sought to avoid double counting any of the costs or benefits of additional airport capacity.
- In addition, the benefits from increased competition are likely to disperse throughout the London airport system, benefiting all passengers, even on routes where there is no direct competition.
- Employment at Gatwick is expected to grow based on an expanded volume of passenger traffic. With an additional runway the total projected airport employment would be 59,700.



**59,700**  
total projected  
airport employment  
with an additional  
runway



# 6

# ENVIRONMENTAL STRATEGIES

- 6.1 Introduction
- 6.2 Carbon and climate change
- 6.3 Air quality
- 6.4 Air noise
- 6.5 Ground noise
- 6.6 Waste
- 6.7 Energy
- 6.8 Water
- 6.9 Landscape and biodiversity

## 6.1 INTRODUCTION

6.1.1 In Chapter 4 we summarised briefly our Decade of Change sustainability strategy and goals, how these have improved our sustainability performance since 2010 and how we expect them to shape our performance over the next five years.

6.1.2 In Chapter 5 we explained how the key topics of carbon, air quality, air noise and economic benefits would be affected by three growth scenarios.

6.1.3 In this chapter we provide broader statements of current strategies for managing Gatwick's environmental impacts.



## 6.2 CARBON AND CLIMATE CHANGE

### *Our Carbon Reduction Strategies*

6.2.1 Our current carbon-reduction priorities include:

- Continue the evaluation of solar power and additional waste-to-renewable energy systems
- Expand collaboration with airport partners on low carbon initiatives
- Identify local carbon offsetting initiatives to complement our current international scheme (see below)
- Minimise embodied carbon by expecting lower-intensity carbon specifications from our supply chain.

6.2.2 We continue to participate actively in Sustainable Aviation (SA) which brings together major UK airlines, airports, manufacturers and air navigation service providers to meet the challenge of ensuring a sustainable future for the industry.

6.2.3 Sustainable Aviation's Working Group on Climate Change maintains a roadmap for future CO<sub>2</sub> emissions from UK aviation and explains how government and industry can achieve the target of reducing absolute CO<sub>2</sub> emissions to 2005 levels by 2050. The roadmap shows that UK aviation could achieve this reduction while more than doubling passenger numbers through operational improvements, airspace reforms, next and future generation aircraft, sustainable fuels and market-based measures.

6.2.4 SA's updated CO<sub>2</sub> roadmap was launched in December 2016 and is available online at [www.sustainableaviation.co.uk/road-maps/](http://www.sustainableaviation.co.uk/road-maps/). The next update is expected in December 2019.

### *Climate change*

6.2.5 Climate change mitigation and adaptation continues to be a core consideration for all present and future planning at Gatwick. We will continue to review operational resilience procedures and contingency plans for incidents that may affect our services, including investment for severe weather events such as heavy rainfall, snow and ice. A range of risk reduction measures are available to address flood risk including the use of green drainage infrastructure (e.g. attenuation ponds, green roofs, etc.) to reduce run-off rates and volumes. These will be fully explored as projects are brought forward.

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





## 6.3 AIR QUALITY

### *Our air quality management strategies*

6.3.1 The continuous monitoring of air quality at the airport has been on-going since 1992 and has been carried out at various sites around the airport since the early 2000s. Off-airport monitoring is conducted in partnership with Reigate and Banstead Borough Council at three sites in residential streets near the airport.

6.3.2 Owing to the increased NO<sub>2</sub> recordings adjacent to the A23 in Horley and the Hazelwick Roundabout in Crawley, described in Section 4.5, we put in place enhanced monitoring programmes at these locations in 2016 and we are working with the Councils to understand what mitigation measures may be required.

6.3.3 We have a number of measures in place to contribute to improving the air quality at and around Gatwick including:

- Reducing use of aircraft auxiliary power units (APUs) through operating restrictions and the provision of Fixed Electrical Ground Power units on all new stands.
- Seeking to minimise on-airfield holding of aircraft through measures such as Airport Collaborative Decision Making.
- The opening of the 'Gatwick Direct' consolidated logistics centre in 2014, and the Gatwick recycling centre in 2016, has reduced inward and outward lorry journeys by 50%.
- Regular random checks of vehicles in use on the airfield to ensure compliance with emissions standards and age restrictions.
- Electrical charging points for electric baggage vehicles and airfield cars.
- An airport-wide plan for expanding electric vehicle infrastructure at Gatwick.
- An Airport Surface Access Strategy to further encourage the use of public transport for passengers and staff travelling to the airport.



## 6.4 AIR NOISE

**6.4.1 Air noise is a term used to describe noise generated by aircraft that are either airborne or on the runway during the take-off or landing phases. Ground noise, which is addressed in the next section, deals with noise generated by aircraft when stationary or taxiing on the ground.**

6.4.2 The management and control of air noise continues to be a high priority for us and over recent years we have evolved our approach to be more responsive to community concerns. Gatwick's independently-chaired Noise Management Board (NMB) is helping to shape our noise management strategy, through increased community engagement, and our Decade of Change target for noise is for us to be recognised as a best practice operator for noise management.

### *The Role of Government*

6.4.3 The Government sets overall policy relating to the treatment of noise. The DfT's 'Consultation Response on UK Airspace Policy'<sup>15</sup> states the aim 'to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise as part of a policy of sharing benefits of noise reduction with industry in support of sustainable development.' Over the coming months Government and the CAA will be consulting on aviation and airspace modernisation strategies, and this will provide further policy guidance for airports.

6.4.4 Gatwick is a designated airport under Section 78 of the Civil Aviation Act (1982 and 2006) which gives the Secretary of State direct responsibility for the control of air noise around Gatwick. One aspect of this control is the setting of limits around night flights.

6.4.5 Night flights are defined as those occurring between 2300 and 0700 hours<sup>16</sup>. At Gatwick they play an important part of our airlines' operating models. This is because they allow routes to be flown which wouldn't otherwise be viable, for example by allowing aircraft to make several return flights every day – a vital way of ensuring the economic viability of the airlines' operations.

6.4.6 The number of permitted night flights, and a noise quota count based on the noise level of each aircraft, in the summer and winter seasons are set by the DfT and we rigorously enforce and publicly report on these quotas. The DfT periodically reviews the night flight restrictions and quotas in place. The most recent review, including a public consultation on options, was concluded by the DfT in July 2017 and the new rules apply from October 2017 to October 2022. A new lower noise category has

been introduced to capture aircraft types which were previously exempt from the quota, whilst the noise quota count limits themselves have also been reduced.

6.4.7 Another aspect of the Government's role is the establishment of Noise Preferential Routes (NPRs) designed to avoid the over-flights of built-up areas by departing aircraft. Gatwick's NPRs have been in their present locations since the 1960s, providing predictability of departure routes. There are five NPRs for aircraft departing to the west and four for aircraft departing to the east of the airport.

6.4.8 The Government sets additional noise abatement procedures designed to avoid over-flights of built up areas on departure, minimum heights over built-up areas during the arrivals phase and the avoidance of reverse thrust use on landing during night-time operations. These are set out in statutory notices and are monitored and reported on.

<sup>15</sup> 'Consultation Response on UK Airspace Policy A framework for balanced decisions on the design and use of airspace': October 2017

<sup>16</sup> All times quoted are local, e.g. British Summer Time in the summer and Universal Time Constant outside of the summer.

6.4.9 There are a set of departure noise limits in place at Gatwick, set by the DfT in 2001, and measured on the extended runway centre line. These are 87dBA during the night quota period (2330-0600), 89dBA during the night quota shoulder periods (2300-2330 and 0600-0700) and 94dBA during the daytime (0700-2300).

#### *The Role of Air Traffic Control*

6.4.10 On 1st March 2016, Air Navigation Solutions Ltd (ANS) took over responsibility for the local air traffic control (ATC) service provision at Gatwick Airport from NATS. ANS has responsibility for controlling aircraft in the immediate environs of Gatwick but NATS continues to have overall responsibility for ATC for arriving and departing aircraft and handles aircraft en-route within UK airspace.

6.4.11 For departing flights, pilots are directed to follow the appropriate route depending on their flight plan and destination. Once the aircraft reaches 3,000ft or 4,000ft (depending on the route), at any point along the NPR, the aircraft may be 'vectored' (i.e. directed) by air traffic controllers onto a more direct heading for their onward journey. This flexibility allows ATC to ensure that safe separations between aircraft are always maintained and can enable an early climb and more direct route to be flown, thereby reducing noise and CO<sub>2</sub> emissions. Aircraft may also be vectored away from a route at an earlier stage for safety reasons such as avoiding other traffic or adverse weather.

6.4.12 All arriving flights are vectored onto the final glide-path which forms a virtual extension of the runway centreline from the touch down point at the runway threshold with an angle of approach of 3 degrees. The point at which the aircraft joins this glide-path, and the route taken to reach the joining point, depends on a number of factors. These include the approach direction, the weather and the location of other aircraft in the vicinity.

6.4.13 Continuous Descent Approach (CDA) is a technique for reducing the noise produced by arriving aircraft. It works by ensuring an optimal continuous descent rate, keeping aircraft at higher altitudes for longer and reducing the need for changes in thrust settings which can cause annoyance to people overflown. There is a voluntary code of practice for CDA, and levels of CDA compliance are publicly reported. Gatwick has seen CDA compliance levels of around 90% and is consistently one of the best performing airports in the UK.

6.4.14 A Gatwick Noise Management Board work plan action, and now a Sustainable Aviation (SA) led project, is to improve noise mitigation for arriving aircraft through the development of a low noise approach metric to complement the current CDA definition. This initiative can be delivered only with wholehearted cross-industry endorsement and with extensive support from the CAA to ensure effective engagement at both UK and European levels. It is expected that this will lead to the evolution of CDA procedures and reduce arrivals noise.

**Gatwick has seen CDA compliance levels of around 90% and is consistently one of the best performing airports in the UK**

### Gatwick's Noise Action Plan

6.4.15 Under European law (Environmental Noise Directive (2002/49/EC)), Gatwick Airport is required to publish a Noise Action Plan every five years. This plan provides a detailed description of the statutory and voluntary noise management controls to manage noise issues and effects arising from aircraft departing from and arriving at the airport. Our current plan was published in 2013 and will be replaced by a revised plan – once it has been adopted by the Secretary of State – in 2019. Our performance against plan, the current 2015-2018 version of which is available via the Gatwick website, is assessed and reported quarterly and annually via the Noise and Track Keeping Monitoring Advisory Group (NaTMAG).

6.4.16 In finalising our latest draft Noise Action Plan, we consulted with GATCOM and our local authorities, and we also received feedback from our community noise groups represented on the NMB. The Noise Action Plan also now includes the contribution to noise management realised through the NMB and its work plan.

6.4.17 The Noise Action Plan gives a comprehensive description of the noise management strategies adopted by Gatwick. The draft Noise Action Plan is reflective of the feedback received during the consultative phase and pulls together Gatwick and NMB initiatives to form the core of the Plan. The activities included aim to reduce noise at source, mitigate the impact of noise on the ground and improve the availability of our noise information. Examples of these initiatives are:

- Implementing a voluntary ban on Quota Count 4 aircraft at night<sup>17</sup>
- Expanding the Community Noise Monitoring Scheme with additional noise monitoring terminals, the intention of which is to further aid our collective understanding of the noise climate around the airport.
- Reviewing our departure noise limits and increase the fines that are levied against airlines that breach these. All fines will be passed onto the Gatwick Airport Community Trust.
- Increasing the availability of airspace and noise information to the wider community by revising our website. Implementing a programme that will rank our airline partners in relation to their overall performance for a range of noise and any other appropriate topics.
- Aiming to develop new noise metrics and reporting to complement the current noise contours and measure our future noise performance. This work will be used to more precisely describe outcomes to support the END Noise Action Plan.
- Fully supporting the re-design of the London airspace to eliminate chokepoints, alleviate areas of intensive aircraft concentrations and reduce the number of people affected by noise. Whilst ensuring that local communities remain fully informed of the process.

6.4.18 A number of the Plan's actions will evolve over time but we are committed to continuing to work with our industry partners, community groups, elected representatives and the NMB to identify and implement measures intended to improve the noise climate for communities surrounding the airport.

### Noise Insulation

6.4.19 Our Noise Insulation Scheme was updated in 2014 to increase the area in which noise insulation can be offered. Figure 6.1 shows the area of the scheme. The scheme is based on the Leq 16 hr 60dB noise contour but has been extended a further 15km further east and west beyond these contours. Over 2,000 homes are now covered by the scheme. Home owners can apply for up to £3,000 towards improved glazing for their windows and doors as well as loft insulation. The scheme goes well beyond the requirements of the APF and is more generous than those of many UK airports.<sup>18</sup> Nonetheless, our Noise Action Plan commits to a further review of the scheme, including the noise insulation package offered.

### Local Noise Governance

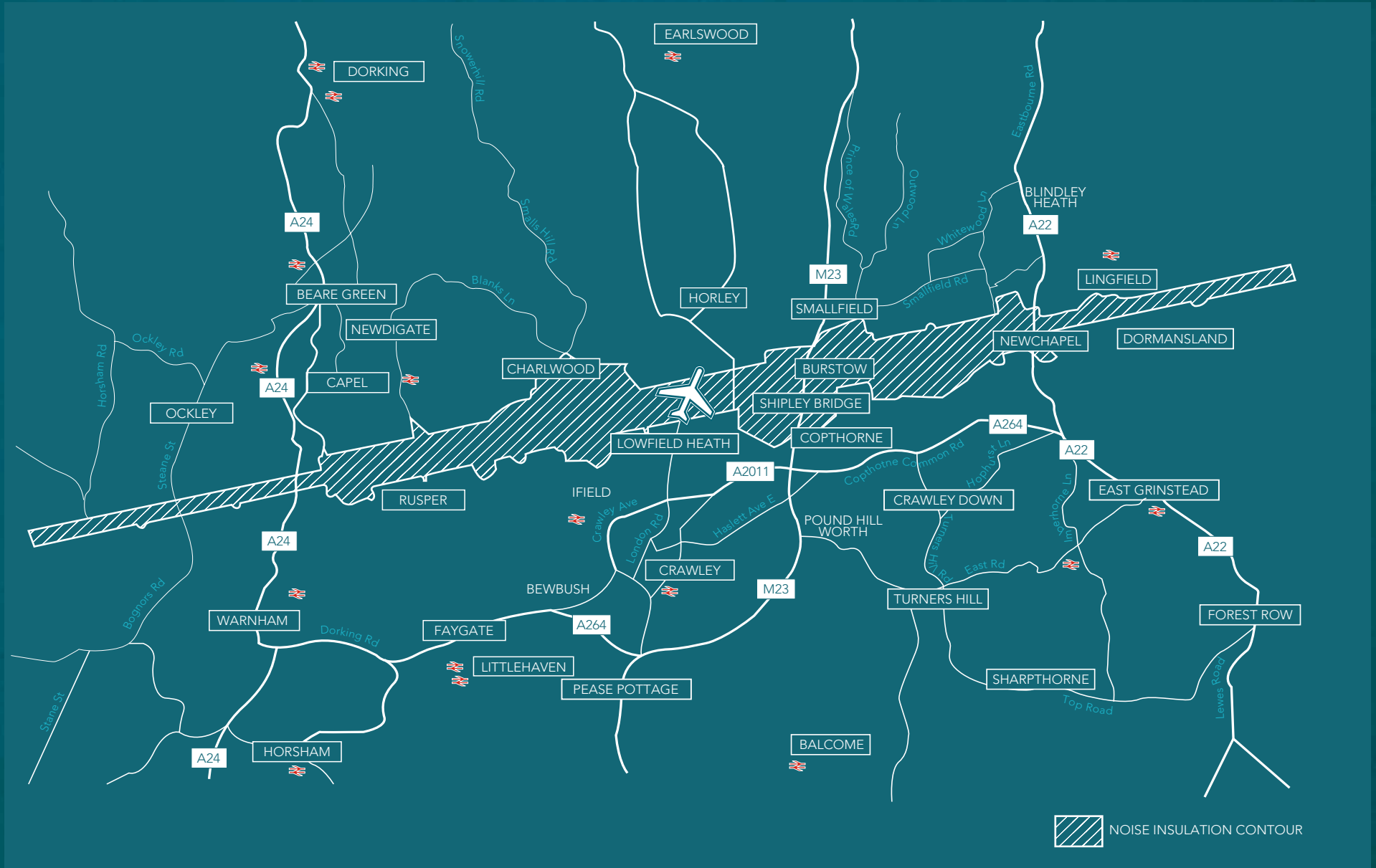
6.4.20 The Airports Act (1986) requires every UK airport to have an independent airport consultative committee; Gatwick's is known as GATCOM and meets quarterly in a public forum. There are also sub groups that deal with specific technical issues including noise management.

6.4.21 The Noise and Track Keeping Monitoring Advisory Group (NaTMAG) is a technical group that has responsibility for specific noise management issues and provides oversight of Gatwick's Flight Performance team. The group consists of representatives from NATS,

<sup>17</sup> Quota Count 4 is a CAA definition for aircraft with a noise classification of between 96 and 98.9 EPNdB

<sup>18</sup> The APF requires noise insulation at Leq 16hr 63dB. The 15km extension of the qualifying zone includes homes at levels below Leq 16hr 60dB.

FIGURE 6.1: GATWICK NOISE INSULATION SCHEME BOUNDARY



DfT, airlines, GATCOM and Local Authorities, including environmental health officials. It meets quarterly and reports to GATCOM on the environmental performance of the airport for each period.

6.4.22 The Gatwick Noise Monitoring Group (GNMG) is a sub-group of NaTMAG which deals specifically with all aspects regarding the airport's noise monitoring program. This includes the siting of mobile noise monitors, reviewing recorded data and reporting to NaTMAG on noise performance. The group meets quarterly and includes representatives from the Local Authorities.

6.4.23 The Noise Management Board (NMB) was established in spring 2016 to develop, agree, oversee and maintain a co-ordinated noise management vision and strategy for Gatwick. The NMB is made up of a wide range of industry experts and local stakeholders, under the guidance of an independent Chair. The initial focus of the NMB was the oversight of the implementation of the recommendations of the Independent Arrivals Review. The NMB scope of responsibility has since evolved and it now shapes its work plan to encapsulate arrivals and departures noise mitigation related activities. The Board meets quarterly and is complemented by NMB workshops at intervening 6 week intervals that focus on specific subjects that have been identified as priority issues by the NMB.

6.4.24 Each year we host a public Airspace/NMB seminar that brings together Gatwick's management team with responsibility for airspace and noise and the NMB, along with representatives from NATS, ANS, airlines and industry experts to discuss with members of the

public and community representatives a wide range of airspace and noise issues.

6.4.25 Our dedicated Flight Performance Team work closely with the various noise management fora and provide data to airlines and the public. The team also handles aircraft noise complaints and noise related enquiries. In support of its responsibilities the team manages a web based tool (<http://noiselab.casper.aero/lgw/>) which provides information to the public and industry on aircraft operations, noise monitoring data, and complaints and provides background material on aircraft noise and its management.

### *Conclusion*

6.4.26 We have a mature and comprehensive approach to noise management that complies with Government guidance and aspires to be best in class. It is underpinned by a Section 106 Legal Agreement with West Sussex County Council and Crawley Borough Council, and laid out in more detail in the airport's Environmental Noise Directive Noise Action Plan<sup>19</sup>.

6.4.27 In the last two years we have improved our engagement with noise-affected communities through the work of the Noise Management Board that draws together Community Noise Groups, elected representatives, the airport noise management team and industry representatives on a work programme steered by the NMB and reported openly through detailed documentation, presentations and working groups

6.4.28 Actions to reduce noise impacts can take time to implement, but two NMB activities have already significantly reduced noise impacts from arrivals: moving the Instrument Landing

System joining point to increase dispersal, and encouraging the implementation of a Fuel Over Pressure Protector (FOPP) modification to Airbus 320s that has removed their distinctive whining noise.

6.4.29 The draft Gatwick Noise Action Plan provides a comprehensive view of our planned noise management mitigations. Our plans aim to reduce noise at source, mitigate the impact of noise on the ground and improve the availability of our noise information to our communities.

6.4.30 In the longer term, further and potentially significant noise reduction opportunities may result from projects being considered, and initiatives that may be pursued, under the CAA's Airspace Modernisation Strategy. When this is finalised, we will look to see how Gatwick can make full use of Government and CAA sponsored endeavours to make procedural and airspace design changes that secure noise benefits for local communities.

<sup>19</sup> Gatwick Airport Environmental Noise Directive Noise Action Plan 2010-2015 (June 2010).

## 6.5 GROUND NOISE

### *Our ground noise management strategies*

6.5.1 There are a number of ways in which we are currently managing, and seeking to reduce the level of ground noise caused by the airport's operations.

- There are a number of noise bunds around the northern perimeter of the airport. They perform an important function in visually screening the airport but also provide a noise mitigation function. There is also a 'noise wall' to the north of Pier 3 which plays an important role in reducing noise levels in the nearby residential areas.
- Through our Decade of Change action plan, we install fixed electrical ground power (FEGP) services to all new passenger stands to provide an alternative to aircraft running APUs whilst parked on stands.

- The use of compliant, mobile ground power units (GPUs) is restricted to use only when FEGP services are unavailable.
- We have in place strategies to reduce the time spent by aircraft holding on taxiways, or on the runway, through initiatives such as Airport Collaborative Decision Making (ACDM). This will improve punctuality but will also reduce engine emissions and ground noise levels.
- We are also seeking to avoid, or reduce, congestion on the taxiways which will have a beneficial effect on ground noise.
- We seek to ensure that all fixed plant and machinery complies with the best available acoustics standards.

- There are special procedures in place to manage the ground testing of aircraft engines. This can be done only at designated locations, and the frequency of testing is carefully monitored.

6.5.2 We will continue to encourage airlines to operate the latest generation of aircraft which have been proven to be quieter in flight. While there is as yet insufficient data on their ground noise emissions to test how the ground noise footprint will be affected, it is likely that there will be positive benefits.



## 6.6 WASTE

### Our waste management strategies

6.6.1 Following a review of the physical waste management processes across the airport, we know that our operational principles are working well to enhance our recycling efforts. Our most recent benchmarking analysis has shown that current waste figures are significantly lower than we forecast in our last master plan. This reduction in waste volume can be attributed to the success of our existing engagement programmes, and collaborative working practices with all stakeholders.

6.6.2 In 2016 we announced the world's first on-airport plant for processing aircraft cabin waste into renewable energy. This will help us reduce the amount of off-site incineration. Figure 6.2 highlights this new waste management process. It indicates how our recycling targets will be achieved with greater separation of general and mixed recyclable waste via the new picking line. As part of this process there are 50% fewer vehicle movements, thereby reducing carbon dioxide emissions. The condensate recovery process could reduce water consumption by 2 million litres per year and the residual biomass ash can be used to manufacture low carbon concrete. The biomass combustion system itself can generate up to 1 MW of renewable energy, which will be supplied directly to the airport.

FIGURE 6.2: GATWICK'S WASTE MANAGEMENT PROCESS





## 6.7 ENERGY

### *Our strategies for reducing energy consumption*

6.7.1 A number of measures identified in our 2015 Energy Savings Opportunity Scheme (ESOS) report have been completed. This includes the completion of the work to upgrade all aircraft stand lighting to LED, the upgrade of all external car park lighting to high efficiency induction lighting, and the upgrade of North Terminal immigration hall lighting to LED.

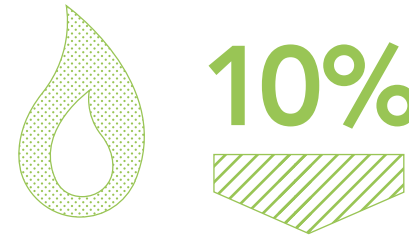
6.7.2 We have also introduced more energy-efficient lighting within the terminals. Both terminal's baggage reclaim halls and North Terminal check-in area were completed during 2017.

6.7.3 We will continue to explore the use of energy generation technology, and will consider proposals for off-site renewable electricity supplies with the potential to supply a larger proportion of our demand.

6.7.4 We have introduced an on-site energy from waste facility, which takes organic waste from the airport to be dried and processed to generate heat. We are evaluating the use of this heat for use within Terminal buildings and other facilities. The catering-waste boiler (Category 1 waste) will have a heat capacity of 800kWh and this could deliver approximately 3,000MWh of heat generation, further reducing gas demand at the North Terminal.

6.7.5 We are currently looking to de-centralise some of our central heating network. In 2014 the South Terminal was identified as a suitable scheme, and in 2016 gas infrastructure works were completed and the first de-centralised plant room was commissioned. Through boiler efficiency improvements alone this could deliver an estimated 10% reduction in gas consumption. We expect that further plant rooms will be de-centralised over the coming years.

6.7.6 Our Energy, Carbon and Metering (ECM) Standard, updated in 2016, sets out our expectations for how lower energy consumption is to be incorporated in all construction and asset replacement projects. For example all refurbishment or improvement projects are required to demonstrate a minimum of 20% reduction in energy consumption, with an objective of greater than 40% in the majority of cases.



**Reduction in gas consumption through boiler efficiency improvements**

## 6.8 WATER

### *Our water-use reduction strategies*

6.8.1 We have introduced automatic read meters across the airport to improve our monitoring of water use. These meters record water consumption every 15 minutes over 97% of the airport, 24 hours a day. Consideration can also be given to improving the monitoring of wastewater flows in the main sewage pump stations and main gravity outfall sewer.

6.8.2 Gatwick has an ongoing programme to identify and stop leaks in the airport-wide water supply system and this has been the main contributor to the reduction in water consumption over recent years. Records show that these investigations can identify significant savings.

6.8.3 One of the main areas where recycled water is used, in place of potable water, is for the airfield fire ring main, which is filled with pressurised grey water from ponds D and E. Firefighting is generally undertaken using fire tenders which have potable water in their tanks. However grey water can be used to replenish the fire tenders should they exhaust on-board supplies.

6.8.4 Potable water is however used for aircraft de-icing and vehicle wash down. There is limited scope to use recycled water because good quality water is required for mixing de-icing sprays for aircraft, and similarly clean water is required for washing down. However in 2015 approximately 20% of water was recovered and re-used.

6.8.5 Although there are practical constraints to retrofitting rainwater harvesting into existing buildings, we look for opportunities to do this in new-build projects. For example the new Airfield Operations Building uses rainwater for toilet flushing and other uses, not requiring potable water.

### *Our water quality strategies*

6.8.6 Gatwick's operation generates large quantities of wastewater which requires treatment and disposal. The airport also has the potential for producing large volumes of rainfall runoff from the paved surfaces such as the runway, taxiways and car parks. Accordingly we have controls in place to manage the risk of water course pollution or flooding. As a result, Gatwick has not been responsible for any compliance breaches during the Decade of Change period, nor has it been prosecuted for infraction of its discharge consent.

6.8.7 Foul water is sent directly to the Thames Water, Crawley Sewage Treatment Works (STW) to the south east of the airport or Horley Sewage Treatment Works (STW) to the north east of the airport. The key features of the Gatwick surface water management system are shown in **Plan 7**.

6.8.8 All rainfall runoff from Gatwick drains to one of three watercourses: Crawter's Brook, Gatwick Stream and the River Mole. Consent to make these discharges is granted by the Environment Agency. The quality of water that leaves Gatwick is monitored at 16 locations providing a clear understanding of the quality of water leaving the airport.

6.8.9 The two key factors that affect water quality are the amount of de-icer application (which is determined by the winter temperature) and the volume of rainfall. When colder weather predominates, more de-icer is applied but this can be treated and released off-site in a controlled manner.

6.8.10 The predicted increase in aircraft movements and the planned increase in the amount of airfield hardstanding is likely to increase the amount of de-icing chemicals used. A number of options are being considered to manage this, including:

- Increasing the recovery of used aircraft de-icer.
- Use of less polluting potassium acetate-based de-icers (ECO<sub>2</sub>) instead of glycol-based de-icers (100% replacement).
- Increased capacity of pollution lagoons and on-site treatment.

6.8.11 All operational areas where other chemicals may be present, e.g. firefighting chemicals and rubber removal agents, drain to ponds where these pollutants can be intercepted and, where necessary, transferred to the Crawley STW for further treatment.

6.8.12 In order to reduce the risk of impacting water quality, we constructed a new pollution lagoon to increase the storage capacity for polluted water needing treatment by the Crawley STW by 50%. In addition, improvements were made to Pond D in 2014, preventing water from the River Mole entering the pond during high river flow conditions.

### Our flood risk management strategies

6.8.13 We have undertaken hydraulic modelling of the surface water drainage and river network to better understand the risk of flooding. Based on this Gatwick is considered to be at risk of river flooding events that are predicted to occur on average once every 50-75 years. The location at greatest risk of river flooding is the South Terminal from the Gatwick Stream.

6.8.14 The airport is also at risk from surface water flooding events (e.g. those caused by heavy local rainfall) predicted to occur on average once every ten years with the location at highest risk being the North Terminal.

6.8.15 To address the risks of flooding we have undertaken a number of measures and projects that contribute to the mitigation of flood risk at Gatwick including:

- Upper Mole Flood Alleviation Scheme (UMFAS): A scheme to which we contributed approximately £4 million, which has reduced the flood risk to South Terminal and also protects around 1,300 local properties.
- Gatwick Stream Flood Alleviation Scheme (GSFAS): This provides off-line storage when the flow in the Gatwick Stream exceeds the capacity of the culvert adjacent to South Terminal. We invested approximately £12 million in 2014 to provide around 186,000m<sup>3</sup> of flood attenuation storage.
- The major refurbishment of Pond D and associated infrastructure was completed in 2014 including a new pollution lagoon near the Crawley STW, increasing the capacity of the surface water drainage system and reducing frequency of runoff discharging to the River Mole.
- Flood protection to key assets including sub-stations following the 2014 McMillan Report<sup>20</sup>.
- Asset and condition assessments of key surface water systems have been completed and work programmes prioritised.

6.8.16 We are considering a number of further opportunities to manage flood risk at the airport and within the local community including:

- Flood defences to protect the airport and local community from flooding from the Gatwick Stream and the River Mole.
- Incorporation of surface water attenuation storage for all new development.
- A review of the operation of the surface water drainage network, to rationalise the system.
- Consideration of the use of SUDS measures, where compatible with aerodrome safeguarding, such as green roofs to reduce runoff from new development.
- Consideration of sacrificial storage of flood water above ground in non-critical areas of the airport.
- Collaboration with the Environment Agency to develop future flood alleviation schemes.
- Increasing the pump outputs from Pond D.

**We invested approximately £12 million in 2014 to provide around 186,000m<sup>3</sup> of flood attenuation storage**

<sup>20</sup> Disruption at Gatwick Airport, Christmas Eve 2013, Report by David McMillan to the Board of Gatwick Airport Limited

---

## 6.9 LANDSCAPE AND BIODIVERSITY

---

**6.9.1 To manage, safeguard and protect our green spaces and to enhance the ecological quality of the overall estate, we implement Biodiversity Action Plans (BAP). These plans are verified by the Wildlife Trust Biodiversity Benchmark, and implemented through our landscape contractor and our close working relationship with the Gatwick Greenspace Partnership, which we support through our Section 106 agreement.**

---

6.9.2 The Gatwick Greenspace Partnership plays an important role in our landscaping and biodiversity efforts. It works to benefit the countryside, wildlife and the people in communities around the airport. It aims to inform, educate and involve a diverse range of people and work with local landowners including the Forestry Commission, the Wildlife Trusts and the Woodland Trust, plus local authorities to support them in managing their land more sustainably and in partnership with others.

6.9.3 We recognise the educational and recreational opportunities created by our green spaces, hosting regular visits from universities and schools. We also hold family and staff events and provide volunteering opportunities for those wanting to assist in maintaining and improving the environment.

---

6.9.4 In 2016 Gatwick commenced the development of a Landscape Strategy to align with the requirements of our Section 106 agreement with the Local Authorities. This 5-year strategy, which includes a Landscape Character Assessment, covers all of the land owned by Gatwick including the two BAP areas. Its purpose is to inform future planning policies for airport development, provide recommendations for landscape management and to promote public and airport staff awareness of the landscape character and its importance for conservation.

---

### *Our strategies for mitigating the impacts of growth*

6.9.5 We remain committed to maintaining and increasing the biodiversity value of the airport and will manage and mitigate the impacts of the developments contained in this draft master plan. As a result we will, as far as possible, design our projects to avoid impacts on the existing landscape and biodiversity assets while identifying opportunities to enhance these assets.

6.9.6 To minimise any adverse impacts, a number of strategic biodiversity and landscape objectives have been developed. These would be considered while taking into account airport safeguarding and other operational requirements. These include:

- Respecting the qualities of the biodiversity and landscaped areas and retaining assets where possible;
- Providing connectivity for habitats and continuity of the landscape framework around the airport;
- Providing a coordinated approach to the provision of green infrastructure to achieve biodiversity benefits; and
- Integrating green spaces and access opportunities, linking these where possible, to existing public rights of way.

6.9.7 Some specific examples of improvements which we will consider alongside the development proposals are shown below:

6.9.8 Planting within our green spaces should incorporate appropriate and predominantly native species. Where possible the planting should aim to link up green spaces within the airport and connect with off-airport road and rail corridors and the surrounding rural landscape. However in designing planting schemes it is important that we consider how the natural landscape could attract bird species that might endanger the safe operation of the airport.

6.9.9 There is potential to improve the physical structure of watercourses and related wildlife habitats and corridors, at the same time as increasing flood storage capacity. This could include the ongoing management of the River Mole to include native planting, removing invasive species such as Himalayan Balsam, and enhance the aquatic ecology and fish populations.

6.9.10 Retention, improvement and maintenance of the public right of way network will ensure that communities around Gatwick can continue to enjoy access to valuable landscape resources around the edge of the airport. In the design of public spaces, we believe that the use of appropriate materials and street furniture can help to enhance the experience of our passengers, staff and the local communities. Enhanced planting in built-up areas to improve biodiversity will be promoted through Gatwick's Landscape Strategy.

# 7

## ECONOMIC AND EMPLOYMENT STRATEGIES

- 
- 7.1 Employment and skills
  - 7.2 Supporting local businesses  
and economic growth
-

## 7.1 EMPLOYMENT AND SKILLS

**7.1.1 The primary factors that determine the scale of Gatwick's economic contribution are the number of aircraft and passengers that pass through the airport and the number of people employed in airport-related businesses. Our ambition to continue growing the airport is therefore the single most important way in which we can contribute to the economic prosperity of the region. However there are other ways in which we can help and these are described below.**

7.1.2 Gatwick Airport, and the businesses operating there, are major employers in the South East region of the UK with around 24,000 people employed directly on the airport site. The airport generates a wide variety of job opportunities across a range of skill levels including airline operations, baggage handling, airport security and retail, air traffic control and aircraft maintenance.

7.1.3 GAL employs over 3,000 staff, and around 55% of these employees live locally (in RH postcodes). There are over 250 businesses operating from the airport in a wide range of sectors. In addition to those employed directly at Gatwick, many thousands of further jobs across the South East depend directly or indirectly on our activities.

7.1.4 We work closely with local authorities and education partners in the area to look at ways of promoting relevant employment opportunities and future needs associated with Gatwick. For example we work with the Gatwick Diamond Initiative, a strategic public/private partnership focused on creating the right conditions for growth for existing and new businesses in and around the airport. This involves investigating employment and skills development, as well as supply chain opportunities, international trade and inward investment

7.1.5 We actively seek opportunities to build relationships with a wide range of partnerships and organisations, particularly those which seek to increase employment opportunities and raise the level of skills among the local and regional workforce. These include the Coast to Capital Local Enterprise Partnership, focused on delivering growth for one of the UK's most commercially important areas stretching from Brighton to the Southern edges of London and supporting nearly two million people, 85,000 businesses, 776,000 jobs and 141,000 self-employed people.

## EDUCATION

7.1.6 Our education programme aims to inform, inspire and invest in young people, opening up the world of opportunity that the airport offers to everyone and helping them to develop the right skills for the right job. For example our exciting new programme, Learn Live, broadcasts Gatwick Airport live into classrooms across the country, showcasing key airport themes and careers and providing a live question and answer session with airport colleagues. We also collaborate with other local programmes working with young people to raise aspirations and enable them to achieve their full potential.

7.1.7 Competencies in science, technology, engineering and maths are critical, not only to our business, but are seen as one of the accelerating forces for economic growth across the UK. We want to be at the forefront of inspiring young people to join us and to be part of our continuing future growth and success. For example our sponsorship and participation in Crawley STEMfest and the Big Bang South East, help us to reach 200,000 students across the region.

7.1.8 For many years we have enjoyed strong relationships with some of the principal higher education institutes across the South East region, in their role as potential providers of professional and technical staff from amongst their highly talented students. Gatwick continues to work with the University of Brighton, University of Sussex, University of London and Imperial College London to support their successful graduate engineer programme. Over the last 2 years, Gatwick has employed three graduates annually with the intake being increased to six in 2018. The graduates all work on a fully integrated programme gaining exposure to the programme of works in our Capital Investment Programme, including a mentoring programme which ultimately helps participants to reach chartered status while working at the airport.

7.1.9 Our engineering apprenticeship programme has been running for over 40 years and continues to provide outstanding opportunities for local people to enter a skilled career. Over the last 40 years, some 270 apprentices have been taken on at Gatwick. Many of these people still work at the airport in engineering roles or are now working in senior positions at the airport.

**Our sponsorship of and participation in Crawley STEMfest and Big Bang South East, help us reach 200,000 students across the region**



OVER THE LAST 40 YEARS SOME

**270 APPRENTICES**

HAVE BEEN TAKEN ON AT GATWICK



## 7.2 SUPPORTING LOCAL BUSINESS AND ECONOMIC GROWTH

### 7.2.1 As a major economic driver in the South East the airport has an important role to play in supporting local businesses either directly through its supply chain, or indirectly through initiatives which encourage business and economic growth.

7.2.2 Our business engagement programme includes memberships, partnerships and participation in regional activities, aimed at ensuring that Gatwick continues to play a positive, active and valued role in the regional economy. Throughout the year we participate in events and activities with local business and networking groups such as Gatwick Diamond Business and the Chambers of Commerce in Sussex, Surrey and Kent.

7.2.3 We support business innovation and excellence through sponsorship of awards programmes, for example the Gatwick Diamond Business Awards. We also seek opportunities to directly sponsor programmes which benefit local business growth, such as networking events and conferences. These events help to bring the business community together to network, share intelligence, debate key issues and generate new business. Examples include the Big Breakfast networking events which, in partnership with the Coast to Capital LEP been extended successfully from Croydon events into Sussex, Surrey and Kent. We have also sponsored and participated in regional business conferences such as the Gatwick Diamond Speakers Conference and the Sussex Economic Forum.

7.2.4 In recognition of the significance of Gatwick's role in the regional economy, we

actively engage in local and regional public/private partnerships, such as Gatwick Diamond Initiative; the Coast to Capital LEP; and the Greater Brighton Economic Board. Such partnerships provide an important opportunity for us to understand local and regional issues and priorities, which helps to inform our activities. Where possible we will seek opportunities to support events and programmes of work with these partners such as the Gatwick Diamond Economic Growth Forum which Gatwick sponsor and provide senior level participation at in the form of keynote speakers and panel members.

7.2.5 We have also participated in Crawley Borough Council's Local Economy Action Group for over a decade. The Gatwick Growth Board commissioned research into Gatwick's role in the national, regional and local economy; its contribution to the visitor economy; to trade and investment; as well as to connectivity. This work, undertaken between 2016 and 2018, has helped to bring together local and regional partners around these issues, enabling us to identify areas of joint working, for example in supporting the growth of the visitor economy.

7.2.6 As well as the significant contribution that airport employment makes to the economy, the airport supply chain also plays a very important role. In 2017 we spent £132.8m with

local and regional suppliers.<sup>21</sup> This reflects our active focus on improving opportunities for local business to supply to Gatwick.

7.2.7 We are sponsoring partners for the Gatwick Diamond 'Meet the Buyers' event, and have been actively involved since 2002, working collaboratively with regional partners to create new business opportunities for local companies. The programme provides opportunities for local suppliers to meet with larger buying organisations, supported by a programme of free seminars to help local businesses to develop and improve their skills and achieve successful sales outcomes.

7.2.8 As the second largest international airport in the UK, with a strong European route network and serving over 60 long-haul destinations, Gatwick provides a convenient and affordable gateway to trading opportunities for local businesses. We work with local and regional partners to support and encourage international trade. For example the Meet the Buyer Programme has been expanded to include an international trade element. We have also hosted Take Off 2017, a one-day conference bringing together a wide range of speakers to inspire and engage local businesses in how to grow their business abroad.

<sup>21</sup> Suppliers within the BN,CR,GU,KT,RH,TN postcodes

# 8

## COMMUNITY ENGAGEMENT STRATEGIES

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

8.1.2 We recognise that for Gatwick to continue to grow in the future, strong relationships with local community organisations are fundamental. We believe that a transparent and inclusive approach on issues relating to the airport's operations is vital to ensuring that any concerns about future development can be addressed at the earliest opportunity. That said, we also recognise that the operation of a major international airport is always going to be unpopular with some people and that, despite our best efforts to engage with communities, Gatwick is no exception to this rule.

8.1.3 We are proud of our strong links, established over more than four decades, with a wide range of community organisations across London and the South East including many civic and regional bodies, residents and wider interest groups. These relationships are particularly important as Gatwick continues to grow.



## HOW WE ENGAGE

8.1.4 One of the most important areas where we engage with local communities is on the issue of noise. We do this through a number of channels; our Consultative Committee (GATCOM) where we provide noise reports, briefings and workshops for members; the Noise Management Board (NMB) where we develop, agree and oversee strategic noise management initiatives; the Noise and Track Monitoring Advisory Group (NaTMAG) where we monitor and review noise performance; and additional meetings and briefing events, for example with local MPs and at our annual NMB and Airspace public meeting.

8.1.5 Through these many engagement events and meetings, we are better able to understand the noise issues which are of greatest concern and work with all external stakeholders on developing strategies to address them. This is done primarily through our Noise Action Plan and NMB action plan. We are committed to doing everything we can to address these issues and improve the noise environment around the airport.

8.1.6 In addition to specific engagement on noise issues we have a wider community engagement programme which is focused on building positive relationships, through listening, sharing information and playing an active role in events and programmes across the region.

8.1.7 There are a number of ways we achieve this. For example we engage directly, through our Discover Gatwick programme, which provides regular opportunities for community representatives to visit the airport, gain first-hand insights into the airport operation and how we are working to reduce our impacts and increase the benefits of the airport for the region.

8.1.8 We also actively participate in community debate through GATCOM, the airport's formal consultative body which meets quarterly. This body is chaired independently, with 32 committee members from groups across the region representing a wide range of interests including local communities across four counties, civil aviation, passenger service, business development, tourism and environmental issues.

8.1.9 Through our direct engagement with GATCOM, local councils and other groups we have identified the issues that are most important to local residents and businesses. These include education, employment and skills; local economy; environment; and local community support. We have prioritised our community investment programme in response to these issues and aim to develop long-term relationships and partnerships that can deliver lasting benefits across the region. Examples include direct engagement with young people through our Education Programme;

our longstanding relationship with Gatwick Greenspace Partnership; and the more recent Gatwick Foundation Fund. In addition, our local charity partnerships and employee volunteering activities provide wider opportunities for face to face engagement and therefore further relationship building and mutual understanding.

8.1.10 Our programme of local community support includes sponsorship and participation in a wide range of local community events as well as larger scale regional events. These activities help to bring local residents together and give us an opportunity to connect with our neighbours. Wherever possible we use these events to raise awareness of Gatwick's business priorities such as sustainability, diversity and accessibility.

8.1.11 We also take an active role in the local and regional business community, through our membership of business groups and economic partnerships. This provides us with valuable opportunities to share information; gain insights into local challenges and opportunities; and directly support events and programmes that support local businesses and economic growth.

## HOW WE INVEST

8.1.12 Our community investment programme includes charity partnerships, and direct funding to meet community needs and priorities.

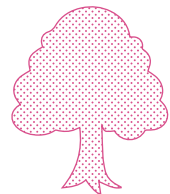
8.1.13 We encourage all our staff to participate in fundraising activities with our charity partners, focused through two-year partnerships with local and airport charities. In addition we have a fund matching scheme in place which gives an extra financial boost to staff who are embarking upon their own charity fund raising efforts. We actively support the participation of all our staff in local initiatives and offer them the chance to take up to two volunteering days every year to get involved with organisations and projects which have a direct relevance to supporting or improving the communities they live in.

8.1.14 Through our Section 106 Agreement with West Sussex County Council and Crawley Borough Council we fund the Gatwick Airport Community Trust (GACT). GACT was first established in 2001 and is an independent trust supporting local charities. GACT supports schemes that are targeted towards the development of young people, the arts, sporting facilities, environmental improvement and conservation, improvements to community facilities, volunteering, the elderly and the disabled.

8.1.15 In addition to our funding to GACT we launched the Gatwick Foundation Fund in 2016, working in partnership with the Community Foundations in Kent, Surrey and Sussex to oversee £300,000 of annual grants for worthy causes across the region. These donations are divided equally between the Kent, Surrey and Sussex Community Foundations to make awards to non-profit organisations including charities, social enterprises, community groups and voluntary organisations which play an important role in the local community. The funding is used to promote employment, training and skills, support for families, the elderly and young people at a local level across the three counties.

8.1.16 Both the Trust and Gatwick Foundation Fund help ensure that as the airport continues to grow, funds are ploughed back in to the local communities most affected by the airport and its operations.

8.1.17 Environment and conservation is another area of investment highlighted as a priority by our local stakeholders. We have a long-standing association with the Gatwick Greenspace Partnership (GGP) which is one of the Sussex Wildlife Trust's Living Landscape projects, working across 200km<sup>2</sup> of countryside between Horsham, Crawley, Horley, Reigate and Dorking. Its aim is to inform, educate and involve a diverse range of people, working with local landowners, local authorities, the Forestry Commission, wildlife trusts and the Woodland Trust to support them in managing their land more sustainably. GAL finances a Learning & Engagement Officer who delivers community and environmental activities and facilitates opportunities for volunteers, of which there were more than 400 in 2017.



**We encourage all our staff to participate in FUNDRAISING ACTIVITIES WITH OUR CHARITY PARTNERS, focused through two-year partnerships with local and airport charities.**



# A

## APPENDICES

### A.1 PLANNING, REGULATORY AND LEGISLATIVE CONTEXT

A.1.1	Introduction
A.1.2	Local government planning policies
A.1.3	Airport safety and security
A.1.4	Economic regulation
A.1.5	Aerodrome safeguarding

## A.1.1 INTRODUCTION

The day-to-day operation of Gatwick, and its longer-term development, is influenced, controlled and monitored by many different organisations and stakeholders. Legislation and best practice guidance means we must meet a wide range of prescribed and recommended criteria across all our activities.

The role of central Government and in particular its new Aviation Strategy, National Policy Statement and airspace modernisation programme are described in Chapter 3.

This chapter explains how our operation is currently affected by other forms of regulation and legislation which fall under the following headings:

- **Local government planning policies**
- **Airport Safety and Security**
- **Economic regulation**
- **Environmental controls**
- **Aerodrome safeguarding**

## A.1.2 LOCAL GOVERNMENT PLANNING POLICIES

Gatwick is located within the administrative areas of Crawley Borough Council and West Sussex County Council. The airport also lies on the boundary with Surrey County Council to the north. Mole Valley, Reigate and Banstead, Tandridge, and Mid Sussex District Councils lie to the north west, north east, east and south east respectively. **Plans 2 and 3** show the airport in relation to these administrative areas.

### CRAWLEY BOROUGH LOCAL PLAN

The plans and planning policies for the Crawley area are set out in the Crawley Borough Council Local Plan 'Crawley 2030' which was adopted in 2015. Chapter 9 of the Crawley Local Plan deals with Gatwick Airport and sets out the objectives, sustainable development approach, policies and matters related to safeguarding land for a possible additional runway. Of particular importance are two local planning policy statements GAT1 and GAT2.

#### GAT1

Within the airport boundary as set out on the Local Plan Map, the Council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single-runway, two-terminal airport of up to 45 million passengers per annum, provided that:

i) The provided use is within the airport boundary and contributes to the safe and efficient operation of the airport

ii) Satisfactory safeguards are in place to mitigate the impact of the operation of the airport on the environment, including noise, air quality, flooding, surface access, visual impact, and climate change

iii) The proposed use would not be incompatible with the potential expansion of the airport to accommodate the construction of an additional wide-spaced runway

#### GAT2

The Local Plan Map identifies land that will be safeguarded from development, and which would be incompatible with expansion of the airport to accommodate the construction of an additional wide-spaced runway (if required by national policy), together with a commensurate increase in facilities contributing to the safe and efficient operation of the expanded airport.

Minor development within this area, for instance changes of use and small-scale building works such as residential extensions, will normally be acceptable. Where appropriate, planning permission may be granted on a temporary basis. The airport operator will be consulted on all planning applications within the safeguarded area.

Crawley Borough Council has also prepared supplementary planning guidance on Gatwick. Adopted in November 2008, the supplementary planning document 'Development at Gatwick Airport' provides additional detail on the way in which the Council will implement the core

strategy policies in dealing with planning applications, consultations and other planning matters at the airport.

### OTHER POLICIES

A number of the neighbouring local planning authorities also include policies that have an impact on our development. These plans recognise our importance as the main generator of economic growth in the region. There is acceptance of the principle that we will grow towards greater utilisation of the two terminal, single runway airport. The plans also acknowledges the environmental impact of the airport on the wider area and the development pressures it can create.

Some plans include policies to preclude airport-related development not owned or operated by Gatwick Airport, such as car parks in off-airport locations. We are keen to promote the use of sustainable modes of transport to and from the airport. Where passengers opt to travel by private car, we support the principle that the most sustainable option is to park within the airport boundary, so as to minimise any further journeys on local roads. Our parking capacity meets passenger demand and we do not support car parking located outside of the airport, which can impact local communities and countryside.

County councils are responsible for transport plans. The West Sussex Transport Plan 2011 to 2026 is of particular relevance to us. It sets out the strategy for guiding future investment in West



Sussex highways and transport infrastructure, and creates a framework for considering transport infrastructure requirements associated with future development across the county.

### DEVELOPMENT MANAGEMENT

While many of our developments require planning permission, some operational developments which do not give rise to any significant environmental impacts benefit from Permitted Development powers conferred by the 2015 Town and Country Planning (General Permitted Development) Order. In cases where the Permitted Development powers are available, there is still a requirement to consult with Crawley Borough Council.

Some larger developments that could give rise to significant impacts on the environment require an Environmental Impact Assessment. This provides information on the likely environmental effects of the proposed development, for example around noise and air quality. In this case an application for planning permission is required.

Major airport developments that result in an increase in physical capacity of more than 10 million passengers a year, including new terminals, runways or developments, are defined in the Planning Act (2008 and 2016) as Nationally Significant Infrastructure Projects. These projects do not follow the usual local planning process but are administered by the Planning Inspectorate and require a Development Consent Order. Final decisions on such applications are made by the relevant Secretary of State.

### SECTION 106 LEGAL AGREEMENT

We have a Section 106 Agreement with West Sussex County Council and Crawley Borough Council which runs to the end of 2018. This agreement outlines how our operation, growth and environmental impacts will be managed responsibly and underpins the important relationship between our owners and those local authorities with responsibility for planning, environmental management and highways.

The legal agreement contains far-reaching objectives and obligations. This legal agreement is also supported by a Memorandum of Understanding between the two principal local authorities as well as adjoining authorities, to ensure that the interests of these other bodies are taken into account.

The current agreement builds on the original ground-breaking agreement that began in 2001, bringing significant benefits to the airport and the communities we serve and affect. It demonstrates a desire to see Gatwick grow on a one-runway two-terminal configuration, while balancing our environmental impacts. This legal agreement continues to define our future and the role we play in local, regional and national economies.

The principal objectives contained in the legal agreement are:

- The desire to see the airport continue to grow on a one runway two terminal configuration;
- The need to ensure that as the airport grows measures are in place to minimise, so far as possible, its short and longer term environmental impacts;
- The importance of maintaining and enhancing the ways in which the parties to the agreement share information and work together and with other stakeholders to bring significant benefits to the airport and the communities it serves and effects.

We are currently working with West Sussex County Council and Crawley Borough Council on extending the agreement beyond its current expiry at the end of 2018.

## A.1.3 AIRPORT SAFETY AND SECURITY

Airport security requirements are subject to statutory regulation. This ensures a range of measures are implemented across the operation of the airport to provide a multi-agency, layered approach to security delivery.

These measures include areas such as the screening and searching of passengers, staff, baggage, vehicles and goods entering the sterile cordon of the Security Restricted Area, as well as the delivery of staff recruitment, vetting, training and access control. These requirements can impact infrastructure development, influencing the form and character of airport facilities.

Both the Civil Aviation Authority and the Department for Transport are seeking to adopt a more risk-based approach to the enforcement of aviation security regulations. Their strategy includes the introduction of a performance-based system, focusing on clear security outcomes that would enable an airport operator to implement directed security measures in a manner that is both operationally viable, as well as mitigating the risk identified by the regulation. Historically, aviation security measures have been forensically inspected and measured by the regulator. Should the performance-based system be fully adopted by the industry, it is anticipated that a more flexible risk-based approach will be taken by the inspection teams.

## A.1.4 ECONOMIC REGULATION

Airlines using Gatwick pay Core Service Charges. These contribute to our operating costs and finance a programme of capital investment in a way that satisfies user expectations.

On 1 April 2014 a new regulatory framework, based on commitments, backed by a licence granted by the Civil Aviation Authority (CAA) and supplemented by a monitoring regime, came into operation at Gatwick. This framework provides Gatwick with increased flexibility in its operations and enables normal commercial arrangements to be made between airport and airlines.

The commitments established by the framework are a set of legally enforceable undertakings made by Gatwick Airport Limited (GAL) to our airlines covering price, service, transparency, financial resilience, operational resilience and dispute resolution. The commitments also enable GAL to enter into a series of bi-lateral contracts incorporating price, service and duration, agreed on a contractual basis between GAL and individual airlines.

Among our commitments, we are limited to increasing our published airport charges (our "gross yield") over the commitments period, by no more than RPI (Retail Price Index) +1.0% per year (on average), and average prices (taking into account bi-lateral contracts) at RPI +0.0% per year (on average).

As part of the commitment we have undertaken to build and operate the airport to achieve a set of Core Service Standards. These range in output measures and include metrics such as security queue times, availability of escalators and passenger satisfaction scores. In delivering these outputs we also committed to undertake capital investment expenditure of at least £100 million per annum over the next seven years.

The CAA has set out its view of what it believes to be a fair price in the five years from 1 April 2014 of RPI -1.6% per year. The CAA also considered that GAL should undertake capital investment expenditure of at least £160 million per annum on average (using a 2011/12 price base). The CAA has stated that it will monitor GAL's pricing and other issues such as capital investment expenditure on an annual basis.

In granting GAL a licence, the CAA's decision includes a financial resilience condition. This requires us to produce a certificate of adequacy of resources which we must submit to the CAA on an annual basis. This condition also restricts the business of GAL to those businesses we were undertaking on 1 April 2014, including the ownership and operation of the airport. Any other new business activities require the written consent of the CAA. The financial resilience condition also requires undertakings from the ultimate holding company not to take any actions that would likely cause a breach of the licence and provide information requested by the CAA to enable us to comply with the licence.

Gatwick has also committed to consult annually on an Operational Resilience plan and Monitoring report. The CAA has also stated that as part of the monitoring regime, we should report to the CAA a shadow regulatory asset base (RAB) calculation. This is in case in the future the CAA should consider the interests of passengers would be better served by tighter regulation being introduced.

The Commitments expire on 31 March 2021. Gatwick has undertaken to notify the CAA and all operators at the Airport at least two years prior to the end of the term of its intentions with regard to the continuation of Commitments. In June 2018 the CAA published CAP 1684: "Future economic regulation of Gatwick Airport Limited: initial consultation."<sup>1</sup> This document consults on a possible CAA process to determine the regulatory arrangements for the period beyond the end of the current Commitments in 2021. The document is broadly supportive of Gatwick's favoured process of approaching the airlines directly with a commercial proposal, recognising this mechanism was embedded in the original Commitments. GAL intends to publish this autumn its proposals for extending commitments, including pricing, and to consult with airlines on these proposals.

All airport operators are also subject to aerodrome licensing under the Air Navigation Order 2009, which requires an airport operator to demonstrate that it is competent to conduct aerodrome operations safely. That licensing requirement is not affected by the Civil Aviation Act 2012.

<sup>1</sup> <http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=8548>

## A.1.5 AERODROME SAFEGUARDING

Certain civil aerodromes, including Gatwick, are officially safeguarded and we have now gained European Aviation Safety Agency (EASA) certification, which sets out the aerodrome safeguarding requirements. This form of safeguarding concerns the protection of the safe operation of the airport and is entirely separate and additional to the land safeguarding for a second runway.

The EASA aerodrome safeguarding requirements are enshrined in Town and Country Planning law within ODPM/DfT circular 01/2003 'Safeguarding Aerodromes, Technical Sites & Military Explosives Storage Areas'. As GAL is a statutory consultee, local planning authorities consult with us on certain planning applications that have the potential to impact on the safety of aerodrome operations.

Aerodrome safeguarding is intended to:

- Ensure that no buildings or structures cause danger to aircraft, either in the air or on the ground; for example tall buildings which might infringe the airport's Obstacle Limitation Surfaces (OLS), which protect the airspace around the aerodrome.
- Prevent any proposed buildings and structures from impacting on navigational aids used by the airport and/or by aircraft. Potential issues can include, signal reflection/refraction, false plots and clutter on radar screens.
- Protect aeronautical ground lighting, such as approach and runway lighting, by ensuring that they are not obscured by any proposed development and that any proposed lighting schemes cannot be confused with aeronautical ground lighting patterns.
- Ensure that the wildlife strike risk to the aerodrome, in particular bird strikes, is not increased and where possible reduced as wildlife strikes pose a serious threat to flight safety. It is estimated that damage to aircraft and flight delays from wildlife strikes around the world cost more than a billion euros per year. All developments are assessed on a case by case basis.
- Ensure that no buildings or structures create any turbulence or wind shear which have the potential to affect aircraft taking off or landing at the aerodrome.
- Ensure that no buildings or structures impact on Instrument Flight Procedures (IFPs).

- Prevent any construction processes from interfering with aerodrome operations through the production of dust or smoke, temporary lighting or construction equipment impacting on radar and other navigational aids.
- Prevention of any glint and glare issues to pilots, aircrew and ATC from proposed lighting and other installations.

We make every effort to engage and work with developers and other third parties at an early stage to ensure that aerodrome safety is not compromised and to ensure that the aims of the development are still achieved where possible, for example landscaping schemes that result in biodiversity gains but do not increase the bird strike risk to the airport.

### PUBLIC SAFETY ZONES

The risk of air accidents occurring at or within close proximity to airports is extremely low. However the use of land at the ends of the runway is restricted through the use of designated areas known as Public Safety Zones.

Through planning policy in DfT Circular 01/2010 Control of Developments in Airport Public Safety Zones, the Government aims to ensure that there is no increase in the number of people living, working or congregating in Public Safety Zones (PSZs) and that, over time, the number should be reduced as circumstances allow.

## A.2 GLOSSARY OF TERMS

A320 Neo	New generation short-haul aircraft built by Airbus	CAA	Civil Aviation Authority	ERCD	Environmental Research and Consultancy Department (of the CAA)
A350	New generation long-haul aircraft built by Airbus	Category 1 Airline Waste	Waste from non-EU flights comprising food waste, or anything mixed with it.	ETS	European Union - Emissions Trading Scheme
A380	Airbus A380. The largest passenger aircraft currently in service	CDA	Continuous Descent Approach	FASI(S)	Future Airspace Strategy Implementation (South) – programme to update and transform the airspace above south east England
ACDM	Airport Collaborative Decision Making	CIP	Capital Investment Programme	FEGP	Fixed Electrical Ground Power
ANS	Air Navigation Solutions - the provider of ATC services at Gatwick	CMA	Competition and Markets Authority	GACT	Gatwick Airport Community Trust
APF	2013 Aviation Policy Framework	CTA	Common Travel Area – Ireland, Channel Islands and the Isle of Man	GAL	Gatwick Airport Limited - the company which operates Gatwick Airport
APU	Auxiliary Power Unit	dB / dBA	Decibel - a measure of the intensity of sound levels / The 'A' weighting refers to a scale corrected for the way human ears perceive noise	GATCOM	Gatwick Airport Consultative Committee
AQMA	Air Quality Management Area	DCO	Development Consent Order – planning consent process for Nationally Significant Infrastructure Projects	Gatwick Diamond	Business led private/public sector partnership promoting economic growth in a defined area between Croydon and Brighton. Part of the Coast to Capital Local Enterprise Partnership.
ASAS	Airport Surface Access Strategy	Decade of Change	Gatwick's 10-year sustainability strategy	Gatwick Foundation Fund	A fund launched by GAL in 2016 to oversee the allocation of donations to good causes in the local area
ATC	Air Traffic Control	DfT	Department for Transport	GDP	Gross Domestic Product
ATM	Air Transport Movement	E-gates	Automated gates for checking machine-readable passports	GHG	Green House Gas emissions
B737 Max	New generation short-haul aircraft built by Boeing	EHS	Environmental, Health and Safety		
B787	New generation long-haul aircraft built by Boeing				
BAA	The former owners of Gatwick Airport				
BAP	Biodiversity Action Plan				



GIP	Global Infrastructure Partners - manages 49.99% of Gatwick's shareholding	NMB	Noise Management Board	RET	Rapid Exit Taxiway
GPU	Ground Power Unit - to power aircraft systems when parked on stand	NO <sub>2</sub>	Nitrogen Dioxide	RPI	Retail Price Index
GVA	Gross Value Added	North West Zone	An area of the airport lying adjacent to the northern boundary, which contains the north west part of the airfield, the Virgin hangar, cargo sheds and long-stay car parking.	SA	Sustainable Aviation
GWR	Great Western Railway	NPR	Noise Preferential Route for departing flights	Section 106 Agreement	2008 Section 106 legal agreement between Gatwick Airport, West Sussex County Council and Crawley Borough Council
Ha	Hectares	NPS	National Policy Statement produced by Government	Section 52 Agreement	GAL's 1979 legal agreement with West Sussex District Council regarding the provision of additional runway capacity
HOSS	Home Owners Support Scheme	NSIP	Nationally Significant Infrastructure Project. Large scale projects as defined by the 2008 Planning Act.	ST	South Terminal
ICAO	International Civil Aviation Administration	NT	North Terminal	Stand	Aircraft parking position on the apron
'Kiss and Fly'	Passengers who are driven to or from the airport by private car	PEI	Preliminary Environmental Information – part of the DCO planning process	STEM	Science, Technology, Engineering and Maths
LAMP2	London Airspace Management Programme 2	PINS	Planning Inspectorate	STW	Sewage Treatment Works
LEP	Local Enterprise Partnership	PM10	Airborne particles that have a median diameter of 10 microns	SUDS	A sustainable drainage system designed to treat and discharge surface water in a more sustainable way than traditional systems.
Leq	Equivalent continuous noise level – a way of presenting a single decibel (dB) value for a period of time when sound levels vary.	PM2.5	Airborne particles that have a median diameter of 2.5 microns	tCO <sub>2</sub> e	Tonnes of carbon dioxide equivalent – a measure for comparing all greenhouse gas emissions
LGW	Gatwick Airport	Quality Service Monitor (QSM)	A process GAL uses for measuring and monitoring passenger satisfaction performance	WSCC	West Sussex County Council
LTO	Landing and Take-off cycle	RBBC	Reigate and Banstead Borough Council	08R/26L	The primary runway at Gatwick
mppa	Million passengers per annum			08L/26R	The standby runway at Gatwick
MSCP	Multi Storey Car Park				
NATS	The provider of en-route air traffic control and upper airspace management in the UK				



# PLANS

## Plan 1

Global Destinations

## Plan 2

Gatwick's location in the region

## Plan 3

Local Council administration

## Plan 4

Location plan

## Plan 5

Key features

## Plan 6

Land use

## Plan 7

Surface water drainage features

## Plan 8

Landscape and biodiversity assets

## Plan 9

Airport Layout - 2022

## Plan 10

Planned developments – Boeing Hangar

## Plan 11

Planned developments – Pier 6 Extension

## Plan 12

Planned developments – Gatwick Station

## Plan 13

Surface access key features

## Plan 14

Air Noise Map.

Leq Contours – Summer Day – 2017

## Plan 15

Air Noise Map.

Leq Contours – Summer Night – 2017

## Plan 16

Air Noise Map.

Leq Contours – Summer Day – 2022

## Plan 17

Air Noise Map.

Leq Contours – Summer Night – 2022

## Plan 18

Airport Layout. Main runway - 2032

## Plan 19

Airport Layout.

Standby and main runway – 2032

## Plan 20

Airport Layout. Additional runway

## Plan 21

Safeguarded Land. Additional runway

## Plan 22

Surface Access. Additional runway

## Plan 23

Air Noise Map. Main Runway –

Leq Contours – Summer Day – 2028

## Plan 24

Air Noise Map. Main Runway –

Leq Contours – Summer Night – 2028

## Plan 25

Air Noise Map. Main Runway –

Leq Contours – Summer Day – 2032

## Plan 26

Air Noise Map. Main Runway –

Leq Contours – Summer Night – 2032

## Plan 27

Air Noise Map. Standby and Main Runway –

Leq Contours – Summer Day – 2028

## Plan 28

Air Noise Map. Standby and Main Runway –

Leq Contours – Summer Night – 2028

## Plan 29

Air Noise Map. Standby and Main Runway –

Leq Contours – Summer Day – 2032

## Plan 30

Air Noise Map. Standby and Main Runway –

Leq Contours – Summer Night – 2032

## Plan 31

Air Noise Map. Additional Runway –

Summer Day - 2040

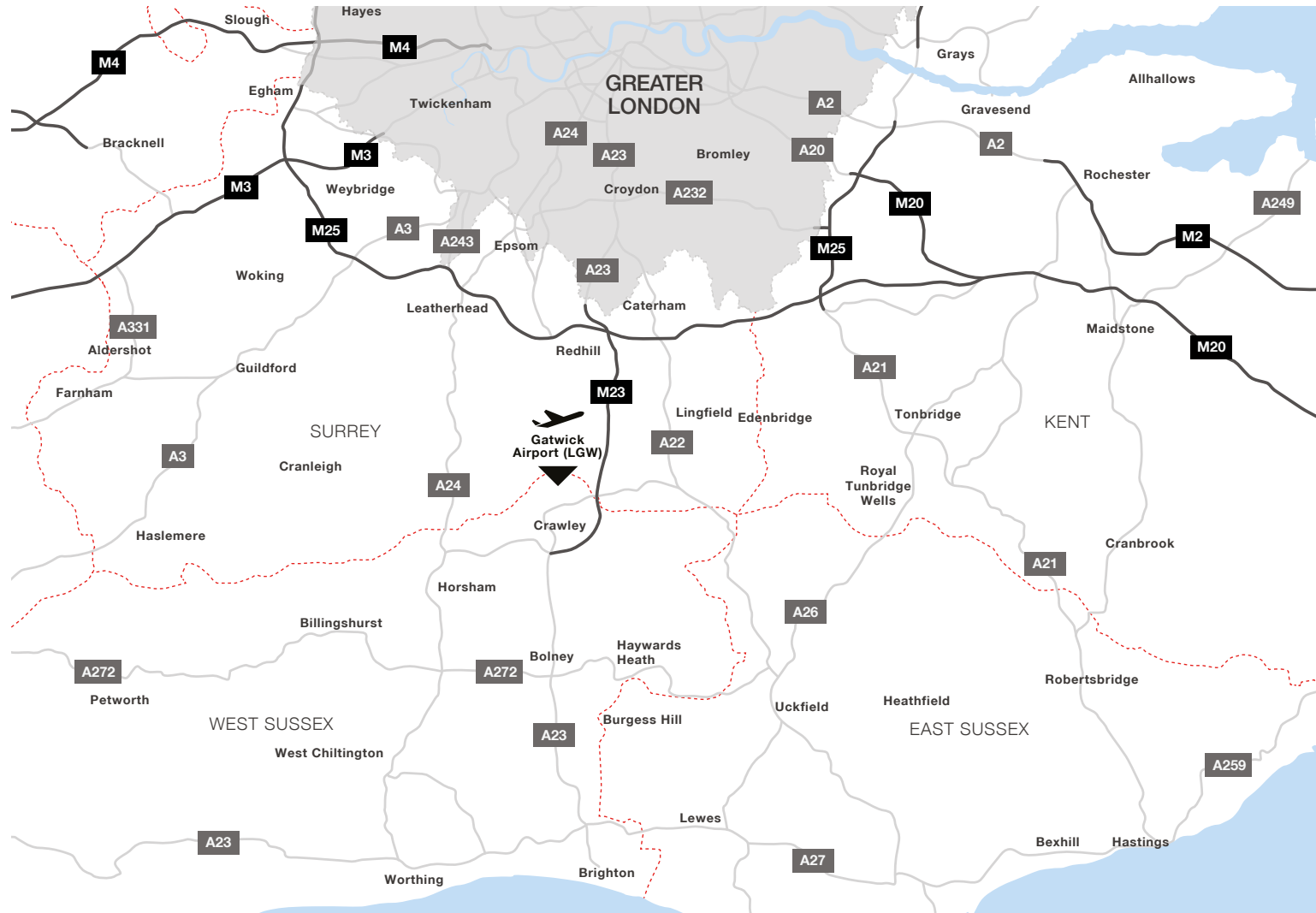




---

## PLAN 1 - Global Destinations

● Destination  
Airport



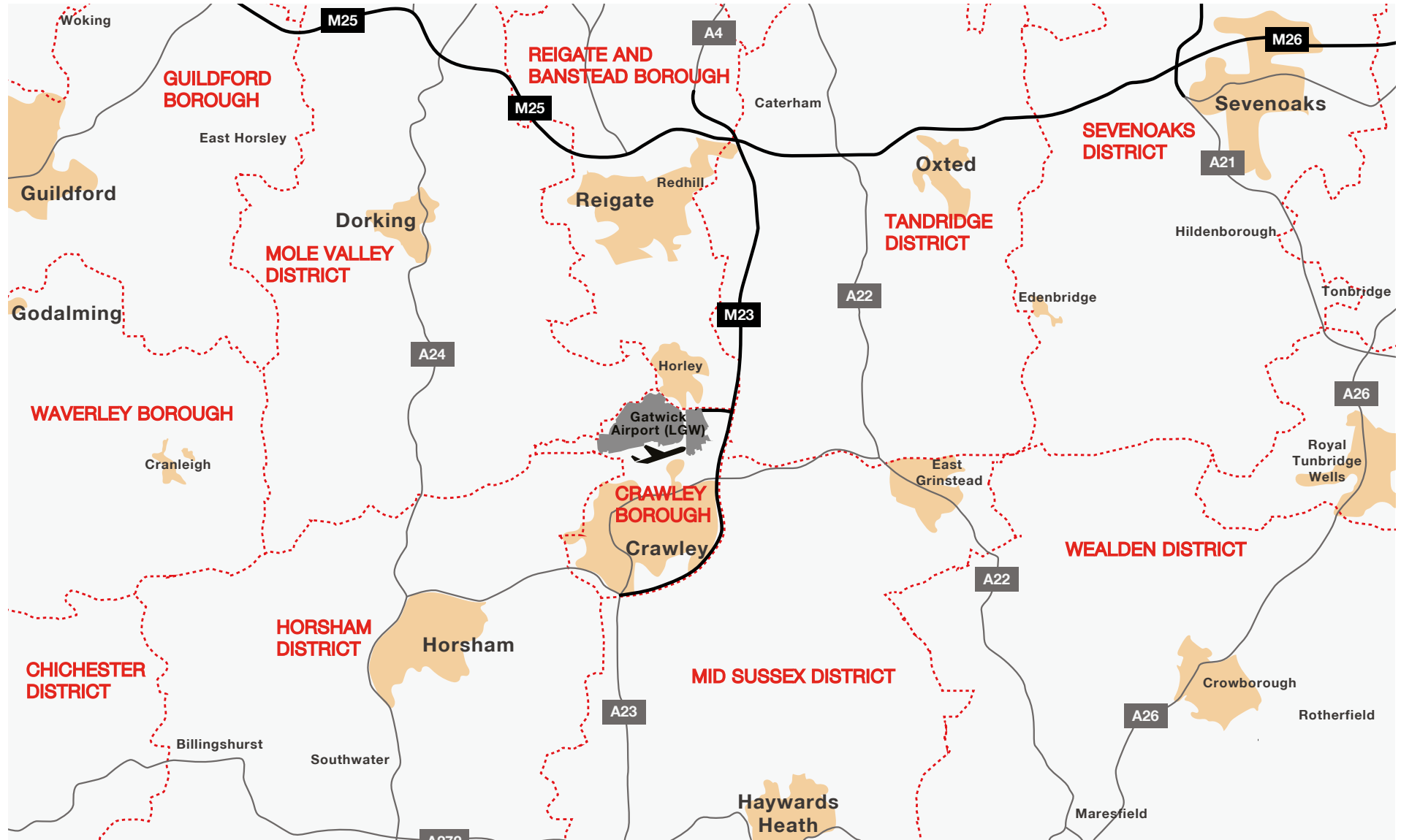
# PLAN 2 - Gatwick's location in the region

Motorways  
A Roads

Gatwick Airport

County Boundaries



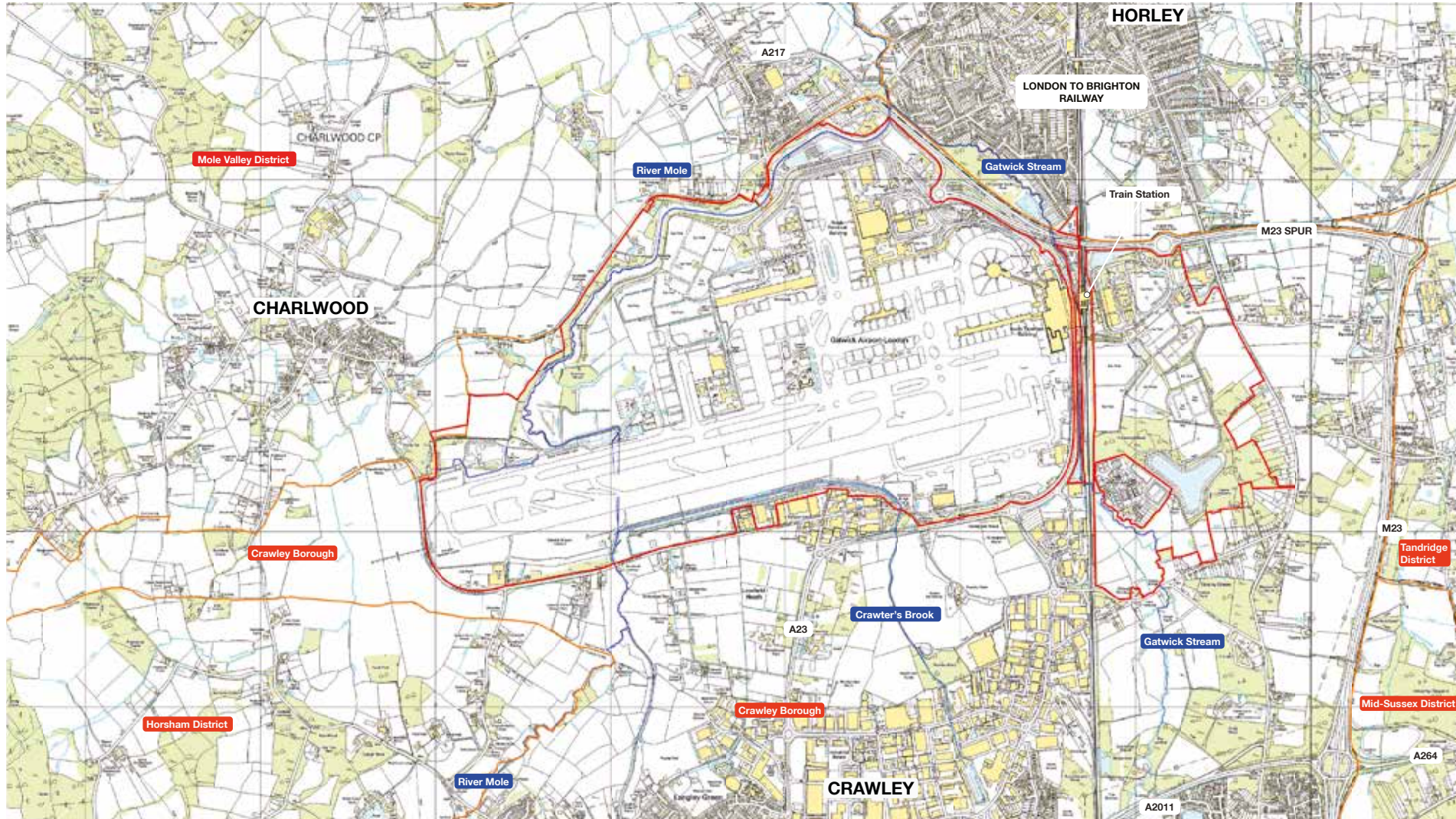


PLAN 3 - Local Council Administration

 Gatwick Airport

 Local Authority Boundaries





This drawing may contain some Ordnance Survey Landline and Raster data.

OS Copyright Acknowledgement.  
Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
Copyright and database right. Licence No. 100048869

	
Local Authority Boundaries	Airport Boundary



# PLAN 4 - Location Plan

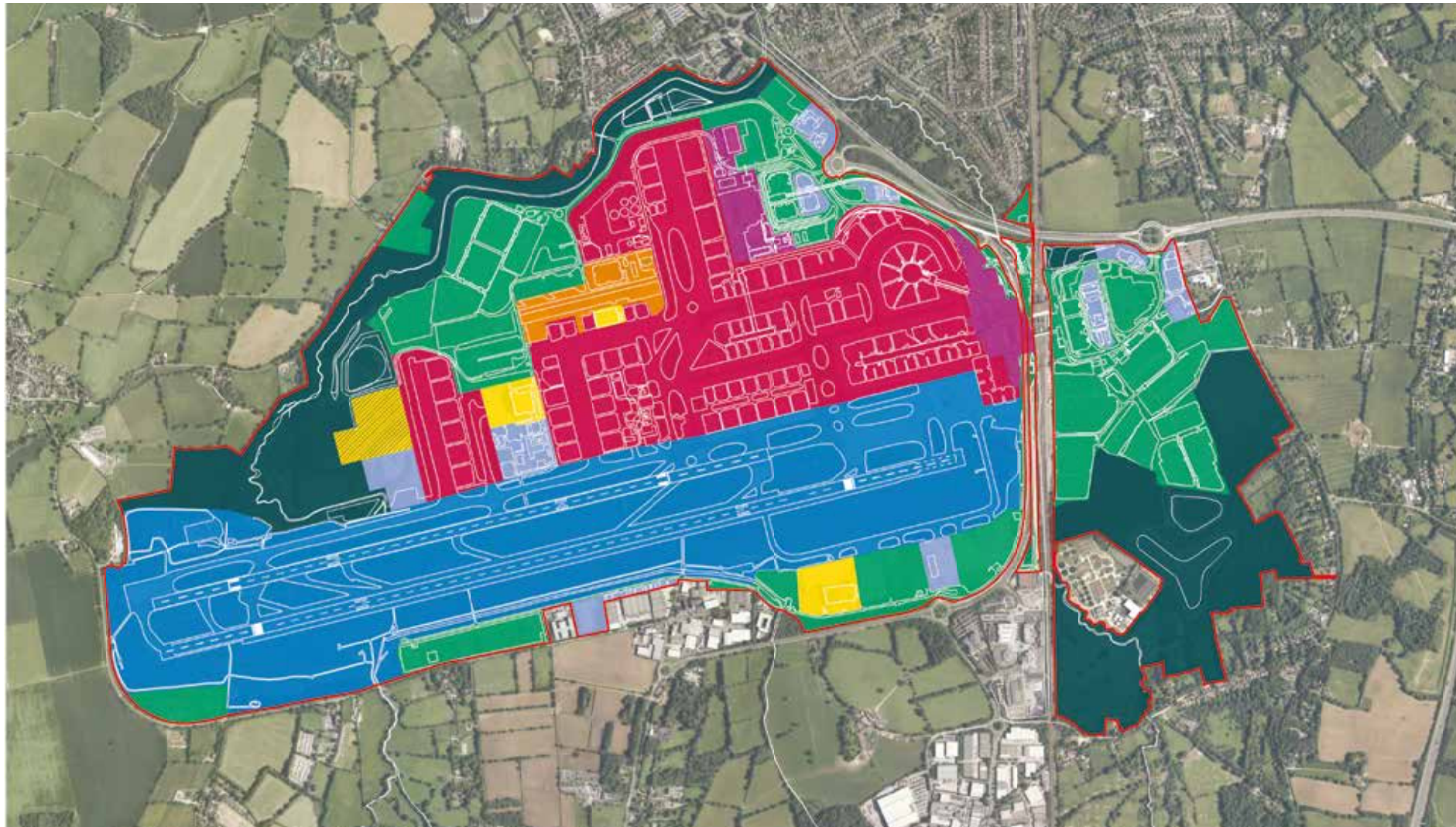


- |                       |                        |                                       |                                       |
|-----------------------|------------------------|---------------------------------------|---------------------------------------|
| 1 South Terminal      | 11 North Terminal      | 21 Primary (08R/26L) Runway           | 31 Long Stay Car Park (North)         |
| 2 Pier 1              | 12 Pier 4              | 22 Standby (08L/26R) Runway           | 32 Long Stay Car Park (South)         |
| 3 Pier 2              | 13 Pier 5              | 23 Fire Station                       | 33 Pollution Lagoon                   |
| 4 Pier 3              | 14 Pier 6              | 24 Primary Air Traffic Control Tower  | 34 British Airways Maintenance Hangar |
| 5 Ashdown House       | 15 Shuttle Station     | 25 Fuel Farm                          | 35 Filling Station                    |
| 6 Shuttle Station     | 16 Short Stay Car Park | 26 Vehicle Maintenance                | 36 Crawley Sewage Works               |
| 7 Rail Station        | 17 Short Stay Car Park | 27 Standby Air Traffic Control Tower  | 37 Easy Jet Hangar                    |
| 8 Short Stay Car Park | 18 Jubilee House       | 28 Virgin Atlantic Maintenance Hangar | 38 Hamilton By Hilton                 |
| 9 Hilton Hotel        | 19 Premier Inn         | 29 Cargo                              |                                       |
| 10 Atlantic House     | 20 Sofitel Hotel       | 30 Balancing Pond                     |                                       |

Airport Boundary

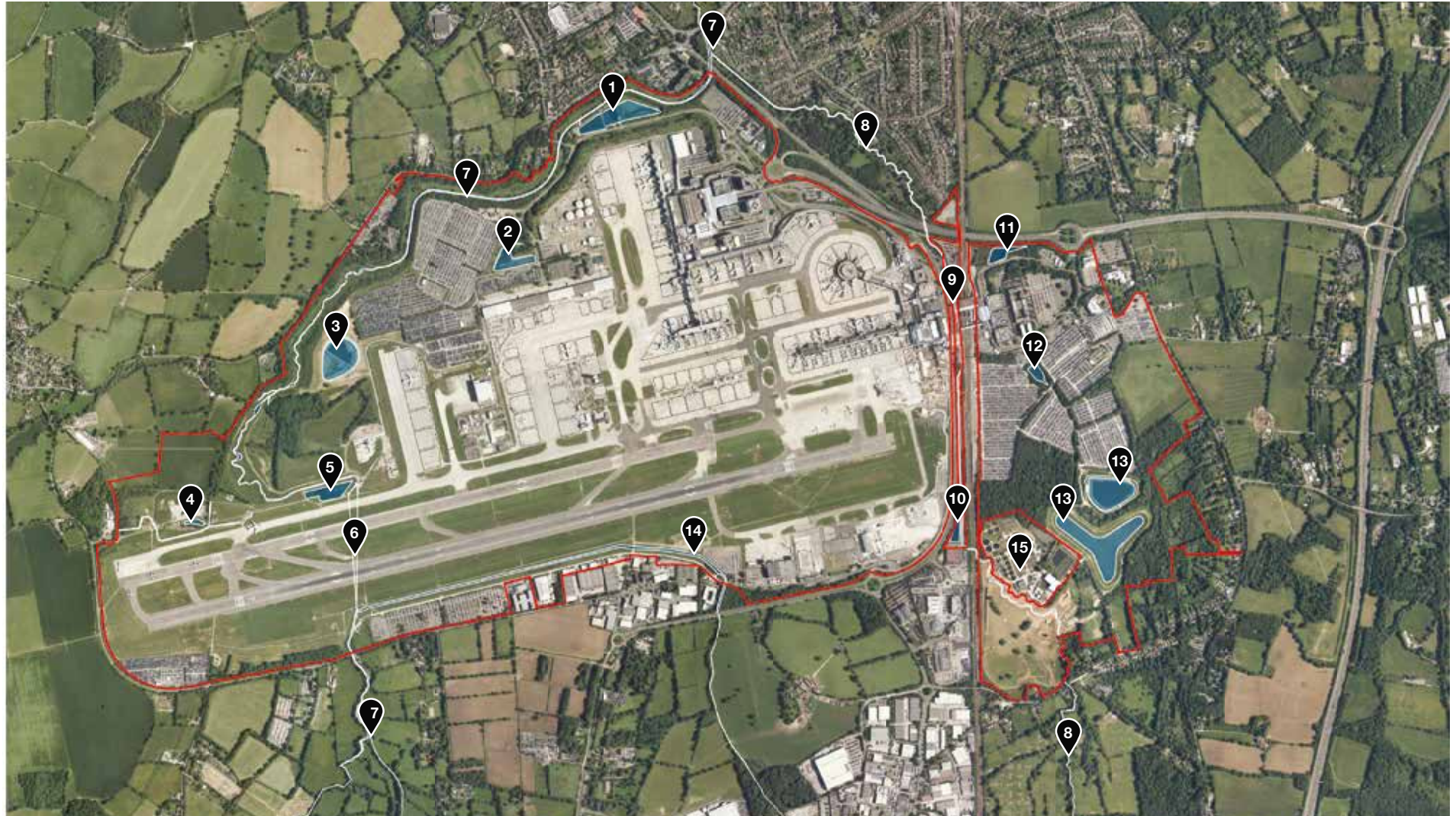


# PLAN 5 - Key Features



## PLAN 6 - Land Use



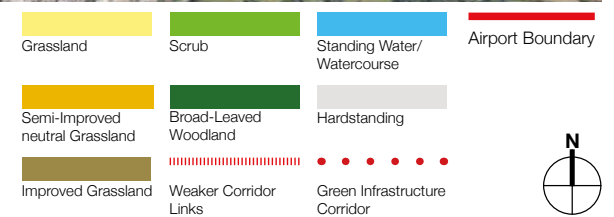
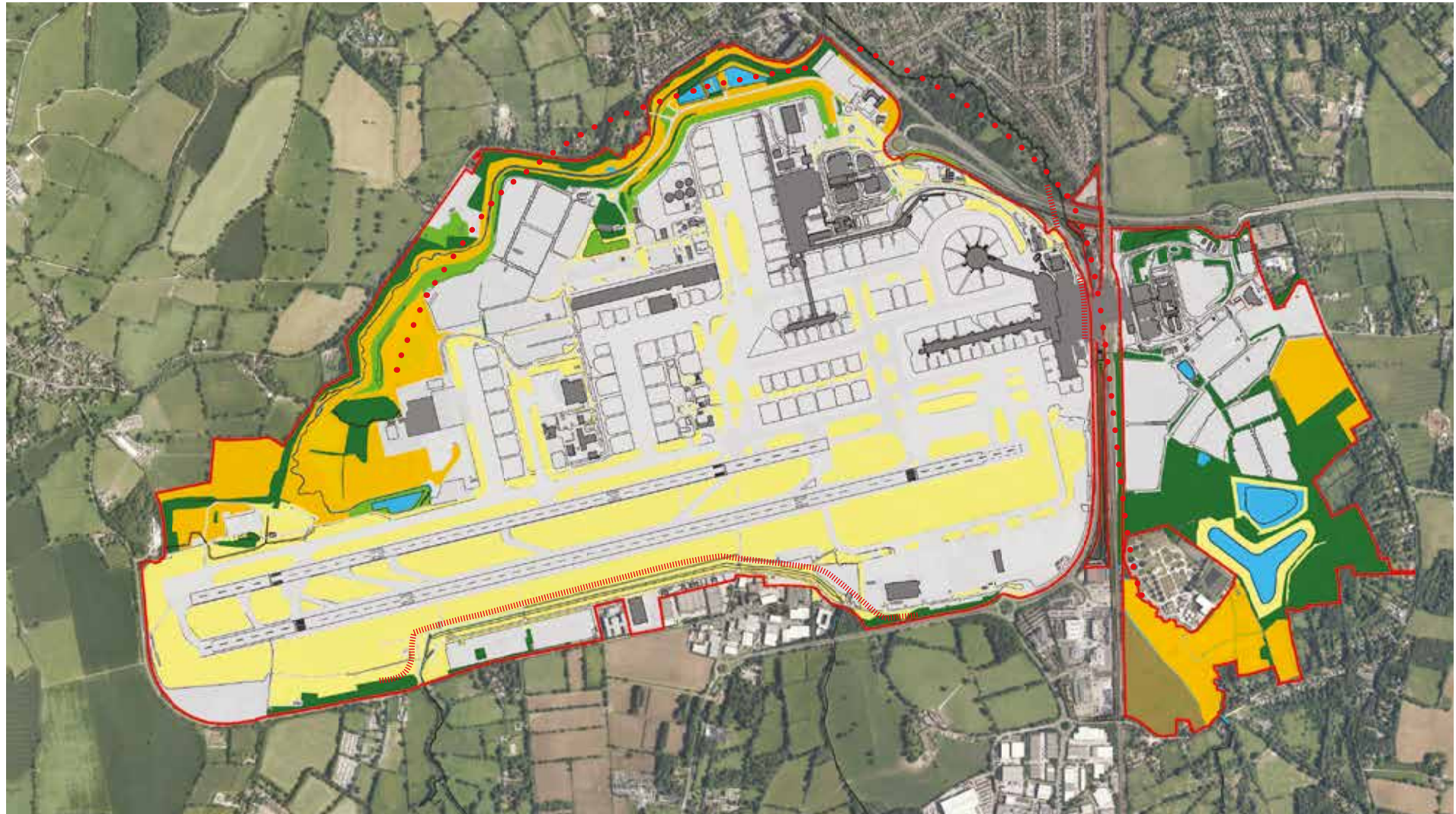


- |                                 |                                     |
|---------------------------------|-------------------------------------|
| 1 Pond D                        | 9 Gatwick Stream Culvert            |
| 2 Dog Kennel Pond               | 10 Pond E                           |
| 3 Pond M                        | 11 Pond F                           |
| 4 Pond H                        | 12 Pond G                           |
| 5 Pond A                        | 13 Pollution Lagoon                 |
| 6 River Mole Culvert and Siphon | 14 Crawter's Brook                  |
| 7 River Mole                    | 15 Crawley sewerage Treatment Works |
| 8 Gatwick Stream                |                                     |

Airport Boundary

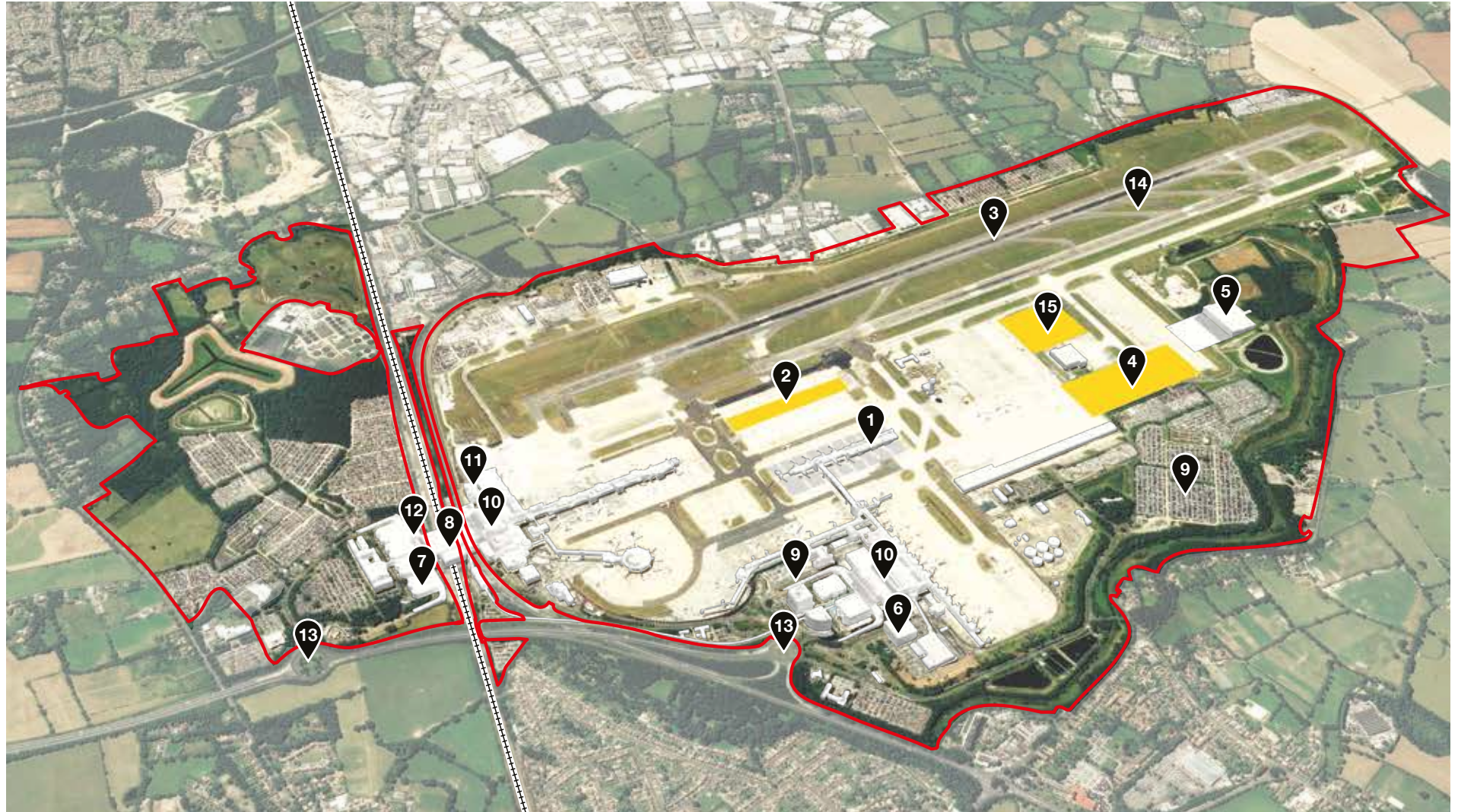


# PLAN 7 - Surface Water Drainage Features



## PLAN 8 - Landscape and Biodiversity Assets





# PLAN 9 - Airport Layout - 2022

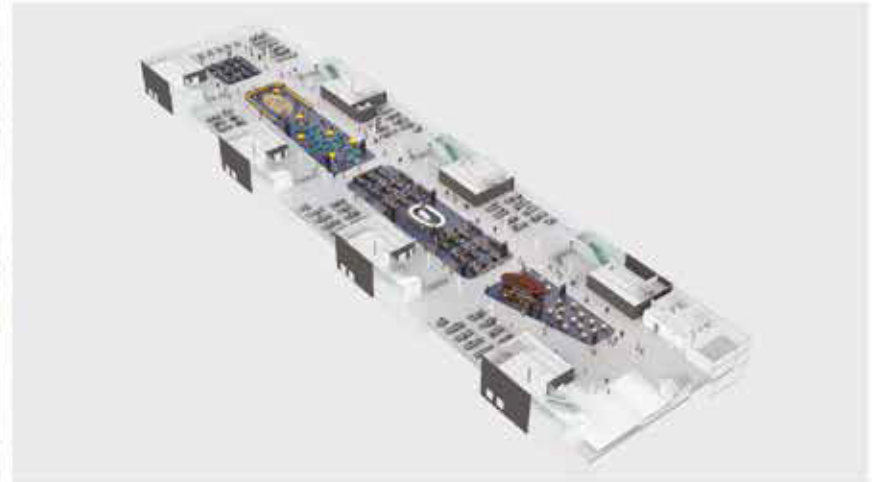
(Additional infrastructure compared to today)

- |                                     |  |   |
|-------------------------------------|--|---|
| Planned or anticipated developments |  | Under construction <span style="display: inline-block; width: 20px; height: 10px; background-color: yellow; border: 1px solid black;"></span> |
| 1 Pier 6 Extension                  | 10 Terminal improvements including departures lounges and bag-drop | <span style="display: inline-block; width: 20px; height: 10px; background-color: red; border: 1px solid black;"></span> Airport Boundary      |
| 2 'Push and Hold' Stands            | 11 New domestic baggage reclaim for South Terminal                 |   |
| 3 Runway resurfacing                | 12 Car rental facilities   |   |
| 4 Lima taxiway extension            | 13 Road junction improvements                                      |   |
| 5 Boeing Hangar                     | 14 Potential new Rapid Exit Taxiway                                |   |
| 6 Multi Storey Car Park 7           | 15 Addition remote aircraft parking stands                         |   |
| 7 Multi Storey Car Park 4           |  |   |
| 8 Improved Railway Station          |  |   |
| 9 Bus and coach facilities          |  |   |

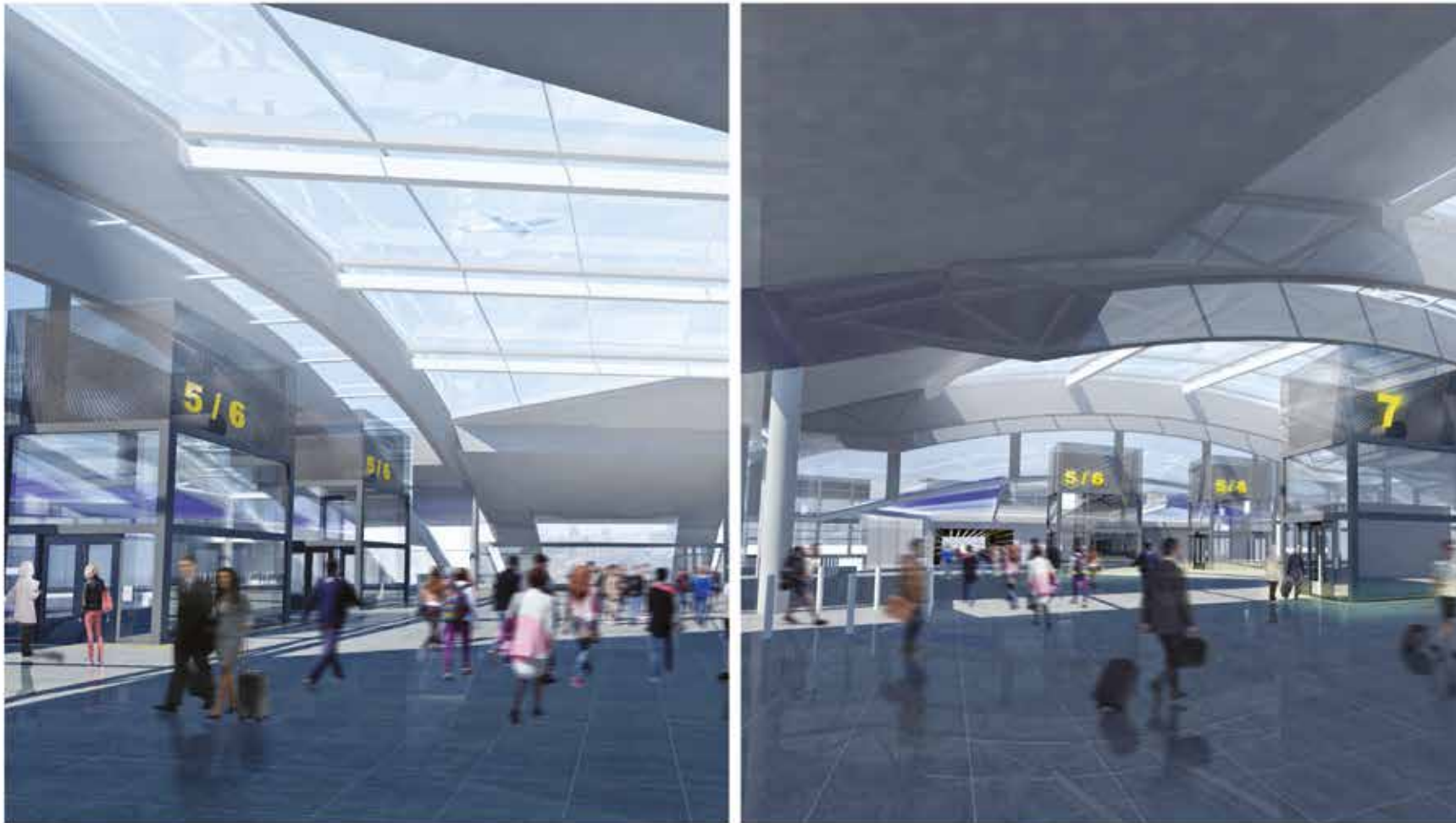


---

PLAN 10 - Planned Developments Boeing Hangar

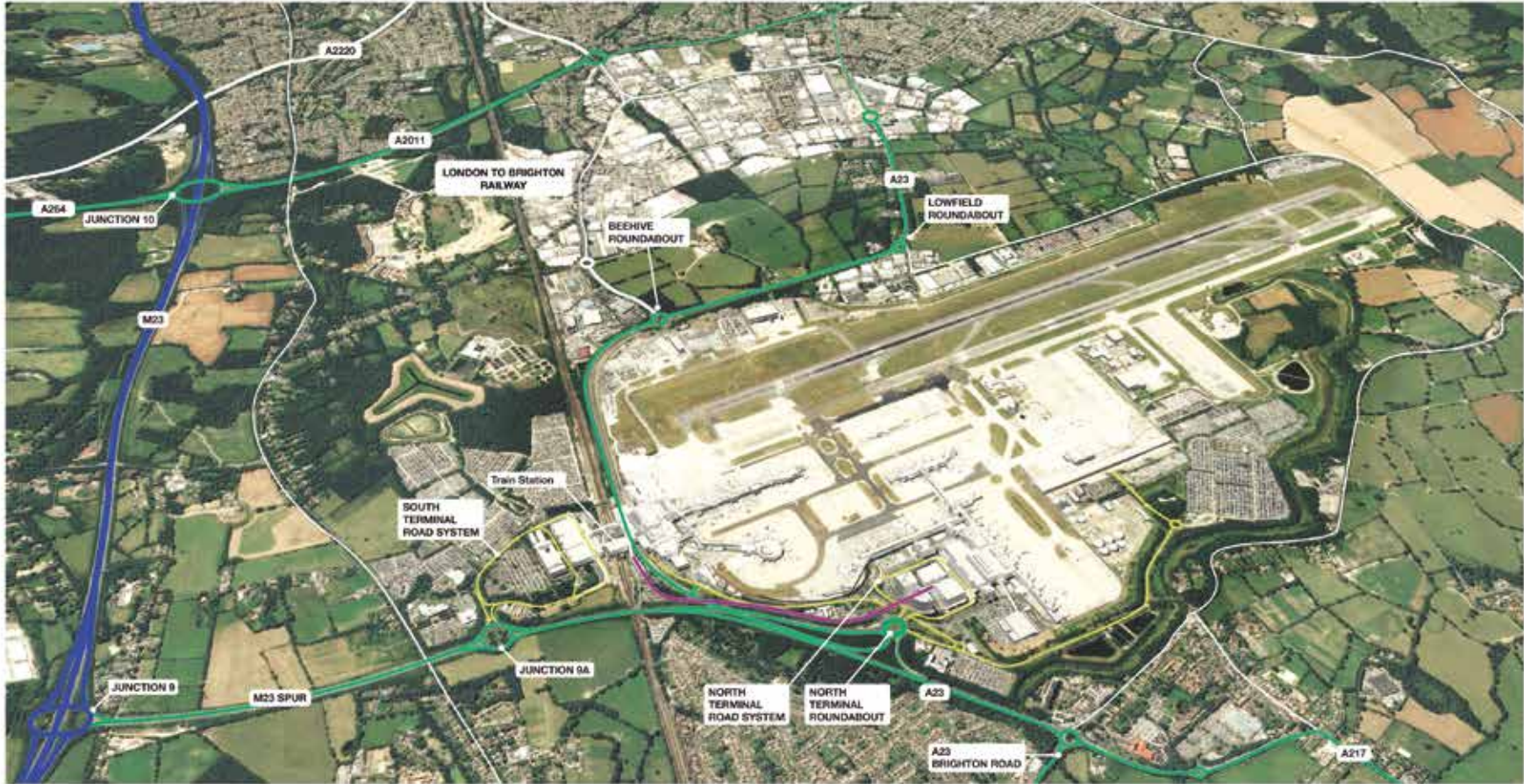


PLAN 11 - Planned Developments Pier 6 Extension



---

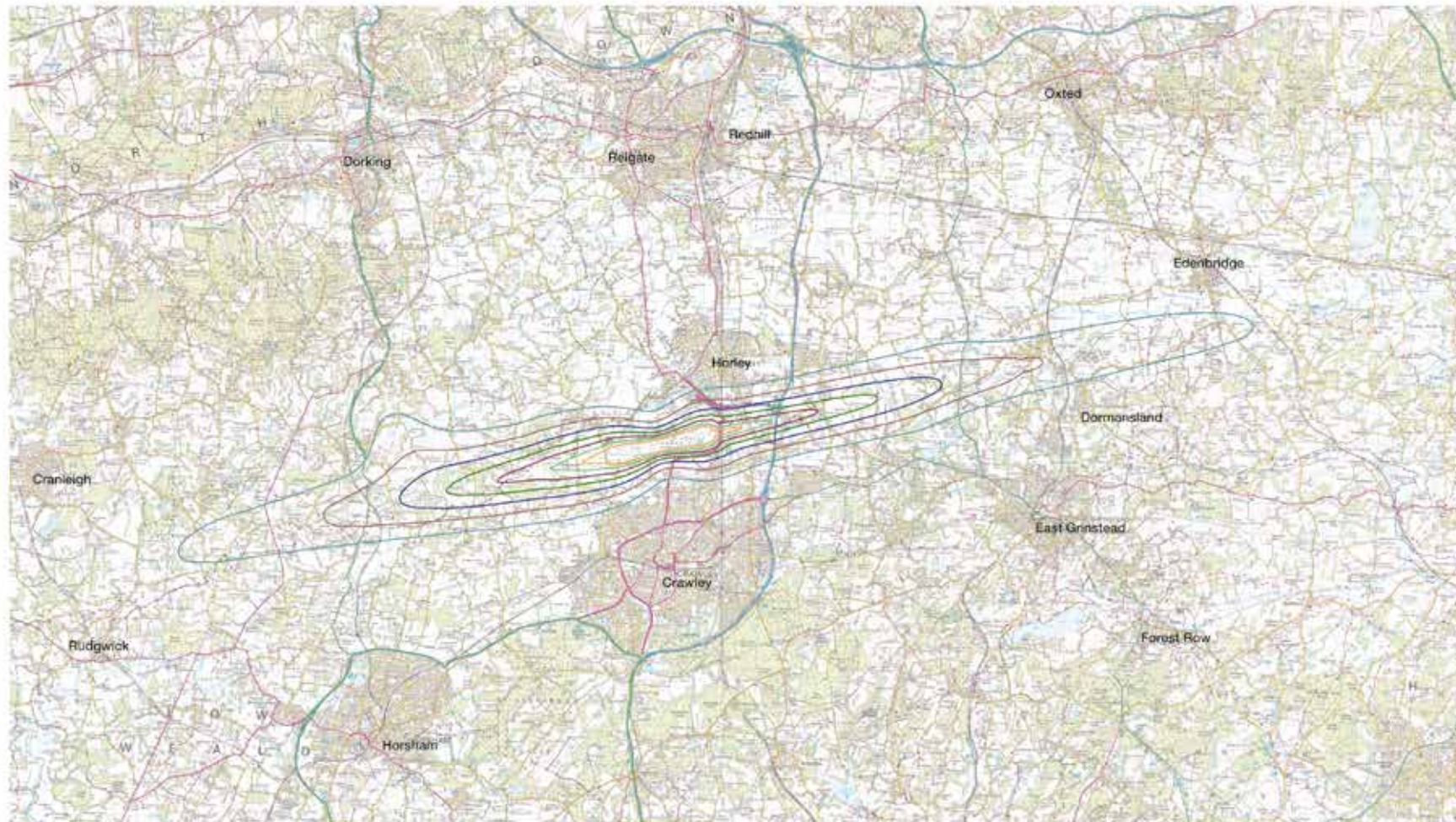
PLAN 12 - Planned Developments Gatwick Station



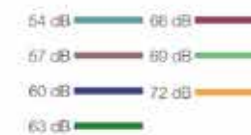
PLAN 13 - Surface Access Key Features

- Motorway M23
- Main roads
- On Airport Roads
- Terminal Shuttle

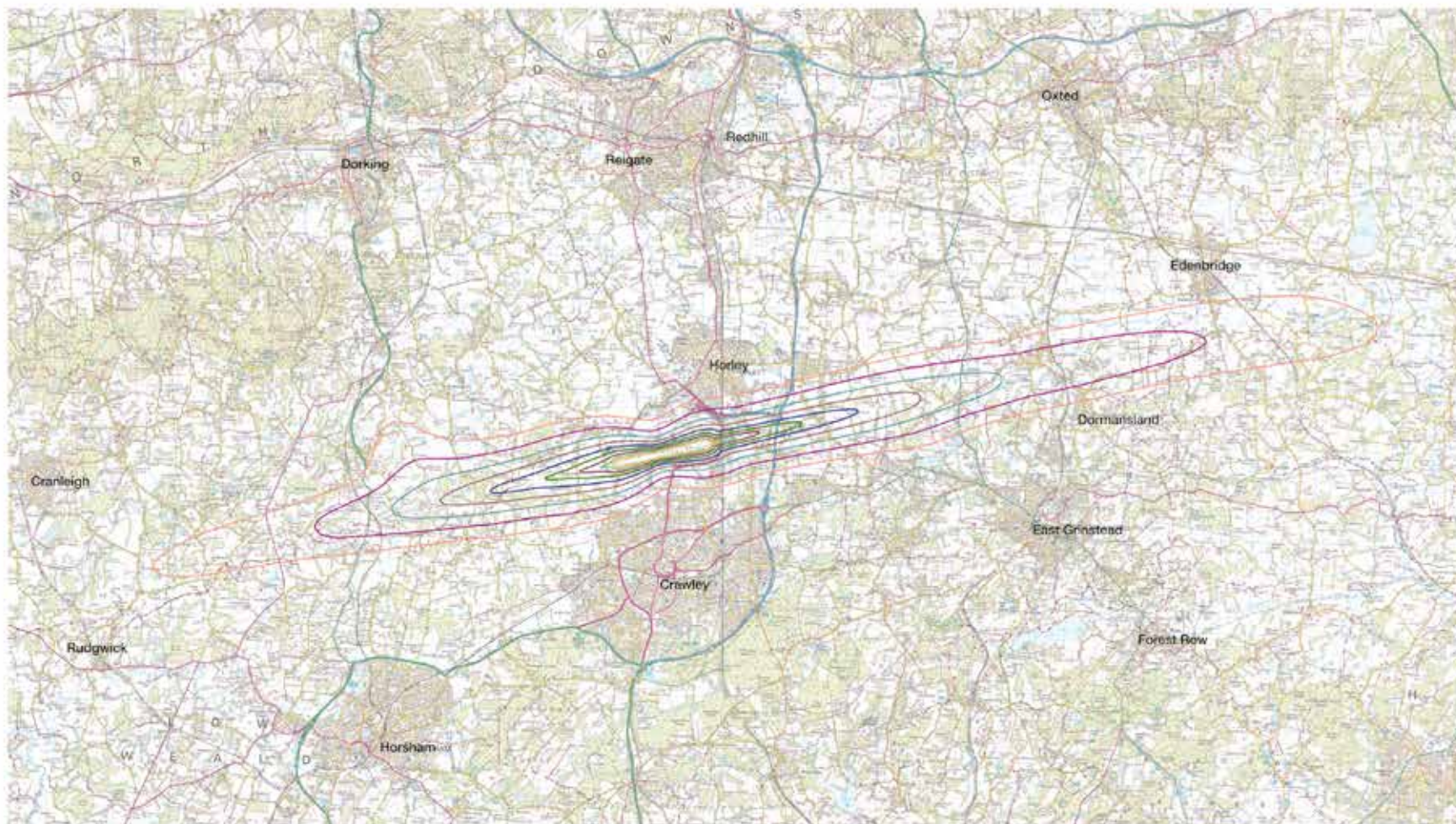




OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100048869

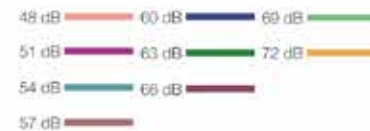


## PLAN 14 - Air Noise Map. Leq Contours - Summer Day - 2017

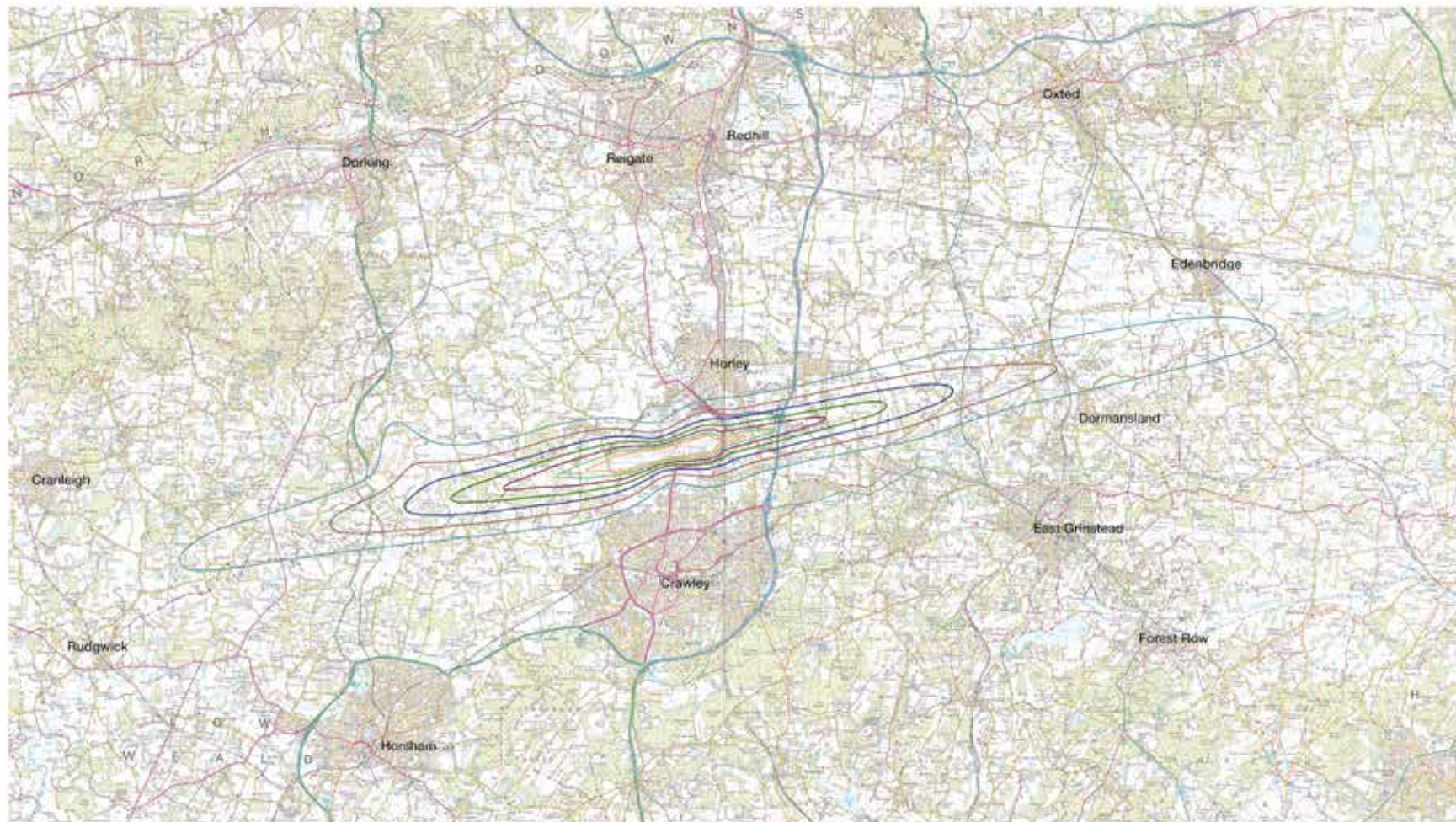


This drawing may contain some Ordnance Survey Lintline and Raster data.

OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100048669



# PLAN 15 - Air Noise Map. Leq Contours - Summer Night - 2017

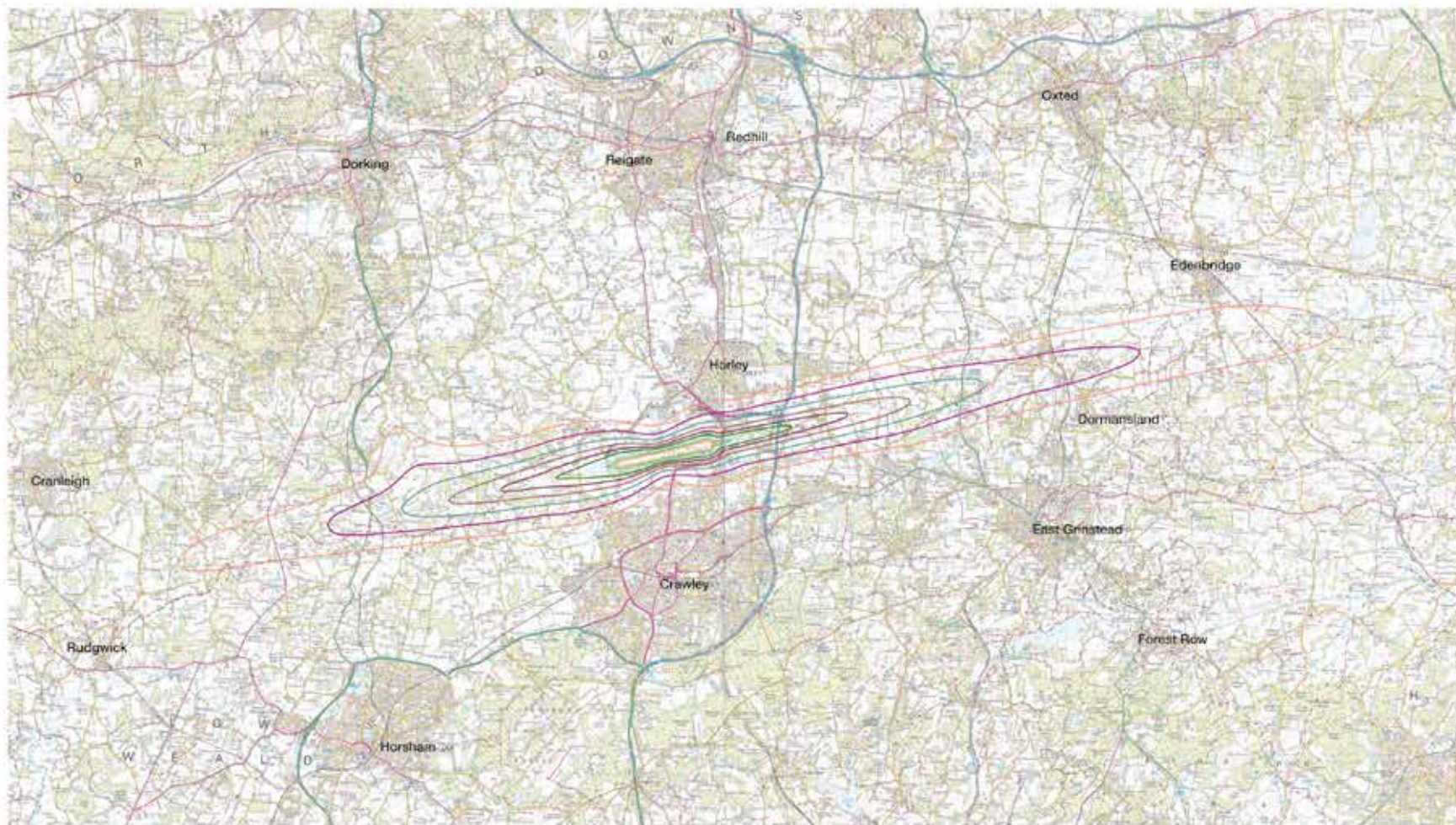


OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100048659



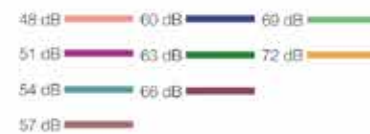
## PLAN 16 - Air Noise Map. Leq Contours - Summer Day - 2022





This drawing may contain some Ordnance Survey Landline and Raster data.

OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100048869



# PLAN 17 - Air Noise Map. Leq Contours - Summer Night - 2022



## PLAN 18 - Airport Layout Main Runway - 2032

(Additional infrastructure compared to 2022)

### Anticipated or potential developments

- |   |  |
|---|--|
| 1 Terminal improvements including security and bag-drop       | 5 Partial closing of surface car parking |
| 2 One pier project in one of the three location options shown | 6 Robotic parking technology             |
| 3 Forecourt improvements                                      | 7 Additional car parking area            |
| 4 Additional bus/coach station capacity                       | 8 Additional car parking area            |
|   | 9 Office / hotel development             |
|   | 10 Site for new hangar                   |

— Airport Boundary



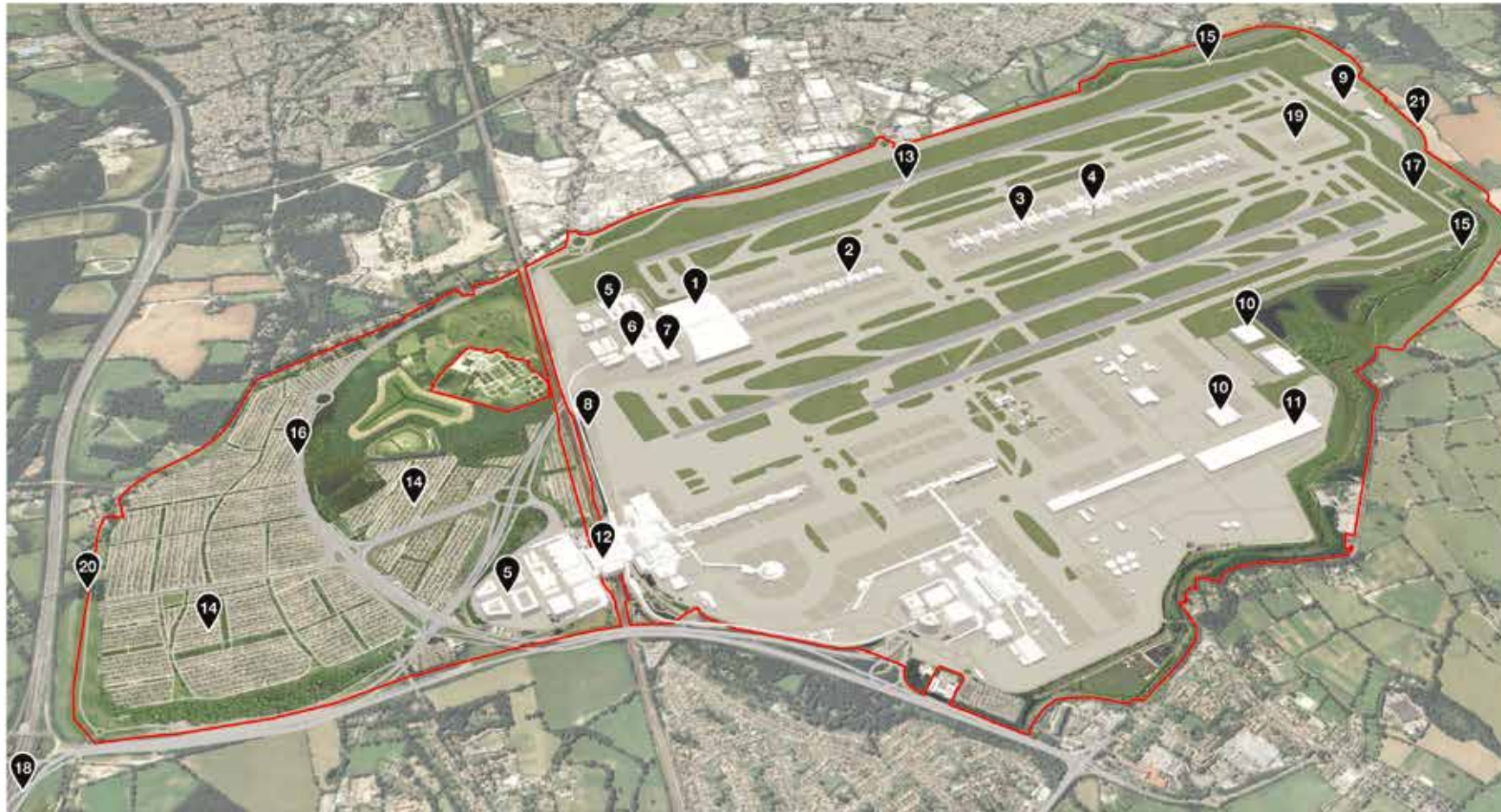


**PLAN 19 - Airport Layout** Standby and Main Runway - 2032  
 (Additional infrastructure compared to 'main runway only' in 2032)

Anticipated or potential developments

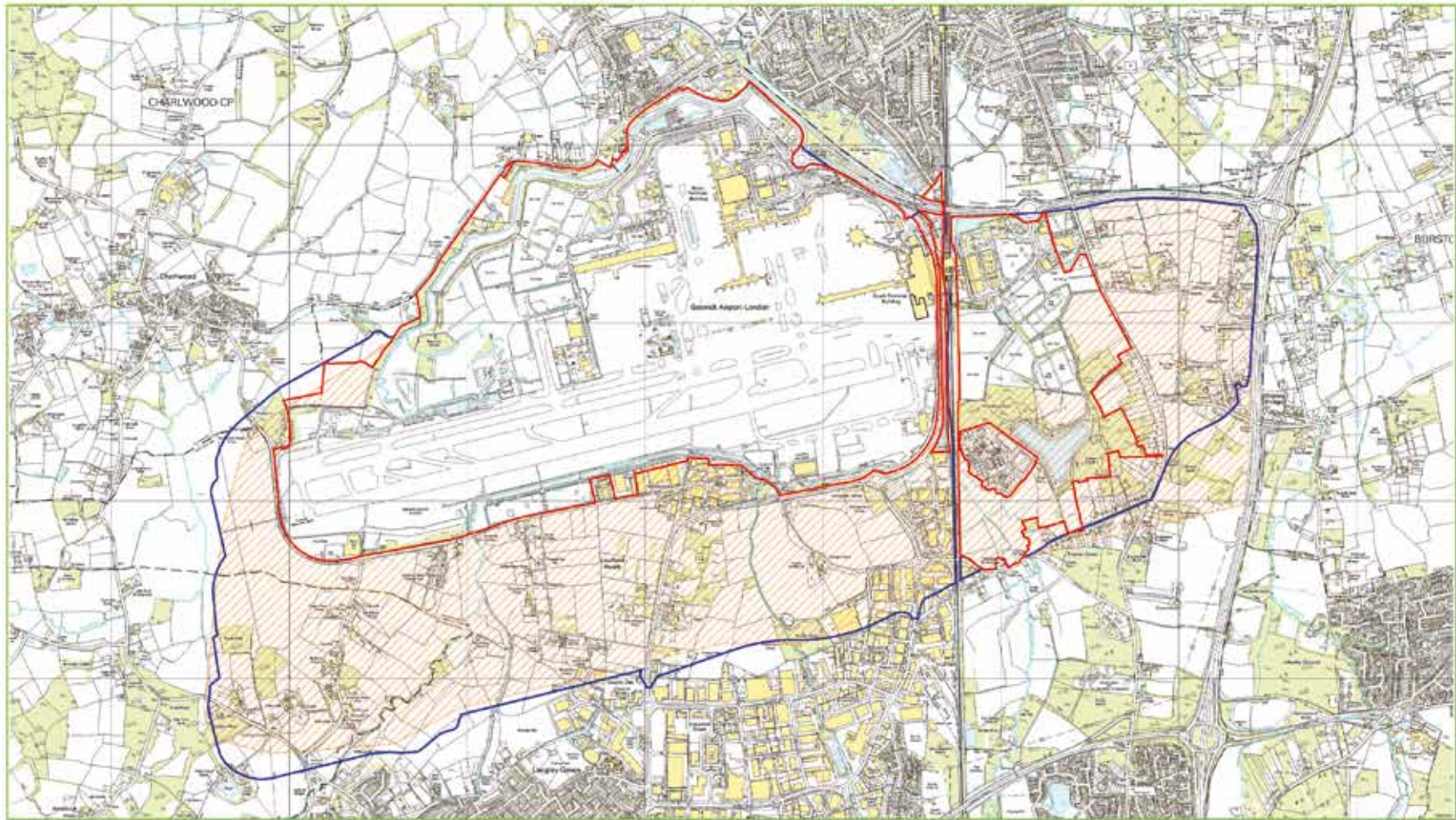
- 1 Widen existing standby runway
- 2 Relocate Juliet taxiway
- 3 New resequencing/holding area
- 4 Reconfigure existing Rapid Exit Taxiway
- 5 New end-around taxiway
- 6 Existing taxiway used as end-around taxiway
- 7 Terminal improvements
- 8 One further pier project (in one of the three location options shown)
- 9 Additional checked/MSCP parking
- 10 Additional hotel/office development
- 11 Additional road improvements





## PLAN 20 - Airport Layout Additional Runway

- |                          |                       |                            |
|--------------------------|-----------------------|----------------------------|
| 1 New Terminal Building  | 10 New Hangar         | 19 New Remote Stands       |
| 2 Contact Pier           | 11 New Cargo          | 20 Balcombe Road diversion |
| 3 Remote Pier            | 12 Gatwick Gateway    | 21 River Mole diversion    |
| 4 New Control Tower      | 13 New South Runway   |                            |
| 5 Offices                | 14 Long Stay Car Park |                            |
| 6 Carpark                | 15 New Noise Band     |                            |
| 7 Hotels                 | 16 A23 Diversion      |                            |
| 8 People Mover System    | 17 End Around Taxiway |                            |
| 9 Support Accommodations | 18 New M23 Sliproad   |                            |
- Airport Boundary  
 N

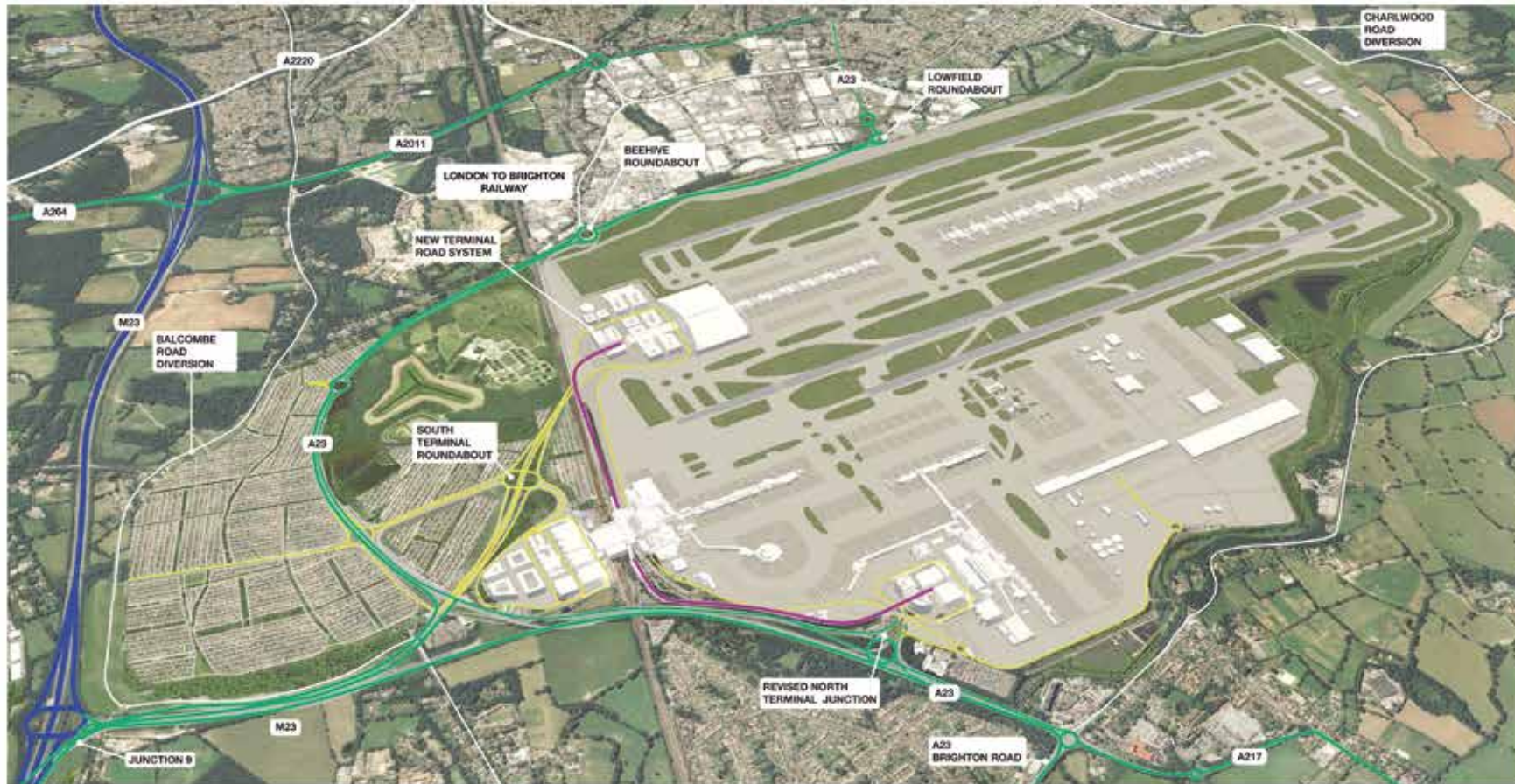


This drawing may contain some Ordnance Survey Landline and Raster data.

OS Copyright Acknowledgement.  
Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
Copyright and database right. Licence No. 100048869

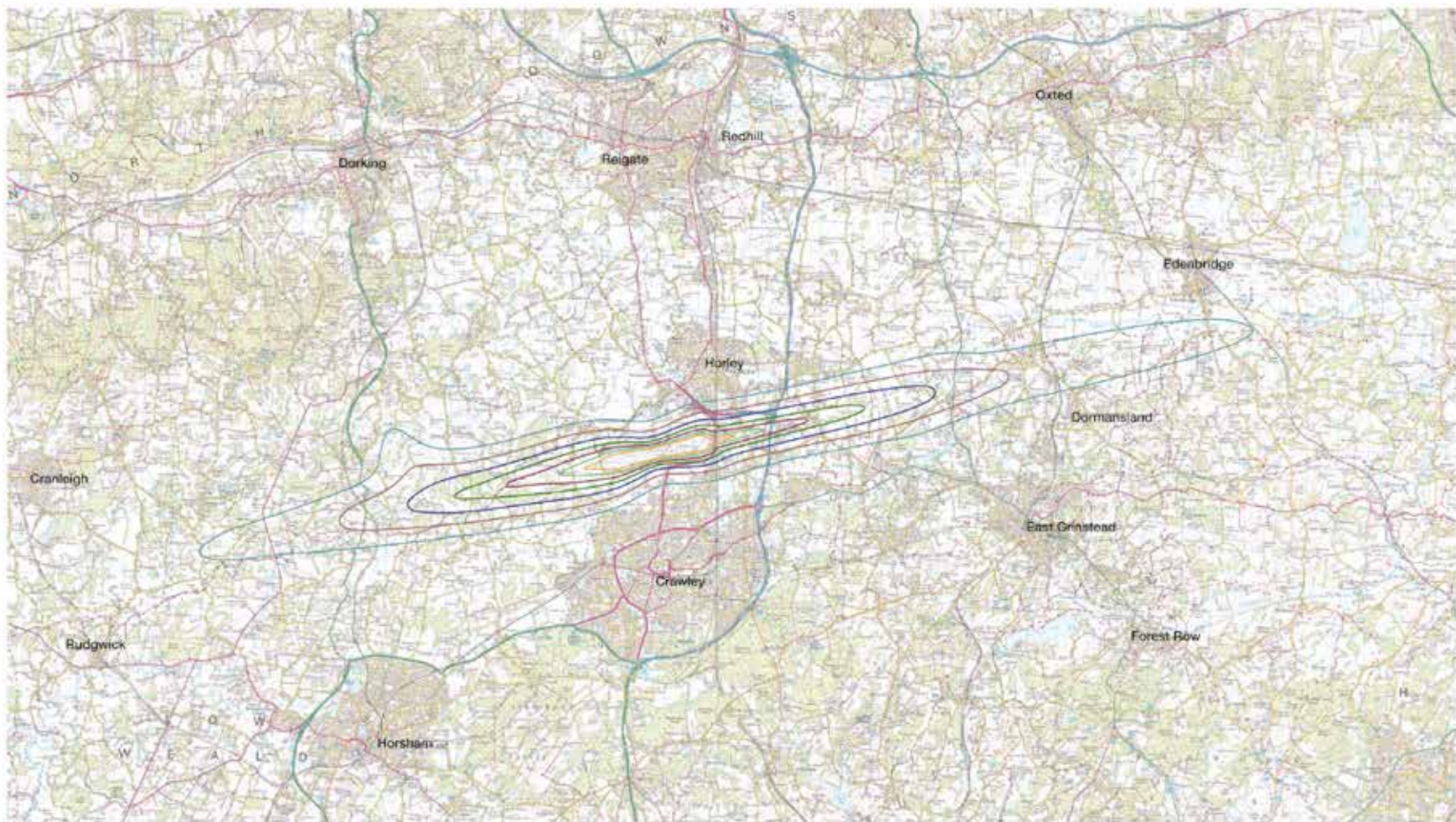
## PLAN 21 - Safeguarded land Additional Runway





PLAN 22 - Surface Access Additional Runway



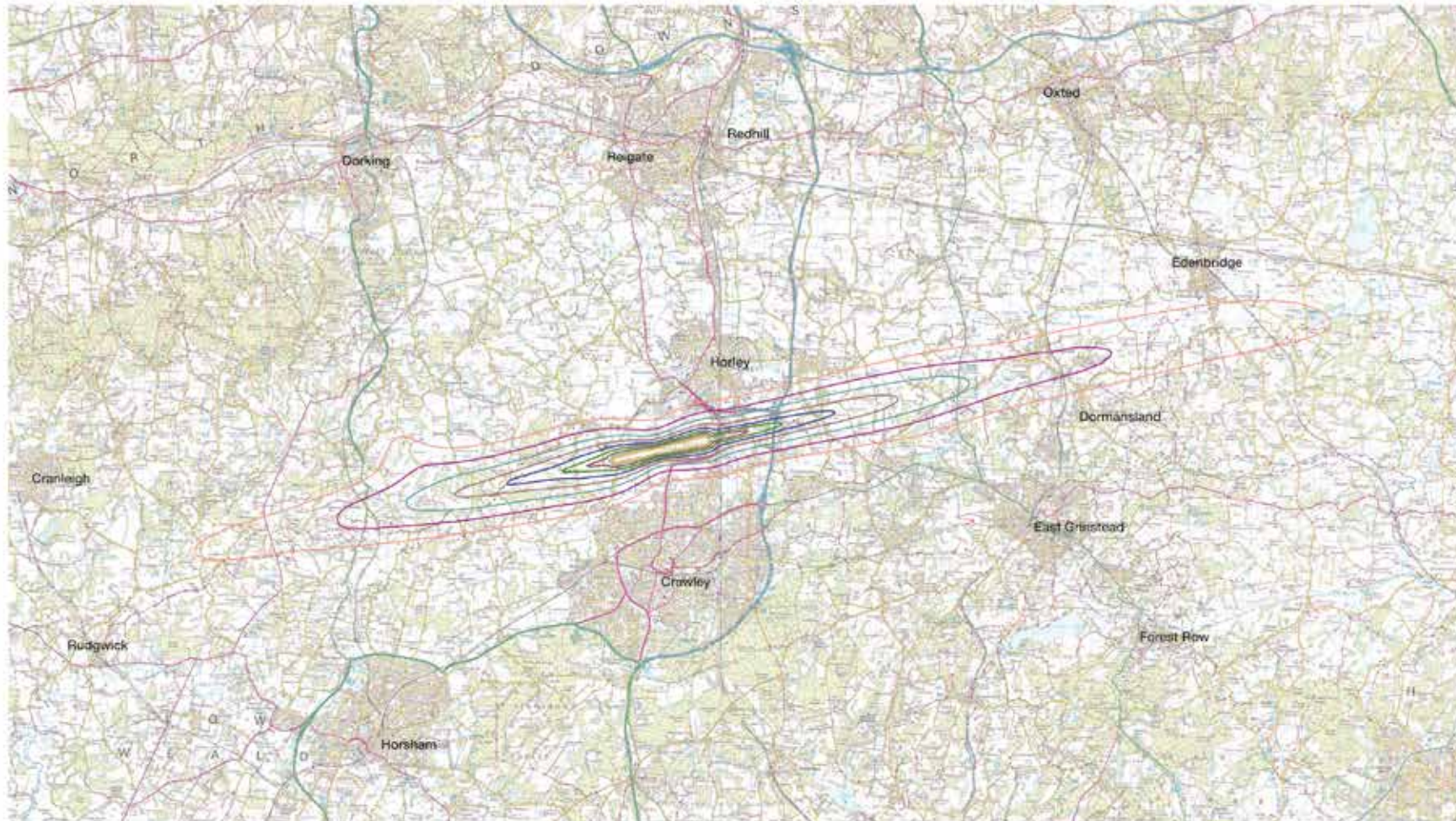


This drawing may contain some Ordnance Survey Lintline and Raster data.

OS Copyright Acknowledgement.  
Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
Copyright and database right. Licence No. 100048669

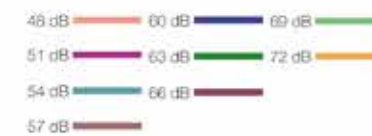


**PLAN 23** - Air Noise Map. Main Runway - Leq Contours - Summer Day - 2028



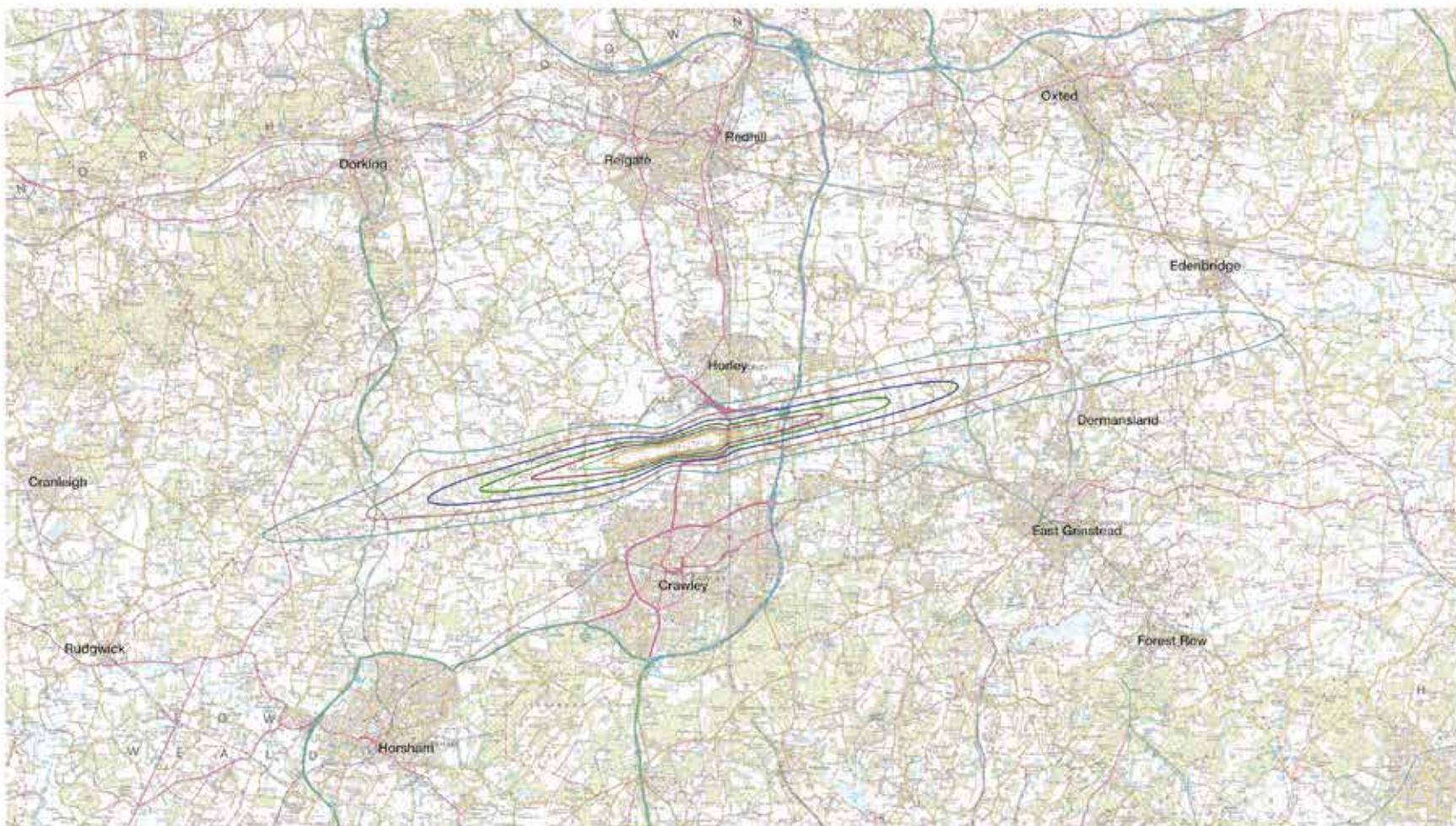
This drawing may contain some Ordnance Survey Lintline and raster data.

OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100045869



PLAN 24 - Air Noise Map. Main Runway - Leq Contours - Summer Night - 2028



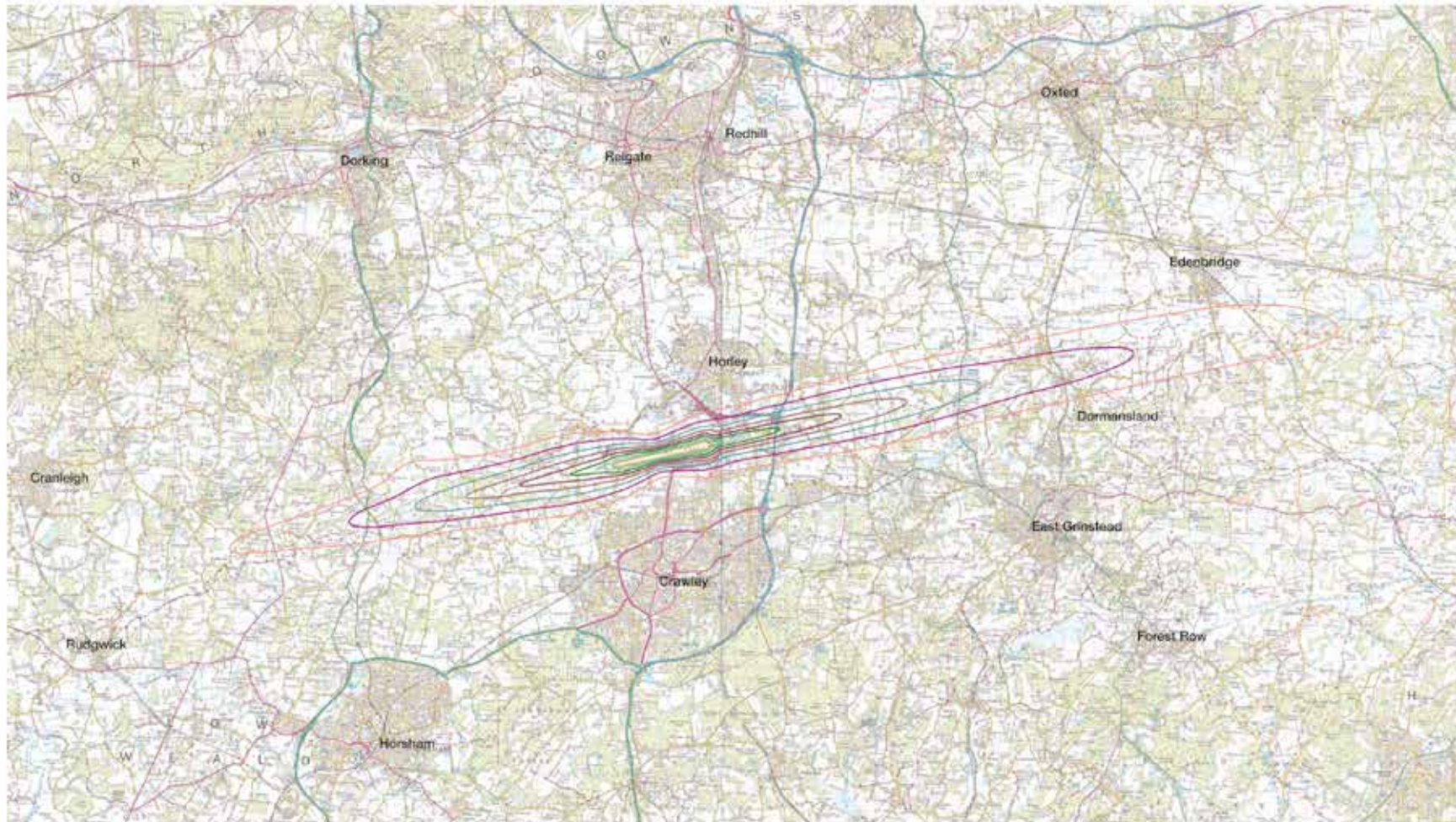


This drawing may contain some Ordnance Survey Landline and Raster data.

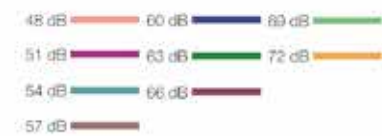
OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100048869



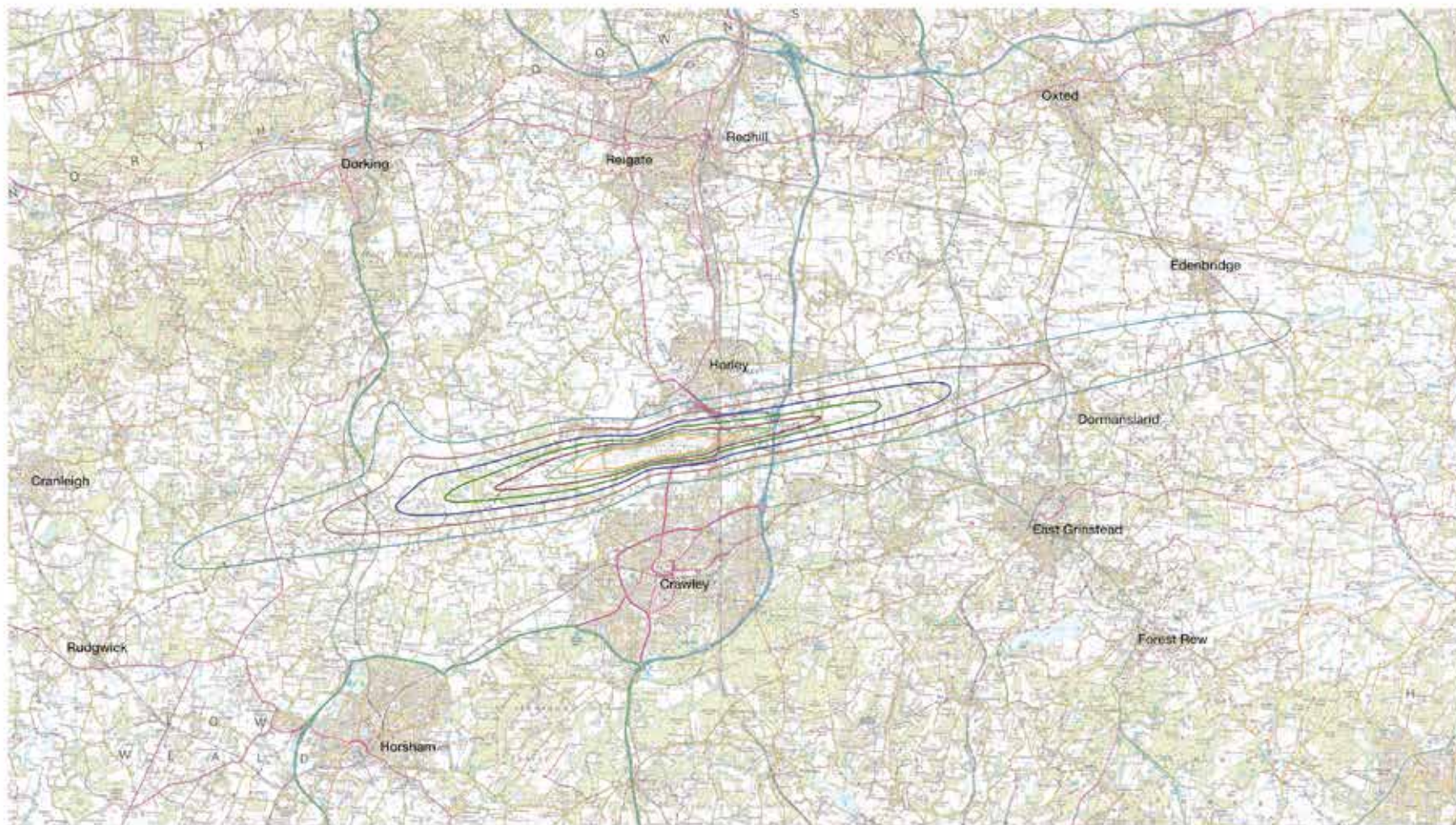
## PLAN 25 - Air Noise Map. Main Runway - Leq Contours - Summer Day - 2032



OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100043869



## PLAN 26 - Air Noise Map. Main Runway - Leq Contours - Summer Night - 2032

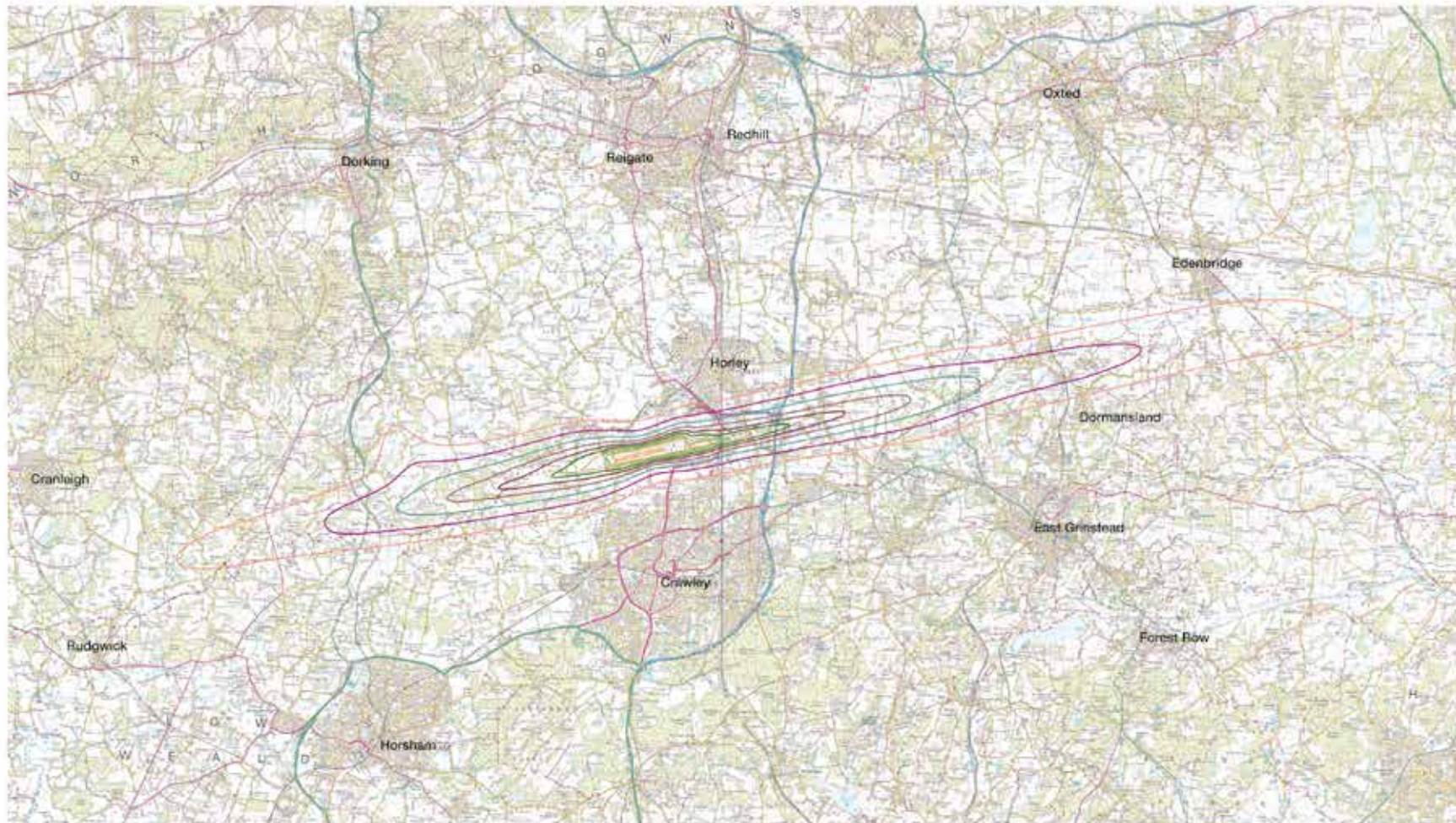


This drawing may contain some Ordnance Survey Landline and Raster data.

OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100048869



## PLAN 27 - Air Noise Map. Standby and Main Runway - Leq Contours - Summer Day - 2028

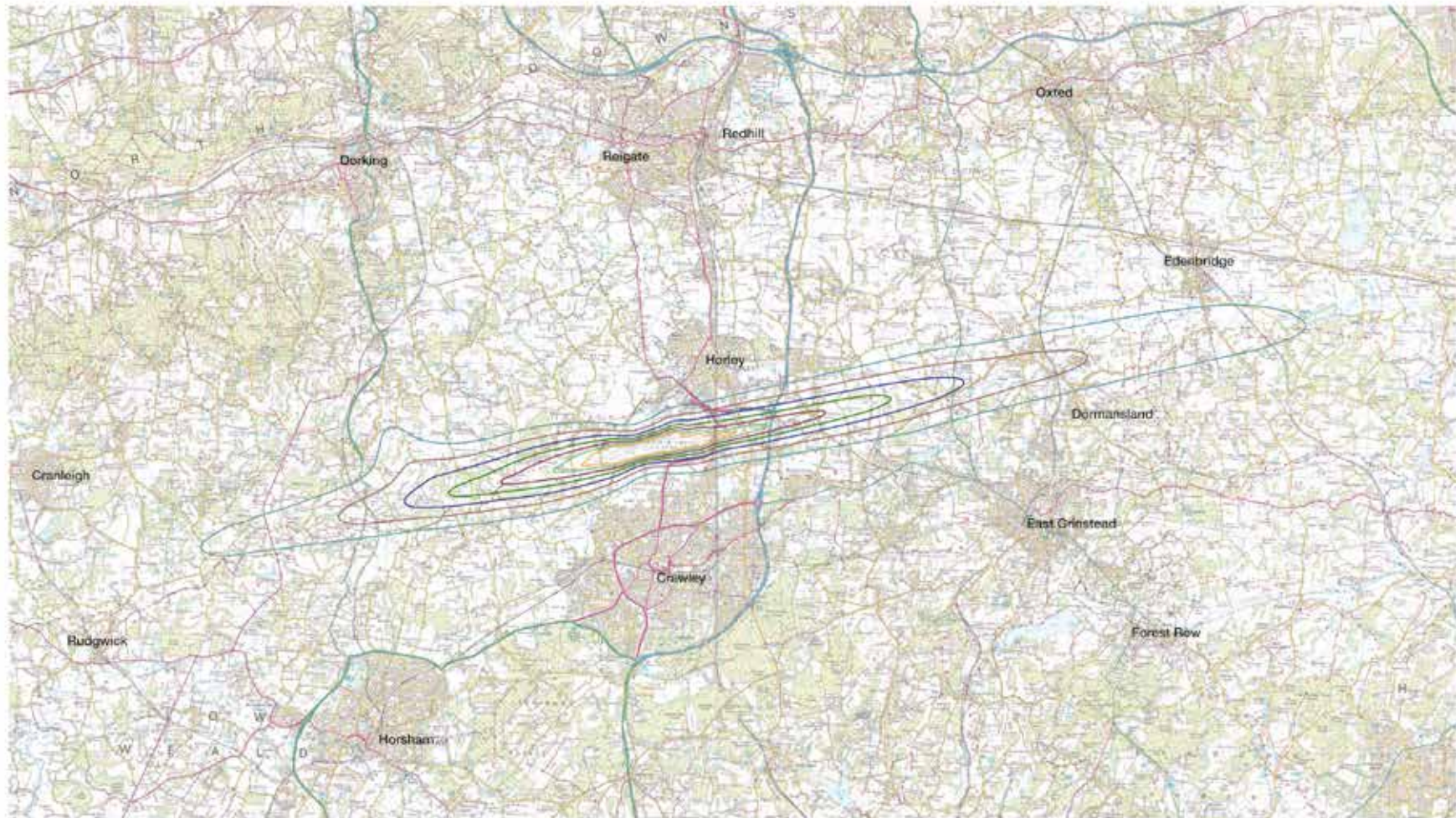


This drawing may contain some Ordnance Survey Landline and Raster data.

OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100048959



# PLAN 28 - Air Noise Map. Standby and Main Runway - Leq Contours - Summer Night - 2028

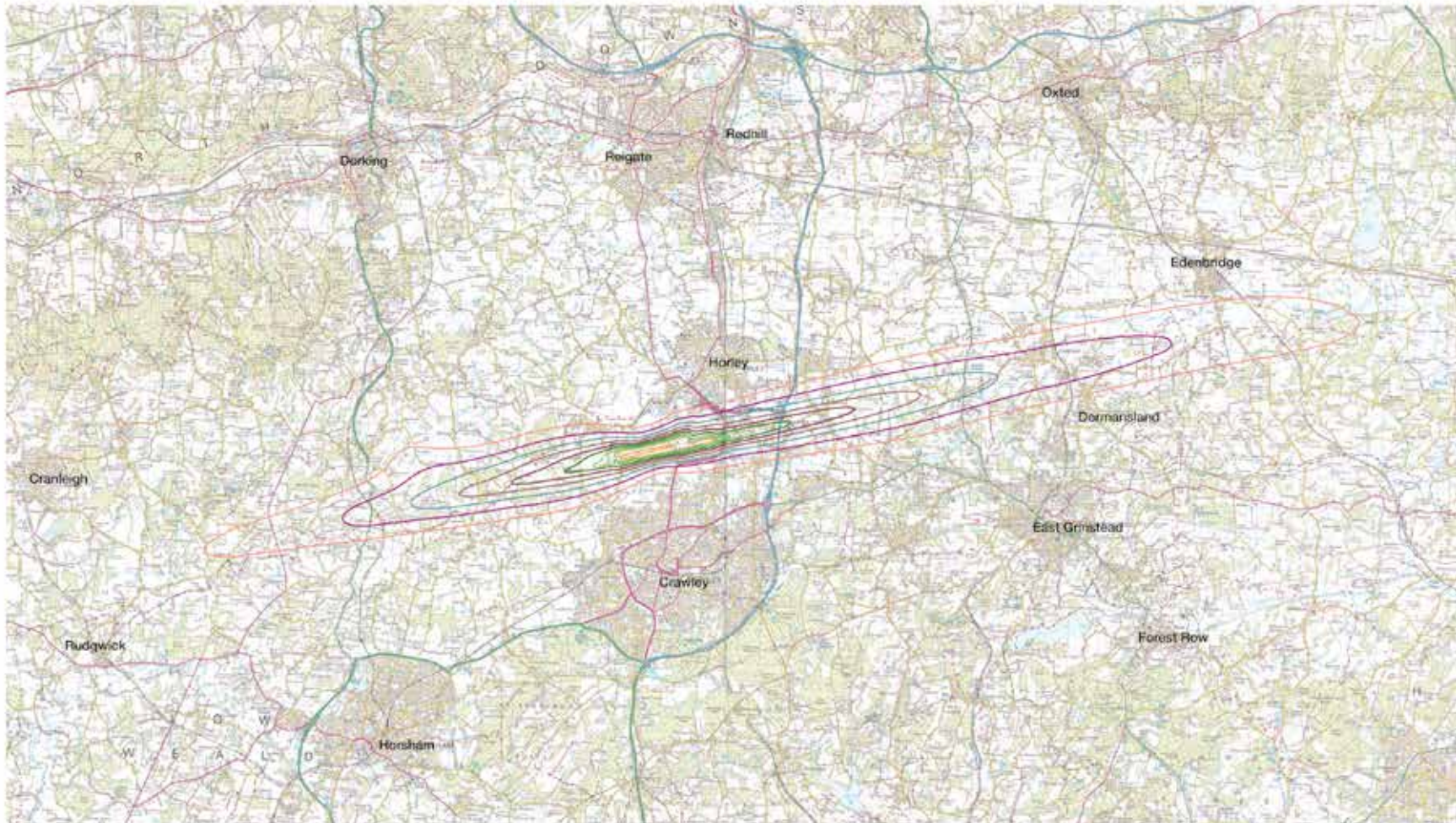


This drawing may contain some Ordnance Survey Landline and Raster data.

OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100048869

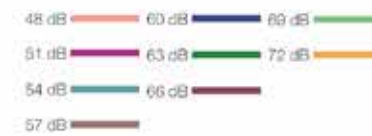


## PLAN 29 - Air Noise Map. Standby and Main Runway - Leq Contours - Summer Day - 2032

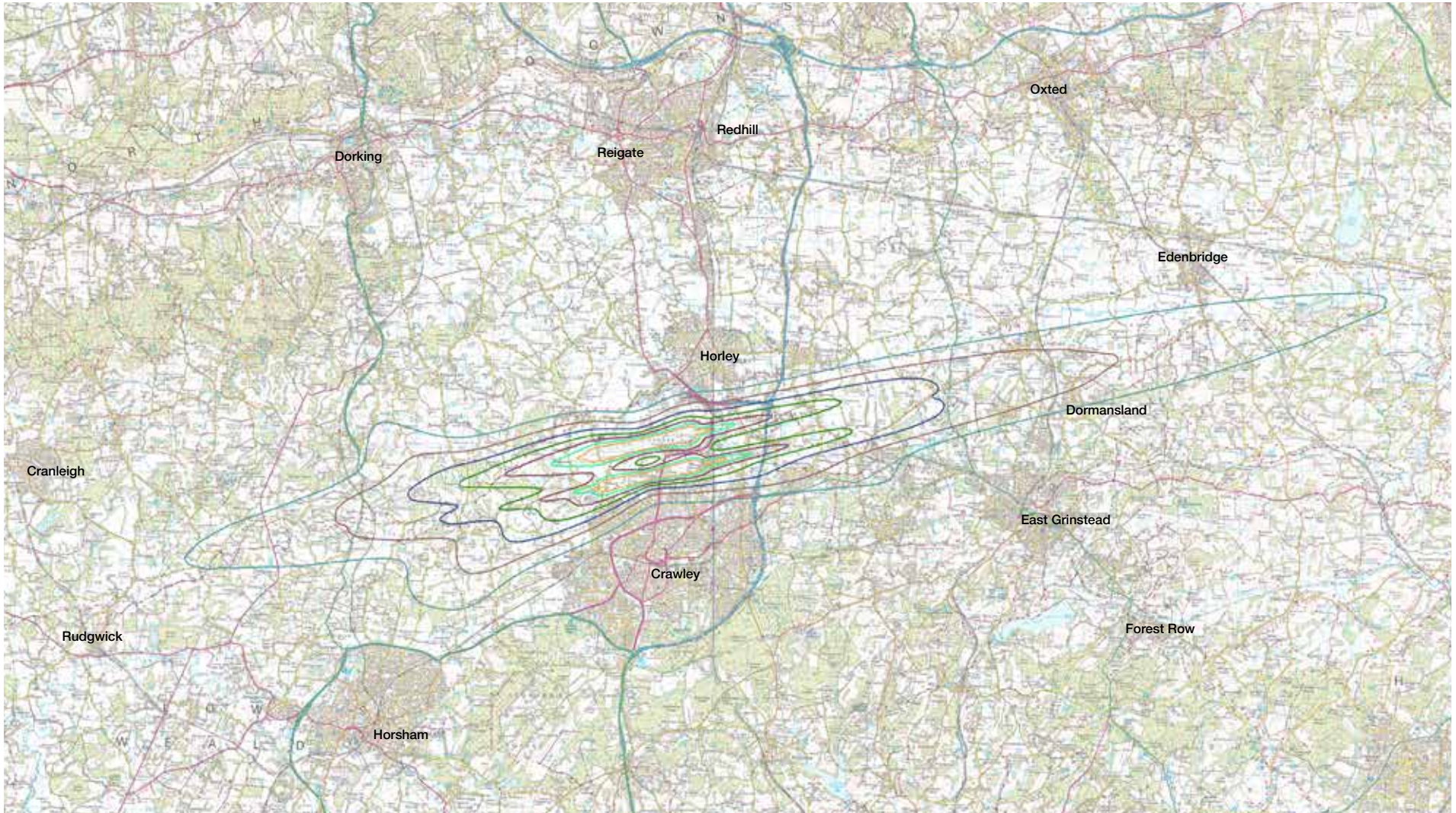


This drawing may contain some Ordnance Survey Lintline and Raster data.

OS Copyright Acknowledgement.  
 Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
 Copyright and database right. Licence No. 100048659

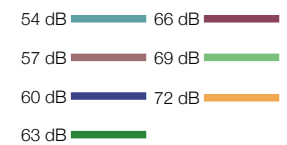


# PLAN 30 - Air Noise Map. Standby and Main Runway - Leq Contours - Summer Night - 2032



This drawing may contain some Ordnance Survey Landline and Raster data.

OS Copyright Acknowledgement.  
Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown  
Copyright and database right. Licence No. 100048869



# PLAN 31 - Air Noise Map. Additional Runway - Summer Day - 2040



YOUR LONDON AIRPORT  
*Gatwick*



## Appendix A.3

Record of informal engagement 2019-2023

## Table of Contents

1	Pre-Autumn 2021 Consultation: 13 February 2019 – 8 September 2021 .....	2
	a. Local community engagement	2
	b. Stakeholder engagement	14
	c. Project team meetings with local authorities	28
2	Post-Autumn 2021 Consultation: 2 December 2021 – 13 June 2022 .....	50
	d. Local community engagement	50
	e. Stakeholder engagement	51
	f. Project team meetings with local authorities	54
3	Post-Summer 2022 Consultation: 28 July 2022 – 30 April 2023.....	65
	g. Stakeholder engagement	65
	h. Project team meetings with local authorities	71

## 1 Pre-Autumn 2021 Consultation: 13 February 2019 – 8 September 2021

### a. Local community engagement

Date	Group/stakeholder/activity	Issues raised
18 July 2019	Press release	<ul style="list-style-type: none"> <li>▪ Strong support for Gatwick’s master plan as airport confirms way forward for sustainable development.</li> </ul>
Summer 2019	Gatwick In Touch Newsletter (issued quarterly)	<ul style="list-style-type: none"> <li>▪ Headline story covering publication of Master Plan 2019 and the northern runway scenario (making best use of existing runways).</li> </ul>
October/November 2019	Discover Gatwick meetings and airport tour  A number of individuals attended as well as representatives from: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Heathfield &amp; Waldron Parish Council</li> <li>▪ Hellingly Parish Council</li> <li>▪ Tonbridge and Malling Borough Council</li> <li>▪ Willingdon and Jevington Parish Council</li> <li>▪ Horsham Denne Neighbourhood Council</li> <li>▪ Kemsing Parish Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ Gatwick Airport Limited (The Applicant) provided an update on the business, community engagement, airspace and noise along with a briefing on the outcomes of the Masterplan 2019 process and northern runway plans, including an overview of the planning process.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Lewes District Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Sevenoaks Town Council</li> <li>▪ Sevenoaks District Council</li> <li>▪ Brockham Parish Council</li> <li>▪ Chiddingstone Parish Council</li> <li>▪ Cowfold Parish Council</li> <li>▪ Crowborough Town Council</li> <li>▪ Crowhurst Parish Council</li> <li>▪ East Grinstead Town Council</li> <li>▪ Rotherfield Parish council</li> <li>▪ Balcombe Parish Council</li> <li>▪ Bletchingley Parish Council</li> <li>▪ Crockenhill Parish Council</li> <li>▪ Nutfield Parish Council</li> <li>▪ Crawley College</li> <li>▪ Brighton Pride</li> <li>▪ Education Business Partnership Kent</li> <li>▪ Elim Church, Ifield</li> <li>▪ Gatwick Diamond Business</li> <li>▪ Royal Aeronautical Society</li> <li>▪ Three Bridges Forum</li> </ul>	

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Chiddingly Parish Council</li> <li>▪ Hailsham Town Council</li> <li>▪ Newdigate Parish Council</li> <li>▪ Surrey Hills Partnership Group</li> <li>▪ Felbridge Parish Council</li> <li>▪ Warnham Parish Council</li> <li>▪ Worth Parish Council</li> <li>▪ Frant Parish Council</li> <li>▪ Uckfield Town Council</li> <li>▪ Gatwick Guest House Association</li> </ul>	
28 August 2019	Press release	<ul style="list-style-type: none"> <li>▪ Gatwick Airport initiates planning process to use its existing Northern Runway.</li> </ul>
19 September 2019	GATCOM Steering Group Special Meeting	<ul style="list-style-type: none"> <li>▪ The Applicant gave an overview of Northern Runway plans, the DCO process and scoping.</li> <li>▪ The Applicant committed to continued engagement</li> <li>▪ Following the meeting, the Steering Group reported back to GATCOM.</li> <li>▪ GATCOM subsequently shared helpful ideas for consultation as part of the SoCC development process.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
Autumn 2019	Gatwick In Touch Newsletter (issued quarterly)	<ul style="list-style-type: none"> <li>▪ Story covering initiation of planning process for the Project, with a link to the Gatwick and PINS websites.</li> </ul>
23 January 2020	GATCOM	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on Northern Runway plans, including pre-application assessment work.</li> <li>▪ The Applicant thanked GATCOM for consultation ideas.</li> <li>▪ The Applicant reported the submission of an application to the CAA for runway changes (not route changes) related to the Northern Runway Project.</li> <li>▪ The Applicant noted that negotiations on the PPA were on-going.</li> <li>▪ Discussion took place around growth and economic benefits.</li> </ul>
6 February 2020 13 February 2020 19 February 2020 25 February 2020 5 March 2020	<p>Parish Council and community roundtables.</p> <p>51 local representative groups including parish councils, residents' associations and community groups were invited to attend Northern Runway Project briefings</p> <p>A total of 32 attendees participated in the in-person meetings.</p>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of the Northern Runway Project plans and the DCO process.</li> </ul> <p>The main questions/topics of discussion included:</p> <ul style="list-style-type: none"> <li>▪ Airport and runway operations               <ul style="list-style-type: none"> <li>○ Whether there would be any change in airport hours of operation and any impact on night flights.</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
		<ul style="list-style-type: none"> <li>○ When regular use of the northern runway would begin and whether it would require a new terminal.</li> <li>○ Whether there would be a change in the approach to easterly/westerly take-offs and whether strong crosswinds would have an impact.</li> <li>○ How the northern runway would enable extra air traffic movements and why passenger numbers increase faster than air traffic movements.</li> <li>○ Why the taxiway was being moved.</li> <li>○ Do airlines think there is a need for the increase in slot capacity that the Project would bring.</li> <li>○ What would noise impacts be without the Northern Runway Project.</li> <li>○ What are the benefits of the Northern Runway Project.</li> <li>○ What facilities will the Applicant invest in to cater for the additional passengers.</li> <li>○ How will ground operations work and will they result in increased running time on the ground.</li> <li>○ How will the additional cargo be carried into the airport, is there sufficient space for it, and how many</li> </ul>

Date	Group/stakeholder/activity	Issues raised
		<p>additional lorries are expected to be needed for onward transportation.</p> <ul style="list-style-type: none"> <li>○ Does the Applicant need airspace changes to operate the northern runway and how does the FASI-South Programme affect it.</li> <li>○ What additional aircraft maintenance and support facilities will be built.</li> </ul> <ul style="list-style-type: none"> <li>▪ Environment and planning <ul style="list-style-type: none"> <li>○ Who makes the final decision on the DCO.</li> <li>○ How much growth would there be without the Northern Runway Project.</li> <li>○ When would construction start and end.</li> <li>○ Is this in line with government policy?</li> <li>○ Would the development of the north terminal roundabout impact on the public park?</li> <li>○ How has the Applicant identified which roads are likely to be affected by the Project?</li> <li>○ What flood alleviation measures are included in the plans?</li> <li>○ What is the plan for construction logistics including temporary storage of spoil, removal of spoil and</li> </ul> </li> </ul>



Date	Group/stakeholder/activity	Issues raised
		<p>construction debris, and how will this impact on local roads and businesses?</p> <ul style="list-style-type: none"> <li>○ What was the purpose of the land ownership letters some people received, will there be more, and is the Applicant going to apply for compulsory purchase orders?</li> <li>○ How will rail be developed to support the Project?</li> <li>○ How will the local road network be improved?</li> <li>○ What has led to a 48% decrease in noise over the past 20 years?</li> <li>○ What noise and environmental assessments are you undertaking?</li> <li>○ Which local planning authorities are being consulted and are local and regional development plans being taken into consideration?</li> <li>○ What engagement has the Applicant had with PINS, will they hold public hearings, how can I register an interest?</li> <li>○ When will the SoCC be issued, will parish councils receive a copy and how can they provide input?</li> <li>○ How long will the consultation be and will there be an opportunity for freeform responses?</li> </ul>

Date	Group/stakeholder/activity	Issues raised
		<ul style="list-style-type: none"> <li>○ When does the Applicant intend to submit its DCO application?</li> </ul>
13 February 2020	<p>Discover Gatwick meeting and airport tour</p> <p>A number of individuals attended as well as representatives from:</p> <ul style="list-style-type: none"> <li>▪ Edenbridge Town Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Mereworth Parish Council</li> <li>▪ Farningham Parish Council</li> <li>▪ Worth Parish Council</li> <li>▪ East Sussex County Council</li> <li>▪ Balcombe Parish Council</li> <li>▪ Worth Parish Council</li> <li>▪ Diverse Crawley</li> <li>▪ Friends of Goffs Park</li> <li>▪ Haywards Heath Town Team</li> <li>▪ Sevenoaks Town Council</li> <li>▪ Billingshurst Parish Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the business, community engagement, Decade of Change, Gatwick Foundation Fund, and airspace and noise, along with a summary of the northern runway plans and an overview of the planning process.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
27 January 2021 12 February 2021 26 February 2021 11 March 2021 25 March 2021	Gatwick Keeping in Touch with the Community meetings  Organisations represented: <ul style="list-style-type: none"> <li>▪ Charlwood Parish Council</li> <li>▪ Newdigate Parish Council</li> <li>▪ Rusper Parish Council</li> <li>▪ Bletchingley Parish Council</li> <li>▪ Horley Parish Council</li> <li>▪ Salfords &amp; Sidlow Parish Council</li> <li>▪ Crawley Borough Council</li> <li>▪ North Horsham Parish Council</li> <li>▪ Horsham Denne Neighbourhood Council</li> <li>▪ Forge Wood Committee</li> <li>▪ Tilgate Forum</li> <li>▪ East Grinstead Town Council</li> <li>▪ Edenbridge Town Council</li> <li>▪ Turners Hill Parish Council</li> <li>▪ Worth Parish Council</li> <li>▪ Slinfold Parish Council</li> <li>▪ Warnham Parish Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on airport operations, forecourt charging, the Gatwick Airport Community Trust, traffic, summer demand, noise, and FASI-South.</li> <li>▪ The Applicant also announced that the Northern Runway Project was re-starting after pausing during the Covid-19 pandemic, with a consultation planned for the summer.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
March 2021	Gatwick In Touch Newsletter (issued quarterly)	<ul style="list-style-type: none"> <li>▪ The newsletter provided an update on local issues relevant to the airport and announced that the Northern Runway Project was re-starting after pausing during the Covid-19 pandemic, with a consultation planned for the summer.</li> </ul>
22 April 2021	GATCOM	<ul style="list-style-type: none"> <li>▪ Planning Inspectorate presentation on DCO process.</li> </ul>
15 July 2021	GATCOM	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the Project in advance of the start of Autumn 2021 Consultation.</li> </ul>
July/August 2021	<p>Hard to reach groups engagement</p> <ul style="list-style-type: none"> <li>▪ 110 local organisations contacted on multiple occasions to understand how best to engage</li> <li>▪ Interviews arranged with:               <ul style="list-style-type: none"> <li>○ Action in Rural Sussex (26 July)</li> <li>○ Adur and Worthing Youth Council (30 July)</li> <li>○ Age UK Croydon, East Sussex, Kent, Surrey, West Sussex (11 August interview with national office)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Interview questions covered:               <ul style="list-style-type: none"> <li>○ Current level of engagement in consultation on local developments and why</li> <li>○ What would help to raise awareness and participation in consultation</li> <li>○ Specific barriers to participating in the consultation</li> <li>○ How would the organisation/members/communities like to engaged in any future consultation</li> <li>○ Any specific recommendations for engaging with members/community</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>○ Association of Public Transport Users (29 July)</li> <li>○ Autism Support Crawley (9 August)</li> <li>○ Brighton Women’s Centre (17 August)</li> <li>○ Citizens’ Advice Bureau Sussex, Surrey and Kent (3 August)</li> <li>○ Community Foundations for Kent, Sussex and Surrey (10 August)</li> <li>○ Crawley Interfaith Network and Gurjar Hindu Union (23 July)</li> <li>○ Crawley Community Action (23 July)</li> <li>○ Crawley Young Persons Council (20 July)</li> <li>○ Diverse Crawley (6 August)</li> <li>○ Friends, Families and Travellers (28 July)</li> <li>○ Hi Kent: support for deaf people (19 July)</li> <li>○ Kent Association of Local Councils (4 August)</li> <li>○ Rivers SPACE for Women (26 July)</li> <li>○ Surrey Youth Cabinet (4 August)</li> </ul>	<ul style="list-style-type: none"> <li>○ Whether there are other groups we should be contacting</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>○ Sussex U3A (6 August)</li> <li>○ West Sussex WI Federation (2 August)</li> </ul>	
25 August 2021	Press release	<ul style="list-style-type: none"> <li>▪ Gatwick announces plans to bring its existing Northern Runway into routine use - to secure its long-term growth, 18,400 new jobs and a boost to the local economy.</li> </ul>
8 September 2021	Press release	<ul style="list-style-type: none"> <li>▪ Gatwick 12-week public consultation begins on plans to bring its existing Northern Runway into routine use.</li> </ul>

**b. Stakeholder engagement**

<b>Date</b>	<b>Group/stakeholder/activity</b>	<b>Issues raised</b>
30 September 2019	Business Membership Organisations roundtable  Organisations represented: <ul style="list-style-type: none"> <li>▪ Alliance of Chambers of East Sussex</li> <li>▪ British International Freight Association</li> <li>▪ Business South</li> <li>▪ CBI South East and Thames Valley</li> <li>▪ Chartered Institute of Logistics and Transport</li> <li>▪ Crawley and Gatwick Chamber of Commerce</li> <li>▪ Creative Ambassadors</li> <li>▪ Federation of Small Businesses Surrey</li> <li>▪ Gatwick Diamond Business</li> <li>▪ Gatwick Hotels Association</li> <li>▪ IOD Sussex</li> <li>▪ Kent Invicta Chamber of Commerce</li> <li>▪ Sussex Chamber of Commerce</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant convened a series of roundtable discussions for local and regional stakeholders to become involved in development of the Project.</li> <li>▪ The Applicant provided an update on the business, the role the airport plays in the region, the Master Plan 2019 process and the Project.</li> <li>▪ Discussion and questions covered evidence of economic impact, environmental impacts from growth, aviation and infrastructure policy, transport (including east-west transport links), road infrastructure, freight and cargo, safeguarding, Brexit and supply chains.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
1 October 2019	Further & Higher Education Institutes roundtable  Organisations represented: <ul style="list-style-type: none"> <li>▪ Activate Learning – Guildford College (Guildford College, Farnham College, Merrist Wood College)</li> <li>▪ Chichester College Group (Brinsbury College, Chichester College, Crawley College, Haywards Heath 6th Form College, Worthing College)</li> <li>▪ North East Surrey College of Technology</li> <li>▪ Orbital South Colleges (East Surrey College, John Ruskin College)</li> <li>▪ University of Chichester</li> <li>▪ University of Surrey</li> <li>▪ University of Sussex</li> <li>▪ University of Sussex – School of Business</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant convened a series of roundtable discussions for local and regional stakeholders to become involved in development of the Project.</li> <li>▪ The Applicant provided an update on the business, the role the airport plays in the region, the Masterplan 2019 process and the Project.</li> <li>▪ Questions and discussion covered construction and operation skills, opportunities to work more closely using local talent, jointly developing an Academy or Technical institution, involvement of schools, sustainability, transport, career paths and opportunities.</li> </ul>
3 October 2019	Business Representatives, Economic Partnerships & BIDs roundtable  Organisations represented:	<ul style="list-style-type: none"> <li>▪ The Applicant convened a series of roundtable discussions for local and regional stakeholders to become involved in development of the Project.</li> </ul>



Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Brighton Business Improvement District and Brighton and Hove Economic Partnership</li> <li>▪ Coast to Capital LEP</li> <li>▪ Coastal West Sussex Partnership</li> <li>▪ Croydon Business Network</li> <li>▪ Enterprise M3 LEP</li> <li>▪ Manor Royal Business District</li> <li>▪ Rural West Sussex Partnership</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the business, the role the airport plays in the region, the Masterplan 2019 process and the Project.</li> <li>▪ Questions and discussion covered transport (including east-west connections and road congestion), sustainability and the LEP 'Clean Growth' agenda as well as government targets, procurement of local suppliers and skills providers, extending benefits throughout the region, impacts on the area immediately surrounding the airport, freight and cargo, international business destinations and export opportunities, a no-Heathrow R3 scenario, and the role of national parks and other areas of interest (eg the AONB) in the Project process.</li> </ul>
9 December 2019	Business membership organisations roundtable  Organisations represented]: <ul style="list-style-type: none"> <li>▪ CBI South East</li> <li>▪ Creative Digital Ambassadors</li> <li>▪ Croydon Chamber of Commerce</li> <li>▪ London Chamber of Commerce &amp; Industry</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant reported on the top three priorities identified across all groups in the September/October roundtables:               <ul style="list-style-type: none"> <li>○ Transport, infrastructure, connectivity</li> <li>○ Employment and skills</li> <li>○ Economy, trade, tourism and procurement</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ The Gatwick Hotels Association</li> <li>▪ FSB</li> <li>▪ Kent Invicta Chamber of Commerce</li> <li>▪ British International Freight Association</li> <li>▪ Chartered Institute of Logistics &amp; Transport</li> <li>▪ Crawley &amp; Gatwick Chamber of Commerce</li> <li>▪ Gatwick Diamond Business</li> <li>▪ Horley and District Chamber of Commerce</li> <li>▪ IOD</li> <li>▪ Surrey Chamber of Commerce</li> <li>▪ Sussex Chamber of Commerce</li> <li>▪ Worthing and Adur Chamber of Commerce</li> <li>▪ British International Freight Association</li> </ul>	<ul style="list-style-type: none"> <li>▪ There was discussion around how the order of importance reflected the needs of the group.</li> <li>▪ The Applicant presented its approach to creating an economic development framework and early thinking regarding potential intervention areas (skills and employment, business support).</li> </ul>
10 December 2019	<p>Further &amp; Higher Education Institutes roundtable</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Guildford College</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant reported on the top three priorities identified across all groups in the September/October roundtables: <ul style="list-style-type: none"> <li>○ Transport, infrastructure, connectivity</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ University of Brighton</li> <li>▪ National STEM Learning Centre</li> <li>▪ Chichester College Group</li> <li>▪ East Surrey College</li> <li>▪ John Ruskin College</li> <li>▪ Nescot College</li> <li>▪ London South Bank University</li> <li>▪ University of Sussex - School of Business</li> <li>▪ Croydon College</li> <li>▪ University of Sussex</li> <li>▪ University of Surrey</li> <li>▪ University of Chichester</li> </ul>	<ul style="list-style-type: none"> <li>○ Employment and skills</li> <li>○ Economy, trade, tourism and procurement</li> <li>▪ There was discussion around how the order of importance reflected the needs of the group.</li> <li>▪ The Applicant presented its approach to creating an economic development framework and early thinking regarding potential intervention areas (skills and employment, business support).</li> </ul>
16 December 2019	<p>Business Representative Groups roundtable</p> <ul style="list-style-type: none"> <li>▪ Organisations represented:</li> <li>▪ Coast to Capital LEP</li> <li>▪ Adur &amp; Worthing Business Partnership</li> <li>▪ Transport for the South East</li> <li>▪ Brighton BID</li> <li>▪ Croydon Business Network</li> <li>▪ Enterprise M3 LEP</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant reported on the top three priorities identified across all groups in the September/October roundtables: <ul style="list-style-type: none"> <li>○ Transport, infrastructure, connectivity</li> <li>○ Employment and skills</li> <li>○ Economy, trade, tourism and procurement</li> </ul> </li> <li>▪ There was discussion around how the order of importance reflected the needs of the group.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Gatwick Diamond Initiative &amp; Business South</li> <li>▪ Manor Royal Business District</li> <li>▪ Rural West Sussex Partnership</li> <li>▪ South East LEP</li> <li>▪ Coast to Capital LEP</li> <li>▪ Coastal West Sussex Partnership</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented its approach to creating an economic development framework and early thinking regarding potential intervention areas (skills and employment, business support).</li> </ul>
21 April 2021	<p>Business membership organisations roundtable</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Gatwick Diamond Business</li> <li>▪ Institute of Directors, Sussex</li> <li>▪ British International Freight Association</li> <li>▪ Sussex Chamber of Commerce</li> <li>▪ Alliance of Chambers in East Sussex</li> <li>▪ Federation of Small Businesses</li> <li>▪ Horley Chamber of Commerce</li> <li>▪ Kent Chamber of Commerce</li> <li>▪ London Chamber of Commerce and Industry</li> <li>▪ Kent Chamber of Commerce</li> <li>▪ Chartered Institute of Logistics &amp; Transport</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a review of 2020 and future outlook for the airport, an overview of the Project, a review of the 2019 roundtable priorities and work to develop the economic strategy.</li> <li>▪ Discussion covered current priorities, opportunities, and challenges post-Covid 19.</li> <li>▪ The Applicant set out the next steps, including how feedback from the roundtable would help to shape the strategy, when the next roundtable would be held and that the aim was to share updates on the socio-economic framework and Employment, Skills and Business Strategy at that meeting.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Institute of Directors, Surrey</li> <li>▪ Surrey Chamber of Commerce</li> <li>▪ Business South</li> <li>▪ Gatwick Hotels Association</li> </ul>	
22 April 2021	<p>Economic partnerships roundtable</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Gatwick Diamond Business</li> <li>▪ South East Local Enterprise Partnership</li> <li>▪ Develop Croydon</li> <li>▪ Manor Royal Business Improvement District</li> <li>▪ Brighton and Hove Economic Partnership</li> <li>▪ Enterprise M3 Local Enterprise Partnership</li> <li>▪ Coastal West Sussex Partnership</li> <li>▪ Coast to Capital Local Enterprise Partnership</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a review of 2020 and future outlook for the airport, an overview of the Project, a review of the 2019 roundtable priorities and work to develop the economic strategy.</li> <li>▪ Discussion covered current priorities, opportunities, and challenges post-Covid 19.</li> <li>▪ The Applicant set out the next steps, including how feedback from the roundtable would help to shape the strategy, when the next roundtable would be held and that the aim was to share updates on the socio-economic framework and Employment, Skills and Business Strategy at that meeting.</li> </ul>
23 April 2021	<p>Business roundtable</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Nestle</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a review of 2020 and future outlook for the airport, an overview of the Project, a</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Roband</li> <li>▪ Willis Towers Watson</li> <li>▪ Elekta</li> <li>▪ Mayo Wynne Baxter</li> <li>▪ Kreston Reeves</li> <li>▪ KPMG</li> <li>▪ Thakeham</li> <li>▪ Ricardo</li> <li>▪ Metrobus</li> <li>▪ First Central</li> </ul>	<p>review of the 2019 roundtable priorities and work to develop the economic strategy.</p> <ul style="list-style-type: none"> <li>▪ Discussion covered current priorities, opportunities, and challenges post-Covid 19.</li> <li>▪ The Applicant set out the next steps, including how feedback from the roundtable would help to shape the strategy, when the next roundtable would be held and that the aim was to share updates on the socio-economic framework and Employment, Skills and Business Strategy at that meeting.</li> </ul>
20 May 2021	Sussex Chamber of Commerce meeting	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on operations and future outlook for the airport along with an overview of the Project.</li> </ul>
1 June 2021	Brighton and Hove Economic Partnership meeting	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on operations and future outlook for the airport along with an overview of the Project.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
4 June 2021	FSB Crawley/Gatwick networking members meeting	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on operations and future outlook for the airport along with an overview of the Project.</li> </ul>
29 June 2021	Business membership organisations roundtable  Organisations represented:  Gatwick Diamond Business <ul style="list-style-type: none"> <li>▪ Institute of Directors, Sussex</li> <li>▪ British International Freight Association</li> <li>▪ Federation of Small Businesses, Surrey</li> <li>▪ Horley Chamber of Commerce</li> <li>▪ Confederation of British Industry</li> <li>▪ Institute of Directors, Surrey</li> <li>▪ Chartered Institute of Logistics &amp; Transport</li> <li>▪ London Chamber of Commerce and Industry</li> <li>▪ Kent Invicta Chamber of Commerce</li> <li>▪ Surrey Chamber of Commerce</li> <li>▪ Federation of Small Business, Sussex</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided updates on operations, future outlook, the second Decade of Change, the May 2021 Economic Value Report, and the Project.</li> <li>▪ The Applicant provided an overview of the work done to shape the future Employment, Skills and Business Strategy and a recap of the priorities identified at the previous roundtable.</li> <li>▪ Discussion topics included:               <ul style="list-style-type: none"> <li>○ Environmental sustainability</li> <li>○ Timescales for the Project</li> <li>○ Employment and skills</li> <li>○ Transport infrastructure</li> <li>○ Cargo</li> <li>○ Collaboration with other airports and airlines</li> <li>○ Procurement</li> <li>○ The impact of the pandemic</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
23 June 2021	Reigate Business Guild Members Meeting	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on operations and future outlook for the airport along with an overview of the Project.</li> </ul>
1 July 2021	<p>Economic partnerships roundtable</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Gatwick Diamond Initiative</li> <li>▪ Brighton and Hove Economic Partnership</li> <li>▪ Crawley Town Centre Business Improvement District</li> <li>▪ Coast to Capital Local Enterprise Partnership</li> <li>▪ Manor Royal Business Improvement District</li> <li>▪ Develop Croydon</li> <li>▪ Enterprise M3 Local Enterprise Partnership</li> <li>▪ Coastal West Sussex Partnership</li> <li>▪ Coast to Capital Local Enterprise Partnership</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided updates on operations, future outlook, the second Decade of Change, the May 2021 Economic Value Report, and the Project.</li> <li>▪ The Applicant provided an overview of the work done to shape the future Employment, Skills and Business Strategy and a recap of the priorities identified at the previous roundtable.</li> <li>▪ Discussion topics included: <ul style="list-style-type: none"> <li>○ Regional benefits</li> <li>○ Inward investment and the need for a focus on logistics</li> <li>○ Developing a regional identity</li> <li>○ Innovation</li> <li>○ Availability of labour and skills needs</li> <li>○ Procurement</li> </ul> </li> </ul>



Date	Group/stakeholder/activity	Issues raised
2 July 2021	Business roundtable  Organisations represented: <ul style="list-style-type: none"> <li>▪ Irwin Mitchell</li> <li>▪ Roband</li> <li>▪ Shoreham Port Authority</li> <li>▪ Elekta</li> <li>▪ KPMG</li> <li>▪ Thakeham</li> <li>▪ Ricardo</li> <li>▪ Metrobus</li> <li>▪ First Central</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided updates on operations, future outlook, the second Decade of Change, the May 2021 Economic Value Report, and the Project.</li> <li>▪ The Applicant provided an overview of the work done to shape the future Employment, Skills and Business Strategy and a recap of the priorities identified at the previous roundtable.</li> <li>▪ Discussion topics included:               <ul style="list-style-type: none"> <li>○ Timescales for the Project</li> <li>○ Environmental sustainability</li> <li>○ Freight</li> <li>○ Procurement</li> <li>○ Education and skills</li> <li>○ Collaboration</li> <li>○ Job creation</li> </ul> </li> </ul>
15 July 2021	Gatwick Diamond Business – Ask the Expert webinar	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of the Project, including how it would unlock capacity from existing airport infrastructure for sustainable growth, explained the DCO process, and highlighted the benefits.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
22 July 2021	Gatwick Hotels Association	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on operations and future outlook for the airport along with an overview of the Project.</li> </ul>
5 August 2021	CEO and Chief Planning Officer meeting with Executive Director, Surrey County Council	<ul style="list-style-type: none"> <li>▪ The meeting covered a range of topics, including the upcoming Project consultation.</li> </ul>
20 August 2021	Meeting with Mims Davis MP	<ul style="list-style-type: none"> <li>▪ The Applicant covered a range of topics, including the Project consultation and upcoming MP briefing on the Project.</li> </ul>
25 August 2021	Email to the Applicant's stakeholder database (c3,000 people and organisations)	<ul style="list-style-type: none"> <li>▪ The Applicant alerts stakeholders to the upcoming consultation and encourages them to book virtual briefings.</li> </ul>
31 August 2021	Sussex FSB weekly newsletter	<ul style="list-style-type: none"> <li>▪ Upcoming Project consultation mentioned with members encourage to get involved.</li> </ul>
6 September 2021	Local MPs briefing  Attendees: <ul style="list-style-type: none"> <li>▪ Sir Paul Beresford MP</li> <li>▪ Henry Smith MP</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of the Project proposals and upcoming consultation.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Tom Tugendhat MP</li> </ul> <p>Representatives on behalf of:</p> <ul style="list-style-type: none"> <li>▪ Greg Clark MP</li> <li>▪ Claire Coutinho MP</li> <li>▪ Nusrat Ghani MP</li> <li>▪ Andrew Griffith MP</li> <li>▪ Gillian Keegan MP</li> <li>▪ Jeremy Quin MP</li> </ul>	
7 September 2021	Gatwick Diamond Business – meeting with Executive Director	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on operations and discussed the upcoming launch of the consultation and the ways to get involved.</li> <li>▪ The Applicant asked Gatwick Diamond Business to encourage its members to participate in the consultation at meetings in September and October.</li> <li>▪ The Applicant also noted the stakeholder virtual briefing sessions available to Gatwick Diamond Business.</li> </ul>
8 September 2021	Manor Royal BID – meeting with Executive Director	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on operations and discussed the upcoming launch of the consultation and the ways to get involved.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
		<ul style="list-style-type: none"> <li>▪ The Applicant asked Manor Royal BID to encourage its businesses to participate in the consultation at meetings in September and October.</li> <li>▪ The Applicant also noted the stakeholder virtual briefing sessions available to Manor Royal BID.</li> </ul>
8 September 2021	British Airways meeting (Head of Engineering, Commercial and Supply Chain)	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on operations and discussed the upcoming launch of the consultation and the ways to get involved.</li> </ul>

c. Project team meetings with local authorities

Date	Group/stakeholder/activity	Issues raised
13 February 2019	DCO briefing  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ West Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided information to the local authorities on the DCO process.</li> </ul>
27 March 2019	Gatwick Officers Group meeting <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Horsham District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Kent County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided information to the local authorities on the DCO process.</li> </ul>
8 May 2019	Northern Runway Project briefing  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a briefing on the draft masterplan and feedback received, the northern runway, the DCO process, initial assessment work and studies.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ Discussion included approach to working together and next steps.</li> </ul>
5 June 2019	Gatwick Officers Group meeting  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Horsham District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Kent County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a briefing on the draft masterplan and feedback received, the northern runway, the DCO process, initial assessment work and studies.</li> <li>▪ Discussion included approach to working together and next steps.</li> </ul>
20 August 2019	Local Authority Topic Working Group - Land Based Topics  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant's project briefing included information on dual runway operations, air traffic forecasts, scheme definition, DCO process, scoping process and land-based topics.</li> <li>▪ Discussion and questions covered:               <ul style="list-style-type: none"> <li>○ Heritage - overview of scope of assessment and baseline work that has been/will be undertaken</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>○ Landscape, townscape, visual – airspace change</li> <li>○ Biodiversity – pests, invasive species, disease (eg Ash dieback), changes in water quality, surface access, biodiversity net gain</li> <li>○ Water – Environment Agency adoption of joint flood model, drainage design, flood storage capacity and compensation areas</li> <li>○ Land quality – overview of scope of assessment and baseline work that has been/will be undertaken</li> <li>○ Land use and recreation – National Cycle Route, indirect impacts of increased passenger numbers on community and recreational facilities</li> </ul>
21 August 2019	<p>Local Authority Topic Working Group - Surface Access</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant's project briefing included information on dual runway operations, air traffic forecasts, scheme definition, DCO process, scoping process and surface access.</li> <li>▪ Discussion and questions covered: <ul style="list-style-type: none"> <li>○ Air traffic forecasts – demand, impact of Heathrow R3</li> <li>○ Peak period growth – terminal capacity, pier expansion</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ East Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>○ Staff numbers and growth – forecasts, shift patterns</li> <li>○ Highway land requirements – M23 Spur eastbound lanes, M23 Smart Motorway Project, North Terminal roundabout, South Terminal roundabout, northbound on-slip to M23, wider effects on all modes</li> <li>○ Traffic and transport assessment – involvement of Highways England (now National Highways), consultation with Metrobus, assessment methodology, modelling, off-airport parking, junctions on the A27, West of Ifield housing development, additional development beyond the Local Plan, rail mode share, Crawter’s Field car park, Horley Business Park, logistics and Manor Royal</li> <li>○ Statement of Community Consultation and local authority involvement</li> </ul>
28 August 2019	<p>Local Authority Topic Working Group - Air Quality, Carbon and Climate Change. Meeting also covered Major Accidents and Disasters</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant’s project briefing included information on dual runway operations, air traffic forecasts, scheme definition, DCO process, scoping process and air quality, carbon and climate change.</li> <li>▪ Discussion and questions covered:</li> </ul>



Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Mole Valley District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Kent County Council</li> </ul>	<ul style="list-style-type: none"> <li>○ Air traffic forecasts – commitment to publishing detailed forecast information at consultation; discussion around potential no Heathrow R3</li> <li>○ Scheme proposals - car parking numbers</li> <li>○ DCO process – cumulative assessment, including development not in local plans</li> <li>○ Surface access – approach to traffic and rail modelling, working with Highways England (now National Highways), access to traffic count numbers</li> <li>○ Air quality – modelling, construction traffic numbers, emissions inventory for the baseline, study, grid and boundary areas, odour assessment</li> <li>○ Carbon and climate change – scope of the assessment, parts of flight phases used to calculate emissions, use of biofuels, future fuel efficiencies, inputs for modelling</li> <li>○ Major accidents and disasters – scope of assessment, planned meetings with Sussex and Surrey Local Resilience Forums, monitoring of changes to guidance and legislation</li> </ul>

Date	Group/stakeholder/activity	Issues raised
28 August 2019	Local Authority Topic Working Group - Economics and Employment  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Kent County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant's project briefing included information on dual runway operations, air traffic forecasts, scheme definition, DCO process, scoping process and economics and employment.</li> <li>▪ Discussion and questions covered:               <ul style="list-style-type: none"> <li>○ Socio-economics – study area, labour force displacement, housing study, mix within air traffic forecasts, cargo, strategic employment land, Heathrow R3</li> <li>○ Airport-related employment land – airport-related parking, future cargo demand and warehousing</li> <li>○ Health and wellbeing – future airspace change, noise and vibration, Health Working Group membership</li> </ul> </li> </ul>
29 August 2019	Local Authority Topic Working Group - Noise  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant's project briefing included information on dual runway operations, air traffic forecasts, scheme definition, DCO process, scoping process and noise.</li> <li>▪ Discussion and questions covered:               <ul style="list-style-type: none"> <li>○ Consideration of a scenario where Heathrow opens later than 2030</li> <li>○ Passenger numbers and fleet mix change</li> <li>○ Type of aircraft that could use the northern runway</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Kent County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>○ Aircraft stands, Taxiway Yankee, Taxiway Juliet</li> <li>○ Location of CARE facility</li> <li>○ Car parking and electric vehicle charging</li> <li>○ Capacity of cargo sheds</li> <li>○ Air noise - relationship with FASI South airspace programme, assessment approach to overflying aircraft, night contours and night flight restrictions, CAP1616, metrics to be used in health assessments</li> <li>○ Ground noise - 2016 Ground Noise Report, ground noise receptors, Section 61 application, modelling of road traffic noise, mitigation, noise envelope</li> </ul>
3 September 2019	Technical Officer Group  Organisations represented: <ul style="list-style-type: none"> <li>▪ Brighton and Hove City Council</li> <li>▪ Wealden District Council</li> <li>▪ Sevenoaks District Council</li> <li>▪ Waverley District Council</li> <li>▪ London Borough of Croydon</li> <li>▪ London Borough of Sutton</li> <li>▪ Royal Borough of Windsor and Maidenhead</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant's project briefing included information on dual runway operations, air traffic forecasts, scheme definition, DCO process, scoping process and studies. Discussion and questions covered air traffic forecast scenarios, the remote pier, public transport, airspace, DCO examination timing.</li> <li>▪ The Applicant gave an overview of the noise assessment work, with discussion and questions covering holding patterns, noise contours, future population, ground noise, mitigation measures, and construction noise at night.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Greater London Authority</li> <li>▪ Transport for London</li> <li>▪ Highways England (now National Highways)</li> <li>▪ Historic England</li> <li>▪ Network Rail</li> <li>▪ Charlwood Parish Council</li> <li>▪ Horley Town Council</li> <li>▪ Coast to Capital LEP</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented the proposed approach to the traffic and transport assessment. Discussion and questions covered traffic modelling, joint working with Highways England (now National Highways) and Network Rail, and car parking proposals.</li> <li>▪ The Applicant presented the proposed approach to the socio-economic assessment, with discussion covering cargo forecasts, the study area, and housing.</li> <li>▪ The Applicant presented the proposed approach to assessing air quality, carbon and climate change, with discussion covering road traffic emissions, Habitats Regulations and air quality at Brighton Road.</li> <li>▪ The Applicant presented the proposed approach to heritage, landscape and visual, and biodiversity assessments. Discussion and questions covered mitigation, archaeology, land needed for catering and freight.</li> <li>▪ The Applicant presented the proposed approach to water resources assessment, with discussion and questions covering issues at Horley including flooding (eg in 2013), information from water utilities regarding supply and treatment.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
		<ul style="list-style-type: none"> <li>▪ The Applicant presented the proposed approach to assessment of major accidents and disasters with discussion and questions covering consideration of earthworks and earthquakes in design development.</li> <li>▪ The role of Parish Councils in the process was also discussed.</li> </ul>
18 September 2019	Health Stakeholder Meeting  Local authorities represented: <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant's project briefing included information on dual runway operations, air traffic forecasts, scheme definition, DCO process, scoping process and health and wellbeing.</li> <li>▪ Issues discussed included approach to assessment, social care demand, cycle parking provision, assessment of cumulative development, including Heathrow, definitions of terms, active travel, construction workforce, role of boards and partnerships, qualitative input, role of local data, access to water for construction workers, defibrillators, visual and light impacts, consultation with CCGs, vulnerable groups, benefits of employment, use of a Community Fund.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
26 September 2019	Major accidents and disasters meeting  Organisations represented: <ul style="list-style-type: none"> <li>▪ Sussex Local Resilience Forum</li> <li>▪ Surrey Local Resilience Forum</li> <li>▪ Crawley Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Sussex Police</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant’s project briefing included information on dual runway operations, air traffic forecasts, scheme definition, DCO process, scoping process and timeline.</li> <li>▪ The Applicant introduced the approach to major accidents and disasters assessment work and its proposed scope.</li> <li>▪ Discussion areas included, maintaining rendezvous points, vetting of employees, safety protocols for the new runway arrangements, protests (eg drones), flooding, community risk register, the fuel farm, Gatwick Resilience Planning Group, impact on local hospitals, airport employment requirements (eg Border Force, customs and immigration) to meet passenger service standards.</li> </ul>
27 November 2019	Local authority Topic Working Group - Consultation  Local authorities represented: <ul style="list-style-type: none"> <li>▪ East Sussex County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided information on the DCO consultation requirements, the process for developing the SoCC, and proposed approach to the Project consultation, including audiences, exhibitions, steps to consultation on the SoCC.</li> <li>▪ The Applicant requested informal feedback from the local authorities on the proposed exhibition locations,</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Surrey County Council</li> </ul>	<p>preferred venue types, deposit point locations, and the approach to community engagement (including register of local interest groups, hard to reach audiences, alternative languages and formats for documents).</p>
27 January 2020	<p>Local Authority Topic Working Group - Air Quality, Carbon and Climate Change. Meeting also covered Major Accidents and Disasters</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process (including programme updates and consultation planned for spring 2020) and key points from the PINS scoping opinion.</li> <li>▪ The Applicant's topic specialists presented emerging work on air quality, carbon and climate change assessments.</li> <li>▪ Questions and discussion covered air traffic movements in 2029, ultrafine particle monitoring, on-airport receptors, particulate matter emissions between 2026 and 2029, CARE facility assessment, greenhouse gas assessment, aviation emissions, summertime overheating in construction site offices.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
		<ul style="list-style-type: none"> <li>▪ The Applicant also provided an update on major accidents and disasters, with questions and discussion covering infectious diseases, and airport risk zone.</li> </ul>
30 January 2020	<p>Local Authority Topic Working Group - Economics and Employment</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ East Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process (including programme updates and consultation planned for spring 2020) and key points from the PINS scoping opinion, along with updates on economics and employment assessments.</li> <li>▪ The Applicant's topic specialists presented emerging work on economic impact assessment, socio-economics, population and housing, health and wellbeing, airport-related employment land study.</li> <li>▪ Questions and discussion covered calculation of local, regional and national benefits, construction worker impacts, housing, commuting patterns, employment forecasts and Horley Business Park, air quality and traffic noise, and catalytic benefits.</li> </ul>



Date	Group/stakeholder/activity	Issues raised
3 February 2020	<p>Local Authority Topic Working Group - Land Based Topics</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process (including programme updates and consultation planned for spring 2020) and key points from the PINS scoping opinion, along with updates on land-based topic assessments.</li> <li>▪ The Applicant's topic specialists presented emerging work on ecology, landscape, heritage, ground conditions, code of construction practice, waste, land use, and recreation.</li> <li>▪ Questions and discussion covered options for the CARE facility location, South Terminal roundabout construction compound and Horley Business Park, potential land loss within the park.</li> </ul>
4 February 2020	<p>Local Authority Topic Working Group - Surface Access</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process and key points from the PINS scoping opinion.</li> <li>▪ The Applicant provided an update on transport topics, with discussion and questions covering:</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Kent County Council</li> </ul>	<ul style="list-style-type: none"> <li>○ Forecasts – change in the Applicant’s approach to Heathrow R3 following Heathrow announcement of delay</li> <li>○ Proposals – changes since scoping including terminal extensions, roads, flood mitigation, commercial development, construction compounds</li> <li>○ Traffic modelling - Heathrow cumulative effects, stakeholder engagement, local roads and rat runs, hours being modelled, bus route inclusion, daily peak periods, freight growth</li> <li>○ Mode share, including its relationship to parking proposals</li> <li>○ Rail and shuttle service</li> <li>○ Construction – options, resilience planning, strategy (dispersed or concentrated)</li> <li>○ Highway design – mitigation options, land ownership, lane changes, noise impacts, rights of way strategy for active travel</li> <li>○ Airport Surface Access Strategy (ASAS) and mode share – bus services to local villages, other direct</li> </ul>

Date	Group/stakeholder/activity	Issues raised
		public transport services from local areas to the airport
5 February 2020	Local Authority Topic Working Group - Noise  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> <li>▪ Kent County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process (including programme updates and consultation planned for spring 2020) and key points from the PINS scoping opinion, along with updates on noise assessments.</li> <li>▪ Discussion and questions covered:               <ul style="list-style-type: none"> <li>○ Dual runway operations – go around rates, separations on the SIDs (Standard Instrument Departure Routes)</li> <li>○ Air noise – metrics, Lden and Leq contours, newly affected people, overflight, noise insulation, mitigation schemes</li> <li>○ Ground noise – updated taxiing measurements, aircraft types, construction noise safety, bund and barrier design, LOAELs and SOAELs, ground noise from road traffic</li> <li>○ Construction - Section 61 of the Control of Pollution Act 1974, consent notice period, monitoring</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
		<ul style="list-style-type: none"> <li>○ Noise modelling and non-residential receptors</li> <li>○ Larger aircraft use of the main runway</li> <li>○ Statement of Community Consultation and length of the consultation period</li> </ul>
6 February 2020	<p>Local Authority Topic Working Group - Water Environment</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process (including programme updates and consultation planned for spring 2020) and key points from the PINS scoping opinion, along with updates on water topic assessments.</li> <li>▪ The Applicant's topic specialists presented emerging work on surface water, groundwater, flood risk and drainage, water infrastructure.</li> <li>▪ Questions and discussion covered relocation of Pond A, Pentagon Field treatment facilities, surface water treatment and attenuation at Car Park Y, floodplain loss, modelling, fire training area impact on a reed bed, use of de-icer.</li> </ul>
26 February 2020	Local Authority Topic Working Group - Consultation	<ul style="list-style-type: none"> <li>▪ The Applicant provided a recap on the previous meeting, a reminder of the role of the SoCC, an overview of the</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	Local authorities invited: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Surrey County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Kent County Council</li> </ul>	informal feedback local authorities had provided in response to the questions asked, and the changes the Applicant had made to the SoCC in response to feedback. <ul style="list-style-type: none"> <li>▪ Feedback was particularly focused on exhibitions, with a desire to increase the number proposed and a preference for a mix of venue types and times of day.</li> <li>▪ Other feedback covered advertising, diversity and ease of use of materials, awareness of the local election pre-election period and the length of the consultation period.</li> <li>▪ The Applicant noted that the SoCC was issued for formal consultation on 21 February 2020 and that feedback was due by 24 March 2020.</li> </ul>
27 July 2021	Local Authority Topic Working Group - Surface Access  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the business and the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process and programme, along with emerging findings from preliminary environmental impact assessment work.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Kent County Council</li> <li>▪ West Sussex County Council</li> </ul>	
29 July 2021	<p>Local Authority Topic Working Group - Landscape, Visual and Water</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> <li>▪ Horsham District Council</li> <li>▪ West Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the business and the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process and programme, along with emerging findings from preliminary environmental impact assessment work.</li> </ul>
3 August 2021	<p>Local Authority Topic Working Group - Economy, Employment, Housing and Health</p> <p>Local authorities represented:</p>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the business and the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process and</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Kent County Council</li> <li>▪ West Sussex County Council</li> </ul>	<p>programme, along with emerging findings from preliminary environmental impact assessment work.</p> <ul style="list-style-type: none"> <li>▪ Questions and discussion covered use of 2019 employment rates baseline, assessment of local policies and priorities of local authorities, new business areas, housing targets and emerging/draft local plans.</li> </ul>
4 August 2021	<p>Local Authority Topic Working Group - Health and Wellbeing</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ East Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Mole Valley District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the business and the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process and programme, along with emerging findings from preliminary environmental impact assessment work.</li> <li>▪ Questions and discussions covered noise and vibration, defibrillators, waste management and energy generation, emission sources, light impact on Horley.</li> </ul>
5 August 2021	<p>Local Authority Topic Working Group - Land Use and Recreation, Geology, Heritage and Ecology</p>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the business and the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process and</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	Local authorities represented: <ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ West Sussex County Council</li> </ul>	programme, along with emerging findings from preliminary environmental impact assessment work.
10 August 2021	Local Authority Topic Working Group - Noise  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Kent County Council</li> <li>▪ West Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the business and the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process and programme, along with emerging findings from preliminary environmental impact assessment work.</li> <li>▪ Assessment updates covered construction noise and vibration, air noise, ground noise, road traffic noise.</li> </ul>



Date	Group/stakeholder/activity	Issues raised
11 August 2021	Local Authority Resilience Forum – Major Accidents and Disasters  Organisations represented: <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Sussex Police</li> <li>▪ Crawley Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the business and the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process and programme, along with emerging findings from preliminary environmental impact assessment work.</li> </ul>
12 August 2021	Local Authority Topic Working Group - Air Quality, Carbon and Climate Change and Major Accidents and Disasters  Local Authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update on the business and the Northern Runway Project, including information on air traffic forecasts, the proposals, the DCO process and programme, along with emerging findings from preliminary environmental impact assessment work.</li> </ul>

<b>Date</b>	<b>Group/stakeholder/activity</b>	<b>Issues raised</b>
	<ul style="list-style-type: none"><li data-bbox="613 416 1041 443">▪ West Sussex County Council</li></ul>	

## 2 Post-Autumn 2021 Consultation: 2 December 2021 – 13 June 2022

### d. Local community engagement

Date	Group/stakeholder/activity	Issues raised
2 December 2021	Press release	<ul style="list-style-type: none"> <li>▪ Gatwick Airport’s 12-week public consultation on plans to bring existing Northern Runway into routine use closes.</li> </ul>
28 April 2022	GATCOM	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the Project, including key themes from the Autumn 2021 Consultation feedback and the planned targeted consultation on highways.</li> <li>▪ The meeting also included a presentation from PINS on the pre-application process.</li> </ul>
May 2022	Gatwick In Touch Newsletter (issued quarterly)	<ul style="list-style-type: none"> <li>▪ Announcement of Summer 2022 Consultation dates and ways to get involved.</li> </ul>
26 May 2022	Press release	<ul style="list-style-type: none"> <li>▪ Gatwick announces additional focused consultation on its Northern Runway plans – with updated highways design.</li> </ul>

## e. Stakeholder engagement

Date	Group/stakeholder/activity	Issues raised
3 December 2021	FSB Crawley/Gatwick Networking	<ul style="list-style-type: none"> <li>▪ The Applicant presented an update of current operations and outlook and future plans, including an overview of the Project and planned on-going engagement on the proposals.</li> </ul>
8 December 2021	KPMG Gatwick office	<ul style="list-style-type: none"> <li>▪ The Applicant met with KPMG Managing Partner to discuss regional identity (a priority topic from the roundtables).</li> <li>▪ Discussion covered the challenges and opportunities, green economy and innovation, Vinci's role, Innovation Centres, 'Gatwick Family' businesses including easyJet, Future of Cities study, Manor Royal BID, automation in warehousing, geography and the LEPs, and connectivity.</li> </ul>
22 December 2021	London Borough of Croydon meeting (Acting Corporate Director Sustainable Communities, Head of Spatial Planning, Director of Planning and Sustainable Regeneration)	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of the Project and next steps following consultation.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
20 January 2022	Meeting with Marsha De Cordova MP (Battersea)	<ul style="list-style-type: none"> <li>▪ The Applicant provided a business update and an overview of the Project and next steps following consultation.</li> </ul>
28 February 2022	Meeting with Caroline Ansell MP (Eastbourne)	<ul style="list-style-type: none"> <li>▪ The Applicant provided a tour of the airport, including an overview of the Project proposals and next steps.</li> </ul>
May 2022	Develop Croydon newsletter	<ul style="list-style-type: none"> <li>▪ Included information about the upcoming Summer 2022 Consultation dates and ways to get involved.</li> </ul>
26 May 2022	Email to the Applicant's stakeholder database (c3,000 people and organisations)	<ul style="list-style-type: none"> <li>▪ The Applicant alerted stakeholders to the upcoming consultation and encouraged them to book virtual briefings.</li> </ul>
26 May 2022	Noise Envelope Group – Joint Local and Aviation Sub-Groups meeting  Group members include: <ul style="list-style-type: none"> <li>▪ Independent Chair</li> <li>▪ Tandridge District Council</li> <li>▪ TWAANG</li> <li>▪ GACC</li> <li>▪ CAGNE</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an introduction to the structure of the Noise Envelope Group and its Sub-Groups and:               <ul style="list-style-type: none"> <li>○ The Project programme</li> <li>○ Background to the noise envelope</li> <li>○ Key government policy</li> <li>○ Noise envelope benefits</li> <li>○ CAP 1129 guidance</li> <li>○ Regulation 598 considerations</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ CAGNE Forum</li> <li>▪ GON (Gatwick Obviously Not)</li> <li>▪ Plane Wrong</li> <li>▪ Plane Justice</li> <li>▪ easyJet</li> <li>▪ BA</li> <li>▪ GATCOM</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> <li>▪ The Applicant</li> </ul>	<ul style="list-style-type: none"> <li>○ PEIR proposals and consultation feedback themes</li> <li>▪ Discussion and questions covered:               <ul style="list-style-type: none"> <li>○ Timeline for NEG engagement</li> <li>○ Government ‘Flightpath to the Future’ guidance</li> <li>○ Fleet forecast and incentivising fleet replacement</li> <li>○ Noise contours and population numbers</li> <li>○ Sharing of benefits</li> <li>○ Potential for alternatives to a noise envelope</li> <li>○ 2029 scenarios</li> <li>○ Airspace and technology benefits</li> <li>○ Night noise</li> <li>○ Inclusion of an independent technical adviser in the NEG membership</li> </ul> </li> </ul>
8 June 2022	Gateway Gatwick meeting	<ul style="list-style-type: none"> <li>▪ The Applicant highlighted the Summer 2022 Consultation dates and ways to get involved.</li> </ul>

## f. Project team meetings with local authorities

Date	Group/stakeholder/activity	Issues raised
16 March 2022	Post-consultation update for local authorities meeting  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Horsham District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Kent County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided information on:               <ul style="list-style-type: none"> <li>○ Project programme</li> <li>○ Consultation feedback - topic areas, key issues for consideration</li> <li>○ Updates to the Project – surface access, car parking, hotels and offices, water interventions, CARE facility</li> <li>○ Approach to further targeted consultation</li> <li>○ Local authority feedback</li> </ul> </li> </ul>
4 May 2022	Local Authority Topic Working Group - Noise  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Mid Sussex District Council</li> <li>▪ Horsham District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a project update, the approach and dates for the on-going local authority noise consultation programme, and a summary of feedback on the PEIR.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Kent County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ East Sussex County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Surrey County Council</li> </ul>	
10 May 2022	<p>Local Authority Topic Working Group - Land and Water</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a project update, the approach and dates for the on-going local authority consultation programme, and a summary of feedback on the PEIR in relation to landscape, townscape and visual resources, ecology, water, heritage, land use and recreation, and land quality.</li> </ul>
11 May 2022	<p>Local Authority Topic Working Group - Air Quality</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a project update, the approach and dates for the on-going local authority consultation programme, and a summary of feedback on the PEIR with a focus on air quality.</li> </ul>



Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	
12 May 2022	Local Authority Topic Working Group - Planning  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ Horsham District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a project update, an overview of the local authority consultation programme ahead, and a summary of the PEIR consultation responses to be covered in planning TWGs, including baseline developments, airport parking, airport-related development study area, on-airport office and hotel requirements and updated proposals, and cumulative developments.</li> </ul>
16 May 2022	Local Authority Topic Working Group - Socio-Economics and Economics  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a project update, an overview of the local authority consultation programme ahead, and a summary of the PEIR consultation responses in relation to socio-economics assessment, economic impact assessment, and the employment, skills and business strategy.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Tandridge District Council</li> </ul>	
17 May 2022	<p>Local Authority Topic Working Group - Surface Access</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Mid Sussex District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Tandridge District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Atkins</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a summary of feedback from Autumn 2021 Consultation along with updates on the transport assessment methodology and reporting, transport model development for the DCO, highway mitigation design changes, sustainable travel, the surface access strategy, and parking.</li> </ul>
25 May 2022	<p>Local Authority Topic Working Group – Planning (issues relating to air traffic forecasts)</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Mid Sussex District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant addressed matters raised in Section 5 of the York Aviation Report – ‘Demand Forecasts and Detailed Assumption’ – and the related ‘Forecasts Questions’, and aimed to define an agreed basis for future discussions and a Statement of Common Ground.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Kent County Council</li> <li>▪ Mole Valley District Council</li> </ul>	
7 June 2022	Local Authority Topic Working Group - Noise  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ Surrey County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ East Sussex County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Kent County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on ERCD air noise modelling, the ground noise baseline survey and predicted ground noise, and a summary of feedback on the PEIR in relation to ground noise.</li> </ul>
9 June 2022	Local Authority Topic Working Group - Land and Water  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a project update, the approach and dates for the on-going local authority consultation programme, and a summary of feedback on the PEIR in relation to landscape viewpoints/mitigation, land use and recreation, heritage and land quality.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Horsham District Council</li> </ul>	
14 June 2022	<p>Local Authority Topic Working Group - Socio-Economics and Economics</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the programme and a re-cap of the aims of the TWGs, along with the current action list and lookahead. The Applicant also gave an update on the Summer 2022 Consultation, provided responses to issues raised at the previous meeting, and gave an update on the airport-related employment land study and work on the economic impact assessment.</li> </ul>
15 June 2022	<p>Local Authority Topic Working Group – Transport</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ East Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mole Valley District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a summary of responses received following the previous TWG, a high-level overview of existing active travel infrastructure close to the airport, presented scheme objectives and mode share including walking and cycling infrastructure. The Applicant also shared topics they wished to discuss at the next TWG.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ National Highways</li> <li>▪ Mid Sussex County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Atkins</li> </ul>	
20 June 2022	<p>Local Authority Topic Working Group – Health &amp; Wellbeing and Major Accidents &amp; Disasters</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> <li>▪ Surrey Heartlands Integrated Care Board</li> <li>▪ Mole Valley District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ West Sussex County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Applied Resilience (on behalf of Reigate &amp; Banstead Borough Council)</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a recap on the approach to and findings from the PEIR, a summary of consultation comments and interim responses for discussion, next steps and topic for discussion at the next meeting.</li> </ul>
21 June 2022	<p>Local Authority Topic Working Group – Air Quality</p> <p>Local authorities represented:</p>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update and information following the PEIR consultation that focused on quantitative health assessment, Pier 7 APU emissions,</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ AECOM</li> <li>▪ Mole Valley District Council</li> <li>▪ East Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ uncertainty in emissions over time, Sussex Air Guidance and source apportionment.</li> </ul>
28 June 2022	<p>Local Authority Topic Working Group – Noise</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ East Sussex County Council</li> <li>▪ AECOM</li> <li>▪ Mole Valley District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Surrey County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided information following the PEIR consultation relating to road traffic noise and construction noise and vibrations. This included a summary of PEIR consultation responses and discussing the questions arising from the previous meeting.</li> </ul>
29 June 2022	<p>Local Authority Topic Working Group – Land &amp; Water</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant shared comments received since the previous meeting and provided updates on ground conditions, water environment, landscape and visual resources, ecology and heritage. The Applicant also</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Mole Valley District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ shared the themes they wished to discuss at the next TWG.</li> </ul>
5 July 2022	<p>Local Authority Topic Working Group – Planning (issues relating to air traffic forecasts)</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Mid Sussex District Council</li> <li>▪ Tandridge District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> <li>▪ Surrey County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the matters raised during the previous meeting including the land use plan, car parking, future baseline developments and cumulative effects assessment. The Applicant also provided information on alternatives, capturing officers feedback and next steps for future TWGs.</li> </ul>
7 July 2022	<p>Local Authority Topic Working Group – Socio-Economic/Economic</p> <p>Local authorities represented:</p>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a recap on the programme and aims of the TWGs, discuss responses to the previous</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> <li>▪ Horsham District Council</li> <li>▪ Tandridge District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	<p>TWGs relating to socio-economics, economics, ESBS and baseline assumptions and forecasts.</p>
26 July 2022	<p>Local Authority Topic Working Group – Transport</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Mid Sussex District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Atkins</li> <li>▪ Horsham District Council</li> <li>▪ West Sussex County Council</li> <li>▪ National Highways</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Kent County Council</li> <li>▪ East Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an introduction to matters arising from the last TWG and shared information for discussion on coach and bus proposals, bus infrastructure and rail.</li> </ul>



Date	Group/stakeholder/activity	Issues raised
27 July 2022	<p>Local Authority Topic Working Group – Health &amp; Wellbeing</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Mole Valley District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> <li>▪ UKHSA</li> <li>▪ West Sussex County Council</li> <li>▪ NHS Sussex</li> <li>▪ Surrey Heartlands Integrated Care Board</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Office for Health Improvements and Disparities</li> <li>▪ NHS Sussex Integrated Care Board</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an introduction to qualitative and quantitative health methods and discussed questions and next steps with the attendees.</li> </ul>

### 3 Post-Summer 2022 Consultation: 28 July 2022 – 30 April 2023

#### g. Stakeholder engagement

Date	Group/stakeholder/activity	Issues raised
1 August 2022	Virtual Briefing - Employment, Skills and Business Strategy (ESBS) Insight Session (Sussex County)  Organisations represented: <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ Discussion included insights into local issues, suggestions for areas of focus in the ESBS, and requests for further information.</li> </ul>
2 August 2022	Virtual Briefing - Employment, Skills and Business Strategy Insight Session (Kent County)  Organisations represented: <ul style="list-style-type: none"> <li>▪ Kent County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ Discussion included insights into local issues, suggestions for areas of focus in the ESBS, and requests for further information.</li> </ul>
3 August 2022	Virtual Briefing - Employment, Skills and Business Strategy Insight Session (Surrey County)  Organisations represented: <ul style="list-style-type: none"> <li>▪ Tandridge District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Surrey County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ Discussion included insights into local issues, suggestions for areas of focus in the ESBS, and requests for further information.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Crawley Borough Council</li> </ul>	
4 August 2022	Virtual Briefing - Employment, Skills and Business Strategy Insight Session (Sussex Districts and Boroughs)  Organisations represented: <ul style="list-style-type: none"> <li>▪ Mid Sussex District Council</li> <li>▪ Crawley Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ Discussion included insights into local issues, suggestions for areas of focus in the ESBS, and requests for further information.</li> </ul>
9 August 2022	Noise Envelope Group - Meeting 3  Organisations represented: <ul style="list-style-type: none"> <li>▪ Tandridge District Council</li> <li>▪ GON</li> <li>▪ NCF Chair (NMB Community Forum Chair)</li> <li>▪ GATCOM</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ CAGNE</li> <li>▪ Independent members</li> <li>▪ The Applicant</li> </ul>	<ul style="list-style-type: none"> <li>▪ The agenda included:               <ul style="list-style-type: none"> <li>○ An update from the Aviation Sub-Group</li> <li>○ Presentation of additional noise analysis by the Applicant</li> <li>○ Presentation of Group member papers</li> </ul> </li> <li>▪ Discussion and questions covered:               <ul style="list-style-type: none"> <li>○ Sharing the benefit</li> <li>○ Sources of information</li> <li>○ Fleet transition</li> <li>○ Population counts (rural/urban)</li> <li>○ Measurement of noise levels (certified compared with in service)</li> <li>○ Metrics</li> <li>○ Reduction of air traffic movements</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
		<ul style="list-style-type: none"> <li>○ Forecasting</li> <li>○ Noise from other airports</li> <li>○ Airspace change and FASI South</li> </ul>
12 August 2022	Virtual Briefing - Employment, Skills and Business Strategy Insight Session (East Sussex County)  Organisations represented: <ul style="list-style-type: none"> <li>▪ East Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ Discussion included insights into local issues, suggestions for areas of focus in the ESBS, and requests for further information</li> </ul>
16 August 2022	Noise Envelope– Local Sub-Group Meeting 4  Organisations represented: <ul style="list-style-type: none"> <li>▪ Tandridge District Council</li> <li>▪ GON (Gatwick Obviously Not)</li> <li>▪ Mole Valley District Council</li> <li>▪ Plane Wrong</li> <li>▪ GATCOM</li> <li>▪ NCF Chair (NMB Community Forum Chair)</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ CAGNE</li> <li>▪ Independent members</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a recap of key elements of the noise envelope and covered:               <ul style="list-style-type: none"> <li>○ Forecast uncertainties</li> <li>○ Forecasts and action plans</li> <li>○ Noise metrics and review</li> <li>○ Enforcement</li> </ul> </li> <li>▪ Discussion and questions covered:               <ul style="list-style-type: none"> <li>○ Metrics for enforcement</li> <li>○ Penalties for breaches</li> <li>○ ATM and passenger caps</li> <li>○ Impact of potential new airline with older fleets coming to Gatwick</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ To70</li> <li>▪ GACC</li> <li>▪ PAGNE</li> <li>▪ The Applicant</li> </ul>	
6 September 2022	Noise Envelope Group –Meeting 4  Organisations represented: <ul style="list-style-type: none"> <li>▪ Tandridge District Council</li> <li>▪ GON (Gatwick Obviously Not)</li> <li>▪ GATCOM</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ CAGNE</li> <li>▪ Mole Valley District Council</li> <li>▪ Independent members</li> <li>▪ easyJet</li> <li>▪ The Applicant</li> </ul>	<ul style="list-style-type: none"> <li>▪ Discussion, feedback and questions covered:               <ul style="list-style-type: none"> <li>○ Noise Envelope Group approach and compliance with CAP 1129</li> <li>○ Use of a noise envelope without the Project</li> <li>○ Independent oversight and best practice</li> <li>○ The role of local authorities and feedback from elected representatives</li> <li>○ Mitigation payments to residents</li> <li>○ Night flights</li> </ul> </li> </ul>
13 September 2022	Noise Envelope Group – Joint Sub-Group meeting  Organisations represented: <ul style="list-style-type: none"> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant presented the draft output report from the Noise Envelope Group process.</li> <li>▪ Discussion and questions covered:               <ul style="list-style-type: none"> <li>○ Noise Envelope Group process and timing</li> </ul> </li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ GON (Gatwick Obviously Not)</li> <li>▪ GATCOM</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ CAGNE</li> <li>▪ Mole Valley District Council</li> <li>▪ easyJet</li> <li>▪ PAGNE</li> <li>▪ Independent members</li> <li>▪ Tap Airline</li> <li>▪ Eastern Airways</li> <li>▪ NCF Chair (NMB Community Forum Chair)</li> <li>▪ To70</li> <li>▪ Air Baltic</li> <li>▪ Crawley Borough Council</li> <li>▪ The Applicant</li> </ul>	<ul style="list-style-type: none"> <li>○ Fleet transition</li> <li>○ Benefit sharing</li> <li>○ CAA models</li> <li>○ Metrics</li> <li>○ Operation and enforcement</li> </ul>
11 October 2022	Noise Envelope – Joint Sub-Group Review Meeting 2  Organisations represented: <ul style="list-style-type: none"> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ This meeting considered detailed feedback documents prepared by GACC and CAGNE.</li> <li>▪ Discussion covered parts of the Noise Envelope Group Output Paper where the community noise action</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ GATCOM</li> <li>▪ Reigate and Banstead Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ CAGNE</li> <li>▪ Independent members</li> <li>▪ easyJet</li> <li>▪ PAGNE</li> <li>▪ NCF Chair (NMB Community Forum Chair)</li> <li>▪ Crawley Borough Council</li> <li>▪ The Applicant</li> </ul>	<p>groups had taken a different view to what was included in the Paper.</p>

#### h. Project team meetings with local authorities

Date	Group/stakeholder/activity	Issues raised
14 July 2022	Local Authority Topic Working Group Feedback Session  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ East Sussex County Council</li> <li>▪ Mole Valley District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant held this session to ask TWG attendees from the local authorities for feedback on what is working well and any improvements that could be made to the current engagement.</li> </ul>
14 July 2022	Local Authority Topic Working Group – Air Quality  Organisations represented: <ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ AECOM</li> <li>▪ Mid Sussex District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Wealden District Council</li> <li>▪ Mole Valley District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a review of consultation responses and presented the items discussed during the latest TWGs with the aim of closing out issues where possible.</li> </ul>



Date	Group/stakeholder/activity	Issues raised
8 August 2022	Local Authority Topic Working Group – Planning (issues relating to capacity assessment with and without the Project)  Organisations represented: <ul style="list-style-type: none"> <li>▪ York Aviation</li> <li>▪ West Sussex County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Horsham District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of key themes relating to capacity, along with an update on baseline matters (baseline developments and baseline hourly runway movements), Northern Runway Project matters (dual runway movements/SID splits, dual runway operations/technology/separation times, holding between runways, end around taxiways, simulations and airfield performance, Pier 7/autonomous vehicles.</li> </ul>
16 September 2022	Local Authority Topic Working Group – Planning (issues relating to capacity assessment with and without the Project)  Organisations represented: <ul style="list-style-type: none"> <li>▪ York Aviation</li> <li>▪ Surrey County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of key themes relating to capacity, along with an update on SID usage and splits baseline, capability of existing runway to serve baseline hourly movements, AirTOP simulations, peak spreading, safety case and Pier 7 autonomous vehicles.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Tandridge District Council</li> <li>▪ Kent County Council</li> </ul>	
26 September 2022	Local Authority Topic Working Group - Land and Water  Organisations represented: <ul style="list-style-type: none"> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Surrey Wildlife Trust</li> <li>▪ Crawley Borough Council</li> <li>▪ West Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the Design and Access Statement principles, landscape and environmental design, and ecology and nature conservation.</li> </ul>
27 September 2022	Local Authority Topic Working Group - Surface Access  Organisations represented: <ul style="list-style-type: none"> <li>▪ Atkins (on behalf of Surrey County Council)</li> <li>▪ Crawley Borough Council</li> <li>▪ National Highways</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant responded to comments raised at the previous meeting and provided updates on the core scenario model outputs, construction approach, and active travel infrastructure study considerations.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ West Sussex County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Horsham District Council</li> <li>▪ Kent County Council</li> <li>▪ East Sussex County Council</li> <li>▪ Transport for London</li> </ul>	
28 September 2022	<p>Local Authority Topic Working Group - Socio-Economics and Economics</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ AECOM</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ York Aviation</li> <li>▪ West Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Crawley Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a lookahead to upcoming TWGs and updated on the ESBS, the Economic Impact Assessment methodologies, employment, tourism, foreign direct investment, induced investment, and greenhouse gas emissions.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
3 October 2022	Local Authority Topic Working Group - Carbon and Climate Change  Organisations represented: <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ AECOM</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Kent County Council</li> <li>▪ Crawley Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a lookahead for upcoming TWGs and gave an update on the assessment approach to carbon in relation to aviation, surface access (passengers and staff), airport buildings and ground operations, and construction.</li> </ul>
4 October 2022	Local Authority Topic Working Group - Health and Major Accident and Disaster  Organisations represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Kent County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ UKHSA</li> <li>▪ West Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant explained the focus for the meeting – quantitative health methods - and discussed the focus and questions for the next meeting.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Office for Health Improvement and Disparities</li> <li>▪ Surrey Heartlands Integrated Care Board</li> </ul>	
14 October 2022	Local Authority Topic Working Group - Noise  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Tandridge District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Kent County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Mole Valley District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a project update, along with information about the air noise workplan (further contours and studies for the ES), the emerging proposal for the noise envelope, and topics for the next TWG meetings.</li> </ul>
19 October 2022	Local Authority Topic Working Group – Planning  Local authorities represented:	<ul style="list-style-type: none"> <li>▪ The Applicant provided a general update on the Project programme and then presented responses and key themes arising from the Summer 2022</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Horsham District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Kent County Council</li> </ul>	<p>consultation. Updates were also provided on the project description – land use and water, car parking, active travel, CARE, Land Use Plan. The Applicant shared additional information on the inclusion of robotic parking in the future baseline and next steps/topics to cover at future TWGs.</p>
21 October 2022	<p>Local Authority Topic Working Group - Air Quality</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Kent County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ AECOM</li> <li>▪ Crawley Borough Council</li> <li>▪ Wealden District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on construction dust monitoring, operational air quality monitoring, the draft air quality action plan, Sussex Air Quality Guidance, the interactions with other topics (air quality, health economics) and the 2047 assessment.</li> </ul>
31 October 2022	Local Authority Topic Working Group - Land and Water	<ul style="list-style-type: none"> <li>▪ The Applicant provided updates on recreation and public rights of way, water environment –</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	Local authorities represented: <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Surrey Wildlife Trust</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Mid Sussex District Council</li> </ul>	environmental statement emerging findings and historic environment.
1 November 2022	Local Authority Topic Working Group – Transport  Organisations represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Atkins</li> <li>▪ Transport for London</li> <li>▪ Tandridge District Council</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided updates to the responses received following the previous TWG as well as updated on active travel, construction sequencing and impacts, mode share and draft airport surface access strategy targets, and cumulative development scenario model outputs.</li> </ul>
2 November 2022	Local Authority Topic Working Group - Socio-Economic and Economic  Organisations represented:	<ul style="list-style-type: none"> <li>▪ The Applicant provided information on the TWG programme for socio-economics and economics and a summary of matters raised at the previous meeting. Updates were also provided on jet zero/ capacity at</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ York Aviation</li> <li>▪ Tandridge District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ East Sussex County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> <li>▪ Crawley Borough Council</li> </ul>	<p>other airports and Heathrow R3/ slower growth sensitivity case, economic impact assessment and traffic forecasts, direct employment elasticities, indirect and induced employment methodology, catalytic employment methodology, updated on construction employment, economic and socio-economic study areas, baseline data and next steps.</p>
7 November 2022	<p>Local Authority Topic Working Group - Carbon and Climate Change</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ AECOM</li> <li>▪ Crawley Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Tandridge District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ West Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a look ahead of the TWG programme and presented the assessment approach to climate change resilience – climate change resilience (CCR) assessment, in-combination climate impacts (ICCI) assessment, new work to feed into CCR and ICCI assessments (urban heat island assessment and sensitivity testing) and additional climate information.</li> </ul>



Date	Group/stakeholder/activity	Issues raised
8 November 2022	Local Authority Topic Working Group - Health and Wellbeing  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a summary of the health TWGs today and discussed the health assessment scope and methods to seek consensus with the local authorities.</li> </ul>
8 November 2022	Local Authority Topic Working Group - Biodiversity Sub Group  Organisations represented: <ul style="list-style-type: none"> <li>▪ Bird Strike Ltd</li> <li>▪ Sussex Wildlife Trust</li> <li>▪ Surrey Wildlife Trust</li> <li>▪ West Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of the Project and review of survey work and results, review of effects to ecological receptors, and discussed mitigation and habitat creation.</li> </ul>
10 November 2022	Local Authority Topic Working Group - Minerals Scoping Meeting  Local authorities represented: <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant shared the proposed approach to the minerals scoping assessment for the Project for consideration by the local authorities.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
18 November 2022	Local Authority Topic Working Group - Socio-Economic and Economic  Organisations represented: <ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ York Aviation</li> <li>▪ East Sussex County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ AECOM</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant held a mop-up session following the TWG on 2 November to provide an update on construction employment and baseline.</li> </ul>
23 November 2022	Local Authority Topic Working Group – Planning  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Mole Valley District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Crawley Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on land use plans, the design and access statement and design, mitigation updates, associated development and programme updates on the Project.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Kent County Council</li> </ul>	
24 November 2022	Local Authority Topic Working Group – Planning (issues relating to capacity assessment with and without the Project)  Organisations represented: <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ West Sussex County Council</li> <li>▪ Kent County Council</li> <li>▪ York Aviation</li> <li>▪ East Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a summary of responses to the actions and requests made at the previous TWG on 16 September including SID splits (departure heavy hours), peak period holding times, dual runway simulated throughput vs. demand, simulations and airspace, Heathrow R3/growth at other airports and mapping out potential scope for statements of common ground.</li> </ul>
29 November 2022	Local Authority Topic Working Group – Noise  Organisations represented: <ul style="list-style-type: none"> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on road traffic noise, ground noise and the noise envelope, in particular</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ AECOM</li> <li>▪ Kent County Council</li> </ul>	<p>comments from the local authorities made in early November 2022.</p>
<p>30 November 2022</p>	<p>Local Authority TWG meeting with the Local Lead Flood Authority.</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided information to support a discussion on the environmental statement and flood risk assessment to support the DCO, culverting of the Ordinary Watercourse and feedback received from the Environment Agency.</li> </ul>
<p>2 December 2022</p>	<p>Local Authority Topic Working Group – Land and Water</p> <p>Local Authorities represented:</p> <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey Wildlife Trust</li> <li>▪ Surrey County Council</li> <li>▪ Crawley Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided updates on water environment, geology and ground conditions, ecology and landscape, townscape and visual resources.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	
5 December 2022	Local Authority Topic Working Group – Transport  Organisations represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ National Highways</li> <li>▪ Surrey County Council</li> <li>▪ Kent County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Atkins</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided details on the actions and measures proposed to support sustainable travel and mitigate the impacts of growth on the local transport network, information about the airport surface access strategy and its evidence base.</li> </ul>
6 December 2022	Local Authority Topic Working Group – Socio-Economic and Economic  Organisations represented: <ul style="list-style-type: none"> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Horsham District Council</li> <li>▪ York Aviation</li> <li>▪ Mid Sussex District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the socio-economic and economic TWG programme, a summary of responses to the matters raised at previous meetings, the methodology and criteria of the socio-economic assessment, the methodology for the</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ AECOM</li> <li>▪ Surrey County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Mole Valley District Council</li> </ul>	<p>housing and population report, the airport related employment land study and next steps.</p>
8 December 2022	<p>Local Authority Topic Working Group – Air Quality</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Wealden District Council</li> <li>▪ AECOM</li> <li>▪ Mid Sussex District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a summary of the air quality assessment results – construction dust, construction and operational phase modelling results; emissions inventory results, update on monitoring plans and an update on the air quality action plan.</li> </ul>
12 December 2022	<p>Local Authority Topic Working Group – Carbon and Climate Change</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ AECOM</li> <li>▪ Mid Sussex District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of future TWGs, an introduction to the carbon action plan (CAP), development of the CAP and examples of CAP measures – aviation, surface access, ABAGO and construction.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Tandridge District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Surrey County Council</li> </ul>	
13 December 2022	<p>Local Authority Topic Working Group – Major Accidents and Disasters</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Surrey Heartlands Integrated Care Board</li> <li>▪ Applied resilience (on behalf of Reigate &amp; Banstead Borough Council)</li> <li>▪ Tandridge District Council</li> <li>▪ East Sussex County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Kent County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a recap on the work of the environmental statement chapter and more detail on the further consideration of occupational hazards, rail transportation accidents, potential for bird strikes.</li> </ul>
14 December 2022	<p>Local Authority Topic Working Group – Biodiversity Sub Group</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Bird Strike Ltd</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of the Project, a review of the survey work and results, the effects to ecological receptors, mitigation and habitat creation.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Sussex Wildlife Trust</li> <li>▪ Surrey Wildlife Trust</li> <li>▪ West Sussex County Council</li> </ul>	
14 December 2022	<p>Local Authority Topic Working Group – Noise Envelope</p> <p>Local Authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided updates on road traffic noise and ground noise, an introduction to the noise contour viewer, updates on SID usage day and night, and a summary of responses to the local authority comments on the noise envelope.</li> </ul>
4 January 2023	<p>Local Authority Topic Working Group – Noise</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ Surrey County Council</li> <li>▪ Kent County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided updates from the previous meeting, the local authority responses on noise envelope, construction noise – mitigation and code of construction practice and the noise insulation scheme.</li> </ul>



Date	Group/stakeholder/activity	Issues raised
10 January 2023	<p>Local Authority Topic Working Group – Land and Water</p> <p>Local Authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey Wildlife Trust</li> <li>▪ Mole Valley District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on water environment, landscape, townscape and visual resources and discussed topics for future meetings.</li> </ul>
16 January 2023	<p>Local Authority Topic Working Group – Air Quality</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ Wealden District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ AECOM</li> <li>▪ Crawley Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on air quality assessment results, the air quality management areas (with and without the Project), locations with the greatest impacts and highest total concentrations. Updates were also provided on the A23 traffic and matters for a future statement of common ground.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
17 January 2023	<p>Local Authority Topic Working Group – Planning</p> <p>Local Authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Mole Valley District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Kent County Council</li> <li>▪ Surrey County Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided responses to matters raised by local authorities at the last meeting and updates on the DCO deliverables, draft DCO, requirements, Section 106 agreement. The Applicant also discussed the Project programme and the preparation of statements of common ground.</li> </ul>
18 January 2023	<p>Local Authority Topic Working Group – Carbon and Climate Change</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Mid Sussex District Council</li> <li>▪ West Sussex County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ East Sussex County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ AECOM</li> <li>▪ Crawley Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a recap on the climate change resilience assessment approach, draft climate change resilience – mitigation approach and measures – CCR and ICCI assessment mitigation, as well as the draft climate adaptation strategy.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
19 January 2023	<p>Local Authority Topic Working Group – Health and Wellbeing, Major Accidents and Disasters</p> <p>Organisations represented:</p> <ul style="list-style-type: none"> <li>▪ Surrey Heartlands Integrated Care Board</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Tandridge District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ East Sussex County Council</li> <li>▪ Applied Resilience (on behalf of Reigate &amp; Banstead Borough Council)</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided updates to responses following the previous meeting and a summary of the draft environmental statement findings, mitigation and monitoring for health and wellbeing and major accidents and disasters.</li> </ul>
30 January 2023	<p>Local Authority Topic Working Group Feedback Sessions</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> <li>▪ Crawley Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant held a feedback session with local authorities to discuss how the previous round of TWGs has progressed and any specific feedback for the Applicant and their consultant team.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ East Sussex County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Mid Sussex District Council</li> </ul>	
31 January 2023	Local Authority Topic Working Group – Transport  Organisations represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ National Highways</li> <li>▪ Atkins (on behalf of Surrey County Council)</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Transport for London</li> <li>▪ Mole Valley District Council</li> <li>▪ Horsham District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on construction methodology phasing and programme – programme and duration of work stages, construction compounds, construction traffic routes (draft CTMP), traffic management stages, method and visuals for structures and impact on rights of way.</li> </ul>
8 February 2023	Local Authority Topic Working Group – Noise  Organisations represented: <ul style="list-style-type: none"> <li>▪ Mole Valley District Council</li> <li>▪ Kent County Council</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided a recap of actions from the previous meeting, feedback on the construction noise assessment results and the code of construction practice as well as discussion on the preparation of a noise statement of common ground.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ AECOM</li> <li>▪ Mid Sussex District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	
9 February 2023	<p>Local Authority Topic Working Group – Land and Water</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Surrey County Council</li> <li>▪ Wealden District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on habitat regulations assessment, landscape, townscape and visual resources and a summary of water issues to inform the preparation of a draft statement of common ground.</li> </ul>
23 February 2023	<p>Local Authority Topic Working Group – Air Quality</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Mid Sussex District Council</li> <li>▪ Wealden District Council</li> <li>▪ AECOM</li> <li>▪ Mole Valley District Council</li> <li>▪ East Sussex County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided information on future air quality predictions, statements of common ground (Clapp and Jenkins approach) and a Power BI demonstration of results.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Horsham District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Tandridge District Council</li> <li>▪ Crawley Borough Council</li> </ul>	
6 March 2023	<p>Local Authority Topic Working Group – Planning (issues relating to capacity assessment with and without the Project)</p> <p>Local authorities represented:</p> <ul style="list-style-type: none"> <li>▪ Reigate &amp; Banstead Borough Council</li> <li>▪ Surrey County Council</li> <li>▪ East Sussex County Council</li> <li>▪ West Sussex County Council</li> <li>▪ Horsham District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Surrey County Council</li> <li>▪ York Aviation</li> <li>▪ Kent County Council</li> <li>▪ Tandridge District Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an overview of the GAL/ ICF forecasting markets and pipeline report, simulation videos, a summary of responses to feedback received at the previous meeting and mapping the potential scope of a statement of common ground.</li> </ul>

Date	Group/stakeholder/activity	Issues raised
7 March 2023	Statement of Common Ground discussion with Local Authorities  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant held a meeting to discuss the overarching approach to the preparation of statements of common ground with the local authorities.</li> </ul>
20 April 2023	Statement of Common Ground discussion with Local Authorities  Local authorities represented: <ul style="list-style-type: none"> <li>▪ Crawley Borough Council</li> <li>▪ West Sussex County Council</li> <li>▪ Surrey County Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Horsham District Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the DCO programme and proposed approach to statements of common ground with the local authorities. An update was given on the draft documents to be shared with local authorities.</li> </ul>
26 May 2023	Statement of Common Ground discussion with Local Authorities  Local authorities represented: <ul style="list-style-type: none"> <li>▪ West Sussex County Council</li> <li>▪ Reigate &amp; Banstead Borough Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ The Applicant provided an update on the DCO programme and proposed approach to statements of common ground (SoCG) with the local authorities. An</li> </ul>

Date	Group/stakeholder/activity	Issues raised
	<ul style="list-style-type: none"> <li>▪ Surrey County Council</li> <li>▪ Mole Valley District Council</li> <li>▪ Crawley Borough Council</li> <li>▪ Mid Sussex District Council</li> <li>▪ Horsham District Council</li> <li>▪ Kent County Council</li> <li>▪ Tandridge District Council</li> </ul>	<p>update was also given on advice received from PINS on the preparation of SoCGs.</p>



## Appendix A.4

Local authority engagement protocol

## Contents

Local Authority Engagement Protocol, April 2022

Topic Working Group Meeting Schedule, June 2022 update

Local Authority Engagement Protocol, Autumn/Winter 2022-23 (9 September 2022)

Local Authority Engagement Protocol, Autumn/Winter 2022-23 (21 September 2022 update)

Local Authority Engagement Protocol, Autumn/Winter 2022-23 (18 November 2022 update)

## Local Authority Engagement Protocol, April 2022

# **Gatwick Airport: Northern Runway Project**

## **Protocol For Local Authority Engagement**

### **1 Overview**

- 1.1 This document sets out the terms of reference and working arrangements for engagement with the local authorities in the Gatwick Officers Group (GOG Authorities) and Kent County Council on the Gatwick Airport Northern Runway Project.
- 1.2 The GOG Authorities are Crawley Borough Council, Reigate and Banstead Borough Council, Mole Valley District Council, Tandridge District Council, Horsham District Council, Mid Sussex District Council, East Sussex District Council, Surrey County Council and West Sussex County Council. They are joined by Kent County Council. The majority of the Northern Runway Project lies within the administrative areas of Crawley Borough Council and West Sussex County Council, however there are small areas of the Project falling within some of the other local authorities' boundaries.

### **2 Purpose**

- 2.1 The Northern Runway Project team wishes to engage collaboratively with local authority stakeholders prior to the submission of the DCO Application and during the Examination process.
- 2.2 A key objective is to develop, and as far as possible reach agreement on, the evidence base, methodology, an understanding of principal impacts and mitigation strategies for a number of key matters associated with the Northern Runway Project ahead of the submission of the DCO Application to the Planning Inspectorate. We wish to engage with stakeholders to seek to understand, manage and mitigate impacts on the economy, environment and communities affected by the Northern Runway Project through an informed and open dialogue.

### **3 Status of Discussions**

- 3.1 Local authority engagement is subject to the details contained in the PPA (in preparation). This protocol relates to 'Work Package 4: Post Statutory Consultation Engagement' as described in the PPA.
- 3.2 Discussions on material to be shared through this Protocol Document are intended to inform the development and assessment of the Northern Runway Project, the identification of common ground and understanding of issues where there is no agreement. Whilst discussions will inform the local authorities' response to consultation and the DCO Application, the discussions will take place without prejudice to the Councils' final formal position.
- 3.3 Discussions will be confidential between the parties, to ensure that emerging assessments and proposals can be discussed in a collaborative manner. This includes meeting agendas, material and recordings. Where appropriate, the parties shall agree the information that could be shared with other bodies, for example to facilitate joint working.

### **4 General Principles / Behaviours**

- 4.1 Each party agrees to those principles set out in the PPA so as:
  - 4.1.1 To seek to ensure a smooth, collaborative process of joint working in support of GAL and the Authorities fulfilling their respective roles and duties in the context of

the Planning Act 2008 efficiently, robustly and effectively and within agreed timescales;

- 4.1.2 To be transparent in decision making throughout the process, to achieve outcomes that are evidenced, robust, justifiable and easily understood;
- 4.1.3 As far as possible, key members of the team for the local authorities and GAL will remain as agreed on the date of the PPA; and
- 4.1.4 Nothing in the PPA and Information Agreement shall fetter or prejudice the Authorities in the exercise and discharge of their statutory powers, duties and responsibilities.

- 4.2 All parties engaged in discussions will behave in a manner appropriate to the collaborative nature of the discussions.
- 4.3 All parties will take time to listen and understand the issue being raised, be patient and listen to the views being expressed before seeking to answer a query or address an issue. It is recognised that it will not be possible to address all areas of concern, but this process should seek to identify where there are unresolved issues.
- 4.4 Each Authority undertakes that it shall not at any time, disclose to any person any Confidential Information concerning the Northern Runway Project or the business, affairs, customers, clients or suppliers of GAL, except as permitted by Clause **Error! Reference source not found.** of the PPA.

## 5 Roles and Responsibilities

5.1 **Appendix A** contains a schedule of key Officers at each of the local authorities responsible for engagement on the Northern Runway Project. Engagement will be centrally coordinated through these Officers, who are as follows:

- Crawley BC – Anthony Masson\* & Sallie Lappage
- Horsham DC – Carol Algar\* & Clive Burley
- Mid Sussex DC – Alice Henstock\* & Sally Blomfield
- West Sussex CC – Amy Harrow\* & Rupy Sandhu
- Mole Valley DC – Victoria Corrigan\* & David Webb
- Tandridge DC – Sarah Little\* & Marie Killip
- Reigate & Banstead BC – Ian Dunsford\* & Leon Hibbs
- Surrey CC – Judith Jenkins\* & Sue Janota
- East Sussex CC – Tessa Sweet-Escott\* & Lisa Simmonds
- Kent CC – Nola Cooper\* & Joseph Ratcliffe

5.2 The Project Leads (\* = primary contact) shall be responsible for ensuring that the provision of information, and responses to it, is effectively distributed and coordinated within their respective teams to ensure the most effective use of resources.

5.3 The GAL Planning Manager, Lydia Grainger, will take overall responsibility for ensuring a consistent and collaborative approach to engagement with the Local Authorities. Lydia can be contacted as follows:

Phone

Email

## 6 Topic Working Groups

### Scope

6.1 Seven Topic Working Groups (TWG) are to be established, which are listed below. The topics to be covered by each TWG is set out in Appendix B.

- Planning TWG
- Noise TWG
- Air Quality TWG
- Economics, Socio-Economics, Health and Major Accidents and Disasters (MAD)
- Land and Water TWG
- Carbon TWG
- Transport TWG

### Attendance

6.2 Project Leads in consultation with their local authority shall identify the most appropriate attendees based on the subject matter being discussed at each TWG. Attendance should be limited as far as possible to those necessary to facilitate an informed discussion from all participants.

6.3 Each TWG meeting will be recorded by GAL and shared with the Project Leads and TWG Attendees within 5 working days after the TWG. This will allow those Officers wishing to hear the discussion but who do not need to engage, to listen back to the meeting recording and not attend the TWG itself.

6.4 The GAL Planning Manager will seek to agree an attendance list with the Project Leads for each TWG prior to the first series of TWGs taking place. GAL acknowledges that many authorities may wish to be represented and therefore will not exclude any Officers that feel they should attend. In certain circumstances, a larger attendance list may be agreed between GAL's Planning Manager and Project Leads for an individual TWG or for a specific meeting.

6.5 **Appendix B** contains the invitation list for each TWG. This list will be discussed between the GAL Planning Manager and Project Leads to seek to agree the attendance list. Names of any alternative or additional attendees to those stated in the agreed attendance list shall be provided to the GAL Planning Manager ahead of each meeting for agreement.

### Information Sharing

6.6 The GAL Northern Runway Project team shall be responsible for sharing information in advance and in response to TWGs, as well as coordinating the production of agendas, action lists and meeting recordings.

6.7 Information sharing between GAL and the local authorities before and after each TWG will endeavour to follow the below structure and timescales.

6.7.1 Agendas will be circulated to TWG Attendees at least 5 working days in advance of TWG taking place.

6.7.2 Material for discussion and comment at the TWG will be circulated by the GAL Northern Runway Project team at least 5 working days in advance, unless an alternative timescale is agreed with the majority of the TWG Attendees.

6.7.3 Each TWG shall be recorded by GAL and the meeting recording will be shared with the Project Leads and TWG Attendees within 5 working days after the TWG has taken place. No other party is permitted to record the TWG.

- 6.7.4 An Action List arising from each TWG will be prepared by the GAL Northern Runway Project team and circulated 5 working days after the TWG take place.
- 6.7.5 TWG Attendees for the Local Authorities will be expected to respond to the Meeting Material in writing within 15 working days of receipt of the information, either collectively or individually, or within 10 working days of the TWG meeting (if in attendance).
- 6.7.6 GAL will provide responses or follow-up material to the TWG Action List within 15 working days of the TWG, unless an alternative timescale is agreed with the majority of the TWG Attendees.

**Programme**

- 6.8 **Appendix C** sets out a high-level programme for TWGs up to the end of June 2022, in line with the current PPA (in preparation).
- 6.9 Further TWGs will be scheduled for Q3/Q4 2022 in due course and covered by a second PPA. The GAL Planning Manager will co-ordinate dates with the Project Leads. The Project Leads will be expected to coordinate meeting dates within their relevant local authority to secure the necessary attendance. The GAL Planning Manager and Project Leads will aim to coordinate and arrange meeting dates and times at least 2 weeks before the TWG takes place.

## Appendix A: Schedule of Key Contacts

Name	Organisation	Position / Role	Contact Details
Anthony Masson	Crawley BC	Senior Planning Officer	anthony.masson@crawley.gov.uk
Sallie Lappage	Crawley BC	Strategic Planning Manager	sallie.lappage@crawley.gov.uk
Carol Algar	Horsham DC	Senior Planning Officer	carol.algar@horsham.gov.uk
Clive Burley	Horsham DC		clive.burley@horsham.gov.uk
Alice Henstock	Mid Sussex DC	Principal Planning Officer	alice.henstock@midsussex.gov.uk
Sally Blomfield	Mid Sussex DC	Divisional Leader Planning & Economy	sally.blomfield@midsussex.gov.uk
Amy Harrower	West Sussex CC	Environmental Consultant	amy.harrower@alhcs.co.uk
Rupy Sandhu	West Sussex CC	Principal Planner	rupy.sandhu@westsussex.gov.uk
Mike Elkington	West Sussex CC	Head of Planning Services	michael.elkington@westsussex.gov.uk
Victoria Corrigan	Mole Valley DC	Senior Planning Policy Officer	victoria.corrigan@molevalley.gov.uk
David Webb	Mole Valley DC	Senior Planning Officer	david.webb@molevalley.gov.uk
Ian Dunsford	Reigate & Banstead BC	Planning Policy Manager	Ian.Dunsford@reigate-banstead.gov.uk ldf@reigate-banstead.gov.uk
Leon Hibbs	Reigate & Banstead BC		Leon.Hibbs@reigate-banstead.gov.uk
Sarah Little	Tandridge DC	Strategy Specialist	slittle@tandridge.gov.uk LocalPlan@tandridge.gov.uk
Marie Killip	Tandridge DC		mkillip@tandridge.gov.uk
Judith Jenkins	Surrey CC	Principal Planning Officer	judith.jenkins@surreycc.gov.uk
Sue Janota	Surrey CC	Spatial Planning Manager	sue.janota@surreycc.gov.uk
Mike Green	Surrey CC	Transport Development Planning	mike.green@surreycc.gov.uk
William Bryans	Surrey CC	Transport Studies	william.bryans@surreycc.gov.uk



Tessa Sweet-Escot	East Sussex CC	Principal Transport Planner	tessa.sweet-escott@eastsussex.gov.uk
Lisa Simmonds	East Sussex CC		lisa.simmonds@eastsussex.gov.uk
Nola Cooper	Kent CC	Principal Transport Planner	Nola.Cooper@kent.gov.uk
Joseph Ratcliffe	Kent CC	Transport Strategy Manager	Joseph.Ratcliffe@kent.gov.uk

## Appendix B: Invitation List for each Topic Working Group

TWG	TWG Topics	GAL Attendees	Local Authority Attendees
Planning TWG	Policy Need Case Forecasts Baseline/Future Baseline Developments	Jonathan Deegan Lydia Grainger Rob Matthews Emma Wreathall John Rhodes	Attendance to be agreed between GAL's Planning Manager and Project Leads, taking account of Appendix A.
Noise TWG	Air Noise Ground Noise	Jonathan Deegan Lydia Grainger Murray Taylor Steve Mitchell	
Economics, Socio-Economics, Health and MAD TWG	Economic Impact Assessment Socio-Economics Housing Study Employment, Skills and Business Strategy Health Impact Assessment Major Accidents and Disasters	Jonathan Deegan Lydia Grainger Emma Wreathall Ciaran Gunne-Jones Michele Granatstein <i>(Janice Renowden)</i> <i>(Philip Nicholls)</i> <i>(Ryngan Pyper)</i>	
Air Quality TWG	Air Quality	Jonathan Deegan Lydia Grainger Murray Taylor Thomas Bartle James Bellinger	
Land and Water TWG	Agriculture Geology Landscape & Visual Heritage Ecology Water Land Quality	Jonathan Deegan Lydia Grainger Murray Taylor Mike Symons Julia Tindale Jim Lightbown Mick Rawlings Nick Betson Paul Ellis	
Carbon TWG	Carbon Climate Change	Jonathan Deegan Lydia Grainger Mark Edwards Keith Robertson Mark Hinnells	
Transport TWG	Traffic Transport	Jonathan Deegan Lydia Grainger Richard Higgins	

Protocol for Local Authority Engagement: April 2022

	Surface Access Strategy	David Ellis David Hurton Darren Atkins	
--	-------------------------	--	--

## **Appendix C: Programme of Topic Working Groups May to June 2022**

All meetings to be scheduled for 2hrs starting at 10am (meeting dates to be confirmed).

Up to 3 x meetings to be held in May and June on each of the following topics (approximately 15 in total):

- Planning;
- Transport;
- Noise;
- Air Quality;
- Carbon;
- Land & Water
- Economy, Socio-economics, Health, Major Accidents & Disasters (MAD).

The meeting cycles will take place on a 5-week cycle (approximately).

## Topic Working Group Meeting Schedule, June 2022 update

## Gatwick Airport: Northern Runway Project

### Topic Working Group Meeting Schedule – June 2022 update

#### TWG Meetings by Date

<b>TWG</b>	<b>Date</b>	<b>LPA Feedback Due</b>
Noise 1	4 <sup>th</sup> May	18 <sup>th</sup> May
Land & Water 1	10 <sup>th</sup> May	24 <sup>th</sup> May
Air Quality 1	11 <sup>th</sup> May	25 <sup>th</sup> May
Planning A1	12 <sup>th</sup> May	26 <sup>th</sup> May
Econ/Soc-Econ 1	16 <sup>th</sup> May	30 <sup>th</sup> May
Transport 1	17 <sup>th</sup> May	31 <sup>st</sup> May
Planning B1	25 <sup>th</sup> May	10 <sup>th</sup> June
Noise 2	7 <sup>th</sup> June	21 <sup>st</sup> June
Land & Water 2	9 <sup>th</sup> June	23 <sup>rd</sup> June
Econ/Soc-Econ 2	14 <sup>th</sup> June	28 <sup>th</sup> June
Transport 2	15 <sup>th</sup> June	29 <sup>th</sup> June
Health & MAAD 1	20 <sup>th</sup> June	4 <sup>th</sup> July
Air Quality 2	21 <sup>st</sup> June	5 <sup>th</sup> July
Planning B2	27 <sup>th</sup> June	11 <sup>th</sup> July
Noise 3	28 <sup>th</sup> June	12 <sup>th</sup> July
Land & Water 3	30 <sup>th</sup> June	14 <sup>th</sup> July
Planning A2	5 <sup>th</sup> July	19 <sup>th</sup> July
Econ/Soc-Econ 3 (Health & MAAD)	7 <sup>th</sup> July	21 <sup>st</sup> July
Transport 3	12 <sup>th</sup> July	26 <sup>th</sup> July
Air Quality 3	14 <sup>th</sup> July	28 <sup>th</sup> July

**TWG Meetings by Topic**

<b>TWG</b>	<b>Date</b>	<b>LPA Feedback Due</b>
Noise 1	4 <sup>th</sup> May	18 <sup>th</sup> May
Noise 2	7 <sup>th</sup> June	21 <sup>st</sup> June
Noise 3	28 <sup>th</sup> June	12 <sup>th</sup> July
Land & Water 1	10 <sup>th</sup> May	24 <sup>th</sup> May
Land & Water 2	9 <sup>th</sup> June	23 <sup>rd</sup> July
Land & Water 3	30 <sup>th</sup> June	14 <sup>th</sup> July
Air Quality 1	11 <sup>th</sup> May	25 <sup>th</sup> May
Air Quality 2	21 <sup>st</sup> June	5 <sup>th</sup> July
Air Quality 3	14 <sup>th</sup> July	28 <sup>th</sup> July
Planning A1	12 <sup>th</sup> May	26 <sup>th</sup> May
Planning A2	5 <sup>th</sup> July	19 <sup>th</sup> July
Planning B1	25 <sup>th</sup> May	10 <sup>th</sup> June
Planning B2	27 <sup>th</sup> June	11 <sup>th</sup> July
Econ/Soc-Econ 1	16 <sup>th</sup> May	30 <sup>th</sup> May
Econ/Soc-Econ 2	14 <sup>th</sup> June	28 <sup>th</sup> June
Econ/Soc-Econ 3 (Health & MAAD)	7 <sup>th</sup> July	21 <sup>st</sup> July
Transport 1	17 <sup>th</sup> May	31 <sup>st</sup> May
Transport 2	15 <sup>th</sup> June	29 <sup>th</sup> July
Transport 3	12 <sup>th</sup> July	26 <sup>th</sup> July
Health & MAAD 1	20 <sup>th</sup> June	4 <sup>th</sup> July

**Local Authority Engagement Protocol, Autumn/Winter 2022-23  
(9 September 2022)**



# **Gatwick Airport: Northern Runway Project**

## **Protocol For Local Authority Engagement**

### **TWGs Autumn/Winter 2022-23**

#### **1 Overview**

- 1.1 This document sets out the terms of reference and working arrangements for engagement with the local authorities in the Gatwick Officers Group (GOG Authorities) on the Gatwick Airport Northern Runway Project.
- 1.2 The GOG Authorities are Crawley Borough Council, Reigate and Banstead Borough Council, Mole Valley District Council, Tandridge District Council, Horsham District Council, Mid Sussex District Council, East Sussex District Council, Surrey County Council and West Sussex County Council. They are joined by Kent County Council and Wealden District Council. The majority of the Northern Runway Project lies within the administrative areas of Crawley Borough Council and West Sussex County Council, however there are small areas of the Project falling within some of the other local authorities' boundaries, including Reigate & Banstead Borough Council.

#### **2 Purpose**

- 2.1 The Northern Runway Project team wishes to engage collaboratively with local authority stakeholders prior to the submission of the DCO Application and during the Examination process.
- 2.2 A key objective is to develop, and as far as possible reach agreement on, the evidence base, methodology, an understanding of principal impacts, classification of effects and mitigation strategies for a number of key matters associated with the Northern Runway Project ahead of the submission of the DCO Application to the Planning Inspectorate. We wish to engage with stakeholders to seek to understand, manage and mitigate impacts on the economy, environment and communities affected by the Northern Runway Project through an informed and open dialogue.

#### **3 Status of Discussions**

- 3.1 Discussions on material to be shared through this Protocol Document are intended to inform the development and assessment of the Northern Runway Project, the identification of common ground and understanding of issues where there is no agreement. Whilst discussions will inform the local authorities' response to consultation and the DCO Application, the discussions will take place without prejudice to the Councils' final formal position.
- 3.2 Discussions will be confidential between the parties, to ensure that emerging assessments and proposals can be discussed in a collaborative manner. This includes meeting agendas, material and recordings. Where appropriate, the parties shall agree the information that could be shared with other bodies, for example to facilitate joint working.

#### **4 General Principles / Behaviours**

- 4.1 Each party agrees to those principles set out below so as:
  - 4.1.1 To seek to ensure a smooth, collaborative process of joint working in support of GAL and the Authorities fulfilling their respective roles and duties in the context of

the Planning Act 2008 efficiently, robustly and effectively and within agreed timescales;

- 4.1.2 To be transparent in decision making throughout the process, to achieve outcomes that are evidenced, robust, justifiable and easily understood;
- 4.1.3 As far as possible, key members of the team for the local authorities and GAL will remain as agreed; and
- 4.1.4 Nothing in this engagement protocol shall fetter or prejudice the Authorities in the exercise and discharge of their statutory powers, duties and responsibilities.

- 4.2 All parties engaged in discussions will behave in a manner appropriate to the collaborative nature of the discussions.
- 4.3 All parties will take time to listen and understand the issue being raised, be patient and listen to the views being expressed before seeking to answer a query or address an issue. It is recognised that it will not be possible to address all areas of concern, but this process should seek to identify where there are unresolved issues.
- 4.4 Each Authority undertakes that it shall not at any time, disclose to any person any Confidential Information concerning the Northern Runway Project or the business, affairs, customers, clients or suppliers of GAL, other than to the other Authorities; to its employees, officers, representatives or advisers who need to know such information for the purposes of engaging with the NRP; as may be required by law, a court of competent jurisdiction, or any governmental or regulatory authority.
- 4.5 Each Authority shall ensure that its employees, officers, representatives or advisers to whom it discloses the other Party's Confidential Information shall comply with Paragraph 4.4 above. This also applies to any retained/external consultants appointed by the local authorities to act on their behalf in this matter.

## 5 Roles and Responsibilities

- 5.1 **Appendix A** contains a schedule of key Officers at each of the local authorities responsible for engagement on the Northern Runway Project. Engagement will be centrally coordinated through these Officers, who are as follows:
  - Crawley BC – Anthony Masson\*, Sallie Lappage & James Freeman
  - Horsham DC – Carol Algar\* & Clive Burley
  - Mid Sussex DC – Alice Henstock\* & Sally Blomfield
  - West Sussex CC – Amy Harrow\* & Rupy Sandhu
  - Mole Valley DC – Victoria Corrigan\* & David Webb
  - Tandridge DC – Sarah Little\* &
  - Reigate & Banstead BC – Ian Dunsford\* & Leon Hibbs
  - Surrey CC – Judith Jenkins\* & Sue Janota
  - East Sussex CC – Tessa Sweet-Escott\* & Lisa Simmonds
  - Kent CC – Nola Cooper\* & Joseph Ratcliffe
  - Wealden DC – James Webster\* & Kirsten Roberts
- 5.2 The Project Leads (\* = primary contact) shall be responsible for ensuring that the provision of information, and responses to it, is effectively distributed and coordinated within their respective teams to ensure the most effective use of resources.

- 5.3 The GAL Planning Manager, Lydia Grainger, will take overall responsibility for ensuring a consistent and collaborative approach to engagement with the Local Authorities. Lydia can be contacted as follows:

Phone 07518 874035

Email [lydia.grainger@gatwickairport.com](mailto:lydia.grainger@gatwickairport.com)

## 6 Topic Working Groups

### Scope

- 6.1 Seven Topic Working Groups (TWG) are to be established, which are listed below. The topics to be covered by each TWG is set out in Appendix B.

- Planning TWG
- Noise TWG
- Air Quality TWG
- Economics and Socio-Economics,
- Health and Major Accidents and Disasters (MAAD)
- Land and Water TWG
- Carbon & Climate Change TWG
- Transport TWG

### Attendance

- 6.2 Project Leads in consultation with their local authority shall identify the most appropriate attendees based on the subject matter being discussed at each TWG. Attendance should be limited as far as possible to those necessary to facilitate an informed discussion from all participants.
- 6.3 Each TWG meeting will be recorded by GAL and shared with the Project Leads and TWG Attendees within 5 working days after the TWG. This will allow those Officers wishing to hear the discussion but who do not need to engage, to listen back to the meeting recording and not attend the TWG itself.
- 6.4 The GAL Planning Manager will seek to agree an attendance list with the Project Leads for each TWG prior to the first series of TWGs taking place. GAL acknowledges that many authorities may wish to be represented and therefore will not exclude any Officers that feel they should attend. In certain circumstances, a larger attendance list may be agreed between GAL's Planning Manager and Project Leads for an individual TWG or for a specific meeting.
- 6.5 **Appendix B** contains the invitation list for each TWG. This list will be discussed between the GAL Planning Manager and Project Leads to seek to agree the attendance list. Names of any alternative or additional attendees to those stated in the agreed attendance list shall be provided to the GAL Planning Manager ahead of each meeting for agreement.

### Information Sharing

- 6.6 The GAL Northern Runway Project team shall be responsible for sharing information in advance and in response to TWGs, as well as coordinating the production of agendas, action lists and meeting recordings.
- 6.7 Information sharing between GAL and the local authorities before and after each TWG will endeavour to follow the below structure and timescales.

- 6.7.1 Agendas will be circulated to TWG Attendees at least 5 working days in advance of TWG taking place.
- 6.7.2 Material for discussion and comment at the TWG will be circulated by the GAL Northern Runway Project team at least 5 working days in advance, unless an alternative timescale is agreed with the majority of the TWG Attendees.
- 6.7.3 Each TWG shall be recorded by GAL and the meeting recording will be shared with the Project Leads and TWG Attendees within 5 working days after the TWG has taken place. No other party is permitted to record the TWG.
- 6.7.4 An Action List arising from each TWG will be prepared by the GAL Northern Runway Project team and circulated 5 working days after the TWG take place.
- 6.7.5 TWG Attendees for the Local Authorities will be expected to respond to the Meeting Material in writing within 15 working days of receipt of the information, either collectively or individually, or within 10 working days of the TWG meeting (if in attendance).
- 6.7.6 GAL will provide responses or follow-up material to the TWG Action List within 15 working days of the TWG or at the next TWG meeting (whichever is the sooner), unless an alternative timescale is agreed with the majority of the TWG Attendees.

#### **Programme**

- 6.8 **Appendix C** sets out the programme for TWGs up to the end of January 2023.
- 6.9 The Project Leads will be expected to coordinate meeting dates within their relevant local authority to secure the necessary attendance. The GAL Planning Manager and Project Leads will aim to coordinate and arrange meeting dates and times, or amendments to proposed dates/times at least 2 weeks before the TWG takes place

## Appendix A: Schedule of Key Contacts

Name	Organisation	Position / Role	Contact Details
Anthony Masson	Crawley BC	Senior Planning Officer	anthony.masson@crawley.gov.uk
Sallie Lappage	Crawley BC	Strategic Planning Manager	sallie.lappage@crawley.gov.uk
James Freeman	Crawley BC	NRP Consultant	jcfplanning@outlook.com
Carol Algar	Horsham DC	Senior Planning Officer	carol.algar@horsham.gov.uk
Clive Burley	Horsham DC		clive.burley@horsham.gov.uk
Alice Henstock	Mid Sussex DC	Principal Planning Officer	alice.henstock@midsussex.gov.uk
Sally Blomfield	Mid Sussex DC	Divisional Leader Planning & Economy	sally.blomfield@midsussex.gov.uk
Amy Harrower	West Sussex CC	Environmental Consultant	amy.harrower@alhcs.co.uk
Rupy Sandhu	West Sussex CC	Principal Planner	rupy.sandhu@westsussex.gov.uk
Mike Elkington	West Sussex CC	Head of Planning Services	michael.elkington@westsussex.gov.uk
Victoria Corrigan	Mole Valley DC	Senior Planning Policy Officer	victoria.corrigan@molevalley.gov.uk
David Webb	Mole Valley DC	Senior Planning Officer	david.webb@molevalley.gov.uk
Ian Dunsford	Reigate & Banstead BC	Planning Policy Manager	Ian.Dunsford@reigate-banstead.gov.uk ldf@reigate-banstead.gov.uk
Leon Hibbs	Reigate & Banstead BC		Leon.Hibbs@reigate-banstead.gov.uk
Sarah Little	Tandridge DC	Strategy Specialist	slittle@tandridge.gov.uk LocalPlan@tandridge.gov.uk
Judith Jenkins	Surrey CC	Principal Planning Officer	judith.jenkins@surreycc.gov.uk
Sue Janota	Surrey CC	Spatial Planning Manager	sue.janota@surreycc.gov.uk
Mike Green	Surrey CC	Transport Development Planning	mike.green@surreycc.gov.uk
William Bryans	Surrey CC	Transport Studies	william.bryans@surreycc.gov.uk

Tessa Sweet-Escot	East Sussex CC	Principal Transport Planner	tessa.sweet-escott@eastsussex.gov.uk
Lisa Simmonds	East Sussex CC		lisa.simmonds@eastsussex.gov.uk
Nola Cooper	Kent CC	Principal Transport Planner	Nola.Cooper@kent.gov.uk
Joseph Ratcliffe	Kent CC	Transport Strategy Manager	Joseph.Ratcliffe@kent.gov.uk

## Appendix B: Invitation List for each Topic Working Group

TWG	TWG Topics	GAL Attendees	Local Authority Attendees
Planning TWG	Policy Need Case Forecasts Baseline/Future Baseline Developments	Jonathan Deegan Lydia Grainger Rob Matthews Emma Wreathall John Rhodes	Attendance to be agreed between GAL's Planning Manager and Project Leads, taking account of Appendix A.
Noise TWG	Air Noise Ground Noise	Jonathan Deegan Lydia Grainger Murray Taylor Steve Mitchell	
Economics, Socio-Economics, Health and MAD TWG	Economic Impact Assessment Socio-Economics Housing Study Employment, Skills and Business Strategy Health Impact Assessment Major Accidents and Disasters	Jonathan Deegan Lydia Grainger Emma Wreathall Ciaran Gunne-Jones Michele Granatstein <i>(Janice Renowden)</i> <i>(Philip Nicholls)</i> <i>(Ryngan Pyper)</i>	
Air Quality TWG	Air Quality	Jonathan Deegan Lydia Grainger Murray Taylor Thomas Bartle James Bellinger Rosie Davies	
Land and Water TWG	Agriculture Geology Landscape & Visual Heritage Ecology Water Land Quality	Jonathan Deegan Lydia Grainger Murray Taylor Mike Symons Julia Tindale Jim Lightbown Mick Rawlings Nick Betson Paul Ellis	
Carbon TWG	Carbon Climate Change	Jonathan Deegan Lydia Grainger Mark Edwards Keith Robertson Mark Hinnells	
Transport TWG	Traffic Transport	Jonathan Deegan Lydia Grainger	

Protocol for Local Authority Engagement: April 2022

	Surface Access Strategy	Richard Higgins David Ellis David Hurton Darren Atkins	
Health & MAAD TWG	Health Major Accidents & Disasters	Jonathan Deegan Lydia Grainger Ryngan Pyper Philip Nicholls	



## Appendix C: Programme of Topic Working Groups May to June 2022

All meetings to be scheduled for 2hrs starting at 10am (unless otherwise stated). The meeting cycles will take place on a 5-week cycle (approximately).

	Planning	Air Quality	Land & Water	Transport	Econ/Soc-Econ	Carbon & Climate Change	Health/MAAD	Noise
Slides sent to LPAs	9th September		19th September	20th September	21st September	26th September	27th September	28th September
<b>TWG 1</b>	<b>16th Sep @ 2pm</b>		<b>26th Sep @ 2pm</b>	<b>27th Sep @ 10:30am</b>	<b>28th Sep @ 10am</b>	<b>3rd Oct @ 3pm</b>	<b>4th Oct @ 3pm</b>	<b>5th Oct @ 10am</b>
LPA feedback sent to GAL	30 <sup>th</sup> Sep		10 <sup>th</sup> Oct	11 <sup>th</sup> Oct	12 <sup>th</sup> Oct	17 <sup>th</sup> Oct	18 <sup>th</sup> Oct	19 <sup>th</sup> Oct
Slides sent to LPAs	12th October	14th October	24th October	25th October	26th October	31st October	1st November	2nd November
<b>TWG 2</b>	<b>19th Oct @ 10am</b>	<b>21st Oct @ 2pm</b>	<b>31st Oct @ 2pm</b>	<b>1st Nov @ 10:30am</b>	<b>2nd Nov @ 10am</b>	<b>7th Nov @ 3pm</b>	<b>8th Nov @ 10am</b>	<b>9th Nov @ 10am</b>
LPA feedback sent to GAL	2 <sup>nd</sup> Nov	4 <sup>th</sup> Nov	14 <sup>th</sup> Nov	15 <sup>th</sup> Nov	16 <sup>th</sup> Nov	21 <sup>st</sup> Nov	22 <sup>nd</sup> Nov	23 <sup>rd</sup> Nov
Slides sent to LPAs	16th November	18th November	25th November	28th November	29th November	5th December	6th December	7th December
<b>TWG 3</b>	<b>23rd Nov @</b>	<b>25th Nov @ 10am</b>	<b>2nd Dec @ 2pm</b>	<b>5th Dec @ 3pm</b>	<b>6th Dec @ 2pm</b>	<b>12th Dec @ 3pm</b>	<b>13th Dec @ 10am</b>	<b>14th Dec @ 10am</b>
LPA feedback sent to GAL	7 <sup>th</sup> Dec	9 <sup>th</sup> Dec	16 <sup>th</sup> Dec	19 <sup>th</sup> Dec	20 <sup>th</sup> Dec	29 <sup>th</sup> Dec	30 <sup>th</sup> Dec	3 <sup>rd</sup> Jan
Slides sent to LPAs		23rd December	3rd January	4th January	5th January	11th January	12th January	13th January
<b>TWG 4</b>		<b>6th Jan @ 10am</b>	<b>10th Jan @ 10am</b>	<b>11th Jan @ 10am</b>	<b>12th Jan @ 10am</b>	<b>18th Jan @ 10am</b>	<b>19th Jan @ 10am</b>	<b>20th Jan @ 10am</b>
LPA feedback sent to GAL		20 <sup>th</sup> Jan	24 <sup>th</sup> Jan	25 <sup>th</sup> Jan	26 <sup>th</sup> Jan	1 <sup>st</sup> Feb	2 <sup>nd</sup> Feb	3 <sup>rd</sup> Feb

	Planning	Air Quality	Land & Water	Transport	Econ/Soc-Econ	Carbon & Climate Change	Health/MAAD	Noise
<b>TWG 1</b>	<b>16th Sep @ 2pm</b>		<b>26th Sep @ 2pm</b>	<b>27th Sep @ 10:30am</b>	<b>28th Sep @ 10am</b>	<b>3rd Oct @ 3pm</b>	<b>4th Oct @ 3pm</b>	<b>5th Oct @ 10am</b>
Agenda	Capacity meeting with York/CBC		Landscape revised ZTVs & viewpoints; Visual Amenity & Sequential Effects; Heritage; Assessment of flood risk & water quality impacts, emerging findings	Active Travel & Draft ASAS; Core scenario model outputs; Construction period assessment; Active travel infrastructure study; ASAS: update	Methodologies Used in Economic Impact Assessment; National Assessment	Carbon (Methods & Effects)	Confirm health assessment methods, focus on quantification of health effects	Noise Envelope, EIA noise assessment update
<b>TWG 2</b>	<b>19th Oct @ 10am</b>	<b>21st Oct @ 2pm</b>	<b>31st Oct @ 2pm</b>	<b>1st Nov @ 10:30am</b>	<b>2nd Nov @ 10am</b>	<b>7th Nov @ 3pm</b>	<b>8th Nov @ 10am</b>	<b>9th Nov @ 10am</b>
Agenda	Emerging themes from Summer 2022 consultation	Sussex Air Quality Guidance; Monitoring and AQAP	Project Description; Active Travel/ Recreation; Mitigation	Active travel infrastructure study: outcomes and proposals; Cumulative scenario model outputs: highway and PT network performance; ASAS: update	Baseline Info Updates; Local Economic Assessment – Employment; ARELS; Property Values	Climate Change (Methods & Effects)	Summary themes & responses to Summer 2022 consultation; Health assessment scope and methods.	EIA update – air noise, ground noise, traffic noise, construction noise
<b>TWG 3</b>	<b>23rd Nov @</b>	<b>25th Nov @ 10am</b>	<b>2nd Dec @ 2pm</b>	<b>5th Dec @ 3pm</b>	<b>6th Dec @ 2pm</b>	<b>12th Dec @ 3pm</b>	<b>13th Dec @ 10am</b>	<b>14th Dec @10am</b>
Agenda	Design & Mitigation Update	Verification; Construction Dust; ES Results;	Tranquillity impact assessment; Effects on AONB; Landscape mitigation & GI proposals; Flood risk assessment of impacts	ASAS: recap / update on ASAS; Further model outputs	Housing & Population Assessment; Socio Econ Assessment Findings; ESBS Update	Mitigation (Part 1)	Introduce and discuss draft ES findings, mitigation and monitoring	EIA update, mitigation, Noise Insulation Scheme, Code of Construction Practice noise management
<b>TWG 4</b>		<b>6th Jan @ 10am</b>	<b>10th Jan @ 10am</b>	<b>11th Jan @ 10am</b>	<b>12th Jan @ 10am</b>	<b>18th Jan @ 10am</b>	<b>19th Jan @ 10am</b>	<b>20th Jan @ 10am</b>
Agenda		ES Results and SoCG Discussion	Mitigation; Areas of Agreement; SoCG	Hold: contingency date/wrap up session	Socio Econ Assessment Findings; Mitigation & ESBS Update; National Assessment	Mitigation (Part 2 if needed)	Agreement of assessment conclusions (effects & mitigation)	Mitigation, Noise Insulation Scheme, Code of Construction Practice noise management

**Local Authority Engagement Protocol, Autumn/Winter 2022-23  
(21 September 2022 update)**

# **Gatwick Airport: Northern Runway Project**

## **Protocol For Local Authority Engagement**

### **TWGs Autumn/Winter 2022-23**

#### **1 Overview**

- 1.1 This document sets out the terms of reference and working arrangements for engagement with the local authorities in the Gatwick Officers Group (GOG Authorities) on the Gatwick Airport Northern Runway Project.
- 1.2 The GOG Authorities are Crawley Borough Council, Reigate and Banstead Borough Council, Mole Valley District Council, Tandridge District Council, Horsham District Council, Mid Sussex District Council, East Sussex County Council, Surrey County Council and West Sussex County Council. They are joined by Kent County Council and Wealden District Council. The majority of the Northern Runway Project lies within the administrative areas of Crawley Borough Council and West Sussex County Council, however there are small areas of the Project falling within some of the other local authorities' boundaries, including Reigate & Banstead Borough Council.

#### **2 Purpose**

- 2.1 The Northern Runway Project team wishes to engage collaboratively with local authority stakeholders prior to the submission of the DCO Application and during the Examination process.
- 2.2 A key objective is to develop, and as far as possible reach agreement on, the evidence base, methodology, an understanding of principal impacts, classification of effects and mitigation strategies for a number of key matters associated with the Northern Runway Project ahead of the submission of the DCO Application to the Planning Inspectorate. We wish to engage with stakeholders to seek to understand, manage and mitigate impacts on the economy, environment and communities affected by the Northern Runway Project through an informed and open dialogue.

#### **3 Status of Discussions**

- 3.1 Discussions on material to be shared through this Protocol Document are intended to inform the development and assessment of the Northern Runway Project, the identification of common ground and understanding of issues where there is no agreement. Whilst discussions will inform the local authorities' response to consultation and the DCO Application, the discussions will take place without prejudice to the Councils' final formal position.
- 3.2 Discussions will be confidential between the parties, to ensure that emerging assessments and proposals can be discussed in a collaborative manner. This includes meeting agendas, material and recordings. Where appropriate, the parties shall agree the information that could be shared with other bodies, for example to facilitate joint working.

#### **4 General Principles / Behaviours**

- 4.1 Each party agrees to those principles set out below so as:
  - 4.1.1 To seek to ensure a smooth, collaborative process of joint working in support of GAL and the Authorities fulfilling their respective roles and duties in the context of

the Planning Act 2008 efficiently, robustly and effectively and within agreed timescales;

- 4.1.2 To be transparent in decision making throughout the process, to achieve outcomes that are evidenced, robust, justifiable and easily understood;
- 4.1.3 As far as possible, key members of the team for the local authorities and GAL will remain as agreed; and
- 4.1.4 Nothing in this engagement protocol shall fetter or prejudice the Authorities in the exercise and discharge of their statutory powers, duties and responsibilities.

- 4.2 All parties engaged in discussions will behave in a manner appropriate to the collaborative nature of the discussions.
- 4.3 All parties will take time to listen and understand the issue being raised, be patient and listen to the views being expressed before seeking to answer a query or address an issue. It is recognised that it will not be possible to address all areas of concern, but this process should seek to identify where there are unresolved issues.
- 4.4 Each Authority undertakes that it shall not at any time, disclose to any person any Confidential Information concerning the Northern Runway Project or the business, affairs, customers, clients or suppliers of GAL, other than to the other Authorities; to its employees, officers, representatives or advisers who need to know such information for the purposes of engaging with the NRP; as may be required by law, a court of competent jurisdiction, or any governmental or regulatory authority.
- 4.5 Each Authority shall ensure that its employees, officers, representatives or advisers to whom it discloses the other Party's Confidential Information shall comply with Paragraph 4.4 above. This also applies to any retained/external consultants appointed by the local authorities to act on their behalf in this matter.

## 5 Roles and Responsibilities

- 5.1 **Appendix A** contains a schedule of key Officers at each of the local authorities responsible for engagement on the Northern Runway Project. Engagement will be centrally coordinated through these Officers, who are as follows:
  - Crawley BC – Anthony Masson\*, Sallie Lappage & James Freeman
  - Horsham DC – Carol Algar\* & Clive Burley
  - Mid Sussex DC – Alice Henstock\* & Sally Blomfield
  - West Sussex CC – Amy Harrow\* & Rupy Sandhu
  - Mole Valley DC – Victoria Corrigan\* & David Webb
  - Tandridge DC – Sarah Little\* &
  - Reigate & Banstead BC – Ian Dunsford\* & Leon Hibbs
  - Surrey CC – Judith Jenkins\* & Sue Janota
  - East Sussex CC – Tessa Sweet-Escott\* & Lisa Simmonds
  - Kent CC – Nola Cooper\* & Joseph Ratcliffe
  - Wealden DC – James Webster\* & Kirsten Roberts
- 5.2 The Project Leads (\* = primary contact) shall be responsible for ensuring that the provision of information, and responses to it, is effectively distributed and coordinated within their respective teams to ensure the most effective use of resources.

- 5.3 The GAL Planning Manager, Lydia Grainger, will take overall responsibility for ensuring a consistent and collaborative approach to engagement with the Local Authorities. Lydia can be contacted as follows:

Phone 07518 874035

Email [lydia.grainger@gatwickairport.com](mailto:lydia.grainger@gatwickairport.com)

## 6 Topic Working Groups

### Scope

- 6.1 Seven Topic Working Groups (TWG) are to be established, which are listed below. The topics to be covered by each TWG is set out in Appendix B.

- Planning TWG
- Noise TWG
- Air Quality TWG
- Economics and Socio-Economics,
- Health and Major Accidents and Disasters (MAAD)
- Land and Water TWG
- Carbon & Climate Change TWG
- Transport TWG

### Attendance

- 6.2 Project Leads in consultation with their local authority shall identify the most appropriate attendees based on the subject matter being discussed at each TWG. Attendance should be limited as far as possible to those necessary to facilitate an informed discussion from all participants.
- 6.3 Each TWG meeting will be recorded by GAL and shared with the Project Leads and TWG Attendees within 5 working days after the TWG. This will allow those Officers wishing to hear the discussion but who do not need to engage, to listen back to the meeting recording and not attend the TWG itself.
- 6.4 The GAL Planning Manager will seek to agree an attendance list with the Project Leads for each TWG prior to the first series of TWGs taking place. GAL acknowledges that many authorities may wish to be represented and therefore will not exclude any Officers that feel they should attend. In certain circumstances, a larger attendance list may be agreed between GAL's Planning Manager and Project Leads for an individual TWG or for a specific meeting.
- 6.5 **Appendix B** contains the invitation list for each TWG. This list will be discussed between the GAL Planning Manager and Project Leads to seek to agree the attendance list. Names of any alternative or additional attendees to those stated in the agreed attendance list shall be provided to the GAL Planning Manager ahead of each meeting for agreement.

### Information Sharing

- 6.6 The GAL Northern Runway Project team shall be responsible for sharing information in advance and in response to TWGs, as well as coordinating the production of agendas, action lists and meeting recordings.
- 6.7 Information sharing between GAL and the local authorities before and after each TWG will endeavour to follow the below structure and timescales.

- 6.7.1 Agendas will be circulated to TWG Attendees at least 5 working days in advance of TWG taking place.
- 6.7.2 Material for discussion and comment at the TWG will be circulated by the GAL Northern Runway Project team at least 5 working days in advance, unless an alternative timescale is agreed with the majority of the TWG Attendees.
- 6.7.3 Each TWG shall be recorded by GAL and the meeting recording will be shared with the Project Leads and TWG Attendees within 5 working days after the TWG has taken place. No other party is permitted to record the TWG.
- 6.7.4 An Action List arising from each TWG will be prepared by the GAL Northern Runway Project team and circulated 5 working days after the TWG take place.
- 6.7.5 TWG Attendees for the Local Authorities will be expected to respond to the Meeting Material in writing within 15 working days of receipt of the information, either collectively or individually, or within 10 working days of the TWG meeting (if in attendance).
- 6.7.6 GAL will provide responses or follow-up material to the TWG Action List within 15 working days of the TWG or at the next TWG meeting (whichever is the sooner), unless an alternative timescale is agreed with the majority of the TWG Attendees.

#### **Programme**

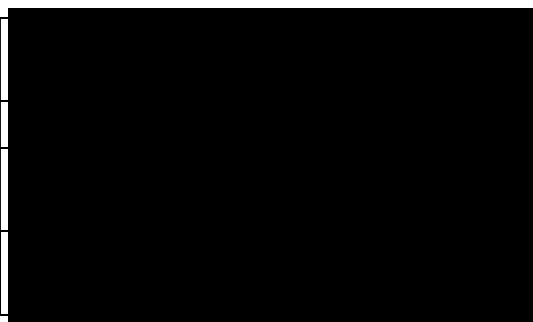
- 6.8 **Appendix C** sets out the programme for TWGs up to the end of January 2023.
- 6.9 The Project Leads will be expected to coordinate meeting dates within their relevant local authority to secure the necessary attendance. The GAL Planning Manager and Project Leads will aim to coordinate and arrange meeting dates and times, or amendments to proposed dates/times at least 2 weeks before the TWG takes place

## Appendix A: Schedule of Key Contacts

Name	Organisation	Position / Role	Contact Details
Anthony Masson	Crawley BC	Senior Planning Officer	
Sallie Lappage	Crawley BC	Strategic Planning Manager	
James Freeman	Crawley BC	NRP Consultant	
Carol Algar	Horsham DC	Senior Planning Officer	
Clive Burley	Horsham DC		
Alice Henstock	Mid Sussex DC	Principal Planning Officer	
Sally Blomfield	Mid Sussex DC	Divisional Leader Planning & Economy	
Amy Harrower	West Sussex CC	Environmental Consultant	
Rupy Sandhu	West Sussex CC	Principal Planner	
Mike Elkington	West Sussex CC	Head of Planning Services	
Victoria Corrigan	Mole Valley DC	Senior Planning Policy Officer	
David Webb	Mole Valley DC	Senior Planning Officer	
Ian Dunsford	Reigate & Banstead BC	Planning Policy Manager	
Leon Hibbs	Reigate & Banstead BC		
Sarah Little	Tandridge DC	Strategy Specialist	
Judith Jenkins	Surrey CC	Principal Planning Officer	
Sue Janota	Surrey CC	Spatial Planning Manager	
Mike Green	Surrey CC	Transport Development Planning	
William Bryans	Surrey CC	Transport Studies	



Tessa Sweet-Escott	East Sussex CC	Principal Transport Planner
Lisa Simmonds	East Sussex CC	
Nola Cooper	Kent CC	Principal Transport Planner
Joseph Ratcliffe	Kent CC	Transport Strategy Manager



## Appendix B: Invitation List for each Topic Working Group

TWG	TWG Topics	GAL Attendees	Local Authority Attendees
Planning TWG	Policy Need Case Forecasts Baseline/Future Baseline Developments	Jonathan Deegan Lydia Grainger Rob Matthews Emma Wreathall John Rhodes	Attendance to be agreed between GAL's Planning Manager and Project Leads, taking account of Appendix A.
Noise TWG	Air Noise Ground Noise	Jonathan Deegan Lydia Grainger Murray Taylor Steve Mitchell	
Economics, Socio-Economics, Health and MAD TWG	Economic Impact Assessment Socio-Economics Housing Study Employment, Skills and Business Strategy Health Impact Assessment Major Accidents and Disasters	Jonathan Deegan Lydia Grainger Emma Wreathall Ciaran Gunne-Jones Michele Granatstein <i>(Janice Renowden)</i> <i>(Philip Nicholls)</i> <i>(Ryngan Pyper)</i>	
Air Quality TWG	Air Quality	Jonathan Deegan Lydia Grainger Murray Taylor Thomas Bartle James Bellinger Rosie Davies	
Land and Water TWG	Agriculture Geology Landscape & Visual Heritage Ecology Water Land Quality	Jonathan Deegan Lydia Grainger Murray Taylor Mike Symons Julia Tindale Jim Lightbown Mick Rawlings Nick Betson Paul Ellis	
Carbon TWG	Carbon Climate Change	Jonathan Deegan Lydia Grainger Mark Edwards Keith Robertson Mark Hinnells	
Transport TWG	Traffic Transport	Jonathan Deegan Lydia Grainger	

Protocol for Local Authority Engagement: April 2022

	Surface Access Strategy	Richard Higgins David Ellis David Hurton Darren Atkins	
Health & MAAD TWG	Health Major Accidents & Disasters	Jonathan Deegan Lydia Grainger Ryngan Pyper Philip Nicholls	

## Appendix C: Programme of Topic Working Groups May to June 2022

All meetings to be scheduled for 2hrs starting at 10am (unless otherwise stated). The meeting cycles will take place on a 5-week cycle (approximately).

	Planning	Air Quality	Land & Water	Transport	Econ/Soc-Econ	Carbon & Climate Change	Health/MAAD	Noise
Slides sent to LPAs	9th September		19th September	20th September	21st September	26th September	27th September	28th September
<b>TWG 1</b>	<b>16th Sep @ 2pm</b>		<b>26th Sep @ 2pm</b>	<b>27th Sep @ 10:30am</b>	<b>28th Sep @ 10am</b>	<b>3rd Oct @ 3pm</b>	<b>4th Oct @ 3pm</b>	<b>5th Oct @ 10am</b>
LPA feedback sent to GAL	30 <sup>th</sup> Sep		10 <sup>th</sup> Oct	11 <sup>th</sup> Oct	12 <sup>th</sup> Oct	17 <sup>th</sup> Oct	18 <sup>th</sup> Oct	19 <sup>th</sup> Oct
Slides sent to LPAs	12th October	14th October	24th October	25th October	26th October	31st October	1st November	2nd November
<b>TWG 2</b>	<b>19th Oct @ 10am</b>	<b>21st Oct @ 2pm</b>	<b>31st Oct @ 2pm</b>	<b>1st Nov @ 10:30am</b>	<b>2nd Nov @ 10am</b>	<b>7th Nov @ 3pm</b>	<b>8th Nov @ 10am</b>	<b>9th Nov @ 10am</b>
LPA feedback sent to GAL	2 <sup>nd</sup> Nov	4 <sup>th</sup> Nov	14 <sup>th</sup> Nov	15 <sup>th</sup> Nov	16 <sup>th</sup> Nov	21 <sup>st</sup> Nov	22 <sup>nd</sup> Nov	23 <sup>rd</sup> Nov
Slides sent to LPAs	16th November	18th November	25th November	28th November	29th November	5th December	6th December	7th December
<b>TWG 3</b>	<b>23rd Nov @</b>	<b>25th Nov @ 10am</b>	<b>2nd Dec @ 2pm</b>	<b>5th Dec @ 3pm</b>	<b>6th Dec @ 2pm</b>	<b>12th Dec @ 3pm</b>	<b>13th Dec @ 10am</b>	<b>14th Dec @ 10am</b>
LPA feedback sent to GAL	7 <sup>th</sup> Dec	9 <sup>th</sup> Dec	16 <sup>th</sup> Dec	19 <sup>th</sup> Dec	20 <sup>th</sup> Dec	29 <sup>th</sup> Dec	30 <sup>th</sup> Dec	3 <sup>rd</sup> Jan
Slides sent to LPAs		23rd December	3rd January	4th January	5th January	11th January	12th January	13th January
<b>TWG 4</b>		<b>6th Jan @ 10am</b>	<b>10th Jan @ 10am</b>	<b>11th Jan @ 10am</b>	<b>12th Jan @ 10am</b>	<b>18th Jan @ 10am</b>	<b>19th Jan @ 10am</b>	<b>20th Jan @ 10am</b>
LPA feedback sent to GAL		20 <sup>th</sup> Jan	24 <sup>th</sup> Jan	25 <sup>th</sup> Jan	26 <sup>th</sup> Jan	1 <sup>st</sup> Feb	2 <sup>nd</sup> Feb	3 <sup>rd</sup> Feb

	Planning	Air Quality	Land & Water	Transport	Econ/Soc-Econ	Carbon & Climate Change	Health/MAAD	Noise
<b>TWG 1</b>	<b>16th Sep @ 2pm</b>		<b>26th Sep @ 2pm</b>	<b>27th Sep @ 10:30am</b>	<b>28th Sep @ 10am</b>	<b>3rd Oct @ 3pm</b>	<b>4th Oct @ 3pm</b>	<b>5th Oct @ 10am</b>
Agenda	Capacity meeting with York/CBC		Landscape revised ZTVs & viewpoints; Visual Amenity & Sequential Effects; Heritage; Assessment of flood risk & water quality impacts, emerging findings	Active Travel & Draft ASAS; Core scenario model outputs; Construction period assessment; Active travel infrastructure study; ASAS: update	Methodologies Used in Economic Impact Assessment; National Assessment	Carbon (Methods & Effects)	Confirm health assessment methods, focus on quantification of health effects	Noise Envelope, EIA noise assessment update
<b>TWG 2</b>	<b>19th Oct @ 10am</b>	<b>21st Oct @ 2pm</b>	<b>31st Oct @ 2pm</b>	<b>1st Nov @ 10:30am</b>	<b>2nd Nov @ 10am</b>	<b>7th Nov @ 3pm</b>	<b>8th Nov @ 10am</b>	<b>9th Nov @ 10am</b>
Agenda	Emerging themes from Summer 2022 consultation	Sussex Air Quality Guidance; Monitoring and AQAP	Project Description; Active Travel/ Recreation; Mitigation	Active travel infrastructure study: outcomes and proposals; Cumulative scenario model outputs: highway and PT network performance; ASAS: update	Baseline Info Updates; Local Economic Assessment – Employment; ARELS; Property Values	Climate Change (Methods & Effects)	Summary themes & responses to Summer 2022 consultation; Health assessment scope and methods.	EIA update – air noise, ground noise, traffic noise, construction noise
<b>TWG 3</b>	<b>23rd Nov @</b>	<b>25th Nov @ 10am</b>	<b>2nd Dec @ 2pm</b>	<b>5th Dec @ 3pm</b>	<b>6th Dec @ 2pm</b>	<b>12th Dec @ 3pm</b>	<b>13th Dec @ 10am</b>	<b>14th Dec @10am</b>
Agenda	Design & Mitigation Update	Verification; Construction Dust; ES Results;	Tranquillity impact assessment; Effects on AONB; Landscape mitigation & GI proposals; Flood risk assessment of impacts	ASAS: recap / update on ASAS; Further model outputs	Housing & Population Assessment; Socio Econ Assessment Findings; ESBS Update	Mitigation (Part 1)	Introduce and discuss draft ES findings, mitigation and monitoring	EIA update, mitigation, Noise Insulation Scheme, Code of Construction Practice noise management
<b>TWG 4</b>		<b>6th Jan @ 10am</b>	<b>10th Jan @ 10am</b>	<b>11th Jan @ 10am</b>	<b>12th Jan @ 10am</b>	<b>18th Jan @ 10am</b>	<b>19th Jan @ 10am</b>	<b>20th Jan @ 10am</b>
Agenda		ES Results and SoCG Discussion	Mitigation; Areas of Agreement; SoCG	Hold: contingency date/wrap up session	Socio Econ Assessment Findings; Mitigation & ESBS Update; National Assessment	Mitigation (Part 2 if needed)	Agreement of assessment conclusions (effects & mitigation)	Mitigation, Noise Insulation Scheme, Code of Construction Practice noise management

**Local Authority Engagement Protocol, Autumn/Winter 2022-23  
(18 November 2022 update)**

# **Gatwick Airport: Northern Runway Project**

## **Protocol For Local Authority Engagement**

### **TWGs Autumn/Winter 2022-23**

#### **1 Overview**

- 1.1 This document sets out the terms of reference and working arrangements for engagement with the local authorities in the Gatwick Officers Group (GOG Authorities) on the Gatwick Airport Northern Runway Project.
- 1.2 The GOG Authorities are Crawley Borough Council, Reigate and Banstead Borough Council, Mole Valley District Council, Tandridge District Council, Horsham District Council, Mid Sussex District Council, East Sussex County Council, Surrey County Council and West Sussex County Council. They are joined by Kent County Council and Wealden District Council. The majority of the Northern Runway Project lies within the administrative areas of Crawley Borough Council and West Sussex County Council, however there are small areas of the Project falling within some of the other local authorities' boundaries, including Reigate & Banstead Borough Council.

#### **2 Purpose**

- 2.1 The Northern Runway Project team wishes to engage collaboratively with local authority stakeholders prior to the submission of the DCO Application and during the Examination process.
- 2.2 A key objective is to develop, and as far as possible reach agreement on, the evidence base, methodology, an understanding of principal impacts, classification of effects and mitigation strategies for a number of key matters associated with the Northern Runway Project ahead of the submission of the DCO Application to the Planning Inspectorate. We wish to engage with stakeholders to seek to understand, manage and mitigate impacts on the economy, environment and communities affected by the Northern Runway Project through an informed and open dialogue.

#### **3 Status of Discussions**

- 3.1 Discussions on material to be shared through this Protocol Document are intended to inform the development and assessment of the Northern Runway Project, the identification of common ground and understanding of issues where there is no agreement. Whilst discussions will inform the local authorities' response to consultation and the DCO Application, the discussions will take place without prejudice to the Councils' final formal position.
- 3.2 Discussions will be confidential between the parties, to ensure that emerging assessments and proposals can be discussed in a collaborative manner. This includes meeting agendas, material and recordings. Where appropriate, the parties shall agree the information that could be shared with other bodies, for example to facilitate joint working.

#### **4 General Principles / Behaviours**

- 4.1 Each party agrees to those principles set out below so as:
  - 4.1.1 To seek to ensure a smooth, collaborative process of joint working in support of GAL and the Authorities fulfilling their respective roles and duties in the context of

the Planning Act 2008 efficiently, robustly and effectively and within agreed timescales;

- 4.1.2 To be transparent in decision making throughout the process, to achieve outcomes that are evidenced, robust, justifiable and easily understood;
- 4.1.3 As far as possible, key members of the team for the local authorities and GAL will remain as agreed; and
- 4.1.4 Nothing in this engagement protocol shall fetter or prejudice the Authorities in the exercise and discharge of their statutory powers, duties and responsibilities.

- 4.2 All parties engaged in discussions will behave in a manner appropriate to the collaborative nature of the discussions.
- 4.3 All parties will take time to listen and understand the issue being raised, be patient and listen to the views being expressed before seeking to answer a query or address an issue. It is recognised that it will not be possible to address all areas of concern, but this process should seek to identify where there are unresolved issues.
- 4.4 Each Authority undertakes that it shall not at any time, disclose to any person any Confidential Information concerning the Northern Runway Project or the business, affairs, customers, clients or suppliers of GAL, other than to the other Authorities; to its employees, officers, representatives or advisers who need to know such information for the purposes of engaging with the NRP; as may be required by law, a court of competent jurisdiction, or any governmental or regulatory authority.
- 4.5 Each Authority shall ensure that its employees, officers, representatives or advisers to whom it discloses the other Party's Confidential Information shall comply with Paragraph 4.4 above. This also applies to any retained/external consultants appointed by the local authorities to act on their behalf in this matter.

## 5 Roles and Responsibilities

- 5.1 **Appendix A** contains a schedule of key Officers at each of the local authorities responsible for engagement on the Northern Runway Project. Engagement will be centrally coordinated through these Officers, who are as follows:
  - Crawley BC – Anthony Masson\*, Sallie Lappage & James Freeman
  - Horsham DC – Carol Algar\* & Clive Burley
  - Mid Sussex DC – Alice Henstock\* & Sally Blomfield
  - West Sussex CC – Amy Harrow\* & Rupy Sandhu
  - Mole Valley DC – Victoria Corrigan\* & David Webb
  - Tandridge DC – Sarah Little\* & Michael
  - Reigate & Banstead BC – Ian Dunsford\* & Leon Hibbs
  - Surrey CC – Judith Jenkins\* & Sue Janota
  - East Sussex CC – Tessa Sweet-Escott\* & Lisa Simmonds
  - Kent CC – Nola Cooper\* & Joseph Ratcliffe
  - Wealden DC – James Webster\* & Kirsten Roberts
- 5.2 The Project Leads (\* = primary contact) shall be responsible for ensuring that the provision of information, and responses to it, is effectively distributed and coordinated within their respective teams to ensure the most effective use of resources.



- 5.3 The GAL Planning Manager, Lydia Grainger, will take overall responsibility for ensuring a consistent and collaborative approach to engagement with the Local Authorities. Lydia can be contacted as follows:

Phone [REDACTED]

Email [REDACTED]@gatwickairport.com

## 6 Topic Working Groups

### Scope

- 6.1 Seven Topic Working Groups (TWG) are to be established, which are listed below. The topics to be covered by each TWG is set out in Appendix B.
- Planning TWG
  - Noise TWG
  - Air Quality TWG
  - Economics and Socio-Economics,
  - Health and Major Accidents and Disasters (MAAD)
  - Land and Water TWG
  - Carbon & Climate Change TWG
  - Transport TWG

### Attendance

- 6.2 Project Leads in consultation with their local authority shall identify the most appropriate attendees based on the subject matter being discussed at each TWG. Attendance should be limited as far as possible to those necessary to facilitate an informed discussion from all participants.
- 6.3 Each TWG meeting will be recorded by GAL and shared with the Project Leads and TWG Attendees within 5 working days after the TWG. This will allow those Officers wishing to hear the discussion but who do not need to engage, to listen back to the meeting recording and not attend the TWG itself.
- 6.4 The GAL Planning Manager will seek to agree an attendance list with the Project Leads for each TWG prior to the first series of TWGs taking place. GAL acknowledges that many authorities may wish to be represented and therefore will not exclude any Officers that feel they should attend. In certain circumstances, a larger attendance list may be agreed between GAL's Planning Manager and Project Leads for an individual TWG or for a specific meeting.
- 6.5 **Appendix B** contains the invitation list for each TWG. This list will be discussed between the GAL Planning Manager and Project Leads to seek to agree the attendance list. Names of any alternative or additional attendees to those stated in the agreed attendance list shall be provided to the GAL Planning Manager ahead of each meeting for agreement.

### Information Sharing

- 6.6 The GAL Northern Runway Project team shall be responsible for sharing information in advance and in response to TWGs, as well as coordinating the production of agendas, action lists and meeting recordings.
- 6.7 Information sharing between GAL and the local authorities before and after each TWG will endeavour to follow the below structure and timescales.

- 6.7.1 Agendas will be circulated to TWG Attendees at least 5 working days in advance of TWG taking place.
- 6.7.2 Material for discussion and comment at the TWG will be circulated by the GAL Northern Runway Project team at least 5 working days in advance, unless an alternative timescale is agreed with the majority of the TWG Attendees.
- 6.7.3 Each TWG shall be recorded by GAL and the meeting recording will be shared with the Project Leads and TWG Attendees within 5 working days after the TWG has taken place. No other party is permitted to record the TWG.
- 6.7.4 An Action List arising from each TWG will be prepared by the GAL Northern Runway Project team and circulated 5 working days after the TWG take place.
- 6.7.5 TWG Attendees for the Local Authorities will be expected to respond to the Meeting Material in writing within 15 working days of receipt of the information, either collectively or individually, or within 10 working days of the TWG meeting (if in attendance).
- 6.7.6 GAL will provide responses or follow-up material to the TWG Action List within 15 working days of the TWG or at the next TWG meeting (whichever is the sooner), unless an alternative timescale is agreed with the majority of the TWG Attendees.

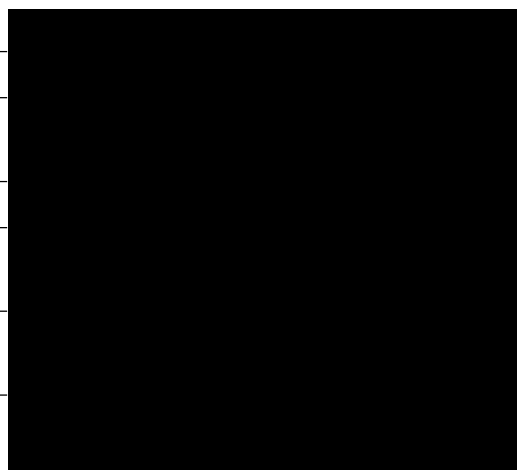
#### **Programme**

- 6.8 **Appendix C** sets out the programme for TWGs up to the end of January 2023.
- 6.9 The Project Leads will be expected to coordinate meeting dates within their relevant local authority to secure the necessary attendance. The GAL Planning Manager and Project Leads will aim to coordinate and arrange meeting dates and times, or amendments to proposed dates/times at least 2 weeks before the TWG takes place

## Appendix A: Schedule of Key Contacts

Name	Organisation	Position / Role
Anthony Masson	Crawley BC	Senior Planning Officer
Sallie Lappage	Crawley BC	Strategic Planning Manager
James Freeman	Crawley BC	NRP Consultant
Carol Algar	Horsham DC	Senior Planning Officer
Clive Burley	Horsham DC	
Alice Henstock	Mid Sussex DC	Principal Planning Officer
Sally Blomfield	Mid Sussex DC	Divisional Leader Planning & Economy
Amy Harrower	West Sussex CC	Environmental Consultant
Rupy Sandhu	West Sussex CC	Principal Planner
Mike Elkington	West Sussex CC	Head of Planning Services
Victoria Corrigan	Mole Valley DC	Senior Planning Policy Officer
David Webb	Mole Valley DC	Senior Planning Officer
Ian Dunsford	Reigate & Banstead BC	Planning Policy Manager
Leon Hibbs	Reigate & Banstead BC	
Sarah Little	Tandridge DC	Strategy Specialist
Michael Eastham	Tandridge DC	
Judith Jenkins	Surrey CC	Principal Planning Officer
Sue Janota	Surrey CC	Spatial Planning Manager
Mike Green	Surrey CC	Transport Development Planning

William Bryans	Surrey CC	Transport Studies
Tessa Sweet-Escott	East Sussex CC	Principal Transport Planner
Lisa Simmonds	East Sussex CC	
Nola Cooper	Kent CC	Principal Transport Planner
Joseph Ratcliffe	Kent CC	Transport Strategy Manager



## Appendix B: Invitation List for each Topic Working Group

TWG	TWG Topics	GAL Attendees	Local Authority Attendees
Planning TWG	Policy Need Case Forecasts Baseline/Future Baseline Developments	Jonathan Deegan Lydia Grainger Rob Matthews Emma Wreathall John Rhodes	Attendance to be agreed between GAL's Planning Manager and Project Leads, taking account of Appendix A.
Noise TWG	Air Noise Ground Noise	Jonathan Deegan Lydia Grainger Murray Taylor Steve Mitchell	
Economics, Socio-Economics, Health and MAD TWG	Economic Impact Assessment Socio-Economics Housing Study Employment, Skills and Business Strategy Health Impact Assessment Major Accidents and Disasters	Jonathan Deegan Lydia Grainger Emma Wreathall Ciaran Gunne-Jones Michele Granatstein <i>(Janice Renowden)</i> <i>(Philip Nicholls)</i> <i>(Ryngan Pyper)</i>	
Air Quality TWG	Air Quality	Jonathan Deegan Lydia Grainger Murray Taylor Thomas Bartle James Bellinger Rosie Davies	
Land and Water TWG	Agriculture Geology Landscape & Visual Heritage Ecology Water Land Quality	Jonathan Deegan Lydia Grainger Murray Taylor Mike Symons Julia Tindale Jim Lightbown Mick Rawlings Nick Betson Paul Ellis	
Carbon TWG	Carbon Climate Change	Jonathan Deegan Lydia Grainger Mark Edwards Keith Robertson Mark Hinnells	
Transport TWG	Traffic Transport	Jonathan Deegan Lydia Grainger	

Protocol for Local Authority Engagement: Updated 18<sup>th</sup> November 2022

	Surface Access Strategy	Richard Higgins David Ellis David Hurton Darren Atkins	
Health & MAAD TWG	Health Major Accidents & Disasters	Jonathan Deegan Lydia Grainger Ryngan Pyper Philip Nicholls	

### Appendix C: Programme of Topic Working Groups May to June 2022 *\*new/revised dates in red below\**

All meetings to be scheduled for 2hrs starting at 10am (unless otherwise stated). The meeting cycles will take place on a 5-week cycle (approximately).

	Planning	Air Quality	Land & Water	Transport	Econ/Soc-Econ	Carbon & Climate Change	Health/MAAD	Noise
Slides sent to LPAs	9th September		19th September	20th September	21st September	26th September	27th September	7 <sup>th</sup> October
<b>TWG 1</b>	<b>16th Sep @ 2pm</b>		<b>26th Sep @ 2pm</b>	<b>27th Sep @ 10:30am</b>	<b>28th Sep @ 10am</b>	<b>3rd Oct @ 3pm</b>	<b>4th Oct @ 3pm</b>	<b>14th Oct @ 11am</b>
LPA feedback sent to GAL	30 <sup>th</sup> Sep		10 <sup>th</sup> Oct	11 <sup>th</sup> Oct	12 <sup>th</sup> Oct	17 <sup>th</sup> Oct	18 <sup>th</sup> Oct	28 <sup>th</sup> Oct
Slides sent to LPAs	12th October	14th October	24th October	25th October	26th October	31st October	1st November	22 <sup>nd</sup> November
<b>TWG 2</b>	<b>19th Oct @ 10am</b>	<b>21st Oct @ 2pm</b>	<b>31st Oct @ 2pm</b>	<b>1st Nov @ 10:30am</b>	<b>2nd Nov @ 10am</b>	<b>7th Nov @ 3pm</b>	<b>8th Nov @ 10am</b>	<b>29th Nov @ 3pm</b>
LPA feedback sent to GAL	2 <sup>nd</sup> Nov	4 <sup>th</sup> Nov	14 <sup>th</sup> Nov	15 <sup>th</sup> Nov	16 <sup>th</sup> Nov	21 <sup>st</sup> Nov	22 <sup>nd</sup> Nov	6 <sup>th</sup> Dec
Slides sent to LPAs	16th November	1 <sup>st</sup> December	25th November	28th November	29th November	5th December	6th December	7th December
<b>TWG 3</b>	<b>23rd Nov @</b>	<b>8th Dec @ 10am</b>	<b>2nd Dec @ 2pm</b>	<b>5th Dec @ 3pm</b>	<b>6th Dec @ 2pm</b>	<b>12th Dec @ 3pm</b>	<b>13th Dec @ 10am</b>	<b>4<sup>th</sup> Jan @ 10am</b>
LPA feedback sent to GAL	7 <sup>th</sup> Dec	22 <sup>nd</sup> Dec	16 <sup>th</sup> Dec	19 <sup>th</sup> Dec	20 <sup>th</sup> Dec	29 <sup>th</sup> Dec	30 <sup>th</sup> Dec	3 <sup>rd</sup> Jan
Slides sent to LPAs	10 <sup>th</sup> January	9 <sup>th</sup> January	3rd January	4th January	5th January	11th January	12th January	1 <sup>st</sup> February
<b>TWG 4</b>	<b>17th Jan @ 10am</b>	<b>16th Jan @ 10am</b>	<b>10th Jan @ 10am</b>	<b>11th Jan @ 10am</b>	<b>12th Jan @ 10am</b>	<b>18th Jan @ 10am</b>	<b>19th Jan @ 10am</b>	<b>8<sup>th</sup> Feb @ 10am</b>
LPA feedback sent to GAL	31 <sup>st</sup> Jan	30 <sup>th</sup> Jan	24 <sup>th</sup> Jan	25 <sup>th</sup> Jan	26 <sup>th</sup> Jan	1 <sup>st</sup> Feb	2 <sup>nd</sup> Feb	22 <sup>nd</sup> Feb

	Planning	Air Quality	Land & Water	Transport	Econ/Soc-Econ	Carbon & Climate Change	Health/MAAD	Noise
<b>TWG 1</b>	<b>16th Sep @ 2pm</b>		<b>26th Sep @ 2pm</b>	<b>27th Sep @ 10:30am</b>	<b>28th Sep @ 10am</b>	<b>3rd Oct @ 3pm</b>	<b>4th Oct @ 3pm</b>	<b>14th Oct @ 11am</b>
Agenda	Capacity meeting with York/CBC		Landscape revised ZTVs & viewpoints; Visual Amenity & Sequential Effects; Heritage; Assessment of flood risk & water quality impacts, emerging findings	Active Travel & Draft ASAS; Core scenario model outputs; Construction period assessment; Active travel infrastructure study; ASAS: update	Methodologies Used in Economic Impact Assessment; National Assessment	Carbon (Methods & Effects)	Confirm health assessment methods, focus on quantification of health effects	Noise Envelope, EIA noise assessment update
<b>TWG 2</b>	<b>19th Oct @ 10am</b>	<b>21st Oct @ 2pm</b>	<b>31st Oct @ 2pm</b>	<b>1st Nov @ 10:30am</b>	<b>2nd Nov @ 10am</b>	<b>7th Nov @ 3pm</b>	<b>8th Nov @ 10am</b>	<b>29th Nov @ 3pm</b>
Agenda	Emerging themes from Summer 2022 consultation	Sussex Air Quality Guidance; Monitoring and AQAP	Project Description; Active Travel/ Recreation; Mitigation	Active travel infrastructure study: outcomes and proposals; Cumulative scenario model outputs: highway and PT network performance; ASAS: update	Baseline Info Updates; Local Economic Assessment – Employment; ARELS; Property Values	Climate Change (Methods & Effects)	Summary themes & responses to Summer 2022 consultation; Health assessment scope and methods.	EIA update – air noise, ground noise, traffic noise, construction noise
<b>TWG 3</b>	<b>23rd Nov @</b>	<b>8th Dec @ 10am</b>	<b>2nd Dec @ 2pm</b>	<b>5th Dec @ 3pm</b>	<b>6th Dec @ 2pm</b>	<b>12th Dec @ 3pm</b>	<b>13th Dec @ 10am</b>	<b>4th Jan @ 10am</b>
Agenda	Design & Mitigation Update	Verification; Construction Dust; ES Results;	Tranquillity impact assessment; Effects on AONB; Landscape mitigation & GI proposals; Flood risk assessment of impacts	ASAS: recap / update on ASAS; Further model outputs	Housing & Population Assessment; Socio Econ Assessment Findings; ESBS Update	Mitigation (Part 1)	Introduce and discuss draft ES findings, mitigation and monitoring	EIA update, mitigation, Noise Insulation Scheme, Code of Construction Practice noise management
<b>TWG 4</b>	<b>17th Jan @ 10am</b>	<b>16th Jan @ 10am</b>	<b>10th Jan @ 10am</b>	<b>11th Jan @ 10am</b>	<b>12th Jan @ 10am</b>	<b>18th Jan @ 10am</b>	<b>19th Jan @ 10am</b>	<b>8th Feb @ 10am</b>
Agenda	Mitigation Update	ES Results and SoCG Discussion	Mitigation; Areas of Agreement; SoCG	Hold: contingency date/wrap up session	Socio Econ Assessment Findings; Mitigation & ESBS Update; National Assessment	Mitigation (Part 2 if needed)	Agreement of assessment conclusions (effects & mitigation)	Mitigation, Noise Insulation Scheme, Code of Construction Practice noise management



## Appendix A.5

Correspondence between Gatwick Airport Limited and Local Authorities

## Contents

Letter from Local Authorities, 15 September 2021

Letter to Local Authorities, 8 October 2021

Letter to Crawley Borough Council, 25 February 2022

Letter to Crawley Borough Council, 4 April 2022

Letter from Local Authorities, 13 March 2023

Letter to Local Authorities, 29 March 2023

Letter from Local Authorities, 16 May 2023

Letter to Local Authorities, 19 May 2023



15<sup>th</sup> September 2021

Tim Norwood  
Chief Planning Officer  
Gatwick Airport  
South Terminal  
Gatwick Airport  
West Sussex  
RH6 0NP

Dear Mr Norwood,

### **Gatwick Airport – Northern Runway – Planning Performance Agreement**

Thank you for your letter of 13<sup>th</sup> August 2021 regarding the proposed Planning Performance Agreement (PPA).

In the interests of moving things forward in a constructive manner, the authorities are willing to accept your offer of £160,000 towards funding officer time, the appointment of a project co-ordinator and legal fees associated with the PPA. This would be on the basis that the PPA would cover the period up to the end of June 2022. The authorities would expect a further PPA to be put in place to cover engagement post-June 2022.

Notwithstanding our agreement to the £160,000 at this stage, we remain concerned that the funding being offered may well prove inadequate to enable the authorities to engage as constructively as we would like throughout the period to the end of June 2022, especially if the amount of work required of the authorities is more intense than suggested in your letter. We would reiterate the points made in our letter of 29<sup>th</sup> July 2021 in this regard.

With regard to your queries around the project co-ordinator, Crawley Council has progressed recruiting a suitable candidate. We have enclosed an updated version of the job description for this post. Some tasks in the job description go beyond June 2022, assuming that further appropriate GAL funding is secured. There is also reference to administrative tasks required to support the DCO co-ordinator role. A small allowance has been made as part of the global £160k sum at this stage but if administration costs exceed this allowance, we will need to discuss this with GAL further.



With regard to the form of the PPA, we note that the draft you provided on 4<sup>th</sup> March 2021 is in a different form to the Horsham template that you refer to and so we are not entirely clear what is proposed. However, now that we have agreed the heads of terms for the initial funding in the PPA, our respective solicitors should be able to quickly agree the detailed drafting.

We look forward to finalising the PPA and moving on to the next stage of the project.

Yours sincerely,

**Councillor Peter Lamb  
Crawley Borough Council**

**Councillor Paul Clarke  
Horsham District Council**

**Councillor Jonathan Ash-Edwards  
Mid Sussex District Council**

**Councillor Stephen Cooksey  
Mole Valley District Council**

**Councillor Mark Brunt  
Reigate & Banstead Borough  
Council**

**Councillor Catherine Sayer  
Tandridge District Council**

**Councillor Paul Marshall  
West Sussex County Council**

**Councillor Keith Glazier  
East Sussex County Council**

**Councillor Tim Oliver  
Surrey County Council**

**Councillor Roger Gough  
Kent County Council**

# JOB DESCRIPTION

<b>POST:</b> - GATWICK DCO COORDINATOR PRINCIPAL PLANNING OFFICER / Contractor/Consultant	<b>POST NO:</b> ENXXX
<b>DIRECTORATE/DIVISION:</b> ECONOMY AND PLANNING DIVISION	
<b>SCALE:</b> K/L	
<b>ANY SPECIAL CONDITIONS:</b>  (a) Casual Car User Allowance.  (b) A minimum two months notice is required on either side. (pending type of appointment) if consultant/contractor in agreement with terms of appointment.  (c) This is a politically restricted post for the purposes of the Local Government and Housing Act 1989. The post holder is therefore unable to take part in political activity as defined in current regulations published by the Secretary of State.  (d) Two year fixed term contract - with potential for extension subject to project timescales and funding provided by GAL.& LAs if necessary. If consultant appointment then length determined by funds agreed by GAL.  Scale K - Postholder able to carry out the majority of all duties of the post, but requiring additional training, supervision and/or experience.  Scale L - Postholder able to carry out full duties of the post with minimal supervision.  Progression to Scale L is at the discretion of the Head of Service having regard to the competence of the postholder and the availability of work at the appropriate level.	
<b>RESPONSIBLE TO:</b> CBC Chief Executive with immediate reporting line to CBC STRATEGIC PLANNING MANAGER (Post no ES50) and CBC GROUP MANAGER (DEVELOPMENT MANAGEMENT) (Post no EN126) . Expectation that role will work with all Gatwick DCO LAs as appropriate but co-ordination through CBC.	
<b>RESPONSIBLE FOR (POSTS):</b>  The direct day to day line management of any additional admin staff if funding is forthcoming. Admin staff will carry out -invoices, meeting co-ordination, notes/recording as appropriate. NB. No funds have been secured for admin tasks.	
<b>MAIN PURPOSE OF POST:</b>  On behalf of the ten Gatwick local authorities, to coordinate and project manage the joint technical work arising from the Topic Working Groups (TWG) and associated officer groups set up to inform and manage the development of Gatwick Airport Limited's Northern Runway project (NRP). You will act as the lead planning officer in the coordination and liaison between the local authorities and other specialists whose input is required on the NRP as it progresses through the Development Consent Order (DCO) Process.	

You will take the planning lead and be the principal point of contact with Gatwick Airport Limited (GAL) on the NRP and enable the local authorities' to fulfil their responsibilities under the Planning Performance Agreement (PPA) with GAL.

You will be required to lead on the co-ordination, drafting and development of joint responses that are considered by the local authorities to be necessary, and responsible for meeting the statutory deadlines set by the DCO process for these.

You will be responsible for working with Gatwick LAs in procuring any external resources and advice and the direct management of any specialist advice/advisors to support the local authorities' engagement in the DCO process.

#### **SPECIFIC DUTIES OF POST:**

##### **Management**

- a) To effectively coordinate the local authorities' joint technical work and, where appropriate, to respond on behalf of the authorities to ensure that all necessary deadlines are met as the NRP progresses through the DCO process.
- b) To ensure the active engagement of all participating local authorities in the Topic Working Groups where required and in the development of any joint responses that are considered necessary by the local authorities.
- c) To oversee and assist in the appointment of any staff/specialist advisors to work on the NRP and the supervision of those staff/advisors appointed collectively to work on it.
- d) To provide expert planning guidance and coaching and support to local authority staff that are tasked with engaging in the DCO process and to encourage open lines of communication.
- e) To prepare tender documentation, in consultation with others, to take the lead in the joint procurement of any specialists required to support local authority engagement in the DCO process, and to oversee the day-to-day budget management of any services procured.
- f) To oversee the management of funds secured under the PPA.
- g) To ensure duties are carried out in compliance with statutory provisions and in accordance with the Council's policy for health and safety.
- h) To carry out such other duties as the Chief Executive may from time to time reasonably require to support joint working on the NRP.

##### **Professional**

To take a leading professional role on behalf of the local authorities, in all joint matters relating to the NRP, including:

- a) To coordinate engagement at meetings arranged by GAL.
- b) To coordinate and facilitate any meetings required between authorities, the Planning Inspectorate (PINS) or others.
- c) To coordinate all specialists and consultees involved on behalf of the joint authorities, including the procurement of any additional expertise.

- d) To provide technical input as required to the Gatwick Leaders/Chief Executives Group.
- e) To support lead officers from each of the Topic Working Groups (TWGs) in reviewing and assessing information on behalf of the joint authorities.
- f) To ensure that any joint responses that are considered necessary by the local authorities meet the statutory deadlines for responding to PINS and any collective responses are provided to GAL in a timely manner.
- g) To ensure the effective dissemination of information to the local authorities and key officers, including regular updates on the progress of the NRP to the Gatwick Leaders & Chief Executives Group.
- h) To ensure active engagement with GAL in the pre-application process and, following submission, provide any shared or group responses from the relevant meetings, where that is considered appropriate by the local authorities..
- i) To coordinate the outcomes from the TWGs, to ensure consistency of approach in dealing with technical matters, and, where appropriate, to support the authorities in preparing joint Local Impact Reports and Statements of Common Ground.
- j) To prepare and distribute information arising from the TWGs and other meetings in a timely fashion to inform the preparation of each authority's individual Written Representation to PINS.
- k) To take the planning lead on behalf of all authorities in engaging in the preparation of the Section 106 Agreement and the draft DCO. (likely to be post June 22 GAL funded)
- l) To coordinate information, documents and requests in relation to matters arising during the Examination in relation to any responses required from the authorities on any documents that have been jointly prepared by them.(likely to be post June 2022 GAL funded)
- m) Where appropriate, to coordinate joint representations at the Examination, ensuring that specialist officers attend as required.(likely to be post June 2022 GAL funded)
- n) To support negotiations on behalf of authorities for further PPAs, from June 2022 through to the end of the Examination, and post-decision implementation (in the event that the DCO is approved)
- o) To provide advice and guidance on planning requirements and enforcement matters in relation to the DCO process.
- p) To attend the Gatwick Leader/Chief Executive Group, Gatwick Joint Local Authority, GATCOM, Gatwick Officer Group meetings and others as required in relation to the DCO process
- q) To carry out such duties as the line manager may, from time to time reasonably require in relation to the DCO process.

- r) To carry out all duties in accordance with relevant legislation, Council policies, procedures and standards.
- s) To actively promote the Council's Corporate Equality Statement and demonstrate the standard of conduct which prevents discrimination taking place.
- t) To ensure full compliance with the Health and Safety at Work Act 1974, the Council's Health and Safety Policies and Procedures and all locally agreed safe methods of work.
- u) To share the council's commitment to safeguarding and promoting the welfare of children, young people and adults at risk as outlined in the CBC Safeguarding Policy.
- v) To ensure that all duties are carried out in compliance with both environmental legislation and a commitment to the Council's Environment Policy.

**UPDATED: 10 September 2021**

**POSTHOLDER'S SIGNATURE:**

DRAFT



# CANDIDATE SPECIFICATION

(This is for information only and should be retained by the applicant)

POST: GATWICK DCO COORDINATOR PRINCIPAL PLANNING OFFICER / or contractor	POST NO: ENXXX
---	----------------

CHARACTERISTIC	SPECIFICATION	
	ESSENTIAL CRITERIA	DESIRABLE CRITERIA
SKILLS/ABILITIES	<ul style="list-style-type: none"> <li>Ability to manage / supervise staff and others to effectively coordinate work programmes and responses</li> <li>Ability to problem solve and work to deadlines</li> <li>Excellent interpersonal and communication skills, both written and verbal and able to present ideas clearly and concisely, communicating effectively across a range of specialist and non-specialist audiences.</li> <li>Ability to negotiate effectively</li> <li>Ability to co-ordinate effectively and achieve maximum engagement.</li> <li>Excellent IT skills, and ability to learn and adapt to new systems and new ways of working</li> <li>Computer literate</li> </ul>	
KNOWLEDGE	<ul style="list-style-type: none"> <li>Extensive knowledge of planning and related legislation.</li> <li>Ability to research, interpret and successfully apply new any knowledge necessary in the work environment.</li> <li>Excellent working knowledge and experience of the Development Consent Order Process</li> </ul>	<ul style="list-style-type: none"> <li>Understanding of issues relating to national and local aviation policies and Gatwick Airport</li> <li>Knowledge of project management and procurement processes</li> </ul>
QUALIFICATION AND TRAINING  VERIFICATION WILL BE REQUIRED	<ul style="list-style-type: none"> <li>Full Membership of the Royal Town Planning Institute (MRTPI).</li> </ul>	<ul style="list-style-type: none"> <li>Management training/qualification.</li> <li>Full current UK driving licence.</li> </ul>
EXPERIENCE	<ul style="list-style-type: none"> <li>At least three years working in town planning at a senior level.</li> <li>A proven track record of successfully adapting to change and implementing new processes</li> <li>A proven track record of project management and delivery of casework within the required deadlines</li> <li>A proven track record of successful partnership working and of achieving maximum engagement.</li> <li>Experience of budget management</li> </ul>	<ul style="list-style-type: none"> <li>Experience of leading, managing and/or supervising staff</li> <li>Experience of procurement processes and budgets</li> </ul>

<p>QUALITIES</p>	<ul style="list-style-type: none"> <li>• Ability to understand and coordinate successfully a range of different perspectives</li> <li>• Self-aware, challenging own behaviour and welcoming feedback from staff and customers.</li> <li>• Brave willing to try new things and challenging the status quo, leading by example and owning difficult messages.</li> <li>• Resilient and self-reliant</li> <li>• Decisive, proactive, making timely decisions based on evidence</li> <li>• The ability to work with minimum supervision to meet tight deadlines</li> <li>• A commitment to the delivery of high quality services</li> <li>• Politically aware</li> </ul>	<ul style="list-style-type: none"> <li>• Ability to organise and manage others for a project or task</li> </ul>
<p>SPECIAL CONDITIONS</p>	<ul style="list-style-type: none"> <li>• Willingness to work regular evenings for meetings.</li> <li>• Flexible to meet the needs of the service and to meet required project deadlines</li> </ul>	

DRAFT

# YOUR LONDON AIRPORT

## *Gatwick*

8 OCTOBER 2021

Crawley BC

Horsham DC

Tandridge DC

Mole Valley DC

Reigate & Banstead BC

Mid Sussex DC

Kent CC

East Sussex CC

Surrey CC

West Sussex CC

Dear Councillors,

Thank you for your letter dated 15<sup>th</sup> September 2021 and for accepting our offer of £160,000 in relation to the proposed Planning Performance Agreement (PPA) which will cover the period between the signing of the PPA and the end of June 2022.

We attach a draft of the PPA to reflect this agreement, outlining how the costs of the DCO Project Co-ordinator, officers time and legal fees in connection with the drafting of the PPA will be supported.

We have divided the work into 4 work packages for the purposes of the PPA and to broadly define what GAL expect to receive in return for the consideration, but left it to the discretion of the LPAs to determine how to apportion costs between them, subject to achieving the required outcomes.

We believe that this funding should be adequate for the engagement envisaged in the period but we remain willing to discuss any future requirements should circumstances change. We note that the DCO Co-ordinator has already been appointed and would be grateful if you could confirm the date the appointment commenced.

We look forward to a speedy resolution of the wording of the PPA and to working together constructively over the coming months.

Yours faithfully,

**Tim Norwood**

**Chief Planning Officer**

# A LETTER FROM *Gatwick*

25 February 2022

Nathalie Brahma-Pearl  
Chief Executive  
Crawley Borough Council  
The Boulevard  
Crawley  
West Sussex  
RH10 1UZ

Dear Nathalie

## **Northern Runway Project – On-going engagement with CBC and working towards a joint Statement of Common Ground**

Following our conversations in December and January, when we last spoke on 8th February we discussed Gatwick's proposal for an engagement strategy for the period leading up to the DCO submission. This proposal was originally sent to you with my letter dated 18<sup>th</sup> January 2022.

As I explained, following the end of the consultation, we have been carefully reviewing and analysing the feedback received both from Crawley BC and others. We are now in a position where we have a good understanding of the key issues raised and wish to move forward. So, in the hope that we can find a way forward by proposing a detailed, funded engagement plan between Crawley BC and Gatwick Airport for the period between March 2022 and the DCO submission.

A key objective of the engagement plan in the near term will be to better understand and clarify your concerns as outlined in your consultation response and whether some of these can be addressed through on-going design and/or mitigation work. Over time, we hope that this will then lead to a joint Statement of Common Ground (SOCG) setting out a clear understanding of the matters agreed / not agreed prior to the examination. We will of course be engaging with other local authorities and parties too, to address, in a similar manner, specific issues that they have also raised during consultation, particular to their area of interest.

In addition, a secondary objective of the engagement will be to discuss, and start to develop, where possible, any Requirements that will be written into the DCO for the purposes of securing appropriate mitigation, or the potential terms of any s106 Agreement that may be deemed necessary between the Applicant and the Local Planning Authority.

We propose to deal with issues pertaining to all highway design and mitigation directly with the Local and National Highway Authorities in a similar manner but using s278 agreements where necessary.

## Working Arrangements

I think we both agree that the format and nature of the interactions / engagement needs to change from the approach adopted during 2021, in the pre-consultation phase. That phase, by necessity involved GAL explaining to the authorities the nature of its proposals and the material contained in the consultation reports. However, now we have moved to a different phase, in which we want to make progress in documenting detailed aspects of the project and areas of agreement / disagreement. This approach is in line with the advice given by the Planning Inspectorate (PINS).

To this end, we propose a series of smaller, dedicated and focussed working groups between CBC officers and GAL based on the structure we have already forwarded to you (and attached again for reference), with the first of these being held on 16<sup>th</sup> March 2022. We are also proposing to enter into a Planning Performance Agreement with Crawley BC to assist the authority with the costs of these interactions.

We have assumed that 5 of each of these meetings will be needed on average for each of the seven topic areas to work towards common ground. In order to maintain focus, we have assumed 3 attendees from CBC at each meeting which the PPA will fund, with preparation and working time also being covered appropriately (see calculation below).

In addition, we would be willing to fund up to 3 attendees from the neighbouring councils, at the discretion of the GOG local authorities who may have a particular interest or specialism in the topic area being discussed. In order to make these meetings practical working sessions that make good progress towards the objectives, we believe six is the maximum number of attendees from the LPAs that would enable effective joint working.

Assumed number of Topic Working Groups	7	See proposed plan:
Attendees from LPAs at each	6	As proposed in working arrangements / ToR for TWGs
Day rate for LPA attendees	£282	tbc
Duration of TWG in days	0.3	Assume 2.5 hours long
Prep time and working time in days	2	
Number of meetings of each TWG to reach SoCG	5	Allowance may be extended by agreement
Total cost of TWGs	<b>£136,206</b>	

## GAL / CBC Steering Group

We would also support the cost of a GAL/Crawley BC Officer Steering Group to oversee this process if you agree this working arrangement would be beneficial as suggested in our previous proposal. We have assumed a total of 8 of these meetings in the period (see calculation below).

Steering Group meetings	8	Monthly from July 2022 to Feb 2023
LPA attendees	3	
Average day rate for attendees	£400	tbc
Duration of Steering Group in days	0.25	Assume 2 hours long
Prep time and working time in days	0.25	Secretariat by GAL
Cost of Steering Groups	<b>£4,800</b>	

We propose payment terms would be monthly, two months in arrears, supported by the usual timesheet evidence and tracked against progress on the production of the deliverables. If you are content with the

funding proposal we can draw up a simple form of agreement based on the current PPA approach as soon as possible.

Given our various discussions, we propose that the Working Groups should begin as suggested above on 16<sup>th</sup> March with a session to include a briefing on proposed changes to the scheme in response to consultation feedback. We will send a detailed schedule of future working groups as soon as possible for your consideration and comment and to help with your resource planning.

The principle of this approach has been discussed with the Planning Inspectorate in our most recent meeting. They see early and constructive engagement between us as being of great importance, a view that we wholeheartedly support. I would therefore encourage you to consider as soon as possible the proposed engagement approach so that good progress can be made. The Planning Inspectorate are also happy to host tripartite discussions to facilitate an agreed approach although they cannot, of course, comment in any way on the financial aspects of any agreement.

We have not referenced in this process the role of the Project Manager that you have currently employed (Andrew Walters). However, we believe he may have a role in liaising with the other authorities and disseminating information as appropriate, and again would be willing to discuss this aspect with you.

I hope to hear from you soon and am happy to discuss this proposal in detail at any convenient time.

Yours sincerely

**Tim Norwood**  
**Chief Planning Officer**

# A LETTER FROM *Gatwick*

4 April 2022

Natalie Brahma-Pearl  
Chief Executive  
Crawley Borough Council  
The Boulevard  
Crawley  
West Sussex  
RH10 1UZ

Dear Natalie

## **Planning Act 2008 – Gatwick’s Northern Runway Project**

Thank you for your detailed email dated 25 March following on from your discussions and meetings with other Local Authority Chief Executives. There are two main issues to address which I deal with below.

### **On going working arrangements.**

Firstly, I would like to thank the Local Authorities (LAs) again for your responses to our consultation and reiterate that GAL is committed to undertaking proactive and constructive engagement. Whilst we may both have differing recollections on the effectiveness of consultation carried out last year, we were grateful that all LAs took part in the pre-application meetings arranged by GAL, with generally around 20 LA representatives attending each session, with all participants having the opportunity to ask questions during each session or to pose questions in writing afterwards.

Going forward, we have carefully noted the content of your email and recognise that all 10 authorities have legitimate but also differing interests. In addition, as I have previously explained, the engagement going forward will become more technical in nature, based on individual responses to the statutory consultation, as opposed to providing detailed explanations of the development proposal and the information contained in the consultation material.

I note what you say about GAL’s suggested approach (GAL letter dated 25<sup>th</sup> February) which focussed on smaller technical working meetings with CBC and attendance by other LA officers. I should make it clear that the reason we adopted this approach was based on our previous conversation and your own advice that “it is not possible” for all the Authorities to agree a single response or joint positions with GAL because, as you explained, the issues in each district are different, due to different geographies and characteristics and you need to be able to individually represent your own residents. We accept and agree with that position. The aim of our approach was not, as you say, to limit LA officers per se, but to take forward small, focussed technical / working groups with the aim of making good progress on addressing issues raised as part of consultation responses.

In order to move forward in line with your request, GAL will continue to invite all authorities to each meeting and leave to the authorities / officers to decide the most appropriate attendees based on the subject matter

being discussed. We will prepare agendas well in advance and do our very best to share information and presentations with LAs in a timely manner before each meeting. In return we would expect written comments from LA officers after each meeting within a set timescale. We are also happy to agree to the recording of the meetings to enable sharing with officers and authorities who do not attend. With the benefit of the recordings and the information shared in advance, some authorities may feel they do not need to attend.

The proposed working arrangements in my email dated 18<sup>th</sup> January (diagram attached) were intended as an overview to show the broad themes to be covered by each Topic Working Group (TWG). Now that we are well advanced with analysing consultation feedback, GAL will progress on the basis that future TWG meetings will be focussed on specific topics relating to LA consultation responses, will seek to respond to points and address concerns raised and will explain how we intend to deal with them as part of preparing the DCO application. This will largely come down to, in the first instance, matters of methodological approach and assumptions, and then to assessment criteria, levels of impact and any mitigation measures deemed necessary.

We do believe that, with the arrangements above in place (particularly the use and dissemination of recordings), meetings could be relatively small and focused (with our preference being up to 6 specialists from the LAs depending on the individual topic). However, as above, we will continue to invite all authorities and are happy to let authorities / officers determine what they consider to be appropriate level of attendance. In terms of statutory consultees, we don't think it will normally be practical to include the statutory consultees without the meetings being unwieldy. There may be exceptional cases but it is normal practice for DCO applicants to conduct direct engagement with statutory consultees and that is our current plan. However, we also recognise the benefit of their attendance may depend on the nature of the topic under discussion. Where we both agree attendance would be useful we may all need to help in ensuring their participation.

We will proceed with the approach outlined above over the next few months and then I suggest we both revisit it at the end of June to establish if it is working for all parties. I trust this will now be an acceptable way forward.

In summary:

- GAL will invite all local authorities to the meeting and the authorities / officers will decide who is best to attend.
- Agendas and papers will be provided in advance for discussion and debate during the meeting (at least 1 week in advance). Follow up responses where required from LAs to be supplied within no more than 15 business days of the receipt of the information.
- Meetings are intended to be recorded and made available for LA officers use only, following the meeting.
- We anticipate between 15 and 20 detailed working group sessions on 7 key topics between now and the end of June covering LA responses from consultation, largely focussed on EIA methodology issues but subject to LA input on agendas too.
- Costs to the end of June 2022 covered under the existing PPA, with further funds following that date being offered below; and,



- the approach will be reviewed at the end of June.

Overall, with 7 TWGs, each meeting around 5 or 6 times depending on the subjects involved, information provided in advance, meetings recorded and further funds provided to assist LAs (see below) we hope these measures serve to assure all LAs that they will not be marginalised by the process.

### **Planning Performance Agreement**

It is disappointing that you say that GAL's efforts to provide funding for the authorities has been "distracting". Given that the PPA was agreed back in September 2021, and the time, effort and expense that GAL has put into progressing it, then to ask us to "abandon" it at this stage is not acceptable to GAL. Subject to the agreement on the allocation of the costs outlined below, the PPA should now be in agreed form and so could be completed with limited further effort from both sides.

Regarding the cost allocation, we are willing to split the costs as you have requested between the highways work (to WSCC) and other costs (to CBC) and make this payment direct to CBC. This actually brings us back to the original proposal put forward by GAL to the LAs at the beginning of 2021 (presentation given 15<sup>th</sup> January 2021).

We will now make some small amends to the current draft PPA to reflect the above and send it to your lawyers to finalise and collate signatures. Once the agreement is completed, then please send an invoice to GAL setting out the amount with a covering note explaining how the monies will be distributed amongst all the other authorities. This will be required for our internal audit purposes and must be provided before we can make any payment. As you will also be aware, the current PPA provides funding up to the end of June 2022.

Going forward, it is helpful that CBC is willing and able to distribute funds between the other LAs. With the relaunched TWGs, we hope all authorities will understand that we cannot fund uncapped attendance at meetings. We have already offered the sum of £141,000 which we think is an appropriate sum to help the authorities supplement their statutory duties in line with the approach above. As per the current arrangement, we will provide this funding to CBC.

### **Conclusion**

We hope that you can agree to the above so, as you say, we can all move on with this quickly and get on with the tasks necessary to ensure a smooth DCO process. To this end Lydia Grainger, will be in touch with Sallie Lappage and Anthony Masson to suggest topics and dates but also to discuss invitee lists for each group. Through those discussions we hope that practical and effective working groups can be formed for each subject area and any detailed issues about membership and arrangements resolved on a case by case basis.

Finally, we are pleased that the LAs are submitting an Expression of Interest for Innovation and Capacity Funding. As the DCO applicant, GAL would be happy to work with you on the expression and would be pleased to have a discussion or meeting with your officers before your expression of interest is submitted, if that would be helpful.

We will proceed on the basis of the above, unless we hear from you otherwise.

Yours sincerely

**Tim Norwood**  
**Chief Planning Officer**



13<sup>th</sup> March 2023

**Sent by email**

Mr. Stewart Wingate

CEO

Gatwick Airport Ltd.

Dear Mr. Wingate,

**Adequacy of GAL's engagement on Northern Runway Proposals DCO**

We write to you on behalf of all the Gatwick Local Authorities to express our continued concern about the approach GAL has taken to progressing pre-application engagement and consultation. We are formally requesting that GAL amends the proposed DCO timetable and provides further information as requested below to allow proper opportunity for the local authorities ("LAs") to review it and the other existing evidence; prepare Statements of Common Ground, progress the preparation of draft Local Impact Reports; and provide sufficient time to consider Heads of Terms for the draft S106 Agreement. Unless you can commit to this, the LAs are likely to raise severe reservations and concerns regarding GAL's approach to engagement and consultation and set out the evidence to demonstrate that GAL's engagement has been inadequate, has failed to meet the DCO consultation requirements, and on this basis, that the DCO should not be allowed to progress. This letter is without prejudice to the representations which the LAs may wish to make in their Adequacy of Consultation Representations.

First and foremost, GAL's approach to undertaking the autumn 2021 consultation was very disappointing given GAL did not take on board numerous requests made by the LAs about the engagement and consultation approach. These were set out in our response to GAL's Statement of Community Consultation.

Whilst it is acknowledged that such decisions on approach, for the first consultation, were made within the context of the COVID restrictions at the time, we believe that GAL should have engaged with interested parties in a much more collaborative way and that the proposals could have been shaped to better reflect local concerns and expectations. These restrictions had been lifted by the time of the summer 2022 consultation, and ongoing work with the LAs should have given plenty of opportunity for more informative and meaningful engagement.

The LAs acknowledge that by its nature, the Preliminary Environmental Information Report (PEIR) does not need to be as detailed or as comprehensive as an Environmental Statement. However, the PEIR should provide enough detail for the consultees to gain a fully informed view of the likely significant environmental impacts/effects of the proposals. As the government's guidance on the pre-application process says, the key issue is that the information presented must provide clarity to all consultees. Without this, it is simply not possible to discern adequately whether the mitigation proposed is sufficient / appropriate and / or whether additional / alternative mitigation also is required to be secured. Specifically in relation to the PEIR for your northern runway proposals, the LAs believe that the required level of detail was not provided, and much outstanding information and evidence was not available to adequately respond to the PEIR. Indeed, since the PEIR was published the LAs have still not received up to date responses to numerous requests for baseline assessments and the related evidence base to date, much of which is fundamental to our ability to assess the impacts of your proposals across a range of topics.



GAL's approach has meant a missed opportunity to seek agreement with the LAs on the detail of your proposals, on the evidence base supporting your forthcoming DCO application and on the details of the mechanisms through which mitigation will be secured.

The Government's approach to NSIP DCOs places emphasis upon the front-loaded nature of consultation and engagement, precisely to ensure transparency and an efficient examination process. However, there are a number of important impact and mitigation matters, including baseline data and assessments which the LAs have been unsighted on to date. The LAs have repeatedly sought information to come to an informed judgement about the impacts of the proposals and to work collaboratively with GAL on mitigation proposals in advance of the submission of the DCO application. For example, requests for information about the CAA response to GAL's proposals, the methodology by which the catalytic impacts of the development have been assessed background evidence on socio-economic impacts, and requests for information in relation to transport modelling remain unanswered, and there has been no response to date regarding Surrey CC's transport related 'issues tracker'.

With regard to the DCO requirements and obligations, it is our view that GAL have attempted to 'drip feed' consideration of these through the Topic Working Groups in isolation and have so far not issued or entered into any discussion on any draft Section 106 heads of terms, which preferably should be commenced well in advance of the submission of the DCO.

Prior to Christmas, GAL representatives advised the LAs through the overarching Planning A Topic Working Group that they would not be sharing any drafts of the DCO application description, the Environmental Statement, the s106 heads of terms (and the draft emerging "Route Map" for mitigations) or drafts of other formal documentation (including a draft of the DCO itself, or even draft DCO requirements) prior to submission. This is clearly in conflict with the Government's expectation that NSIP applications should be front loaded.

Whilst your representatives at the Planning A Topic Working Group in January indicated that you would be sharing a composite Statement of Common Ground, S.106 documentation and the Draft DCO in February, it has been suggested that you would be seeking comments from the LAs on these documents by the end of March. Whilst the principle of this approach is welcomed, the LAs remain concerned with GAL's intentions given that the DCO time frame for submission remains programmed for Easter. This distinct lack of time means there appears to be no built-in opportunity to enter into the necessary detailed and staged discussion and negotiation on very important aspects of the DCO in advance of the DCO submission. This is a further missed opportunity to work collaboratively with the LAs and community particularly given the likely complex technical and governance issues involved. It is questionable whether compressing these further discussions into such a short time frame could comply with the Sedley consultation principles in a number of respects. In particular, and in addition to the point just made about lack of time to consider and respond, it is difficult to see how GAL could properly take into consideration the LAs' responses and make amendments accordingly.

The approach taken by GAL over the topic-based workshops again represents a failure to properly front load the process. It is wholly insufficient to provide information just through decks of presentation slides, and only five working days ahead of the next Topic Working Group. It has meant an inability to seek and reach agreement on issues as far as possible ahead of the examination, which is an expectation of the Planning Inspectorate.

Looking ahead to your intention to submit the DCO at Easter, should the application be accepted by PINS and following the publication of the full suite of your application documents, the LAs and other interested parties will need to review all the substantial amount of supporting data and strategies – noting GAL representatives have warned officers this is likely to be up to 10,000 pages of evidence and associated plans. This will require significant extensive work for the LAs involving significant resources and consultant support and, therefore, without notable extra resources, could affect the timing of being able to make informed judgements and decisions over the period leading to the Examination.

The LAs are therefore also very disappointed with GAL's lack of willingness to accept the level of resourcing and costs incurred by the Councils in handling the DCO process. Whilst some small compensation has been agreed for costs incurred through to September 2022 (PPA Phase1), GAL have only offered a very limited

sum for the subsequent work required to cover a second round of Topic Working Groups, work on the SOCG and draft S.106 obligations. The suggested sum offered of £141k is to cover substantial extra work for all ten local authorities and doesn't recognise where we need to buy in consultancy support where authorities do not have the expertise or capacity. As we have conveyed since day one of your DCO process commencing, we are not happy that local council taxpayers are being expected to meet the costs of your expansion plans, particularly at a time when local authority finances are incredibly stressed. As GAL are aware, there are significant wider costs that the LAs believe GAL should compensate for with regard to specialist consultant costs for reviewing GAL's assessment work and wider officer costs for managing the DCO work and the very time-intensive work that is likely post DCO submission and before/during the examination. This situation is likely to force LAs to have to prioritise our limited resources in our engagement with GAL on the response to the DCO during the examination. In these circumstances, it is inevitable that further opportunities for engagement and to reduce the areas of disagreement will be missed. Consequently, this approach could lead to a significantly increased number of 'issues' and areas of disagreement that would need to be presented at the examination. This will add to the resource requirement and the associated costs and risks for both the LAs Authorities and GAL. In turn, this makes it even more difficult for the LAs to meet the demanding requirements that GAL have placed on them during the pre-application period, and this point will no doubt be repeated in the Adequacy of Consultation response.

We are therefore writing to you to request that GAL will commit to and follow through on the following:

- To enter into more pro-active and positive discussions, providing the authorities with significantly more substantive information on your proposals in advance of the DCO submission. Examples of the background information the authorities have been requesting is appended to this letter (Appendix 1).
- To provide the information sufficiently in advance of your submission of the DCO and to ensure as soon as possible prior to the DCO submission that a comprehensive approach to securing appropriate and effective requirements and obligations is put in place in agreement with the LAs.
- To come up with new proposals for GAL to provide much more significant financial support to the LAs to cover the necessary additional staff and consultancy resources required to consider and respond to GAL's ongoing assessment work, to review the draft DCO and proposals for mitigation including draft 'Requirements' and 'S.106 obligations, and to cover the costs of coordinating the efforts across all the Local Authorities since September 2022 (the end date for PPA1) and ongoing through to the Examination stage of the DCO.
- To defer the submission of the DCO application to ensure sufficient time is enabled to carry out the above.

To this end, the Chief Executives from the Gatwick Authorities are very willing to enter into discussions with you to review GAL's approach to the DCO and your engagement to date with the LAs and local community. We firmly believe that this is necessary in order to subsequently engender a more collaborative approach to drafting potential S106 requirements and obligations, the requirements and other provisions of the DCO and the Statement of Common Ground.

We look forward to hearing from you.

Yours Sincerely,

**Councillor Michael Jones**  
**Crawley Borough Council**

**Councillor Claire Vickers**  
**Horsham District Council**

**Councillor Jonathan Ash-Edwards**  
**Mid Sussex District Council**

**Councillor Stephen Cooksey  
Mole Valley District Council**

**Councillor Mark Brunt  
Reigate & Banstead Borough  
Council**

**Councillor Catherine Sayer  
Tandridge District Council**

**Councillor Paul Marshall  
West Sussex County Council**

**Councillor Keith Glazier  
East Sussex County Council**

**Councillor Tim Oliver  
Surrey County Council**

**Councillor Roger Gough  
Kent County Council**

The extensive list below is an initial review of the information and/or documentation that has been sought by the Gatwick Local Authorities from GAL but which has not yet been provided (or agreed to be provided in advance of the DCO submission).

The list is not exhaustive, there are likely to be other items which have already been requested but it demonstrates the scale of the information “gap.” The Authorities also anticipate that other information requests will arise as they consider implications of further discussions and material tabled by GAL at or before any further Topic Working Groups or other Forums.

### **Overarching documentation**

- Draft DC Order, or at least draft text for Requirements, including information on proposed approach and fees for discharge of requirements;
- Draft Mitigations Route Map;
- Draft s106 – Heads of Terms, and proposed drafts for specific obligations.
- Draft Statement of Reasons
- Draft ES Chapter Description of Development
- Draft ES Chapter Approach to Assessment
- Draft Scheme Layout Drawings

### **Aviation Capacity and Forecasting**

- Explanation as to the basis upon which the specific projections of usage of the airport in terms of aircraft movements, type of aircraft, time of day and passenger characteristics, with and without the North Runway, were prepared. The top down benchmarking is not sufficient to verify that reasonable assumptions have been used. The specific implications of assumptions about capacity being brought forward at other London airports is not transparently set out;
- Justification for the runway movement rate that is claimed for the two runways as this relies on one minute separations between all departing aircraft regardless of departure route, which is not currently permitted in the UK;
- Clear explanation for the relationship between the use of the runway and the projected use of specific departure routes, including the implications for noise assessment and transparency about the relationship between the assumptions used and implications of future potential airspace change;
- Explanation of the different socio-economic benefits of the proposal, particularly in terms of where such benefits would arise and how they would impact the individual host authorities.

### **Air Quality**

- Provision in an electronic format of the detailed air quality model verification data - GAL shared the overall findings of the model verification exercise on 11<sup>th</sup> Nov 2022 but in the absence of the detailed data in an electronic format the local authorities are unable to check the results for

themselves. This is particularly important given the issues with air quality model at the PEIR stage of the process and the limited time available after the DCO submission – necessary to spend time now on checking the model's performance in the first instance rather than focusing solely on the model outputs for the future.

### **Air Noise**

- Modelling 2019 ATMs with 2032 fleet technology;
- Forecast single mode for future years.

### **Visual Impact and Land /Water /Bio-Diversity**

- Draft Design and Access Statement, or at least the draft design principles for it;
- Options reporting and the assessment of alternatives reporting;
- Parameter Plans (with illustration plans) on designs for the various Project buildings and infrastructure elements including lagoons, bridge widening, boundary fencing, bunds etc to inform consideration of the application and establishment of 'Requirements';
- Vegetation retention and removal plans especially along the road corridors;
- Information regarding Construction Compounds & location of activities within them;
- Details of emerging strategies, needed so we can assess how they interrelate, for example the:
  - Drainage Strategy, the Ground Noise Mitigation Strategy and the Landscape Strategy;
  - Or how the Drainage Strategy interrelates with the detailed highway scheme;
  - Or how the ASAS, the Parking Strategy and the highway schemes interrelate.
- Evidence supporting conclusions on need for on-airport office provision;
- Evidence supporting conclusions on need for hotel provision;
- Information on Post implementation monitoring for drainage / Detailed drainage questions – some still outstanding?
- Evidence of Thames Water's response on the Waste Water Treatment works, and whether it has capacity for NRP and planned Local Plan growth;
- Information on odour from new works at the STW;
- Information on impact of increased passenger numbers on Sussex Ambulance Service and A&E;
- Information on impact on Charlwood Park Farmhouse listed building to back up conclusions, and on potential improvements to setting of Edgeworth House and Wing House listed buildings;
- Lighting Strategy (e.g. particularly impact on Charlwood Park Farmhouse);
- Draft Carbon Action Plan.



## **Socio – Economic / Economic**

### **Key Documents requested in draft:**

- Population and Housing Effects report;
- Airport-Related Employment Land Study;
- Economic Impact Assessment;
- Employment, Skills and Business Strategy.

### **Detailed information requested:**

- Socio-economic baseline conditions to be presented at a local authority level;
- A focused assessment of the population and housing impacts of the NRP on the six local authorities in closest proximity to the airport (Crawley, Horsham, Mid Sussex, Reigate and Banstead, Tandridge and Mole Valley);
- Employment impacts at a local authority level including the impacts of the scheme on local labour supply. This should in particular address concerns raised in the PEIR that the NRP operational phase may result in local labour shortages, particularly in Crawley;
- A detailed forecast of all economic activity that will have an impact on labour supply at a local authority level;
- A detailed breakdown of the numbers and types of jobs that would be created during both construction and operation;
- Analysis by GAL of the impact of the scheme on the labour supply for other non-airport related employment sectors;
- An assessment of the housing demand created by the scheme – impacts to be specifically identified for those local authority areas in closest proximity to the airport;
- An assessment of the affordable housing need (for those LPAs in closest proximity to the airport) created by the scheme – this should link with work on the number and types of jobs created by the NRP;
- An assessment of the requirements for temporary workers and resulting impact on the private rented sector and market for short term lets (taking into account current pressures caused by migration on hotels and temporary accommodation);
- A clear narrative around the methodology for assessing the magnitude of socio-economic effects, plus details on the guidance and standards that have been used to inform the assessment;
- Information on GVA generated by employment at Gatwick Airport and qualitative information on the level of employees and local spend by employees;
- A forecast of the economic growth in the local area which is unrelated to the airport;

- Provision of baseline data on the number of Gatwick-related businesses and jobs at the local authority level;
- An assessment of the community impacts (effects on facilities and services) as a result of the NRP;
- Detailed measures to prioritise local supply chains (to be set out in the ESBS);
- Clarity on outcomes that are already identified in relation to the airport's current configuration, and the additional measures (value added) that would be achieved in relation to the NRP);
- A qualitative analysis by GAL (Oxera) of the effects of the scheme on FDI;
- A more detailed assessment of the approach to catalytic employment taken by Oxera – e.g. more detail is required around the catchment areas used for each airport and location of business activity relative to the airport. The applicant should set out what they mean by catalytic effects, the assumptions associated with this definition, its baseline position (including future baseline) and what has been discounted to reach a net figure for catalytic effects. Scenario testing also should be undertaken to understand the potential variations with levels of catalytic benefits from other major schemes in the planning pipeline;
- Direct, induced and catalytic impacts of the project on the Gatwick Diamond area, Five Authorities Area and for the UK. Impacts are also requested to be provided at the local authority level or at least the Northern West Sussex FEMA;
- An assessment of induced effects on construction employment and an assessment of the availability of construction workers by local area;
- An assessment of induced economic activity associated with construction;
- A clear explanation of the calculations concerning the indirect and induced impacts and how these are distributed across the study areas;
- A breakdown of GAL's total workforce by local authority area (current and projected);
- Justification and appropriate evidence for the 80% Home Based / 20% Non Home Based ratio that GAL is using;
- An assessment of the impact on property values as a result of the scheme (including commercial property values) – as requested by PINS in its PEIR response;
- An assessment by GAL of whether there is a current and forecast surplus or shortfall in commercial floorspace, identified land allocations and the availability at certain sites within the ARELS FEMA – this should be undertaken at the more local level given the potential for a concentration of the impacts to be felt more locally to the airport. This should also discuss where demand for off-airport employment growth is likely to be located and when this is likely to come forward as the airport grows – it is not realistic to assume that employment floorspace demands can be evenly distributed across the study area, nor that the demands will be split on an equal year-by-year basis across the NRP programme;
- Information on the relationship between Economic Impact Assessment and ICF air traffic forecast and to explain the assumptions regarding capacity at other airports, air fare

savings, the impact of assuming a 3<sup>rd</sup> runway at Heathrow and the treatment of the carbon costs in the demand forecasts and in the WebTag appraisal;

- Up to date Travel to Work data that takes into account the implications of COVID.

### **Transport and Highways (Surface Access and Active Travel)**

- Response to Surrey County Council's extensive 'Issues Tracker'
- A Designer's Response to the Stage 1 Road Safety Audit for the proposed highway mitigation between the Longbridge roundabout and M23 spur. To detail exactly how the road safety issues are to be addressed and the design amended accordingly;
- The rationale for the reclassifying of the M23 spur to an 'A' class road;
- A rationale/justification for the desire to reduce the speed limit on London Road A23 to 40mph. An assessment is also required to see whether it accords with WSCC adopted Speed Limit Policy;
- A commitment to provide a draft copy of the Transport Assessment in advance of submission of the DCO;
- Draft highway boundary plans do not accord with WSCC records for London Road. Agreement needs to be reached as to the revised extent of highway boundaries maintainable by each Highway Authority;
- The draft PRow strategy and design detail on active travel routes, including widths, cross-sections, crossing details, appearance, and how they meet LTN1/20.

**Ends.**

# A LETTER FROM *Gatwick*

29 March 2023

Dear Local Authority Leaders

## **Gatwick Airport Northern Runway Project**

Thank you for your letter of 13<sup>th</sup> March 2023 addressed to Stewart Wingate. As the Gatwick sponsor for the Northern Runway Project, Stewart has asked that I respond on his behalf.

I should start by saying that we are very grateful for the input of Local Authority officers to date and that constructive engagement and dialogue from my team will continue both up to the DCO submission and then in the post submission phase. We will continue to listen to your concerns carefully and the team will continue to share information with your officers and consultants where possible. We were however, disappointed to hear that you believe that the pre-application engagement and consultation to date between GAL and the GOG authorities has not been as helpful as you would wish and also that unless we commit to amend our DCO timetable and provide further information to help prepare Statements of Common Ground, the Local Impact Report and sufficient time to review Heads of Terms, then you are likely to raise severe reservations that our *“engagement has been inadequate, has failed to meet the DCO consultation requirements and on this basis, that the DCO should not be allowed to progress”*. Engagement and the process of statutory consultation are of course very different issues and we will therefore address them separately.

On the matter of the statutory consultation, we have fulfilled the appropriate legal requirements, both in terms of consulting with you on the Statement of Community Consultation (SOCC) and in carrying out the public consultations in accordance with its provisions. It is true that, because of the pandemic, we were not able to accommodate every suggestion that you offered in your consultation response to the draft SoCC, but since we have addressed our reasons for this in previous correspondence to you, we do not propose to reiterate them here. However, we would remind you that on the principal point, which was the length of time to respond to the consultation, we took on board your concerns and adopted your suggestion of an extension to 12 weeks. The fact that we obtained more than 6,500 responses to our Autumn 2021 consultation and more than 500 to our more targeted Summer 2022 consultation, clearly points to the chosen engagement methodology having been highly effective.

Your assertion that the Preliminary Environmental Information Report (PEIR) did not provide the required level of detail to enable an adequate consultation is also not supported by the facts; the PEIR provided substantial preliminary environmental information to enable consultees to develop an informed view of the Project. In particular, each environmental topic explained the approach to that topic's assessment, the existing and likely future environmental conditions and the preliminary findings of the likely significant effects of the Project, based on the information available at the time. It also contained initial details on the mitigation measures in contemplation to address any potential likely significant adverse effects. The Summer 2022 consultation included updates on the preliminary environmental information in respect of the proposed highway improvement works (including further detail on the proposed mitigation measures), as well as

additional updates on other changes to the Project in response to feedback from our previous Autumn 2021 consultation.

Turning to the matter of engagement, you are well aware of the number of Topic Working Groups (85 in total so far) that we have organised over the last 3 ½ years, with the sole objective of communicating to all GOG officers, the scope, assessment methodology, impacts and proposed mitigation associated with our proposals. These have been instrumental, together with other stakeholders' views, in helping us to reshape our proposals from the scheme originally envisaged in 2019. We have kept the Planning Inspectorate up to date with this engagement process and will be sharing with them a detailed Statement of Engagement covering each of our interactions.

Mindful of your budgetary constraints and officer time, we wrote to the Chief Executive of Crawley Borough Council on 4<sup>th</sup> April 2022 setting out a number of measures to enable more effective engagement including the recording of topic working groups for officers unable to attend. This letter also made a further offer of funding to provide additional sums up to the submission of the DCO. Whilst we have not received any formal response to this letter the amount of funding suggested still stands and we are willing to provide this in the form of a PPA which replicates the PPA agreed previously. Please confirm if this approach is acceptable. With the addition of these funds, we will have supported you with more than £330,000 of funding through the pre-application phase to defray officers' time spent on this engagement. Your letter suggests that this too is quite inadequate. We do not agree with this assessment and consider that, what will amount to c£3,000 for every topic working group meeting and substantial additional support for Project co-ordination, to be generous. The funds we have contributed, together with your Project Speed funding (£90,000 - which we were pleased you were able to secure to fund consultants and provide access to specialist external advice) should be sufficient to cover appropriate officer time on the project up to DCO submission. Furthermore, we would be willing to have further discussions with you about possible funding for certain activities in the post submission phase.

On the matter of the Statements of Common Ground (SoCG), after discussion with interested parties including your project co-ordinator James Freeman, we have made a draft proposal for a workplan for developing the SoCG (and therefore by definition assisting you with your PADSS production as well) in the period between now and the likely start point of the examination. These will not be submitted with the application and are not likely to be requested by PINS until on or around the start of the examination period (anticipated to be towards the end of this year). We therefore have time to conclude these once you have had an opportunity to read the full application, provided that we make a start now on agreeing the format and approach for these documents.

We appreciate that you are anxious to see the completed DCO application, but this is naturally not possible until it has been completed and we do not currently have a period of inactivity scheduled between finalising the application and submitting it. We have already agreed to share with you the finalised draft Project Description and the Design and Access Statement in advance of making the application. In addition, we are willing to review which technical appendices are now complete and could be shared on a without prejudice basis to enable you to begin to review the detailed ES evidence. It should be stressed though that the methodologies, impact assessments and proposed mitigation have, for the most part, all been shared in summary in the thematic TWGs and will therefore already be familiar to your officers.

On the matter of the draft proposal for the s106 Agreement we are currently preparing draft Heads of Terms (HoTs). We understand your desire to get an early sight of this and to understand how it will interface with the DCO itself and the proposed requirements. In order to facilitate this and enable further engagement now, we intend to have an early draft HoTs with your officers in April. This engagement will also continue post DCO submission. However, in order to allow sufficient time for dialogue on this before the actual DCO

submission, we are willing, in line with your request, to delay making the DCO submission until June of this year.

In summary, we believe that we have and are continuing to make every effort to engage proactively with you. Nonetheless, to respond to the concerns expressed in your letter, we are willing to delay the DCO application to June 2023 to enable further pre-application engagement. We would also be willing to meet with you collectively to discuss the Project further and look forward to working constructively together with your officers over the next few months in line with the workplan we have proposed.

Yours sincerely

**Tim Norwood**  
**Chief Planning Officer**

*cc Planning Inspectorate*

## Economy and Planning

Contact name: Clem Smith  
Email: [clem.smith@crawley.gov.uk](mailto:clem.smith@crawley.gov.uk)

Date: 16 May 2023  
Direct line: 01293 438567



Tim Norwood  
Chief Planning Officer  
Gatwick Airport Ltd (GAL)  
Destinations Place, South Terminal  
London  
RH6 0NP

Dear Tim

### **Gatwick Airport Northern Runway DCO – Recent Circulation of draft DCO documents**

I am writing to you on behalf of all the Gatwick Local Authorities (the LAs) on the subject of the recent draft DCO documentation you circulated to them on 28 April 2023.

We are seeking urgent clarifications from you as to your expectations of the process for handling discussion or comments from us on the draft documents, given the very short time frame being cited, prior to GAL's stated intention to submit the DCO to the Inspectorate on 7 July 2023. This is particularly in view of the fact that Paragraphs 1.1.2 and 1.1.3 of the 'Gatwick NRP – Approach to Mitigations', state the following:

1.1.2 *An application for a Development Consent Order (DCO) for the Project is due to be submitted in July 2023. This note is provided ahead of the application's submission to set out GAL's current proposed approach to securing mitigation, namely through the draft Development Consent Order and Section 106 Agreement, for consideration by the Local Authorities (LAs) and to inform development of the approach as the application progresses.*

1.1.3 *The proposed timeline for developing the two documents is set out below.*

- *Version 1 (this document) issued to LAs on 28 April 2023.*
- *Engagement with LAs on the approach during May 2023, with edits cascaded into the application documents.*
- *The Application is intended to be submitted at the beginning of July 2023, accompanied by a draft Development Consent Order (dDCO), DCO Explanatory Memorandum and draft Heads of Terms to the s106 (in the Planning Statement).*
- *The dDCO and s106 will be developed during the Pre-Examination and Examination stages and shared with the LAs through the Statement of Common Ground process.*



Switchboard: 01293 438000  
Main fax: 01293 511803  
Minicom: 01293 405202  
DX: 57 139 Crawley 1  
[www.crawley.gov.uk](http://www.crawley.gov.uk)

Town Hall  
The Boulevard  
Crawley  
West Sussex  
RH10 1UZ

This suggests that GAL are seeking to garner comments and editorial amendments from the LAs in advance of the submission of the DCO, and that those comments / amendments will be considered and included in any revisions to the DCO.

However, on 26 April 2023 at an “MS Teams” meeting which Natalie (Crawley BC Chief Executive) and CBC and WSCC officers attended with you, Stewart Wingate (GAL Chief Exec Officer) and GAL colleagues, you made it very clear that the draft documents were to be circulated to the LAs with the intention of enabling the LAs to ‘familiarise’ themselves with the content given that much of the background assessment and information is not yet available.

If it is this latter expectation (“familiarisation”), then this should be made explicit in any document being submitted to PINS which should stress that the Local Authorities were not required to provide any detailed commentary or proposed editorial changes to the text / content of any of the draft documents at this stage. Should the approach indeed be about our “familiarisation” then we would consider this disappointing given GAL have presented the issuing of such documentation as an opportunity for genuine engagement with the Authorities prior to DCO submission.

If it is the former, and there is a genuine intent to take note of the LA comments and take on board proposed LA editorial changes then notably more time prior to DCO submission than that currently intended by you would be needed to achieve that. We would need to have further dialogue with you to understand the process and agree with you revised longer timelines for that genuine engagement of the LAs prior to GAL submitting the DCO formally to PINS.

In addition, on 5<sup>th</sup> May GAL sent an email to the Authorities, concerning the documents shared to date (from L Grainger). In relation to the Statements of Common Ground (SoCGs) the email states: “The documents we have shared is for your information and while you may not be in a position to comment on the detail, we would be grateful for your thoughts and comments on the structure of the SoCG templates, any omissions or changes to the way in which things are conveyed within these template documents.” This email also appears to contradict the discussion held on 26<sup>th</sup> April and the ‘Approach to Mitigations’ document.

It is the view of the Gatwick Local Authorities that:

1. There remains a substantial amount of supporting information missing from the DCO draft that is needed for effective review, commentary and feedback (although, as above, it is unclear whether feedback is actually being sought by GAL). This is consistent with the LAs’ feedback to you in the list accompanying the most recent Leaders’ letter.
2. The four weeks’ time frame for any potential detailed feedback on the SoCGs is wholly insufficient given the need to:
  - a. engage specialist advice to review the technical details involved and for legal review where appropriate, as well as enabling the ten authorities involved to co-ordinate their efforts effectively.
  - b. support an effective two-way communication and discussion with GAL; and
  - c. provide sufficient time for GAL to consider and make amendments having taken into account the concerns and issues raised by the Gatwick Local Authorities.

Regarding the draft SoCGs, the Authorities have met GAL twice to discuss the proposed structure and have raised written concerns in emails on 2/3/23 and 20/3/23 about the details of the approach being taken. Having taken the time to respond in writing, the Authorities are very disappointed, to find that GAL have not responded, setting out what changes have/have not



been made with explanations, prior to the issuing the Tranche 1 documents on 28 April. This is another example of where GALs engagement with the Authorities has not been meaningful.

Outstanding matters include:

- The Authorities do not accept any descriptive which suggests that any *'matters not subject to discussion should be assumed to be agreed'*. The SoCGs should state *"matters not subject to discussion should **not** be assumed to be agreed unless stated otherwise"*.
- The Authorities continue to stress that the SoCGs should cover topics such as the draft DCO, consents and licenses, design and engineering, and planning policy.
- The Authorities request that GAL should liaise with PINS regarding the proposed approach of using joint authority topic based SoCGs to ensure they would be received positively by the examiners, and also request that the response from PINS is fed back to the Authorities.

The recent Leaders' letter raised significant concerns on GAL's approach to consultation and engagement particularly regarding the absence of an approach which enables effective two-way constructive discussion with the LAs to give rise to alternative approaches or proposals to incorporate into the DCO draft. Despite this letter, it appears that you and GAL colleagues are continuing the unsatisfactory approach of circulating draft documentation without the necessary supporting information and providing very limited opportunity for proper two-way engagement.

We ask that you reconsider the approach and engage in dialogue with local authority officers to draw up a completely new process and a timeline which enables effective discussion and understanding of each other's positions, and which enables the Authorities to contribute to the editing of the draft application documents, as described in the paragraph extracts from your "Gatwick NRP – Approach to Mitigations" document set out above.

The LAs are prepared to commit to handling the process and programme for the DCO delivery expediently, but it is essential that GAL allows the necessary length of time and a suitable approach to allow for effective engagement. I look forward to hearing from you.

Yours Sincerely,

**Clem Smith**  
**GOG Steering Group Chair**

Copied to:

Mike Elkington	-	West Sussex County Council
Sue Janota	-	Surrey County Council
Tessa Sweet-Escott	-	East Sussex County Council
Nola Cooper	-	Kent County Council
Cliff Thurlow	-	Tandridge District Council
Marie Killip	-	Mole Valley District Council
Andrew Benson	-	Reigate & Banstead Borough Council
Clive Burley	-	Horsham District Council
Judy Holmes	-	Mid Sussex District Council

19<sup>th</sup> May 2023

Mr Clem Smith  
GOG Steering Group Chair  
Crawley Borough Council  
Economy and Planning  
Town Hall  
Crawley

Dear Clem

## **Gatwick Airport Northern Runway Project – Draft DCO Documents**

Thank you for your letter dated 16<sup>th</sup> May 2023 requesting urgent clarification on the draft DCO documents circulated on 28<sup>th</sup> April. Just to recap, the documents supplied on 28<sup>th</sup> April comprised:

1. The draft Project Description Chapter from the ES
2. Draft DCO (with the explanatory memorandum supplied subsequently)
3. Proposed approach to Mitigation (setting out draft HoTs for both s106 content and DCO Requirements)
4. Tranche 1 of the thematic Statement of Common Ground (SOCG) templates

These documents were supplied following your correspondence on 13<sup>th</sup> March, my response dated 29<sup>th</sup> March and ongoing topic working group discussions held between our teams. At the 'MS Teams' meeting held on 26<sup>th</sup> April to discuss that correspondence (which you have referenced), we explained that we would be sharing these documents with you by the end of the month (April). We also explained that although these documents would still be in draft, they would helpfully allow:

- a. familiarisation with the content of the application,
- b. an opportunity to provide any comments / thoughts you wish to make at this stage, and
- c. an understanding of GAL's proposed approach to on-going and future joint working (e.g. to developing SoCGs, securing mitigation, scoping s106 agreement etc).

The four documents provided on 28<sup>th</sup> April were accompanied by a draft workplan covering the period to the end of the DCO examination showing our thoughts on joint working with the GOG Authorities to develop the SoCGs required by the application process and how we hope to progress discussions on the securing of mitigation. An earlier version of this plan was sent to you on 10<sup>th</sup> March following a meeting with you on 7<sup>th</sup> March where we presented and discussed it; you expressed a desire to legally review the plan and we are currently awaiting your feedback on it.



# LONDON GATWICK



I hope it is also clear that any comments you wish to make at this stage on the draft documents are very welcome and will be received on the basis that this is an iterative process, the material shared is in draft and will not prevent you from making further comments in the future. Any comments received will help inform how we proceed with these issues and, wherever possible and appropriate, will be reflected in the application content itself.

To avoid any misunderstanding, and as we pointed out in our Teams meeting on 26<sup>th</sup> April, discussions on these matters will not stop once we have made the DCO application and we expect these conversations to continue throughout the DCO process and beyond. We therefore do not believe what was said on the 26<sup>th</sup> April and in various subsequent emails is contradictory.

On the SoCG templates, we are happy to adopt your first two suggestions listed under “Outstanding Matters”. With respect to your third point, we note the Procedural Decision letter of 16<sup>th</sup> May 2023 issued to London Luton Airport Ltd which states: -

*“The ExA has noted [AS-002, paragraph 4.3.11] that the Applicant is intending to produce a joint SoCG between the host local authorities (Luton Borough Council, Central Bedfordshire Council, North Hertfordshire District Council, Dacorum Borough Council and Hertfordshire County Council). The ExA considers that such a document has the potential to be sizeable and therefore potentially difficult to navigate. As a result, the ExA has made the Procedural Decision to request that the **Applicant produce individual SoCG with each of the host authorities.**”*

We are therefore seeking advice from PINS and can discuss this in more detail at our next SoCG working session which we hope to arrange with you in the next few days (Lydia from my team will be in touch with Sallie to organise this).

In the meantime, we look forward to whatever feedback you wish to make on the draft documents and also your comments on the proposed workplan.

Your sincerely

**Tim Norwood**  
**Chief Planning Officer**  
**London Gatwick**