



Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 17.3.1: Summary of PEIR Responses for Socio-Economics

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1 Introduction

1.1 1.1 General

- 1.1.1 This document forms Appendix 17.3.1 of the ES Chapter 17 Socio-Economics prepared on behalf of Gatwick Airport Limited (GAL) for the proposal to make best use of London Gatwick Airport's existing runways and infrastructure (referred to within this report as 'the Project').
- 1.1.2 This document provides the summary of stakeholder responses for socio-economics at the scoping and preliminary environmental impact report ('PEIR') stage and how they are taken into account in the ES Chapter 17 Socio-Economics.

2 Summary of Stakeholder Scoping Responses for Socio-Economics

Consultee	Date	Details	How taken into account in ES
Burstow Parish Council	28 September 2019	It is accepted that Gatwick Airport is economically very important to this area of the south east and long may it continue to serve business, jobs and customers alike but it would appear to us that the proposed increased use of the Northern runway is not a viable proposition for either Burstow Parish Council to the east or Charlwood Parish Council to the west.	Chapter 17 considers a range of socio-economic effects of the Projects across a range of impact areas.
Crawley Borough Council	30 September 2019	From the Topic Working Group meeting, CBC understood that Lichfields are undertaking an assessment of on- and off-airport employment anticipated to be generated by the Project which is important to understand the impact on the local economy. Para. 7.10.15 refers to an Oxera study, but it is not clear if this includes the Lichfield work, nor the detail of this study which should also consider the impacts on employment floorspace need off-airport to maximise benefits in the area. This work should be linked to the Transport modelling work.	Chapter 17 presents the additional employment that will be generated by the Project on-site and generated off-site in the identified impact areas. This draws on various technical studies and assessments including the Oxera Economic Impact Report: Local Economic Assessment (2023). In addition an Airport-Related Employment Land Study (ARELS), which is part of the submission documents (although not part of the ES), assesses the potential impacts of the Project on floorspace requirements.
Crawley Borough Council	30 September 2019	Impact on Labour Market assessments, (Tables 7.10.2, 7.10.3), should include the impact of potential local labour shortages created by the new jobs created at Gatwick. This is particularly likely in the low-skilled sectors where Gatwick in the past has been able to pay higher wages than local facilities, such as care homes, and they therefore struggle to find staff, impacting businesses and the local population who may be without services as a result. This could be exacerbated with new jobs created at Gatwick, both in the construction and operational phases and should be assessed.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 17.9.
Crawley Borough Council	30 September 2019	Increasing jobs at the airport should result in benefits to the local economy and the local population. However, in the Community section of these assessments, consideration should be given to the impact of an increase in jobs at the airport, many of which will be low-skilled, on aspiration and achievement locally. Social mobility is a problem for Crawley, as identified in para. 7.10.7 and therefore ought to be scoped into the ES to determine whether growth of the airport will exacerbate or can be an opportunity to help address this problem. Para. 7.10.21 states that "measures that can enhance the beneficial effects of the Project will also be identified". CBC welcome this, and would like to be involved in developing these measures.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 17.9. As detailed in Table 17.8.1, an Employment, Skills and Business Strategy has been developed for the Project (refer to Appendix 17.8.1).
Crawley Borough Council	30 September 2019	CBC is particularly concerned about the intention to scope out effects of the Project on population, (para. 7.10.24), on the basis that it is not proposing residential development and therefore, would not directly give rise to population effects in terms of changing population levels within the assessment areas. The assertion that "Future labour demand will be distributed across a wide labour	Potential effects on the population are included within the baseline (Section 17.6) and assessment (Section 17.9). Appendix 17.9.3 provides an Assessment of Population and Employment Effects.

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		catchment area so no significant impacts on population levels or housing and community infrastructure needs are expected" is questioned as the majority of staff at Gatwick live close to the airport.	
Crawley Borough Council	30 September 2019	Given the anticipated 2,000 construction jobs and increase of 3,000 jobs directly on airport, (information provided at the Topic Working Groups), it is important that the potential effects on housing demand in the local area are thoroughly assessed. The nature of the jobs being created should be clarified as part of this assessment, as low skilled jobs do not tend to attract long distance commuters because of the cost of those journeys which exacerbates housing pressure locally, in an area already facing considerable difficulty meeting housing needs, especially for affordable housing. Growth at Gatwick should also generate economic growth with new indirect job creation in the surrounding areas. This will also have an impact on housing needs. The correlation between increased jobs and housing needs should be thoroughly assessed and therefore should not be scoped out. Any new housing required will also create associated infrastructure pressures on transport and community infrastructure, schools, health facilities etc, which should be part of the ES.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 17.9. Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 17.
Crawley Borough Council	30 September 2019	7.10.6: CBC understands that a Housing Implications Study is being prepared by GAL, which should be referred to in the EIASR, and this issue should be required to be scoped in until the conclusions of this study have been fully understood.	This is contained at Appendix 17.9.3: Assessment of Population and Housing Effects, and has been used to inform the assessment in Section 17.9.
Crawley Borough Council	30 September 2019	7.10.7: CBC understands that a Housing Implications Study is being prepared by GAL, which should be referred to in the EIASR, and this issue should be required to be scoped in until the conclusions of this study have been fully understood.	This is contained at Appendix 17.9.3: Assessment of Population and Housing Effects, and has been used to inform the assessment in Section 17.9.
London Borough of Croydon	1 October 2019	It is likely that the Borough would supply many of the people, skills and supply chain goods that Gatwick Airport would need, and the Council would expect the Scoping Report to be able to reflect how the support for Croydon businesses and residents would continue with this development. Paragraph 7.10.3 explains that the data collated to date is about "the local population, local economy and travel to workflows" with the data for the labour market area, including Croydon being collated. For this reason, the Scoping Report should clearly indicate that baseline data collected will include the wider region as shown in Figure 7.10.2, including the whole of the London Borough of Croydon so that the baseline characteristics of the wider socio-economic impacts are properly recorded.	A review of baseline conditions for all of the assessment areas is set out in Section 17.6.
Horsham District Council	27 September 2019	GAL is reporting that the housing implications of the proposed expansion are intended to be scoped out. This cannot be correct given the relationship between economic growth, jobs and population growth. Until this relationship has been fully assessed it is not possible to assume there is no impact. There is considerable uncertainty about the scale and location of future growth in the region beyond.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Horsham District Council	27 September 2019	It should be noted that airport expansion will take place in a region of the UK which has very low unemployment rates and therefore these jobs will likely require the migration of employees to the area to fulfil these additional roles. This, in turn, will create additional pressure for housing in a geographical region that is already suffering severe housing stress and the effects of high house prices.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Horsham District Council	27 September 2019	Additional housing also leads to a greater requirement to provide the supporting social infrastructure, such as education and health facilities. The references to the number of jobs that will be created as a result of the	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings

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		expansion appears to be inconsistent between the details featured in the Gatwick Airport Master Plan and the later content shared during the Topic Working Groups. It is imperative that the impact on the delivery of employment on and off-site remains in scope.	of this report inform the assessment of the population and housing impacts in Section 17.9.
Horsham District Council	27 September 2019	An increased requirement for lower skill level jobs at the airport causes knock-on impacts for existing businesses in the local area. These additional pressures must be fully understood and where appropriate, suitable mitigation should be required. There should be some reference to the impact in the section on 'Effects proposed to be assessed'.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 17.
Horsham District Council	27 September 2019	It is reasonable to assume that an expanded airport with this level of investment, will be increasingly attractive to new businesses. It may be difficult to quantify but there should be some explicit reference to the improved offer in the area and that the degree of economic growth and additional jobs is not just airport related.	Chapter 17 presents the anticipated economic output and jobs that will be created by the Project (on- and off-site), including direct, indirect and catalytic employment and GVA.
Horsham District Council	27 September 2019	A significant concern for the Council is the placing of population out of scope. The effects of the Project on the population during the construction and operational phases must be scoped in to the assessment as it is wholly inappropriate to scope them out without further evidence of the potential requirement for housing in the region as a result of expansion.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Horsham District Council	27 September 2019	The need to consider the impact on the surrounding population is particularly important given that the districts and boroughs in close proximity to Gatwick Airport are expected to deliver increased housing development as part of their local plans. These numbers are set through the Standard Method calculation. Horsham District alone will be required to identify land to deliver 974 homes each year as part of the next Local Plan. Although the precise locations of these developments have not been identified, a number of strategic sites have been promoted for consideration as future development locations. Hence this should be taken into account when assessing the cumulative effects and should consider the impact on the key strategic locations which have been promoted to Horsham District Council. At this stage we would draw your attention in particular to the West of Ifield development being promoted by Homes England. This is because of the scale of this potential project, 10,000 homes, and it's very close proximity with the airport.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. This report considers all the current housing trajectories of the impact areas (including sensitivity testing) and the Standard Method Scenario alongside a variety of other scenarios in assessing the housing delivery over the next 20 years and the impacts that this could have in the labour market. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Horsham District Council	27 September 2019	Updates to the Council's Infrastructure Delivery Plan, Economic Growth Assessment and Strategic Housing Market Assessment and updated documents should all be taken into consideration to inform studies once they have been finalised.	Chapter 17 and the accompanying technical reports are based on the latest (at the time of drafting) policy documents and associated evidence base, as set out at Appendix 17.2.1.
Horsham District Council	27 September 2019	The definition of the local study area is presented as a fait accompli. There is nothing which explains how the boundary has been fixed. It does seem quite narrow definition, particularly as the study area in terms of impact on residents seems to be confined to the local study area.	The local study area comprises areas within, but not the full entirety, of six local authorities. Further details are provided at paragraph 17.4.10 and in the figures that accompany this chapter.
Horsham District Council	27 September 2019	The potential mitigation strategies for socio-economic effects such as planning contributions, provision of apprenticeships and training opportunities during construction phase and compensation measures for business and residents do not go far enough and do not spread the benefits of expansion more equitably amongst the communities that will be affected by the proposals. The Council would wish to see a stronger commitment to providing more long-term career development opportunities for the local community. The EIA, therefore, needs to incorporate wider research into the economic and employment potential that expansion of the airport would create.	As detailed in Table 17.8.1, an Employment, Skills and Business Strategy has been prepared which includes measures in relation to training, job opportunities, skills and measures for businesses (see Appendix 17.8.1).
Horsham District Council	27 September 2019	GAL has also proposed that there could be compensation measures for businesses and residents adversely affected by the Project. This is considered to be vague.	No specific compensation measures are identified as being required as a result of the assessment in Chapter 17.

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Horsham District Council	27 September 2019	In paragraph 7.10.24 it states the impact of the Project on property values would be scoped out, this seems to suggest that the longer-term socio-economic impacts will not be mitigated and GLA is only considering mitigating the shorter-term impacts of the construction phase. The Council do not agree that it is appropriate to scope out the impact on property values. The Council strongly recommends that this issue should be scoped into the assessment.	Chapter 14: Noise and Vibration explains that any noise impacts of the Project would not be over areas currently unaffected by noise from Gatwick, reflecting that increased use of the Northern Runway will use the same existing flightpath but offset by 12 metres to the north. GAL accepts that the NRP could have an effect on property prices (both negative and positive) but has not included a specific assessment of effects on property prices in the ES for the reasons set out in Table 17.4.2.
Mid Sussex District Council	1 October 2019	GAL has not satisfactorily demonstrated why it is proposing to scope out housing implications of the Project. A clear analysis of the existing employment patterns and how future jobs will be filled is required to fully understand the population impacts. Until this relationship has been fully assessed it is not possible to assume there is no impact. Therefore, the Council objects to GALs current position on this matter.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Mid Sussex District Council	1 October 2019	The 'local study area' should be spatially defined by listing the output areas.	A list of the output areas comprising the 'local study area' is included in Appendix 17.6.1 – Table 1.1.1.
Mid Sussex District Council	1 October 2019	It is also recommended that there is full consistency in the naming of the study areas, for example, between the main body of text in Volume 1 and the figures in Volume 3.	We have ensured that there is consistency on naming of the impact areas and the associated figures.
Mid Sussex District Council	1 October 2019	Another sub-heading should be included for temporal scope (as done for the spatial scope/study area) in which the temporal scope for the assessment is clearly defined.	The temporal scope of the assessment is detailed within the key aspects of the Project that form the basis of the assessment (Section 17.7). This is based on the indicative development periods included in Chapter 5: Project Description.
Mid Sussex District Council	1 October 2019	The factors (listed in Chapter 6) to be considered when determining the sensitivity of a receptor should be detailed in the context of the socio-economics.	Table 17.6.6 defines the receptors' sensitivity.
Mid Sussex District Council	1 October 2019	The way in which policy, standards and other applicable guidance will be used to determine the magnitude of effects should be made more explicit.	See Section 17.4 and Tables 17.4.4 - Table 17.4.6.
Mid Sussex District Council	1 October 2019	Where necessary, references and dates should be added to the baseline.	The baseline assessment includes dates and references.
Mid Sussex District Council	1 October 2019	Clarification should be sought on whether the most up to date information has been used to provide a description of baseline conditions.	See paragraph 17.4.14.
Mid Sussex District Council	1 October 2019	Information on GVA generated by employment at Gatwick Airport (which will require existing employee numbers) and qualitative information on the level of local spend by employees should be included in the baseline assessment.	See Section 17.9 for the GVA effects arising from the operational phase of the Proposed Development.
Mid Sussex District Council	1 October 2019	Baseline analysis should be undertaken for the 'project site boundary', 'labour market' and 'five authorities' study areas as this may reveal the need to assess further potential environmental effects.	A review of baseline conditions for all of the assessment areas is set out in Section 17.6.
Mid Sussex District Council	1 October 2019	A summary of the consultation undertaken in relation to the socio-economic effects could be added to the chapter, although this is not essential.	See Section 17.3.
Mid Sussex District Council	1 October 2019	If embedded mitigations relevant to socio-economics exist, they should be added to the chapter, or it should be stated if they do not exist.	See section 17.8.
Mid Sussex District Council	1 October 2019	It is recommended that a potential enhancing measure prioritising the use of local supply chains to be included in the list of potential mitigating/enhancement measures.	As detailed at Table 17.8.1, the Project will include the adoption of an Employment, Skills and Business Strategy. This includes procurement and supply chain measures (see Appendix 17.8.1).

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Mid Sussex District Council	1 October 2019	Clarification should be provided, prior to any assessment being undertaken, to determine where the majority of workers will travel from.	As detailed at para. 17.4.11, a labour market area for the Project has been defined using ONS 2011 Census Origin and Destination commuting data and Gatwick's in-house passholder database.
Mid Sussex District Council	1 October 2019	The effect on population should be scoped in or out based on the results of this study. The justification for scoping in or out should then be given consistently in a scoping note.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Mid Sussex District Council	1 October 2019	The effect on property values within the 'project site boundary' should be scoped into the assessment of effects.	Chapter 14: Noise and Vibration explains that any noise impacts of the Project would not be over areas currently unaffected by noise from Gatwick, reflecting that increased use of the Northern Runway will use the same existing flightpath but offset by 12 metres to the north. GAL accepts that the NRP could have an effect on property prices (both negative and positive) but has not included a specific assessment of effects on property prices in the ES for the reasons set out in Table 17.4.2.
Mid Sussex District Council	1 October 2019	The effect on property values outside the 'project site boundary' should be assessed based on the worst-case scenario of flight path changes.	Chapter 14: Noise and Vibration explains that any noise impacts of the Project would not be over areas currently unaffected by noise from Gatwick, reflecting that increased use of the Northern Runway will use the same existing flightpath but offset by 12 metres to the north. GAL accepts that the NRP could have an effect on property prices (both negative and positive) but has not included a specific assessment of effects on property prices in the ES for the reasons set out in Table 17.4.2.
Mid Sussex District Council	1 October 2019	Effects on GVA generated by additional jobs and additional local spend due to the Project should be scoped in.	See Section 17.9 for the GVA effects arising from the operational phase of the Proposed Development.
Mole Valley District Council	30 September 2019	Paragraph 7.6.6: Existing baseline conditions should also take account of the significant number of employees that work on-airport.	Baseline conditions have been considered as presented in Chapter 17 Section 17.6.
Mole Valley District Council	30 September 2019	Paragraph 7.10.5: The baseline conditions should include the existing number of employees and the predicted number of employees anticipated from the baseline scenario.	Breakdowns of the numbers and types of jobs for the operational phases are highlighted in separate tables for each phase of the assessment in Section 17.9. These are based on the Oxera Local Economic Impact Assessment (2023) that identifies the employment effects of the Project over and above the baseline position (Appendix 17.9.2).
Mole Valley District Council	30 September 2019	Paragraph 7.10.24: The Applicant has proposed to scope out the effect of the development on the population during both construction and operational phases. The Council opposes this proposal; it is our belief that the increase in the number of on-airport jobs, as well as further indirect employment growth, has the potential to increase	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.

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		the demand for housing in the immediate locality to the airport. It is yet to be proven that a wide labour catchment area will see no significant impacts on population levels or housing and community infrastructure needs, and this should therefore be included in the scope of the EIA.	
Mole Valley District Council	30 September 2019	Paragraph 7.10.16 – The Applicant should assess the impacts of on-airport job generation on the local labour market. There is a concern that job growth at the airport could exacerbate the labour shortage of lower skilled workers in the local area and have negative consequences on other non-airport related employment sectors.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 17.9.
Public Health England	30 September 2019	Demand for temporary accommodation by the construction work force should be identified and an assessment made regarding the impact on local housing supply and affordability, particularly in relation to homelessness provision of short-term housing supply. Given the number of other large developments near the study area the cumulative impact on housing provision should be included.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 17.
Public Health England	30 September 2019	The ES should identify a clear strategy and action plan that addresses barriers to employment within the local population and enables opportunity for employment within Gatwick Airport.	As detailed in Table 17.8.1, an Employment, Skills and Business Strategy has been prepared which includes measures in relation to training, job opportunities, skills and measures for businesses (Appendix 17.8.1).
Reigate and Banstead Borough Council	27 September 2019	Following the adoption of the DMP, references to the “emerging Reigate & Banstead Borough Development Management Plan 2018-2027” should be amended to “Reigate and Banstead Development Management Plan (Reigate and Banstead Borough Council, 2019)” to ensure consistency with other adopted Local Plan documents. Also following the adoption of the DMP, reference to saved Borough Local Plan Policy Em11 “Airport Related Development” should be removed from Paragraph 7.10.1 of the EIA Scoping Report following adoption of the DMP.	The latest (at the time of drafting) adopted and emerging policies have been included within the analysis and particularly in Section 17.2 (Table 17.2.2) and Appendix 17.2.1: Summary of Local Planning Policy.
Reigate and Banstead Borough Council	27 September 2019	We strongly consider that the effect of the Project on the population during the construction phase should be included within the scope of the assessment given: <ul style="list-style-type: none"> • GAL anticipates a twelve-year construction programme and an average construction workforce of 700 personnel (rising to 2,000 during peak construction). • The specialist nature of construction suggests a need for a specialised construction workforce. • The tight local labour market (as referenced in Paragraph 7.10.7 of the EIA Scoping Report) means that the local economy will not be able to provide the construction workforce required to deliver the Project. • Table 7.10.2 of the EIA Scoping Report recognises that there will be an “introduction of a temporary construction workforce”. 	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Reigate and Banstead Borough Council	27 September 2019	We also strongly believe that the effect of the Project on the population during the operational phase should be included within the scope of the assessment given that: <ul style="list-style-type: none"> • Whilst no housing development was planned as part of second runway scheme proposed by GAL as part of the Airports Commission (Gatwick R-2), the potential impact on population was scoped into the assessments. We note that Paragraph 4.1 of the A Second Runway for Gatwick Appendix A4: Local Economy Impacts report produced as part of the airports commission work states that “a second runway will ... increase labour demand in the study area. Dependent on what occurs (or what assumptions are made) in relation to factors such as commuting, unemployment and growth in the working population in 	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.

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		<p>the study area, this could result in an increase in in-migration, a growth in the number of households and an increased need for housing” and that GAL assumed as part of their economic assessment of the potential impact of the second runway a ratio of around one additional house per 1.6 additional jobs (we also note that the Airports Commission assumed a ratio of one additional house per additional job). No justification has been provided within the Scoping to deviate from this approach.</p> <ul style="list-style-type: none"> • Paragraph 7.10.7 of the EIA Scoping Report demonstrates already high economic activity rates and low unemployment in the local study area suggesting that improvements in economic activity/ unemployment cannot be relied upon to absorb the anticipated job growth. Additional population will therefore inevitably be required to support the additional labour demand, with consequential housing impacts. • Figure 7.10.3 of the EIA Scoping Report shows that the greatest number of people working at the airport live within the boroughs/ districts immediately adjacent to the airport (Crawley, Reigate & Banstead, Mole Valley, Tandridge, Horsham and Mid Sussex), therefore the assertion that “future labour demand will be distributed across a wide labour catchment area so no significant impacts on population levels or housing ... are expected” is not only untested at this stage but also manifestly flawed given the existing evidence available. 	
Reigate and Banstead Borough Council	27 September 2019	We also consider that there is a need for the scope of the assessment to include the potential impact on population and housing during both the construction and operation phase given the tight local housing market – host authorities of Crawley and Reigate & Banstead have recently adopted local plans which are unable to meet objectively assessed housing needs due to long-recognised planning, environmental and geographic constraints and host authority of Tandridge has an emerging local plan currently at examination which suggests that it is also unable to meet its standard method housing need.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Reigate and Banstead Borough Council	27 September 2019	We also consider that there is a need for the scope of the assessment to include the potential impact on population and housing during both the construction and operation phase given the tight local housing market – host authorities of Crawley and Reigate & Banstead have recently adopted local plans which are unable to meet objectively assessed housing needs due to long-recognised planning, environmental and geographic constraints and host authority of Tandridge has an emerging local plan currently at examination which suggests that it is also unable to meet its standard method housing need.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Reigate and Banstead Borough Council	27 September 2019	<p>The Council notes that GAL is proposing to scope out the effect of the Project on FDI and trade as “Government guidance (Department for Transport, 2016) notes that there is not sufficient evidence to quantify the impact of FDI, and as such does not currently provide guidance for analysis of such impacts” and that “in the absence of an established methodology and guidance, it is proposed that these impacts are scoped out of the assessment”. The Council however considers that the potential impact of FDI should be considered given that:</p> <ul style="list-style-type: none"> • It was considered as part of the economic impact analysis for the second runway Airports Commission work and no evidence has been provided for taking a different approach for this project. • Heathrow proposed scoping out ‘the effects of increased trade, FDI and tourism to the UK as a result of improved connectivity and aviation capacity’ and the Planning Inspectorate considered that they should not be scoped out. • Neither Luton nor Manston proposed screening out the effect of their airport capacity projects on FDI for this reason. 	See Chapter 17 Socio-Economics Table 17.4.2.

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		<ul style="list-style-type: none"> GAL is anticipating expansion into the emerging markets of India, Asia and Africa. Such expansion will open up new trading links and therefore likely bring FDI into the local economy. 	
Reigate and Banstead Borough Council	27 September 2019	<p>The Council notes that GAL proposes excluding the effect of the Project on property value within the Project site boundary as “the value of property is variable due to the multiple drivers that can influence residential and commercial property markets trends. Drivers such as macro-economic and market cycles, changes in Government fiscal policy and external events (eg Brexit) represent exogenous factors that may influence property values to varying degrees”. Whilst the Council recognises this, we are concerned that GAL proposes excluding the effect of the Project on property value within the Project site given that this boundary doesn’t correlate to the current site area and includes land outside of GAL’s current ownership.</p> <p>The Council also notes that GAL proposes excluding the effect of the Project on property values on residential and commercial properties outside of the Project site boundary given that no changes in flight paths are proposed and therefore the potential for effects to arise is limited. Given our previous comments on airspace modernisation in this response we do not consider that this justification is a sufficient reason for excluding the effect of the Project on property values.</p>	See Chapter 17 Table 17.4.2.
Reigate and Banstead Borough Council	27 September 2019	The Council notes that Paragraph 7.10.2 of the EIA Scoping Report states that the Employment Densities Guide 3rd Edition (HCA, 2015) will be used to inform the assessment of socio-economic effects. We consider that there is also a need to take into consideration local evidence, for example densities on current employment sites within existing employment areas surrounding the airport – to inform the DMP we assessed the local circumstances and compared this to published research (including the HCA guidance) and identified more appropriate local employment densities. The economic evidence was considered ‘sound’ by the independent Planning Inspector and should be given due regard in any assessments.	Employment generation has been estimated based on forecasts produced by ICF, Cambridge Econometrics, Oxera and Experian.
Reigate and Banstead Borough Council	27 September 2019	The Council notes that Paragraph 7.10.9 of the EIA Scoping Report provides great detail on the existing locations of workers commuting to Gatwick Airport. We consider that the existing baseline information should be split by quality of job / sector of employment as we think that this would be useful in helping us understand the potential impact of the Project on population/ housing.	The Local Economic Impact Assessment produced by Oxera presents a split of the existing and future jobs by skill levels (Appendix 17.9.2). In addition, potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Reigate and Banstead Borough Council	27 September 2019	We also consider that the baseline information should take into consideration local authority monitoring data (for example, the Council’s bi-annual industrial estate monitoring information which provides information on current occupiers, uses, floorspace and planned developments).	Recent housing trajectories have been considered within the assessment. Monitoring information varies by area and this creates data consistency limitations. An extensive baseline analysis is presented in Appendix 17.9.3.
Reigate and Banstead Borough Council	27 September 2019	With regards to assumptions regarding cargo throughput in the baseline information, we consider that only current cargo levels should feed into the baseline information and not anticipated cargo associated with growth under the existing configuration of the airport unless there is firm commitment from suppliers/ operators to deliver this cargo throughput.	Cargo throughput is not a direct input assumption that is referred to for the purposes of Chapter 17.
Reigate and Banstead Borough Council	27 September 2019	We note that Paragraph 7.10.12 of the EIA Scoping Report states that “the future baseline component of the study would draw on published projections and forecasts to consider future changes in population, employment and labour market characteristics”. Given that Figure 7.10.3 and Paragraph 7.10.9 of the EIA Scoping Report identify that the largest flows of workers commuting to the airport originate from the Crawley and Horley urban areas and given that Crawley and Reigate & Banstead Borough Councils have recently	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.

Consultee	Date	Details	How taken into account in ES
		adopted local plans which are unable to meet their objectively assessed housing needs, we consider that there is a need to also take into consideration dwelling constrained housing and economic forecasts.	
Reigate and Banstead Borough Council	27 September 2019	The Council considers that there is a need for a wider consideration of the impacts of the Project upon the viability and deliverability of planned (including allocated) employment sites within the scope of the assessment. We note for example, if the delivery of the allocated Horley Strategic Employment site were impacted by the delivery of the Project then this would impact upon the provision of an estimated 4,473 annual construction jobs (20-year construction programme) and 11,985 FTE operational jobs which would seriously influence the net economic benefit/ economic effect of the Project.	Proposed developments and strategic employment allocations have been considered as part of the cumulative assessment at section 17.11, including Horley Business Park.
Reigate and Banstead Borough Council	27 September 2019	We also consider that there is a need to take into consideration the potential for business displacement due to the Project (for example due to increased transport impacts, cost of employment premises due to increased competition, competition for workforce etc.). We note for example that a recent business survey undertaken by the Council found that over two-thirds of businesses that responded to the survey from across Reigate & Banstead borough did not feel that proximity to Gatwick Airport benefited their business and that recent engagement with commercial agents suggested that businesses looking to relocate to the Gatwick Diamond are not necessarily looking to do so due to the presence of Gatwick Airport but rather due to the proximity to London and the buoyant market across the South East.	Noted and this is included in Appendix 17.9.2 Local Economic Impact Assessment.
Reigate and Banstead Borough Council	27 September 2019	We also consider that the scope of the assessment should include indirect and induced effects of the Project (including the effects of proposed cargo throughput). In line with the Planning Inspectorate's comments to the Luton Airport proposed growth, we consider that detail should be provided within the ES with regards to the multipliers used to assess the indirect and induced effects.	See Section 17.9 of Chapter 17 Socio-economics for the indirect and induced effects arising from the operational phase of the Proposed Development.
Reigate and Banstead Borough Council	27 September 2019	The Council considers that there is insufficient justification for the extent of the local study area as proposed in the Scoping. We note that the local study area proposed is different to the study area used for the Airports Commission work and question why a different study area is being proposed/ different method being proposed to identify an appropriate study area.	As detailed at Section 17.4, paragraph 17.4.11 of Chapter 17 Socio-economic Effects, parts of Reigate and Banstead are included within the Local Study Area, and the whole of Reigate and Banstead is included in the FEMA and the LMA. These areas have been defined on the basis of the socio-economic effects being considered within Chapter 17. Data at an LPA level is also presented throughout the assessment.
Reigate and Banstead Borough Council	27 September 2019	From a Reigate & Banstead perspective, we consider that the scope of the study area should be expanded to include, as a minimum, Redhill and Reigate which are residential neighbourhoods (and commercial/ employment locations) with direct transport links to Gatwick Airport and clear commuting relationships with Gatwick as demonstrated by travel to work area analysis in Figure 7.10.3 of the EIA Scoping Report.	As detailed at 17.4.10, parts of Reigate and Banstead are included within the Local Study Area, and the whole of Reigate and Banstead is included in the FEMA and LMA (ie in which commuting relationships to Gatwick exist).
Reigate and Banstead Borough Council	27 September 2019	The Council notes that Paragraph 7.10.21 states that "mitigation and enhancement measures will be reviewed during the ongoing assessment". We think that this should be extended to include ongoing review of mitigation and enhancement measures throughout the operation and construction phases.	Noted. This will be considered further by the ESBS (Chapter 17 Appendix 17.8.1).
Reigate and Banstead Borough Council	27 September 2019	We note that Paragraph 7.10.22 of the EIA Scoping Report states that "measures for mitigating and enhancing potentially significant adverse and beneficial effects could include ... measures to invest in supporting the viability of community assets during the construction and operational phases through mechanisms such as planning contributions and the Gatwick Airport Community Trust; commitments to provide a certain number of apprenticeships and training opportunities for local residents during the construction phase; and confirming compensation measures for businesses and residents adversely affected by the Project". We note that a number of these measures are already used to mitigate the impacts of the airport and stress the need for additionality in order for local residents to feel a benefit from the	The proposed mitigation and enhancement measures detailed at Table 17.8 form part of the consultation process. This includes the Employment, Skills and Business Strategy provided as Appendix 17.8.1.

Consultee	Date	Details	How taken into account in ES
		Project. We would also welcome specificity in the ES with regards to for example the multipliers that will be used to provide apprenticeship opportunities.	
Reigate and Banstead Borough Council	27 September 2019	In line with Heathrow's proposed approach, we also consider that the scope of the mitigation proposed should be informed by engagement with local residents, planning authorities, businesses, education providers, skills and training bodies etc.	The proposed mitigation and enhancement measures detailed at Table 17.8 form part of the consultation process and will be developed in parallel with ES assessment. This includes the Employment, Skills and Business Strategy which is subject to ongoing engagement with stakeholders including education providers, planning authorities, businesses, skills and training bodies.
Reigate and Banstead Borough Council	27 September 2019	We note that the southern part of the site (which includes the access to the site from the strategic road network which is required in the policy allocation) is included within the proposed Project site. We note that as part of the DCO process GAL can compulsory purchase land. Such compulsory purchase could either 'ransom strip' the business park or lead to it being an undeliverable allocation which would severely impact upon the local economy. Given that it seeks to deliver 4,473 annual construction jobs (20 year construction programme) and 11,985 FTE operational jobs and supports the ability of local authorities to meet their employment needs (the business park will accommodate Reigate & Banstead and Crawley's strategic office need), we would therefore welcome clarity and ongoing dialogue with GAL regarding access to the site, GAL's need / proposed uses for the site and timeframes for use of the site etc. Any detrimental impact of the Project on the delivery of the Strategic Business Park (e.g. delay to timing of delivery or adverse impact on the potential job generation from the site) should, in our view, be factored into economic assessments.	It is not anticipated that access to Horley Business Park will be compromised. The scheme is part of the cumulative assessment and socio-economic impacts have been considered as appropriate. GAL will continue ongoing dialogue with the Council as the Project progresses.
South Downs National Park Authority	8 October 2019	Paragraph 7.10.9 of the Scoping Report (Main Text) lists the Local Planning Authorities which fall within the scope of this part of the assessment. This list should include the SDNPA which covers parts of Horsham, Chichester, Mid Sussex, Adur, Worthing, Arun and Lewes as well as areas outside of the scope of the assessment in Hampshire and East Sussex. The SDNPA is the Local Planning Authority for the areas it covers.	Reference to the SDNPA is now included at para. 17.4.11.
West Sussex County Council		In reference to Table 5.4.1: The increase in employee numbers during the operational phase has not been specified in the Scoping Report. Paragraph 4.2.25 identifies the number of existing employees, and paragraph 3.2.17 states that the Project would have "increased employment and economic benefits to the local area" but no attempt has been made to quantify this. GAL must include the change in the number of on-airport employees during the operational phase in the summary of key parameters to ensure the impacts of additional employees are taken into account. The number of employees required to achieve the baseline should also be clarified. The increase in staff numbers would have a range of impacts, including socio-economic impacts (and demand for local services), and on the highway network. Employees are more likely to live locally, and therefore employment-related trips to originate locally, having a disproportionate impact on the local transport network. The Project would increase the number of on-airport employees and include facilities (e.g. car parking) to facilitate this.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 17.9. Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 17.
West Sussex County Council		In reference to Table 7.10.1: As well as local plan allocations, future baseline sources should include the West of Ifield development being promoted by Holmes England. Demographic/Labour Market: the Future Baseline Sources should include ONS mid-year population estimates. Community Facilities: the Future Baseline Sources should	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Chapter 17.

Consultee	Date	Details	How taken into account in ES
		include reference to the DfE's 'Assessing the Net Capacity of Schools' and or Building Bulletin 103 which gives guideline sizes for school accommodation. WSCC's most up to date 'Planning School Places' should be referred to for baseline sources.	
West Sussex County Council		In reference to Paragraph 7.10.5: The baseline conditions must specify existing employee numbers and predicted employee numbers resulting from the baseline scenario.	Breakdowns of the numbers and types of jobs for the operational phases are highlighted in separate tables for each phase of the assessment in Section 17.9. These are based on the Oxera Local Economic Impact Assessment (Appendix 17.9.2) that identifies the employment effects of the Project over and above the baseline position.
West Sussex County Council		In reference to Table 7.10.2: The effect of new jobs being created at Gatwick resulting in local labour shortages should be considered, particularly in relation to low-skilled sectors.	Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 17.9.
West Sussex County Council		In reference to Paragraph 7.10.22: It will be important to include and where possible agree specific, long-term measures for mitigating and enhancing the potentially significant socio-economic effects that have been identified. These should consider (but not be limited to) housing, education, health, community safety, and prioritising the use of local supply chains.	Proposed mitigation and enhancement measures relating to potential socio-economic effects are detailed in Table 17.8.1. These include an Employment, Skills and Business Strategy which includes measures in relation to training, job opportunities, skills and measures for businesses (Appendix 17.8.1).
West Sussex County Council		In reference to Paragraph 7.10.24: WSCC strongly opposes the scoping out of the effect of the Project on the population during either the construction or operational stages. Paragraph 4.2.25 of the Scoping Report notes that 24,000 staff work at the airport, including 3,000 employed directly by GAL, and Paragraph 3.2.17 of the Scoping Report highlights that the Project would result in 'increased employment and economic benefits to the local area'. However, no indication has been given of the likely staff numbers as a result of the airport expansion so it is impossible to establish whether there would be a significant socio-economic impact purely relating to increased employees. Further, the majority of staff working at Gatwick live close to the airport so it is difficult to understand the statement that 'future labour market will be distributed across a wide labour catchment area'. Given the lack of detail provided, it is difficult to be definitive, but it is considered that the Project has the potential to result in significant effects on the local population and the population further afield. The airport is a significant employer for the population of West Sussex and beyond, so the proposed expansion has the potential to increase employment numbers, with the resulting impact on demand for houses and local services, as well as economic benefits.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Tandridge District Council	30 September 2019	TDC does not support the scoping out of the effect of the Project on population (construction and operational phases). Increased employment at the airport is likely to result in benefits to the local area and local economy, including within this District and the wider East Surrey of which it is a part. However, with the lack of detail which currently exists over the number and type of jobs which will be created, and at which point during the assessment years they will come onstream, the potential socio-economic effects cannot be assessed. Growth at Gatwick will have an effect on both the local labour market and, of particular concern	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9. Breakdowns of the numbers and types of jobs for the construction and operational phases are highlighted in separate tables for each phase of the assessment in Section 17.9.

Consultee	Date	Details	How taken into account in ES
		to this District, the demand for housing. As the exact nature of the jobs created will have a bearing on the type of housing required, as lower skilled work is likely to result in demand for housing more locally to the airport than more highly skilled jobs (where longer commutes would be expected) and affordability is a key factor, it is important that the nature of the jobs for which total figures have been provided is clarified. Any new housing which is required as a result of growth at Gatwick will also have implications for infrastructure (schools, health services, community infrastructure etc), and the effects on transport infrastructure and potential improvements required cannot be fully assessed without further details in this regard.	
Tandridge District Council	30 September 2019	It is understood that a Housing Implications Study is being prepared by the applicant. The results of this study are key to understanding the likely effect of the development on population across the areas of the host and neighbouring authorities (and potentially further afield). This issue should be scoped in until the study's conclusions have been produced and their implications understood.	Potential effects on the population are included in detail in Appendix 17.9.3: Assessment of Population and Housing Effects. The findings of this report inform the assessment of the population and housing impacts in Section 17.9.
Tandridge District Council	30 September 2019	Paragraph 7.10.24 refers to the effect of the development on property values on residential and commercial properties outside the Project area and concludes that as there would be no change to flight paths the potential for effects to arise in this respect is limited. However, there is the potential for properties to be newly overflowed and for the intensification of flights on existing flightpaths, which includes routes within Tandridge. It is considered therefore that the effects on property prices should be included in the assessment.	See Chapter 17 Socio-Economics Table 17.4.2.

3 Summary of Consultation Responses at PEIR Stage (September 2021 to November 2021)

Consultee	Details	How/where addressed in ES
Crawley Borough Council	Greater information and justification is required for the development proposals, particularly the extensive areas of new car parking and the proposed offices.	Consideration of the need for any additional office and hotel space - with respect to current and future provision - has been separately assessed as part of the Airport-Related Employment Land Study (ARELS) which forms part of the DCO submission.
Crawley Borough Council	Account should be taken on the type and quality of employment being generated at the airport and how this translates into the need for different types of housing in the LSA, particularly Crawley. If a large proportion of employment being created is unskilled / semi-skilled then this can generate an increased need for more affordable housing or different housing tenures. Many of the jobs directly linked to the project appear to be lower paid/entry level.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with sufficient buffer above this). The assessment also concludes that the Project is unlikely to result in any significant effects insofar as the specific tenure requirements of housing within the study area, based on a review of recent completions, current evidence of affordable housing need, local plan policies and pipeline housing supply.
Crawley Borough Council	Technical evidence detailing why further office space and hotel provision is needed and justifying the amount of floorspace proposed.	Consideration of the need for any additional office and hotel space - with respect to current and future provision - has been separately assessed as part of the Airport-Related Employment Land Study (ARELS) which forms part of the DCO submission. The ARELS did not form part of the PEIR or statutory consultation.
Crawley Borough Council	The provision of new office/hotel floorspace should not be used to displace airport-related parking to locations further away from the terminals or outside of the Gatwick Airport boundary as shown in the Crawley Local Plan.	Consideration of the need for any additional office and hotel space - with respect to current and future provision - has been separately assessed as part of the Airport-Related Employment Land Study (ARELS) which forms part of the DCO submission. The ARELS did not form part of the PEIR or statutory consultation.
Crawley Borough Council	The significant environmental impacts and effects are considered to include the following: <ul style="list-style-type: none"> • <i>Employment - local study area - high beneficial - significant</i> • <i>Employment (construction phase 2029-32) - local study area - moderate beneficial - significant</i> • <i>Open space (Riverside Gardens Park) - project site boundary - moderate adverse - significant</i> • <i>Supply Chain (first full year of opening) - local study area - moderate beneficial - significant</i> • <i>Business - project study area - moderate adverse - significant</i> • <i>Employment (Interim assessment - operational phase) - local study area - moderate beneficial - significant</i> • <i>Supply Chain (Interim assessment - operational phase) - local study area - moderate to major beneficial - significant</i> • <i>Labour market (Interim assessment - operational phase) - local study area - moderate adverse - significant</i> • <i>Business (Interim assessment - operational phase) - project study area - moderate adverse - significant</i> • <i>Employment (Design year - operational phase) - local study area - moderate beneficial - significant</i> • <i>Supply Chain (Design year - operational phase) - local study area - moderate to major beneficial - significant</i> • <i>Labour market (Design year - operational phase) - local study area - moderate adverse - significant</i> 	These are the findings of the PEIR assessment. Subject to embedded mitigation the ES has reassessed all the impacts and the residual effects of the adverse impacts are now updated.
Reigate and Banstead Borough Council	We note that GAL would use Compulsory Purchase Order powers to vacate premises closest to the works. This would result in many families losing their homes, and communities and businesses losing facilities. This would impact on an area that has a strong sense of community.	There are no identified cases of displacement of population/residences and therefore there are no identified resident/business disruption or community cohesion effects associated with this.

Consultee	Details	How/where addressed in ES
Reigate and Banstead Borough Council	Whilst we would welcome the economic benefits from an expanded airport, far greater clarity is required regarding the expanded work force's ability to pay for local housing. Many of the new jobs being created are lower paid.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this). The assessment also concludes that the Project is unlikely to result in any significant effects insofar as the specific tenure requirements of housing within the study area, based on a review of recent completions, current evidence of affordable housing need, local plan policies and pipeline housing supply.
Reigate and Banstead Borough Council	We are concerned that there is a shortage of affordable housing locally and that there will be further demands to house homeless Gatwick workers.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this). The assessment also concludes that the Project is unlikely to result in any significant effects insofar as the specific tenure requirements of housing within the study area, based on a review of recent completions, current evidence of affordable housing need, local plan policies and pipeline housing supply.
Reigate and Banstead Borough Council	Overall, we feel that the Project has the potential to attract exciting and higher value business to the local economy. It could create multiplier effects that benefit our local businesses and contribute towards lowering the levels of unemployment in the borough.	Noted. This assessment of labour market effects takes into consideration the potential reduction of unemployed workers at both construction and operational stages.
Reigate and Banstead Borough Council	We are concerned that the number-based approach to the labour supply that does not fully reflect the impact the Project is likely to have on the local labour market situation. Just because there is a projected surplus in labour supply does not mean that the local residents will be willing to take up the jobs the Project will create. Reigate & Banstead is an expensive borough to live in. It would therefore not be easy for anyone moving to the borough to be able to do so on the income generated by most of the proposed new jobs, without a need for additional support.	Noted.
Reigate and Banstead Borough Council	The hospitality sector in particular is already suffering with 3 out of 10 hospitality businesses finding vacancies difficult to fill (ONS). How does GAL plan to fill vacancies for the three proposed hotels? Would any potential pay increment to make the jobs attractive for potential applicants be passed on to customers in form of higher rates?	The ESBS (Chapter 17 Appendix 17.8.1.) will involve the employers within the DCO Project Boundary to help them maximise the economic benefits through training initiatives and a recruitment strategy.
Reigate and Banstead Borough Council	We have some reservation on the Net additional labour arising from the Project and would welcome some further details on how this local authority split was achieved	The Local Economic Impact Assessment (Appendix 17.9.2) includes information on methodology and employment forecasting in relation to the net impact.
Reigate and Banstead Borough Council	We question the low levels of workers coming from Reigate & Banstead (493 by 2038), an authority directly neighbouring Gatwick Airport with high levels of existing employment. We would like to see some evidence on how these numbers are to be achieved. It seems unlikely that there would be such a high increase in direct employment, given the long distance from the airport. If this increase is to be attributed to an indirect employment, then where will that employment be based, given that most of Chichester is South Downs National Park?	The Local Economic Impact Assessment (Appendix 17.9.2) includes information on methodology and employment forecasting in relation to the net impact.

Consultee	Details	How/where addressed in ES
Reigate and Banstead Borough Council	The Project is likely to contribute to increase in noise and air pollution as well as traffic congestion. In light of changing working practices (i.e. no longer being tied to location), we feel that some may choose to move somewhere less noisy, polluted and congested in the future. This could lead to a decrease in the supply of higher skilled workers in the borough.	The effects on Traffic and Transport, Noise and Vibration and Air Quality are set out in the ES and have been considered cumulatively to identify the level of impact to the surrounding business and residents during construction and operation.
Reigate and Banstead Borough Council	Even though GAL has decided to scope out the effects of the Project on house prices, despite the Inspector comments, does GAL have any strategy on how to mitigate the Project's effect on house prices through impacts such as air quality, flooding and noise pollution?	Chapter 14: Noise and Vibration explains that any noise impacts of the Project would not be over areas currently unaffected by noise from Gatwick, reflecting that increased use of the Northern Runway will use the same existing flightpath but offset by 12 metres to the north. GAL accepts that the NRP could have an effect on property prices (both negative and positive) but has not included a specific assessment of effects on property prices in the ES for the reasons set out in Table 17.4.2.
Reigate and Banstead Borough Council	We are concerned that no regard has been given to specific factors such as affordable housing, when conducting the analyses. A large proportion of the jobs forecasted to be generated by the Project will be low skilled/low paid jobs. We question how these jobs will be able to support living in less affordable areas, such as Reigate & Banstead, without putting pressure on the local affordable housing needs and levels of benefit claims.	Consideration has been given to the different tenures during both construction and operation. Details are provided in Appendix 17.9.3: Assessment of Population and Housing Effects.
Reigate and Banstead Borough Council	We would also be interested to know what effect the recent position statement from Natural England, requiring planning permission applications in the majority of Crawley and north West Sussex to demonstrate that they do not increase pressure on water resources, might have on the above conclusion and how it may affect the projected labour supply in general as well as the proposed additional labour split by local authority.	The effect of the project on water resources is a matter for the Water and Flood Risk Assessment. Potential effects on housing supply have been considered as part of the housing trajectories provided by the LPAs. Details are presented in Appendix 17.9.3: Assessment of Population and Housing Effects.
Reigate and Banstead Borough Council	We consider that the cumulative effects of the Horley Business Park and the Project on housing and labour supply have not been fully assessed. It appears that although the Horley Business Park has been noted in the PEIR, it has not been taken into account when producing the Assessment of Population and Housing Effects. We would be interested to know how GAL is going to ensure there will not be a shortage of labour supply, particularly with regards to the construction jobs, taking into account the cumulative effects of the Horley Business Park?	Regard has been given to the publication of the Draft Horley Business Park SPD (in the Executive Committee Meeting on 18 November 2021), which post-dated the publication of the PEIR. Section 5.0 of the proposed SPD discusses the delivery of the scheme, stating in paragraph 5.62 that <i>"Evidence indicates that development of the site is likely to be completed within approximately 20 years of gaining planning permission, which could potentially be in around 2045"</i> . On this basis, Horley Business Park development does not overlap with the Project's development. The phasing proposals for Horley have informed the cumulative effects accordingly.
Reigate and Banstead Borough Council	Paragraph 17.9.9 of the PEIR states that the Project has the capacity to draw labour away from other construction sites, potentially causing other construction projects to be delayed or cancelled because of a shortage of the right type of construction labour. How is GAL proposing to mitigate this? Has GAL accounted for a fact that it might be the other way around and they might struggle recruiting because other projects, such as the Horley Business Park, will use the available labour supply to fill construction jobs on their sites?	The timescales of each cumulative scheme have been considered in respect of overlapping the various phases of proposed development. The cumulative assessment has not identified any issues on this respect.
Reigate and Banstead Borough Council	Appendix 17.9.3: Assessment of Population and Housing Effects - Section 5.3 of the assessment focuses on the age of the labour force in the study area, which is split between the ages of 16-44 and the over 45s. There may be a case however to suggest that the age brackets should be split further to reflect which age groups may be most prominent during the construction and operational phases of the project, rather than limiting it to just two age brackets, as this may impact on what types of jobs may be taken up from the project. As mentioned in the assessment, there is underlying ageing population, so knowing these numbers as accurately as possible would be beneficial.	Further consideration has been given and details are presented in Appendix 17.9.3: Assessment of Population and Housing Effects.

Consultee	Details	How/where addressed in ES
Reigate and Banstead Borough Council	The type of housing available in Horley may be unsuitable for additional workers who want to relocate and live in Horley. As stated in paragraph 17.6.45 in the PEIR and Table 2.1.14 in Appendix 17.6.1, the majority of houses within the local study area are terraced housing (35.0%). Although Horley is attempting to increase its supply of other types of dwellings (e.g. through the Horley North East and West Sectors), there may still be a shortfall of desired dwellings. It therefore may be beneficial to sample and survey the Labour Market Area or Five Authorities Area, or both, to see what type of dwellings new employees would be willing to live in if they decided to relocate and commute from the local study area, rather than assume they would be willing to settle in the housing types currently available.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
Reigate and Banstead Borough Council	It is mentioned in paragraph 5.4.6 in the Assessment of Population and Housing Effects that it is currently not known how many net additional jobs Heathrow's third runway is expected to generate, or the exact timeframe for when these jobs would be generated. However, is it possible to estimate what types of jobs will be generated from Heathrow's third runway? If so, and if the jobs are similar to the ones being generated at GAL, will this impact on the number of jobs being taken up at GAL through any competition between the two projects? How will GAL make sure that jobs are being taken up at GAL and not Heathrow?	The Expansion of Heathrow has been considered within the cumulative assessment and particularly the impacts on population and housing. The assessment has not identified any particular issue on this respect.
Reigate and Banstead Borough Council	Are any residents predicted to be displaced through any impacts or new infrastructure built from the Northern Runway Project (e.g. through transport infrastructure)? If so, how will Gatwick help to compensate any residents being displaced?	There are no identified cases of displacement of population /residences and therefore there are no identified resident disruption or community cohesion effects associated with this.
Mole Valley District Council	Assumptions have been made around employment growth due to the proposed expansion at Gatwick. GAL has stated that the proposed expansion is not expected to increase the need for housing above what is already planned for by neighbouring local authorities. However, no housing trajectory modelling have been undertaken to assess housing growth with jobs growth. More details should be forthcoming. The same concerns would also apply to hotel bed space and other visitor accommodation capacity.	Consideration of the need for any additional office and hotel space - with respect to current and future provision - has been separately assessed as part of the Airport-Related Employment Land Study (ARELS) which forms part of the DCO submission. The ARELS did not form part of the PEIR or statutory consultation.
Mole Valley District Council	<i>"The consultation documents lack proper analysis of the type and quality of employment that will be created as a result of the proposed expansion and how this would impact on housing need. The current analysis also fails to take account of the type and quality of employment being generated at the airport and how this translates into the need for different types of housing. If, for example, a large proportion of employment being created is unskilled/semi-skilled, then this could generate an increased need for more affordable housing or different housing tenures that has not already been planned for. The type of jobs directly linked to the proposed development appear to be lower paid jobs. This would indicate a requirement for less market housing and more affordable housing."</i>	The Local Economic Impact Assessment (Appendix 17.9.2) includes an analysis of the skill levels of the airport's future workforce that has further informed Appendix 17.9.3: Assessment of Population and Housing Effects.
Tandridge District Council	<i>"The effect of the development on property values on residential and commercial properties outside the Project area has not been scoped due to no change to flightpaths. However, there is the potential for properties to be newly overflowed and for the intensification of flights on existing flightpaths, which includes routes over Tandridge."</i>	Chapter 14: Noise and Vibration explains that any noise impacts of the Project would not be over areas currently unaffected by noise from Gatwick, reflecting that increased use of the Northern Runway will use the same existing flightpath but offset by 12 metres to the north. GAL accepts that the NRP could have an effect on property prices (both negative and positive) but has not included a specific assessment of effects on property prices in the ES for the reasons set out in Table 17.4.2.
Tandridge District Council	We do not support how the Local Study Area has been defined. The area includes the settlement of Burstow and part of Smallfield, both within Tandridge's administrative area. It is unclear why only part of Smallfield is included, as it is the largest settlement within Burstow parish and one of our higher tier settlement in the District.	The LSA boundary has been updated accordingly.

Consultee	Details	How/where addressed in ES
	Furthermore, includes several site allocations in our emerging Local Plan 2033 which will be affected if the project is consented.	
Tandridge District Council	<i>"The data does not take the pandemic and the effects of unemployment rates into account which may have been influenced by the Government's furlough scheme. The implications of this are only just emerging and potentially will not be understood for years to come."</i>	As explained in detail in Section 3 of Appendix 4.3.1, the Covid-19 pandemic is expected to have a limited influence on the Project as the effects of the pandemic are expected to have fully subsided by 2029 (the Project's 'opening year'). The ES Chapter presents both the pre-pandemic position as well as the latest baseline position to inform the assessment.
Tandridge District Council	We do not support the approach to capture the housing that may come forward in the study area to 2038. Specifically for Tandridge, the current housing trajectory and five-year housing land supply is based on what is published in the Authorities Monitoring Report (AMR) 2019-20. This report is already out of date and as such does not reflect the most up-to-date position. In addition to this, an average of housing supply is made from 2026-2038, this does not accurately reflect the scale of housing that is due to come forward from our emerging Local Plan 2033, as well as where in relation to the airport these sites are expected to be.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a comfortable buffer).
Tandridge District Council	Affordability in Tandridge is a key issue, with average house prices in the district being 14 times higher than average earnings. This means it is increasingly difficult for local people to get on the housing ladder. Growth at Gatwick will influence both the local labour market and, of particular concern to this District, the demand for housing. There is a concern that GAL assumes that housing for workers will be provided based on the uplifted numbers the Government is expecting local authorities to deliver. This excludes any work undertaken by authorities to identify key issues such as market signals, affordable housing or constraints on housing supply.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a comfortable buffer).
West Sussex County Council	<i>"Socio-Economics" The County Council is concerned there is no mention of WSCC plans and strategies, including Our Council Plan and the Economy Reset Plan, and that there has been no engagement on economy priorities to inform the PEIR. There are concerns about the baseline data that, in places, draws on data that is more than 10 years old. More recent data sources should be used as they become available. The baseline data is also skewed by key locations in the groupings and this should be recognised and pulled out further, for example, Crawley's demographics are very different to the rest of the Local Study Area."</i>	We do not use the County as a study area in itself, however, for the ES, references have been added as appropriate.
West Sussex County Council	The County Council is concerned there is not a clear 'read across' between the PEIR and the Economic Impact Assessment and that the geographies used as the 'study area' and 'labour market area' are muddled and inconsistent between the various documents.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11.
West Sussex County Council	The employment, supply chain and labour market assessment in the PEIR is based on high-level quantitative data and does not evidence the types of jobs required (including time-limited jobs), qualifications or skills needed, and how this relates to the local and wider labour market.	This has been identified by Appendix 17.9.2 and has informed the Employment, Skills and Business Strategy (Appendix 17.8.1).
West Sussex County Council	The assessment of the socio-economic impacts has been from a purely 'numbers-based approach', that is, local planning authorities are planning for houses and, therefore, the workers will be provided based on the uplifted numbers that the Government is expecting local authorities to deliver. However, this excludes analysis of key issues, such as market signals, affordable housing, or constraints on housing supply. Therefore, GAL's approach is considered to be overly simplistic.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
West Sussex County Council	There is also significant concern with this 'houses equals workers' approach as it fails to take account of the type and quality of employment being generated (unskilled/semi-skilled/skilled) at the Airport and how this translates into the need for different types of housing.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be

Consultee	Details	How/where addressed in ES
		enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
West Sussex County Council	Although PINS suggested that the effect of the NRP on property values should be scoped in, GAL has proposed to scope this out from the assessment. GAL state that there will be little change in flight paths; however, there will be an increase in the frequencies of flights along existing flight paths (cited as 10-15 air traffic movements per hour) and, therefore, some properties will experience greater overflight, which has the potential to adversely impact property values.	Chapter 14: Noise and Vibration explains that any noise impacts of the Project would not be over areas currently unaffected by noise from Gatwick, reflecting that increased use of the Northern Runway will use the same existing flightpath but offset by 12 metres to the north. GAL accepts that the NRP could have an effect on property prices (both negative and positive) but has not included a specific assessment of effects on property prices in the ES for the reasons set out in Table 17.4.2.
Tandridge District Council	We do not support the approach to capture the housing that may come forward in the study area to 2038. Specifically for Tandridge, the current housing trajectory and five-year housing land supply is based on what is published in the Authorities Monitoring Report (AMR) 2019-20. This report is already out of date and as such does not reflect the most up-to-date position. In addition to this, an average of housing supply is made from 2026-2038, this does not accurately reflect the scale of housing that is due to come forward from our emerging Local Plan 2033, as well as where in relation to the airport these sites are expected to be.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
West Sussex County Council	The geographies used as the 'study area' and 'labour market area' are muddled and not consistent throughout the various documents – the PEIR has the Local Study Area and the Labour Market Area; the Economic Impact Assessment uses the Gatwick Diamond and C2C LEP area.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
West Sussex County Council	This chapter refers to trends in the Local Study Area – however, because this area includes the whole of Crawley Borough and only parts of the other local authorities (Horsham, Mid Sussex, Reigate and Banstead, Tandridge and Mole Valley) the overview is skewed. It would be useful if there was more teasing out of the differences amongst those local authorities.	Data at a local authority level is provided as part of the appendices to the socio-economic assessment.
Horsham District Council	A more refined and targeted approach to assessment of socio-economic impacts, including more detailed assessment of the housing, economic and population effects of the proposals.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
Horsham District Council	Concerned how the approach to the socio-economic assessment has been undertaken. It is considered that the geographical areas (Local Study Area and Labour Market Area) do not allow for sufficient understanding of the housing and community impacts on the districts and boroughs in closest proximity to the airport. There is a risk that the impact on housing is more localised than currently suggested and that most housing demand will be concentrated in the Northern West Sussex HMA and the associated burdens put on those Councils.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Horsham District Council	In terms of housing and population effects, it is considered that the current approach fails to adequately capture the impact on those local authority areas most affected by the proposals.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Horsham District Council	HDC is concerned that, as how the socio-economic impacts have been currently assessed, the true impacts on Horsham District will have not been adequately captured or overlooked. The Labour Market Area is too large to properly understand the impacts on the District.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.

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Horsham District Council	<i>"Considered that a more focused assessment of the socio-economic impacts of the NRP on the six local authorities that are in closest proximity to the airport (e.g., using something similar to the Crawley TTWA) is required. Advise that additional sensitivity testing is undertaken using Experian forecasts to enable greater compatibility between the studies."</i>	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Horsham District Council	There is a concern that GAL has undertaken the assessment of the socio-economic impacts from a purely 'numbers-based' approach, however, this approach is considered to be too simplistic and further work is required to better understand the impacts of the NRP on the housing market in the Gatwick sub-region.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
West Sussex County Council	The geographies used as the 'study area' and 'labour market area' are muddled and not consistent throughout the various documents – the PEIR has the Local Study Area and the Labour Market Area; the Economic Impact Assessment uses the Gatwick Diamond and C2C LEP area.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
West Sussex County Council	This chapter refers to trends in the Local Study Area – however, because this area includes the whole of Crawley Borough and only parts of the other local authorities (Horsham, Mid Sussex, Reigate and Banstead, Tandridge and Mole Valley) the overview is skewed. It would be useful if there was more teasing out of the differences amongst those local authorities.	Data at a local authority level is provided as part of the appendices to the socio-economic assessment.
Horsham District Council	A more refined and targeted approach to assessment of socio-economic impacts, including more detailed assessment of the housing, economic and population effects of the proposals.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
Horsham District Council	Concerned how the approach to the socio-economic assessment has been undertaken. it is considered that the geographical areas (Local Study Area and Labour Market Area) do not allow for sufficient understanding of the housing and community impacts on the districts and boroughs in closest proximity to the airport. There is a risk that the impact on housing is more localised than currently suggested and that most housing demand will be concentrated in the Northern West Sussex HMA and the associated burdens put on those Councils.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Horsham District Council	In terms of housing and population effects, it is considered that the current approach fails to adequately capture the impact on those local authority areas most affected by the proposals.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Horsham District Council	HDC is concerned that, as how the socio-economic impacts have been currently assessed, the true impacts on Horsham District will have not been adequately captured or overlooked. The Labour Market Area is too large to properly understand the impacts on the District.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Horsham District Council	<i>"Considered that a more focused assessment of the socio-economic impacts of the NRP on the six local authorities that are in closest proximity to the airport (e.g., using something similar to the Crawley TTWA) is required. Advise that additional sensitivity testing is undertaken using Experian forecasts to enable greater compatibility between the studies."</i>	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Horsham District Council	There is a concern that GAL has undertaken the assessment of the socio-economic impacts from a purely 'numbers-based' approach, however, this approach is considered to be too simplistic and further work is required to better understand the impacts of the NRP on the housing market in the Gatwick sub-region.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous

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		planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
Horsham District Council	HDC is concerned that the impact on construction employment has not been fully considered and further work is necessary to understand the construction employment requirements of the NRP, along with the other Tiers 1, 2 and 3 development identified by GAL. The build out of this development has the potential to impact the availability of construction labour in the local area.	More detailed analysis of the construction employment expected to be generated is provided in Appendix 17.9.1: Construction Employment Technical Note, including quantum and origin/commuting data and the potential housing effects are analysed in Appendix 17.9.3: Assessment of Population and Housing Effects. This data has informed the assessment in Section 17.9.
Horsham District Council	"The significant environmental impacts and effects are considered to include the following: <ul style="list-style-type: none"> • <i>Employment - local study area - high beneficial - significant</i> • <i>Employment (construction phase 2029-32) - local study area - moderate beneficial - significant</i> • <i>Open space (Riverside Gardens Park) - project site boundary - moderate adverse - significant</i> • <i>Supply Chain (first full year of opening) - local study area - moderate beneficial - significant</i> • <i>Business - project study area - moderate adverse - significant</i> • <i>Employment (Interim assessment - operational phase) - local study area - moderate beneficial - significant</i> • <i>Supply Chain (Interim assessment - operational phase) - local study area - moderate to major beneficial - significant</i> • <i>Labour market (Interim assessment - operational phase) - local study area - moderate adverse - significant</i> • <i>Business (Interim assessment - operational phase) - project study area - moderate adverse - significant</i> • <i>Employment (Design year - operational phase) - local study area - moderate beneficial - significant</i> • <i>Supply Chain (Design year - operational phase) - local study area - moderate to major beneficial - significant</i> • <i>Labour market (Design year - operational phase) - local study area - moderate adverse - significant</i>". 	These are the findings of the PEIR assessment. Subject to embedded mitigation the ES has reassessed all the impacts and the residual effects of the adverse impacts are now updated.
Horsham District Council	In terms of cumulative effects the Local Study Area does not extend far enough out of the Project Site Boundary, particularly to the north, west and east. It would be reasonable to assume that other developments and plans less than 1km away from the Project Site Boundary may have a cumulative impact on receptors.	The zone of influence (Zoi) for socio-economics is considered to be 8 km from the Project boundary covering and extending beyond the LSA which is the area where receptors are most likely to be impacted upon by the Project and contain the cumulative schemes that are also most likely to impact upon the receptors.
Horsham District Council	Increase in demand for construction workers during the Project, with these workers to be displaced from the construction of housing schemes and this may impact on the ability to deliver housing in the local study area, and increase in labour costs.	This effect has been re-assessed in the ES.
Horsham District Council	"Most new employees will live locally and so the housing supply needs to expand sufficiently to enable this additional population to be accommodated. The alternative is: <ul style="list-style-type: none"> • <i>New jobs will be taken up by workers who commute in - less likely for the lower skilled / paid jobs</i> • <i>Existing residents in the local study area will switch jobs to take up employment at Gatwick, could lead to localised shortage of labour</i>". 	Noted.
Horsham District Council	"There is the question about whether the housing supply in the local study area will support sufficient population growth and labour supply to support these new jobs at Gatwick, particularly affordable house and homes for the higher skilled. Analysis of the housing trajectory on sites within or close to the local study area to assess whether a sufficient supply of housing and affordable housing is likely to be delivered to meet additional demand from the new workforce."	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).

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Horsham District Council	The report fails to make any clear/detailed reference to disbenefits associated with the Project. Impact of the Project on Noise (assumed to be nil), air quality and greenhouse gas emissions (GHG) are briefly mentioned.	These effects are assessed by different topics in the ES. The assessment includes a qualitative analysis based on the findings of this topics for the impacts in the communities of the local study area.
Mid Sussex District Council	The simplistic approach used by GAL to assess the relationship between housing delivery and labour supply is unreliable. Therefore, GAL's conclusion that current Local Plans will provide a sufficient supply of labour to meet future job growth and will not increase the housing need for local authorities is not correct.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
Mid Sussex District Council	The study areas for the PEIR (Chapter 17) and that used in the Economic Impact Report (Oxera, 2021) are different, making direct comparison across the two documents impossible.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Mid Sussex District Council	Assessment of the socio-economic effects of the NRP should be based on data that better aligns with local authorities' evidence base (this is considered particularly important given that GAL is insisting that there will be no significant population or associated housing effects). We request that additional sensitivity testing is undertaken using Experian forecasts to enable greater compatibility between the studies. The study area for the local area should be the administrative boundaries of Mid Sussex, Horsham and Crawley, which enables assessment of the true local impact.	Cambridge Econometrics' forecasts are the core forecasts but Experian forecasts have also now been included as a sensitivity test within Appendix 17.9.3: Assessment of Population and Housing Effects.
Mid Sussex District Council	The approach taken by GAL has resulted in the loss of specific local circumstances and resulted in the true local impact not being assessed. For example, the PEIR notes that for the Labour Market Area and Five Authorities Area, workplace earnings are lower than resident earnings across the Labour Market Area, suggesting that people out-commute to higher paid jobs. This does not however reflect the position in Crawley, where the wages of the in-commuting workforce are greater than that of the resident workforce, reflecting the local skills issue that is a particular priority for Crawley.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Mid Sussex District Council	The Assessment of Population and Housing Effect (Appendix 17.6.2) sets out various scenarios to consider whether the future supply of labour generated by future housing plans will be sufficient to accommodate additional employment generated by the NRP. A total of 9 growth scenarios were tested to explore the relationship between housing and jobs, but the approach taken is over simplistic with no sensitivity testing applied.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
Horsham District Council	In terms of cumulative effects the Local Study Area does not extend far enough out of the Project Site Boundary, particularly to the north, west and east. It would be reasonable to assume that other developments and plans less than 1km away from the Project Site Boundary may have a cumulative impact on receptors.	The zone of influence (Zoi) for socio-economics is considered to be 8 km from the Project boundary covering and extending beyond the LSA which is the area where receptors are most likely to be impacted upon by the Project and contain the cumulative schemes that are also most likely to impact upon the receptors.
Horsham District Council	Increase in demand for construction workers during the Project, with these workers to be displaced from the construction of housing schemes and this may impact on the ability to deliver housing in the local study area, and increase in labour costs.	This effect has been re-assessed in the ES.
Horsham District Council	<p><i>"Most new employees will live locally and so the housing supply needs to expand sufficiently to enable this additional population to be accommodated. The alternative is:</i></p> <ul style="list-style-type: none"> <i>New jobs will be taken up by workers who commute in - less likely for the lower skilled/paid jobs</i> 	Noted.

Consultee	Details	How/where addressed in ES
	<ul style="list-style-type: none"> Existing residents in the local study area will switch jobs to take up employment at Gatwick, could lead to localised shortage of labour". 	
Horsham District Council	"There is the question about whether the housing supply in the local study area will support sufficient population growth and labour supply to support these new jobs at Gatwick, particularly affordable house and homes for the higher skilled. Analysis of the housing trajectory on sites within or close to the local study area to assess whether a sufficient supply of housing and affordable housing is likely to be delivered to meet additional demand from the new workforce."	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
Horsham District Council	The report fails to make any clear/detailed reference to disbenefits associated with the Project. Impact of the Project on Noise (assumed to be nil), air quality and greenhouse gas emissions (GHG) are briefly mentioned.	These effects are assessed by different topics in the ES. The assessment includes a qualitative analysis based on the findings of this topics for the impacts in the communities of the local study area.
Mid Sussex District Council	The simplistic approach used by GAL to assess the relationship between housing delivery and labour supply is unreliable. Therefore, GAL's conclusion that current Local Plans will provide a sufficient supply of labour to meet future job growth and will not increase the housing need for local authorities is not correct.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
Mid Sussex District Council	The study areas for the PEIR (Chapter 17) and that used in the Economic Impact Report (Oxera, 2021) are different, making direct comparison across the two documents impossible.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Mid Sussex District Council	Assessment of the socio-economic effects of the NRP should be based on data that better aligns with local authorities' evidence base (this is considered particularly important given that GAL is insisting that there will be no significant population or associated housing effects). We request that additional sensitivity testing is undertaken using Experian forecasts to enable greater compatibility between the studies. The study area for the local area should be the administrative boundaries of Mid Sussex, Horsham and Crawley, which enables assessment of the true local impact.	Cambridge Econometrics' forecasts are the core forecasts but Experian forecasts have also now been included as a sensitivity test within Appendix 17.9.3.
Mid Sussex District Council	The approach taken by GAL has resulted in the loss of specific local circumstances and resulted in the true local impact not being assessed. For example, the PEIR notes that for the Labour Market Area and Five Authorities Area, workplace earnings are lower than resident earnings across the Labour Market Area, suggesting that people out-commute to higher paid jobs. This does not however reflect the position in Crawley, where the wages of the in-commuting workforce are greater than that of the resident workforce, reflecting the local skills issue that is a particular priority for Crawley.	Different study area geographies are used within the assessment to reflect the different types of socio-economic impacts being assessed. Explanations are given in paragraphs 17.4.10 and 17.4.11. Data is also provided at a local authority level.
Mid Sussex District Council	The Assessment of Population and Housing Effect (Appendix 17.6.2) sets out various scenarios to consider whether the future supply of labour generated by future housing plans will be sufficient to accommodate additional employment generated by the NRP. A total of 9 growth scenarios were tested to explore the relationship between housing and jobs, but the approach taken is over simplistic with no sensitivity testing applied.	The Assessment of Population and Housing Effects (Appendix 17.9.3) assesses the impact of additional employment growth on overall housing need within the housing market area and labour market area in line with current and previous planning practice guidance. It finds that, in overall terms, there is likely to be enough housing supply in the study area to support the labour demands associated with the Project (and with a sufficient buffer above this).
Mid Sussex District Council	The 'houses' equals 'workers' approach fails to take account of the type and quality of employment being generated and how this translates into the different types of housing needs. In particular, if current and future housing stock will meet the needs of future workers at the airport.	The type of employment generated has been further considered in Appendix 17.9.2: Local Economic Impact, and the findings have informed the analysis in Appendix 17.9.3: Assessment of Population and Housing Effects.

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<p>AECOM on behalf of Mid Sussex District Council, Horsham District Council (HDC) and five other members of the Joint Authorities</p>	<p>AECOM reviewed the PEIR Socio-Economics Chapter and provided the following recommendations:</p> <ol style="list-style-type: none"> 1. The Applicant should consider the use of quantitative, rather than qualitative measures, to provide a more robust assessment measurement. Thresholds, based on professional judgment, could be established and applied to determine sensitivity and magnitude allowing a consistent approach to the assessment of impacts. 2. Further clarity is required on how the sensitivity of receptors and magnitude of impact were assumed. Justification should be provided where there the sensitivity of a receptor changes from one phase of the Project to another. 3. The Applicant should clarify the study areas considered for the collection of data and reasoning for the chosen differences in geography for the baseline as part of the assessment methodology. The study area considered for the assessment of impacts should also be consistent across comparable receptors (i.e. population or labour related receptors should be assessed at the same local levels). 4. Local baseline analysis (Local Authority level) is required to allow assessment of impact at the Local Authority level. 5. It is stated that the impact of Covid-19 is expected to be rescinded by the start of operations of the project and that air passenger numbers should bounce back in 2021/22. However, this may be based on out-dated forecasts. Gatwick Airport is still running at reduced capacity and is likely not to experience a bounce back in passenger numbers by 2021/22 as expected. The assessor should provide some clarification on the impact of Covid-19 and how it has been considered as part of the assessment. 6. Clarification should be provided on the extent of embedded design mitigation and whether or not specific monitoring measures should be included for the avoidance of doubt. 7. The assessment is dependent on passenger forecasts which may be over-optimistic (predict a bounce back in air passenger numbers in 2021/22 which has not fully materialised yet and return to pre-pandemic expected air passenger numbers by start of operations – therefore assuming no long-lasting impact of Covid-19). 8. Clarification should be provided how conclusions in respect of environmental impacts and effects (where relevant) have been reached as this is unclear in places. 9. The assessment of effects stated throughout the chapter (Section 16.9. Assessment of Effects) should be consistent with the assessment matrix. Where and range of effect (i.e. minor to moderate), this range should be stated (as opposed to picking the most favourable effect). 10. The assessment of effects on the supply chain needs to consider both indirect and induced employment. The assessment of effects on the labour market needs to consider all additional employment. 11. The assessment of effects on business disruption and resident disruption needs to be clarified and justified. 12. The assessment of effects on community facilities needs to be clarified and justified against spare capacity. 13. The assessment should consider the impact of the Project on property value. 14. Assessment of effects relative to employment to be developed at the Local Authority level, adapting the sensitivity to each area based on their characteristics and assessing magnitude of impact based on breakdown of employment provided in the Economic Impact Assessment. 15. Assessment of effects which cannot be quantitatively assessed at Local Authority level to be assessed qualitatively at this level (relative impact for each Local Authority within the study area). 16. Review and justification of the Zone of Influence. Ensure cumulative developments have been taken account of within the assessment. Recognise the impact of committed developments in the Local Study Area. 17. The assessment of housing impacts should consider the supply of housing in Crawley and its housing market area and whether this is sufficient to house new employees living close to the Project Site, including those with lower and higher incomes and the tenure, type and size of homes they will need or demand. 18. The assessment of housing impacts should consider the supply of affordable housing likely to come forward from the housing trajectories in Crawley and its housing market area (Mid Sussex and Horsham) and whether this is sufficient to meet additional needs of lower skilled/income employees who are likely to live close to the airport rather than commute. 	<p>AECOM's recommendations have been considered and the assessment has been updated as appropriate. This includes in particular:</p> <ol style="list-style-type: none"> 1. Section 17.4 presents the updated approach. Quantitative thresholds have been defined as appropriate in Tables 17.4.5 and 17.4.6 that present the magnitude of the impacts. Table 17.6.6 presents the receptors sensitivity and Table 17.4.7 shows the assessment matrix. 2. The definition of receptors' sensitivity and the magnitude of the impacts for each relevant study area is clearly demonstrated in the tables mentioned above. 3. Different study areas have been selected based on the impacts that need to be assessed. The reasoning is detailed in paragraphs 17.4.10 and 17.4.11. 4. Baseline data at a local authority level is provided. 5. As explained in Section 3 of Appendix 4.3.1, it is assumed that the Covid-19 pandemic and the consequential changes in socio-economic conditions will have a limited influence on the Project as the effects are expected to have fully subsided by 2029 (the Project's 'opening year'). ICF, CE, Experian and Oxera's forecasts have informed the assessment considering all the macro-economic externalities. 6. These are clearly stated in the ES Chapter. 7. As mentioned above in point 5, the macro-economic externalities have been considered as part of the various economic inputs of the ES assessment. 8. Updated accordingly. 9. Updated accordingly. 10. Updated accordingly. 11. Updated accordingly. 12. Updated accordingly. 13. Chapter 14: Noise and Vibration explains that any noise impacts of the Project would not be over areas currently unaffected by noise from Gatwick, reflecting that increased use of the Northern Runway will use the same existing flightpath but offset by 12 metres to the north. GAL accepts that the NRP could have an effect on property prices (both negative and positive) but has not included a specific assessment of effects on property prices in the ES for the reasons set out in Table 17.4.2. 14. Not applicable. There are specific study areas that the assessment focuses on. However, data is also presented at an LPA level. 15. Not applicable. 16. Updated accordingly. 17. Appendix 17.9.3 has been updated accordingly. 18. Appendix 17.9.3 has been updated accordingly. 19. Appendix 17.9.3 has been updated accordingly.

Consultee	Details	How/where addressed in ES
	19. The assessment of housing impacts should consider the temporary impact of workers in the construction phase including where they will live and whether this will displace existing residents, particularly those living in temporary accommodation.	

4 Glossary

4.1 Glossary of terms

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