

A Second Runway for Gatwick

Runway Options Consultation 2014

FINAL REPORT – JULY 2014



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Executive Summary

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Executive Summary

This section provides a summary overview of the views and opinions of the 7,717 respondents who responded to the consultation. There were a number of positive, negative and general comments made, as well as a number of suggestions put forward in relation to Gatwick Airport Limited's (Gatwick) proposals for a second runway development.

An overview of the consultation, methodology and details of the responses received is covered in chapters 1 to 3 of this report. Chapters 4 to 8 contain a summary of responses to the proposals. The appendices contain a copy of the response form, response code frames, full details of coding and analysis procedures, and details of stakeholder organisations that responded.

The proposed runway options

When the details of the three options put forward by Gatwick were presented, more respondents who answered the question in the response form expressed a preference for Option 3 compared with Option 1 or Option 2. However, most said that they would prefer *none of these options* and a small number of respondents said that they *didn't know*.

The main reasons for support for Option 1 were that it would have less impact on the local area compared to other options; that it would be a better compromise, and that it would be the most sensible option. Among those who preferred Option 2, reasons for support were that this option would allow for separate take-offs and landings, and would include a new terminal building. While these aspects would also be realised with Option 3, some of those who preferred Option 2 said that it would be less disruptive in comparison to Option 3 in terms of noise and negative community impacts. Of those who preferred Option 3, the main reasons for support were that it would be the most practical or logical option, that it would lead to improved operational efficiency and that it would be the best solution to deal with capacity issues in the future. A number of respondents who preferred Option 3 also said that the other options would be too short-term, and that sufficient capacity increases would not be realised if those options were taken forward.

Most of those who preferred *none of these options* were opposed outright to an additional runway. A key reason for opposition related to concerns about noise impact. Other concerns included issues about land-take, and general disruption to local people, communities and businesses.

About the development

Additional employment was most likely to be seen as a benefit of the development. On balance, more respondents agreed than disagreed that the development would benefit the local, regional and national economy. But, on the other hand, the majority of respondents did not feel that improvements to the economy and public transport would benefit them personally.

While many respondents perceived a number of benefits of a second runway development, a number of concerns were also raised about the potential impacts of the proposed development. Key issues of concern were about noise, impact on homes and air quality. The potential impact of the proposals on the local community and people was the concern raised most often in the free-text open question comments. Concerns were also raised about the impact of air traffic and the proximity of the development. Some respondents were concerned that the employment created by the development would lead to increased burdens on space,

housing and public services in the area. Other key concerns related to the potential increase in noise levels because of more flights, and the impact on air quality, the countryside and open spaces.

Surface transport

Of those who answered the questions on the response form, more supported rather than opposed the planned changes to Junction 9 of the M23 and to the M23's spur road to the airport. On the other hand, there were more who were against the proposed diversion of the A23 than were in favour of it. The balance of opinion was more favourable to the other aspects of the Surface Access Strategy. Significantly more respondents supported rather than opposed the planned reconnection of minor roads and rights of way, the suggested changes to local bus and coach services and especially the plans for Gatwick rail station.

Open-ended free-text comments on the Surface Access Strategy were more likely to express concern than to be positive. By far the most common concerns were about increasing traffic and how the local road system would cope. Fewer comments were made on other aspects of the Surface Access Strategy, such as the changes to the bus, coach and rail services.

Airport related development

A majority of respondents who answered the closed questions in the response form supported proposals for airport related development. The proposal to protect existing woodland where possible received the highest levels of support, followed by accommodating all airport related development in the airport boundary.

Most of the open-ended free-text comments about proposals for airport related development were negative, with concerns raised by both members of the public and stakeholders about the loss of woodland, the implications of land-take, and the impact on businesses that would have to relocate. The potential impact of the proposals on local housing was also raised by members of the public. There were also comments about airport related developments being unnecessary. On the other hand, of those who did provide positive comments, the main comment on the proposals for airport related development was that these were well thought-out, and should work well.

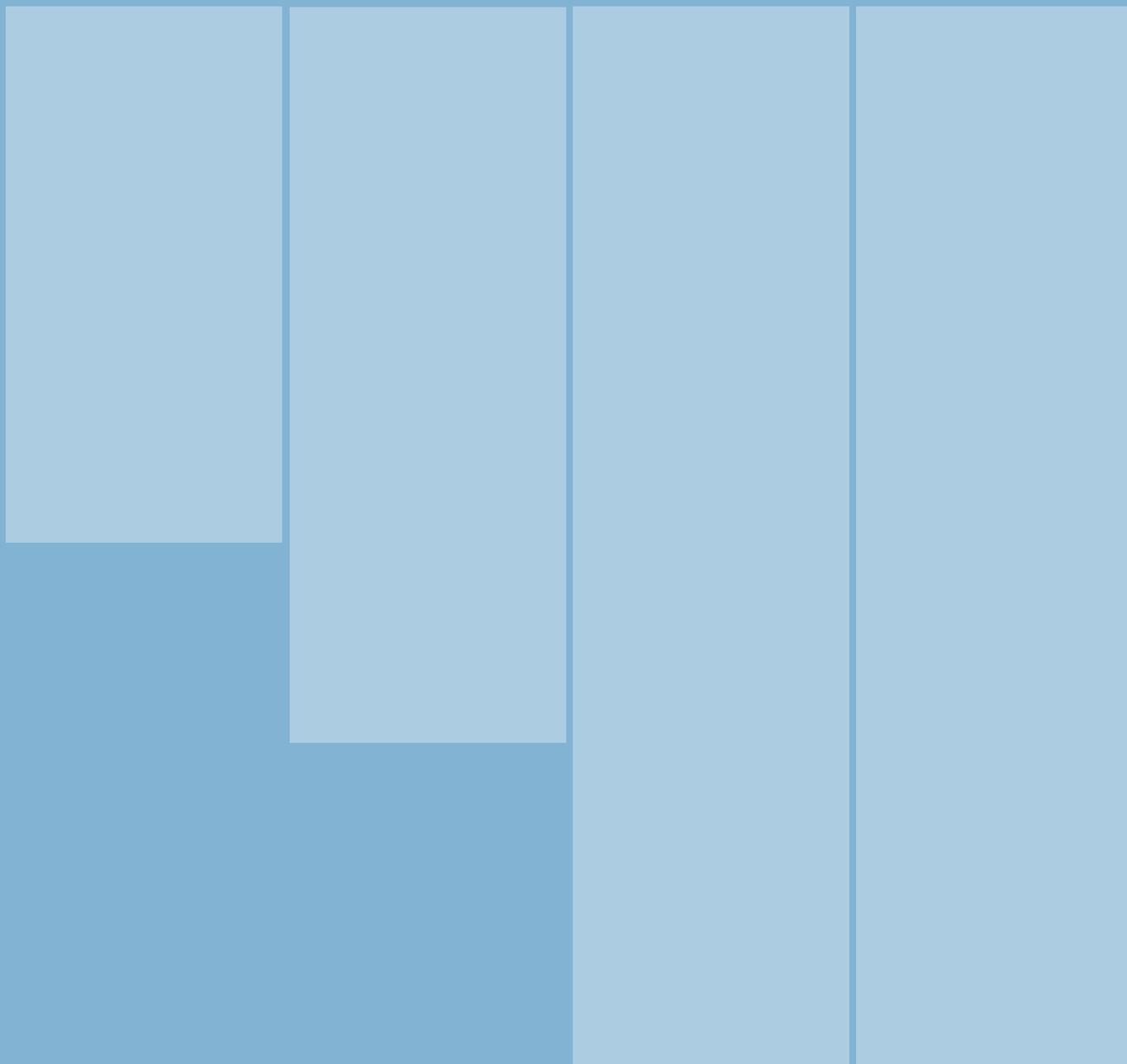
It was suggested that developments should be contained within the airport boundary and that businesses which had to relocate should be provided with premises of a similar or higher standard. Stakeholder organisations in particular suggested that replacement premises should be provided before any existing space was lost.

While there were some positive comments about runway crossings being needed, there were more negative comments, including concern that they were not operationally efficient, would require careful management, and could compromise safety. Those who commented on provision of End-Around Taxiways (EATs) as an alternative to runway crossings were generally supportive of their use.

General comments

A number of respondents made more general comments about Gatwick Airport, the proposals and the consultation process itself. Most of the comments expressed some form of criticism. The most common criticism was that expansion should only take place when capacity was reached not only at Gatwick but other airports. A number of respondents were against the proposals on the grounds that the airport was poorly situated or there was too little room for a new runway. Other critical comments were made about the motives behind the proposals and who would benefit from them. In terms of alternative suggestions, the main comment was for airport development in an area or location outside of the South East.

Chapter 1: Overview of the consultation



1 Overview of consultation

The Department for Transport (DfT) has predicted that London airports will be running at full capacity by 2030. The Airports Commission was set up in 2012 to review the UK's future airport capacity needs. The *Airports Commission: interim report*¹ was published at the end of 2013. This report set out the nature, scale, and timing of steps needed to maintain the UK's status as an international hub for aviation, alongside recommendations for making better use of the UK's existing runway capacity over the next five years. A final report is due in the summer of 2015 with recommendations on how to meet any need for additional airport capacity over the longer term.

The Airports Commission considered a variety of options to meet increasing demand for air travel. These included options requiring no new runway infrastructure, through purely operational measures or by using surface transport improvements to replace the need for short-haul flights. The Commission concluded that none of these options delivered the capacity needed.

After careful consideration of the various alternatives, the commission decided that there was a clear case for an additional runway in London and the South East, to come into operation by 2030. The Commission's forecasts suggest that there is likely to be a demand case for a second additional runway in operation by 2050 or, in some scenarios, earlier.

Options for a new runway to be operational by 2030 were evaluated and two potential sites were selected for further analysis and assessment. These were:

Gatwick Airport – a new runway over 3,000 metres in length (proposed by Gatwick Airport Limited) spaced sufficiently south of the existing runway to permit fully independent operation.

Heathrow Airport. Two potential runway options have been put forward:

- A new 3,500 metre runway to the North-West of the existing airport (proposed by Heathrow Airport Limited), sufficiently spaced to permit fully independent operation.
- An extension of the existing northern runway to the west (proposed by Heathrow Hub Ltd), lengthening it to at least 6,000 metres and enabling it to be operated as two separate runways: one for departures and one for arrivals.

¹ Available at www.gov.uk/government/publications/airports-commission-interim-report

The runway options

Gatwick has carefully considered three different options for providing an additional runway at Gatwick. The purpose of this consultation was to seek feedback on these different options. Respondents were asked to select one option only as their preferred option, but were also given the option to select “none of these” options or “don’t know”.

Option 1

This option would involve a new 3.4km runway 585m south of the existing runway. One runway would be used for landings and the other runway used for take-offs. Passenger growth would be accommodated by expanding the existing North Terminal.

Option 2

This option would involve a new 3.4km runway 1,045m south of the existing runway. One runway would be used for landings and the other runway used for take-offs. Passenger growth would be accommodated by building a new terminal between the runways.

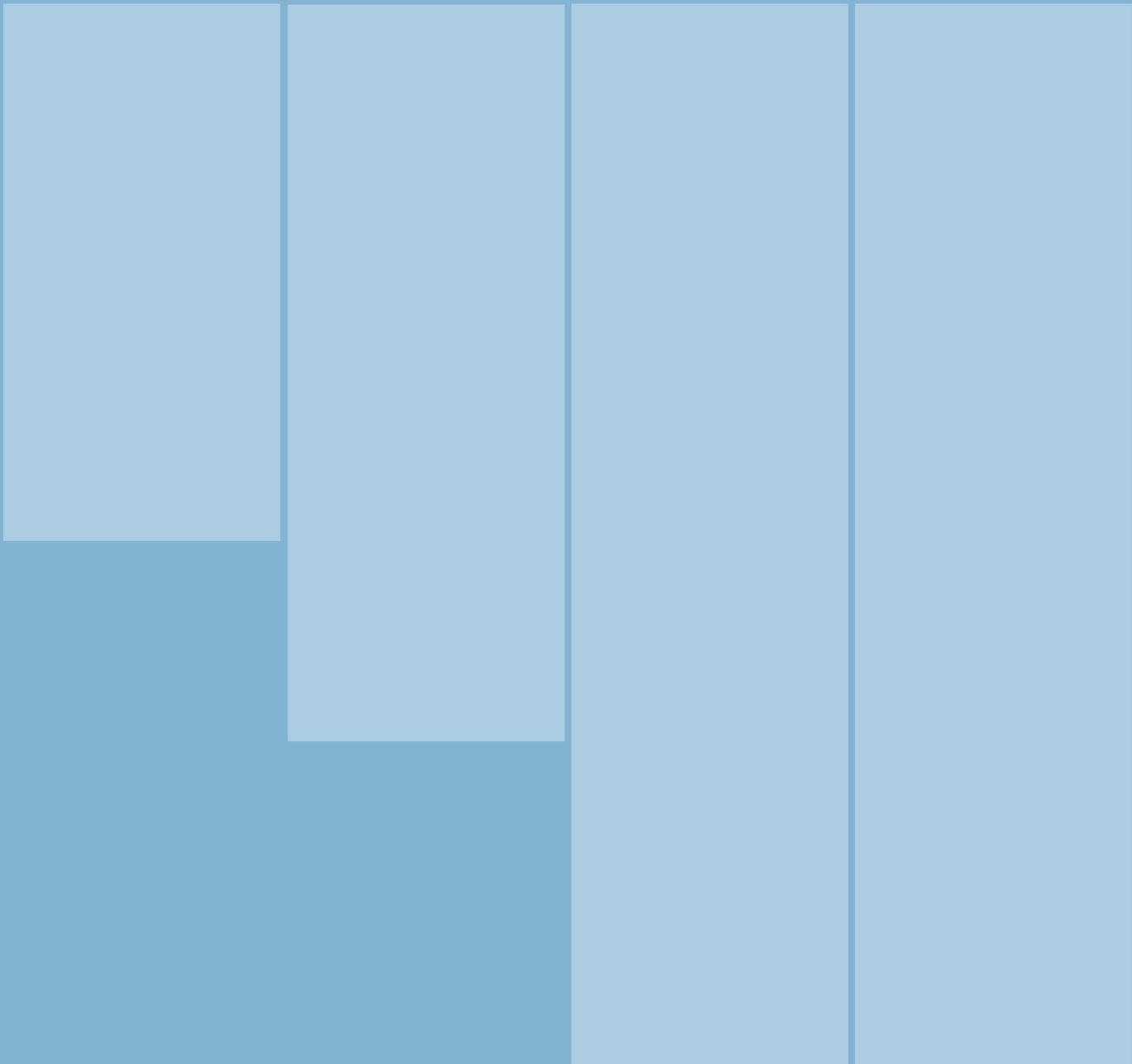
Option 3

This option would involve a new 3.4km runway 1,045m south of the existing runway. Both runways would be used for landings and take-offs. Passenger growth would be accommodated by building a new terminal between the runways. This was Gatwick’s provisional preferred option.

The options are summarised below.



Chapter 2: The Consultation Process



2 The Consultation Process

2.1 Taking part in the consultation

A *Second Runway for Gatwick – our April 2014 Runway Options Consultation* - was launched on **4 April 2014**. The purpose of the consultation was to give both individuals and organisations the opportunity to put forward their views and comments about the proposals for a second runway at Gatwick Airport.

A 94-page consultation document, giving details of the proposals, was made available on Gatwick Airport Limited's website. A website and helpline were maintained by Gatwick throughout the consultation period.

As part of the consultation, Gatwick held a series of public exhibitions. These events provided an opportunity for local people to review the consultation information, understand more about the proposals, and to speak directly with Gatwick staff about the proposed scheme.

There were a number of formal channels through which individuals and organisations could make known their views on the runway options:

- Hard copy **response form** (a copy is provided in Appendix A of this document).
- Online **response platform** mirroring the hard copy response form, which could be accessed through the Gatwick Airport website.
- Through completing an **online response form** at the exhibitions.
- Via a **written letter**. A freepost address was provided on the hard copy response form, as well as in the consultation document and the summary consultation document in order for individuals and organisations to post their response to us.
- By **email** via a dedicated address.

Any responses sent directly to Gatwick or the agency responsible for organising the exhibitions, were forwarded to Ipsos MORI for inclusion in the consultation analysis.

2.2 The response form and consultation questions

The paper version of the consultation response form consisted of twelve sides of A4 paper. Respondents who wished to give a longer answer than could be fitted in the boxes were asked to continue on a separate sheet of paper and enclose it with the response form. Responses could also be completed electronically, using a web-based online response form.

The consultation questions

The consultation questions were divided into four categories as follows:

- Section A: Questions about the development
- Section B: Questions about surface transport
- Section C: Questions about airport related development
- Section D: Runway options

Overall, there were 14 questions about the proposals. Each question cross-referenced the relevant section of the consultation document. The questions were as follows:

Section A: questions about the development

QA1 To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport?

- Air quality
- Flood risk
- Impact on business premises
- Impact on ecology/wildlife
- Impact on community facilities
- Impact on homes
- Impact on open space
- Noise

QA2 What, if any, comments or suggestions do you have about the potential impacts of a second runway development at Gatwick Airport?

QA3 Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you agree or disagree with each of the following statements?

- It will benefit the local economy
- It will benefit the regional economy
- It will benefit the national economy
- It will create jobs related to Gatwick Airport
- It will create other jobs in the local area
- It will improve public transport for people in the local area

QA4 Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally?

- Benefits to the local economy
- Benefits to the national economy
- Creation of jobs related to Gatwick Airport
- Creation of other jobs in the local area
- Improved bus services in the local area
- Improved rail services to and from Gatwick Airport
- Improved road connections
- Wider range of flight destinations from Gatwick Airport

QA5 What, if any, comments or suggestions do you have about the potential benefits of a second runway development at Gatwick Airport?

QA6 To what extent do you support or oppose Gatwick Airport Limited's proposals for:

- Providing noise bunds and noise walls to limit ground noise
- Providing embankments / planting to screen airport development
- Diverting the River Mole to the west of Gatwick Airport
- Measures to limit the risk of flooding on the airport and in the local area
- Seeking to replace lost open space and community facilities

QA7 What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposals to reduce the impacts of the development

Section B: questions about surface transport

QB1 To what extent do you support or oppose Gatwick Airport Limited's proposals for:

- The route of the A23 to the east of Gatwick Airport
- Reconnection of local roads, cycle paths, footpaths, bridleways
- The M23 at Junction 9
- The M23 airport spur road
- The local buses and coach services
- Gatwick rail station including improved access for local residents to local rail and bus interchange facilities

QB2 What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposed Surface Access Strategy for a second runway development at Gatwick Airport

Section C: questions about airport related development

QC1 To what extent do you support or oppose Gatwick Airport Limited's proposals for:

- Accommodating all airport related development within the boundary of Gatwick Airport
- Protecting existing woodland where possible
- Locating all cargo and aircraft maintenance facilities in a single location on the northern apron of Gatwick Airport
- Identifying land for replacement of lost industrial and commercial premises

QC2 What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposals for airport related development?

QC3 What, if any, comments or suggestions do you have on the subject of runway crossings?

Section D: selection of runway options

QD1 Which one of the THREE options put forward by Gatwick Airport Limited, if any, is your preferred option for the second runway at Gatwick?

- **Option 1** - a new 3.4km runway 585m south of the existing runway. One runway used for landings and the other runway used for take-offs. Passenger growth accommodated by expanding the existing North Terminal.
- **Option 2** - a new 3.4km runway 1,045m south of the existing runway. One runway used for landings and the other runway used for take-offs. Passenger growth accommodated by building a new terminal between the runways.
- **Option 3** - a new 3.4km runway 1,045m south of the existing runway. Both runways used for landings and take-offs. Passenger growth accommodated by building a new terminal between the runways.
- None of these options
- Don't know

QD2 Please tell us your reasons for your answer to question D1 above.

Other questions

- Confidentiality question
- Whether the respondent was responding on behalf of themselves or an organisation or group
- Background Information
- Personal information (age, gender, postcode, ethnic group)
- Details of organisation (name, role, organisation, address, category of organisation, number of members, how views of members where assembled)

2.3 Timing of the consultation

The consultation ran from **4 April to 16 May 2014**. All responses dated and received within the consultation dates were treated as valid responses. In addition, to make allowance for any potential delays within the post or misdirection of emails, paper responses, letters and emails were accepted up until **21 May 2014**. Responses forwarded from Gatwick were accepted as long as they had been originally submitted by the respondent before the consultation deadline and were received at Ipsos MORI by midnight on **21 May 2014**. A few organisations (mainly district councils) local authorities were granted an extension until the end of May on a case by case basis where the consultation period coincided with the period leading up to local elections.

Chapter 3. Responses to the Consultation

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3 Responses to the Consultation

3.1 Number of responses

In total, **7,717 responses** were received within the consultation period. Responses were received via a number of different response channels, the breakdown of which is set out below:

Table 3.1– Response type

	Count
Online response form	1,533
<i>Responses submitted via the response form on the consultation website</i>	
Hard copy response form	1,825
<i>Completed response forms submitted by post or scanned and emailed</i>	
CAPI (Computer Assisted Personal Interviewing) response form	24
<i>Completed response forms completed on a laptop at exhibitions</i>	
Letters and emails sent to the consultation response address	300
<i>Responses submitted by post/email not using the response form structure (letters, emails, postcards, reports)</i>	
Organised campaign responses	4,035
<i>Responses where it has been identified that many identical or near identical copies were submitted</i>	
Total	7,717

At the data processing stage, a number of duplicate responses were identified, where an individual or organisation had submitted more than one identical response via the same response channel. Where these instances were identified, the duplicate was removed from the final dataset and excluded from the final tally of responses.

3.2 Bespoke responses

Some respondents chose not to use the response form and instead submitted bespoke written comments via letter, postcard and email. Respondents using the response form were directed to the consultation document and answered specific questions about the proposals being consulted upon. It is not known to what extent respondents submitting bespoke letters or emails were aware of or read the consultation document or whether they were aware of the wording of the questions on the consultation proposals.

3.3 Campaign responses

It is common in high profile public consultations for interest or campaigning groups to ask their members, supporters and others to submit responses conveying the same specific views. Where identically worded responses have been received (either as letters, postcards or emails) these have been treated as organised campaign responses.

A total of **4,035 identical sets of responses** were received from two separate campaigns, both of which are detailed within the table below. Campaigns are reported on separately from bespoke responses. These campaigns are summarised in Chapter 7, as they mainly relate to the proposed runway options.

Table 3.2 – Campaigns submitted as part of the Gatwick Runway Options Consultation

	Number of responses
Campaign 1	
The Woodland Trust Campaign	4,003
Campaign 2	
No to a Second Runway at Gatwick	32
Total	4,035

These campaigns may have increased public awareness of the consultation and encouraged a greater number of responses via all methods of response, not just organised responses.

3.4 Petitions

No petitions were received by Ipsos MORI as part of this consultation.

3.5 Analysis of responses

Analysis of the responses to the consultation questions required coding of the data. Coding is the process by which responses are matched against standard codes Ipsos MORI has compiled, so that their content can be classified and tabulated. Each of these codes represents a discrete issue or viewpoint raised by a number of respondents in their verbatim responses.

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

The coding and data handling procedures are set out in more detail in Appendix C, and the list of codes into which responses were classified (together with the number of responses falling into each) is given in Appendix

B. The same code frame was developed for analysing both response forms and letters/emails from the general public.

The responses from stakeholder organisations tended to be more detailed. While those who responded using the response form were coded using the code frame, our analysis of the 65 stakeholder responses submitted by letter or email was more qualitative in nature. The key themes and issues were drawn out, commented on and summarised, rather than being coded.

3.6 Interpreting the consultation findings

Understanding who has responded

While a consultation exercise is a very valuable way to gather opinions about a wide-ranging topic, there are a number of issues to bear in mind when interpreting the responses. While the consultation was open to everyone, the respondents were self-selecting, and certain types of people may have been more likely to contribute than others. This means that the responses are not representative of the population as a whole.

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

It must be understood, therefore, that the consultation as reflected through the report can only hope to catalogue the various opinions of the members of the public and organisations who have chosen to respond to the proposals. It cannot measure in fine detail the exact strength of particular views or concerns amongst the general public, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive statement of public and business opinion.

Understanding the different audiences

While attempts are made to draw out the variations between the different audiences, it is important to note that responses are not directly comparable. Across the different elements of the consultation, respondents received differing levels of information about the proposals. Some responses are therefore based on more information than others, and may also reflect differing degrees of interest across respondents. The response form sign-posted relevant chapters of the full consultation document for the respondent, but of course it is not known to what extent each respondent read the document, or the summary.

Definition of stakeholder organisations

Those who responded on behalf of an organisation or group were classified as *stakeholder organisation* responses. Those classified as stakeholder organisations included elected representatives, action groups, aviation groups, community groups, and local government organisations, including county, district, parish and town councils. A full list of the organisations that took part (excluding those that requested confidentiality) can be found in Appendix D.

Definition of general public respondents

Respondents who said they were providing their own response at Q1 in the response form were generally classified as *members of the public*, unless it was clear from their response that they were responding on behalf

of a group or organisation. Those who responded by email or letter (i.e. not using the response form) were classified as members of the public, unless it was clear that they were responding on behalf of an organisation or group.

Free-text responses

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

While some figures may seem small given the scale of the overall consultation, all those reported on have been highlighted due to their importance relative to other themes.

A number of verbatim comments are included to illustrate and highlight key issues that were raised. These are included in the report in italics. It is important to remember that the views expressed in these verbatim comments do not always represent the views of the group as a whole, although in each case the verbatim is representative of, at least, a small number of respondents.

3.7 Reading the report

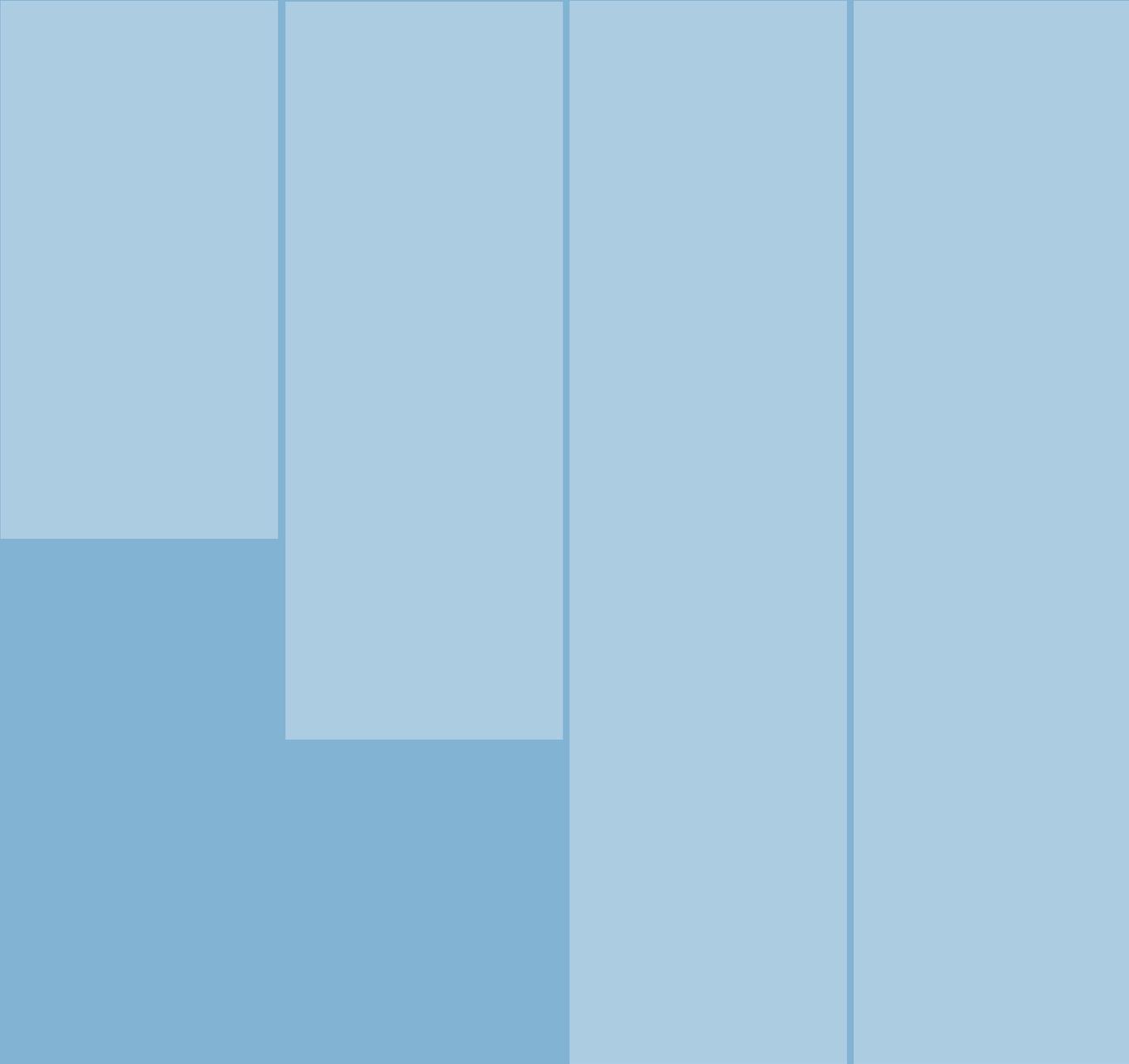
Each of the main chapters of this report follows the individual sections of the response form.

Chapter 4 contains a summary of responses about the potential impacts of a second runway development. This is followed by **Chapter 5** which summarises responses about surface transport. **Chapter 6** summarises responses about airport related development, and **Chapter 7** contains a summary of responses about the proposed runway options. **Chapter 8** covers a summary of the general points that were made which are beyond the scope of the issues consulted upon.

Each of the main chapters (i.e. Chapters 4-7) begins with an overview of responses to the closed questions (inclusive of responses from both stakeholder organisations and members of the public). This is followed by a summary of response form responses from members of the general public, followed by stakeholder responses, and then responses from the general public who responded by unstructured letter or email.

Commentary throughout the report focuses on key findings and common themes which emerged from responses. Other comments made by fewer respondents can be found in the marked-up code frame in Appendix B. This contains the comprehensive list of all codes into which responses were classified.

Chapter 4. About the Development



4 About the Development

4.1 Overview

This chapter provides a summary of responses to the consultation which addresses questions A1 to A7 on the response form, as well as unstructured responses via email and letter that make reference to issues relevant to questions A1 to A7.

The chapter is split into three sections:

- Impacts of development (Section 4.2)
- Benefits of development (Section 4.3)
- Mitigation measures (Section 4.4)

Summary of consultation responses

The majority of respondents who answered the questions on the response form were *very* or *fairly* concerned about all the potential impacts of the development. Noise, impact on homes and air quality recorded the highest levels of concern. The potential impact of the proposals on the local community and people was the concern raised most often in open-ended comments. Concerns were raised about the impact of air traffic and the proximity of the development. It was also felt by some respondents that the employment created by the development would lead to increased pressure on space, housing and public services in the area.

Other key concerns related to the potential increase in noise levels because of more flights, the impact on air quality and the countryside and open spaces. Some stakeholders made specific suggestions about mitigating noise impacts, including having a curfew on early and late flights.

In relation to potential benefits of the development which were asked about on the response form, additional employment was most likely to be seen as a benefit by both stakeholders and individuals. On balance, more respondents agreed than disagreed that the development would benefit the local, regional and national economy. However, the majority of respondents did not feel that improvements to the economy and public transport would benefit them personally.

Comments made to open, free-text questions around the potential benefits of the second runway development tended to focus on the economic advantages the second runway could bring to the local area as well as to the national economy. There were also some comments that the noise impacts could be outweighed by the economic and employment benefits of the development, and that improvements in aircraft design could mitigate against incremental noise levels.

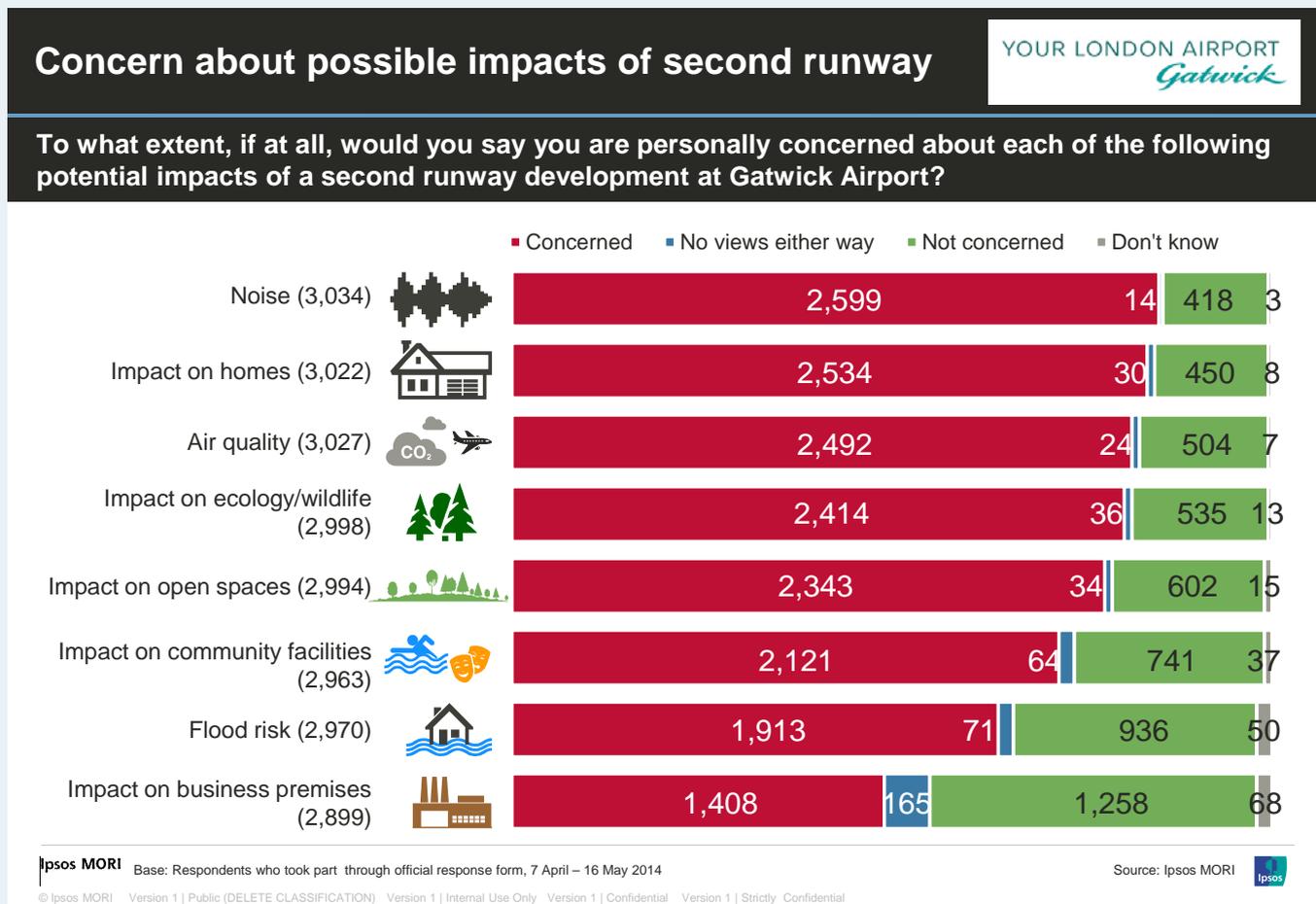
There was more support than opposition to the proposed measures to mitigate the effect of the development of the local area. The exception was the proposed diversion of the River Mole, which more people opposed rather than supported. The free-text comments showed considerable concern that the mitigation measures would not go far enough, and also concerns about an increased risk of flooding.

4.2 Impacts of development

4.2.1 Response form responses

This section covers responses to questions on the response form which addressed the potential impacts of the development. In order that Gatwick could better understand some of the potential areas of concern, respondents were asked to consider to what extent, if at all, they were personally concerned about a number of potential impacts of a second runway development at Gatwick.

The chart below shows that the main concerns for respondents were noise, the impact on homes and the effect on air quality, with over four in five respondents concerned about these potential impacts. Potential flood risk and the effect on business premises were the issues of least concern.



Respondents were also invited to offer comments and suggestions about the potential impacts of a second runway development at Gatwick Airport. A total of 2,030 respondents provided written comments via the response form. The majority of comments concerned community and people (1,371 comments), with noise and tranquillity concerns mentioned by 1,149 respondents.

4.2.2 General public responses

a) Community and people

A major concern for respondents was the potential impact of the development on local communities and the quality of life of local residents (769 comments). In general, these impacts were seen as connected to the potential increase in road traffic, the proximity of the development to residential areas and a greater frequency of flights. For example, a common concern was that increased noise and air pollution caused by additional flights could affect health and wellbeing.

Noise and air pollution are my biggest concerns. The impact on the quality of life for those residents severely affected by the proximity of the development would be devastating.

Member of the public

Another concern for some respondents arose from the potential employment opportunities created by the development. There were 398 responses that mentioned potential overcrowding from new workers who would move into the area; 375 responses about overdevelopment in the area and 329 comments about the impact on specified infrastructure or public services such as hospitals, schools and GP surgeries. A further 223 comments were made about the effect on unspecified infrastructure.

Some respondents argued there were already problems with congestion, the housing supply and over-population in the local area or in the South East generally. There were concerns expressed that a second runway at Gatwick would only worsen these problems, as there would be more workers, more families and more houses would have to be built for them. These respondents foresaw severe strains on local infrastructure and services.

Trains out of Gatwick are already grossly overcrowded. The M25 and M23 are already often at a standstill or annoyingly slow. Waiting for a doctor's appointment even now can take three days. Schools are full to bursting point. Housing in the area is scarce.

Member of the public

In addition, there were concerns that, to support the population growth, additional developments and infrastructure could be built in what was considered an over-developed area. It was argued that this would lead to further urbanisation and the loss of countryside.

The infrastructure required, to support a second runway, in terms of roads, housing, schools, industrial building etc. would destroy the rural area and communities developed over many hundreds of years.

Member of the public

b) Noise

There were 1,100 respondents who provided comments and suggestions about the potential noise effects of the development of a second runway at the airport. There were 928 comments about the potential effect of noise or vibrations on unspecified places. Many of these comments were general concerns; respondents mentioned that a second runway could heighten levels of noise or pollution generally. Some respondents wrote in greater detail to discuss the potential causes as well as secondary impacts of increased noise.

A chief concern was that the development could increase noise levels due to a greater number of flights or aircraft at lower altitudes, particularly over residential areas and the countryside. As such, concerns about noise were often linked to other perceived impacts of flight frequency and height, such as air pollution. There was concern about the noise expected to come from an increased number of departures and landings. Closely connected with this was the closeness of the proposed development to nearby villages and countryside.

The impact on noise levels was often seen to lead to other problems. There were concerns that greater aircraft noise could detrimentally affect local communities through greater health risks, a lower quality of life or increased stress; much of this was thought to be due to noise from early morning and night flights. The impact of noise on quiet open spaces or countryside, as well as on property prices was also mentioned.

Noise and pollution will have a negative impact on house values as well as quality of life.

Member of the public

There were also 268 respondents who mentioned concerns about the impact of noise or vibrations on specific places. Most of these were residential areas and included: Northgate, Langley Green, Ifield, Copthorne, Crawley, Furnace Wood, East Grinstead, Lingfield, Horsham, Felbridge, Reigate, Crowborough, Edenbridge, Rusper, Charlwood, Capel and Tunbridge Wells.

c) Airports and Air traffic

As mentioned above, many of the impacts mentioned by respondents were tied in with, or seen as the result of, changes in air traffic and activity. There were comments on the frequency and volume of flights (357), impacts on and due to the flight paths and routes (331), early morning or late flights (131) and altitude of flights (65) and most of these were in the context of potential impacts on noise levels, air quality, property prices, the local community and environment.

Night-time noise from the extra flights and early mornings are my greatest concern.

Member of the public

In addition, there were comments on the closeness of the new development or airport boundary to houses or businesses, with respondents particularly concerned about the impact on nearby communities.

In addition the proximity of the runway to Crawley Manor Royal Industrial Park would incur unacceptable noise and air quality for workers.

Member of the public

d) Air quality

There were 708 respondents who commented on the potential implications for air quality from a second runway, most of whom brought up concerns about the impact from pollution, emission or dust. The main issues raised were: a potential increase in air pollution and emissions from increased air traffic; an increase in use of fossil fuels; air pollution from congested roads; an impact on standard of living and an increase in health complaints such as allergies and asthma. There were a further 42 comments on the potential impact from odours or fumes. Common concerns included: local residents being able to smell fuel vapour from low flying aircraft and further exposure to fumes from increased aircraft numbers.

e) Property

The majority of comments about property and housing impacts were closely related to concerns about overcrowding and overdevelopment. There were 147 comments about a lack of sufficient housing in the local area to cope with an increase in population, with many respondents who referred to an already saturated housing market.

[Crawley] is struggling at present with a lack of affordable homes and high rental prices. Where will the additional homes be provided for the increase in population?

Member of the public

In addition, there were 288 comments about potential housing developments to accommodate an increased population; respondents were mainly concerned about the lack of available space in overdeveloped areas, a potential loss of open spaces and the impact on rural or village life.

The village life of Ifield and Charlwood will be destroyed, the extra housing required will take away so much beautiful land and our areas of natural beauty lost forever

Member of the public

There were also 276 comments that the proximity of the development and flight paths to people's homes would, or already had, devalued local properties. In particular, the effects on air quality, the local environment, traffic and noise pollution were seen as downward pressures on the local property market. There were concerns that houses in the area would become unsellable and there were mentions of compensation or questions about compensation schemes.

The average house price on the street is £800,000 and this will drop due to traffic, noise and pollution.

Member of the public

As well as concerns about property value, there were comments about the potential direct impact of the developments and flight paths on properties, with some respondents concerned about possible demolition of houses within the boundary of the development.

f) Ecology, wildlife and environment

The vast majority of comments about ecology or wildlife were about with the potential loss of green space and the negative impact on Areas of Outstanding Natural Beauty (AONB) and the countryside generally (454 comments). The land-take needed for the second runway as well as for additional infrastructure and housing was seen as a possible threat to green spaces in the area, and also a likely cause of more light pollution. Some respondents said the countryside could be affected by an increase in levels of noise and air pollution; damage to Surrey Hills AONB and Willoughby Fields was brought up as particular concerns.

This level of building would decimate any remaining countryside, green areas and recreation land, leading to a very poor quality of life for families and old and young.

Member of the public

here were 472 respondents who mentioned potential impacts on ecology, wildlife or the environment. Many expressed their concerns in general terms, but those who did have specific worries mentioned the potential destruction of ancient woodland and the consequences for natural habitats and nature reserves.

g) Economic and financial

There were 395 respondents who commented on the potential economic, financial or business impacts of the development.

There were 138 comments about how the benefits from development would mainly go to the shareholders or owners of Gatwick Airport. Many of these respondents contrasted this with the negative impacts on local communities and the environment and economies.

The plans and proposals from GAL seem to be based on lots of wishful thinking, solely driven by vested business interests and their shareholders at a cost to the local population, local environment and the UK's reputation.

Member of the public

There were 119 comments about the potential impact on local businesses and the economy, with a range of issues brought up. These included concerns about: disturbance to businesses due to an increase in noise levels; traffic and road congestion that would impede commuters; competition from new businesses and relocation of business premises.

Whilst it may give an opportunity to a few new businesses, most will be adversely affected by competition for staff and road/rail congestion.

Member of the public

Aside from local economic issues, there were 74 comments about the impact of the cost of the development. These included fears that the cost would go up because of delays in construction or because of the need for new infrastructure. Many of these concerns were linked to questions about who would pay for it all. Some respondents expressed concern that it would be local taxpayers who would have to subsidise the second runway and the infrastructure required.

The economic argument is barely substantiated - especially if local tax payers must pay for the re-routing of the A23, widening of roads in Crawley and the provision for additional resources to cover the certain increase in pressure on the security, medical, parking, housing and social services in Crawley and surrounding communities.

Member of the public

h) Rivers and flooding

The potential impact of the development on local rivers and the likely increased risk of flooding were other significant concerns for respondents, with 353 comments about the risk of flooding or the development on flood plains in particular. Many of these comments discussed the likelihood of increased flooding along the River Mole.

Respondents saw any flood plain development as potentially increasing the risk of flooding in a number of ways such as increasing the hard surface area, diverting the River Mole and removing green belt land or woodland.

Removing ancient woodlands and other green areas will also reduce the loading capacity of the flood plain associated with the river system.

Member of the public

i) Employment and jobs

As discussed above, the main concerns among respondents about employment and jobs were unnecessary job creation (82 comments) and that new jobs would be filled by people from outside the area (123 comments). Many of these respondents said that job opportunities from a second runway development would not be needed or would not help local people. Rather, it could lead to an influx of new workers, and strain local services and housing supply.

As local unemployment is already low, almost all new jobs would have to be filled by new immigration into Sussex.

Member of the public

Some respondents questioned the quality of jobs that would result, with some arguing that the development would create low quality, unskilled or zero hour contract jobs (28 comments).

I would also challenge the jobs arguments. They would be low skilled and zero hour contract, rather than high skilled aviation jobs in maintenance

Member of the public

j) History and culture

There were concerns that the development could lead to demolition of or damage to listed buildings, such as houses and churches. In particular the potential impacts on St Michael and All Angels Church and the Seventh Day Adventist church building in Lowfield Heath were mentioned. Some respondents called for listed or historic buildings that were at risk to be moved or carefully protected.

The house I live in, which is listed, is over 350 years old and I'm not sure how it can stand the vibrations of both additional traffic on the main road where it is located and the reverberations of low-flying aircraft taking off and landing at an expanded Gatwick.

Member of the public

k) General negative impacts

There were 655 respondents who mentioned general or other potential impacts of the second runway development. There were 339 comments that there could be no benefits or justification for the development; 178 comments that disadvantages could outweigh any benefits and 120 unspecified concerns about the impacts.

4.2.3 Stakeholder organisations

Among stakeholders who submitted a response form, noise and impact on homes were the main concerns, with over four in five of those who responded saying they were *very* or *fairly* concerned about these issues. Impacts on air quality, open spaces and community facilities were also concerns for those who responded, with three in four saying they were concerned about the effect of the development on these areas.

a) Community impacts

A major issue for stakeholders was the impact of overcrowding and strain on the current infrastructure in the area. Many of these stakeholders saw the additional employment the development could bring as a potential cause. Crispin Blunt, MP for Reigate, argued that it was unlikely that Gatwick's estimation of the number of houses needed to accommodate the new jobs would be sufficient as the majority of these would be filled from outside the Croydon and Brighton areas.

There were a range of concerns raised, particularly by local or parish councils, about the impact of the additional housing and workers. There were several comments with regards to overcrowding in local areas. A few parish councils mentioned overcrowding could lead to road traffic and housing shortages.

Local housing adjacent to the Gatwick Airport area is severely limited by available land and will be further reduced by the land-take for the new enlarged airport. This means that the pressure for housing on the local towns of Crawley and Horsham will increase way above the current levels.

Alford Parish Council

In addition, some stakeholders, including Keep Rusper Green, raised concerns that the increased population could strain public services, leading to a shortfall in school places, hospitals and GPs being overburdened, and congested public transport. For example, Horsted Keynes Parish Council argued that the emergency services would be unable to cope and the increase in traffic could prevent access to wider area hospitals.

Crawley Borough Council suggested that Gatwick should discuss plans with Thames Water as it believed that the sewage works would have little extra capacity to cope with additional housing that was planned as part of Crawley's Local Plan as well as housing caused by the development at the airport.

Some stakeholders, particularly local and parish councils, mentioned the need for additional infrastructure and facilities to alleviate the potential strain on local areas. There were also many comments asking for additional information or calling for further investigation into the impacts of the runway on the community and the environment. Stakeholders, including Surrey County Council, suggested that a more detailed understanding of the employment impacts of expansion and the consequent development requirements in local areas would be needed and should be shared with local authorities.

New housing as a result of substantial additional employment, along with appropriate infrastructure would need strategic planning. The consultation paper makes no reference to any planning for this, or even suggestions as to how the share of the housing across the immediate area would be allocated. There would need to be proper deliverable and detailed appropriate investment in health care / transport and education in the affected communities.

East Grinstead Town Council

We are anxious to ensure that GAL takes into consideration all the potential benefits and disbenefits resulting from an additional runway at Gatwick and the impacts of growth on the region's supporting infrastructure, including (but not restricted to) surface transport, housing, hospitals, schools and labour markets, that the potential environmental and urbanising impacts are fully assessed and robust evidence is provided on how such impacts will be mitigated.

GATCOM

b) Noise

There were various concerns voiced relating to potential noise impacts of the development, particularly due to any potential increase in the volume of flights. A few local authorities mentioned the noise from overflying aircraft turning off from their original direction of take-off as being particularly loud because the aircraft were relatively low, in the range of 2,000ft and 6,000ft.

Concerned about the increase in aircraft noise arising from the increased capacity and increased number of daily flights.

West Hoathly Parish Council

An important issue for a number of stakeholders, particularly local or parish councils, was the secondary impacts of increased noise levels. Slinfold Parish Council were among those who mentioned that noise blight was the main issue for them and one that could not be balanced out by economic benefits to shareholders or job creation in the local area.

Westham Town Council and Salford and Sidlow Parish Council among others, raised concerns about noise for their residents and the impact that increased noise levels could have an impact on the quality of life of local communities. Crawley Borough Council also mentioned that a number of schools in the area could be affected by increased noise levels.

There were also a number of comments about increased noise levels in rural areas. It was mentioned that noise could be exacerbated by weather conditions and also by the fact that the areas surrounding the development had low background noise and were relatively tranquil. Ifield Village Association said that noise could affect conservation areas, rural surroundings and listed buildings.

Because there are no restrictions in night-time flying into Gatwick apart from quotas, arriving aircraft can and do fly directly over the village every two minutes causing considerable sleep disturbance to residents beneath the flight path. Daytime arrivals in these weather conditions cause a lot of distress from noise exacerbated because of the low background noise in this rural area and also because these weather conditions tend to occur when the weather is settled and residents have to have all our windows open. Any additional air traffic movements will be strongly resisted by communities in this area.

Alfold Parish Council

Some stakeholders argued that the existing figures on noise levels were incomplete or uninformative. Several stakeholders called for further information about changes to flight paths, as the information given in the consultation document on noise impacts was only based on noise from landing or taking-off. In addition,

a couple of businesses stated that they thought the figures in the consultation document were misleading as they did not take into account noise impacts on businesses.

We note your [noise] assessment to date but also that this is based on assumed but as yet unconfirmed precise aircraft movements as they take off and land, and on assumptions about the height at which aircraft noise affects tranquillity, which may require further testing.

English Heritage

A new runway would result in the introduction of new flight paths around the airport which could introduce aircraft noise disturbance to communities previously unaffected, including those in Mole Valley. While MVDC recognises that the design of flight paths is not the responsibility of GAL it is disappointed that there is not more information about the location of new flight paths in the consultation document.

Mole Valley District Council

Stakeholders made a number of suggestions on ways to mitigate noise impacts on local communities. Sevenoaks District Council proposed enforcing a minimum height for aircraft approaching Gatwick, while Horne Parish council suggested enforcing a 5,000ft minimum for aircraft turning off from their initial climb in order to try to minimise noise impacts.

A no-fly curfew for late night or early morning flights was supported by several stakeholders, including Edenbridge Town Council and Loxwood Parish Council. Edenbridge Town Council was among those who suggested an alteration in noise measurement standards to reflect the impact of noise on communities better. This included taking account of the relative tranquillity of the area.

Analysis of noise models will need to take account of frequency of peak noise occurrence, peak to mean ratios, time of day and time of year (i.e. whether windows are likely to be open).

Mid Sussex District Council

c) Air pollution

A few stakeholders commented on the impacts of a new development on air quality in general. Ardingly Parish Council brought up constituents' concerns regarding additional air pollution and suggested that strict controls on air quality should be put in place. Air quality was seen to be impacted not only by an increased number of flights, but also as a result of congested roads. Concerns about a decrease in air quality were often linked to impacts on the ecology and environment, as well as the health of local communities.

The additional ground-level traffic that would be generated from the expansion of the airport (through for example, travel to the airport by passengers/staff by private car/taxi etc.) would also add to levels of air pollution in the area, which could have significant effects on the overall health and standards of living in the Horsham District.

Horsham District Council

Mid Sussex District Council called for further information on estimated levels of pollution caused by each of the options, while East Grinstead Town Council proposed investigating the impact of emissions on health and the Ashdown Forest.

d) Flooding

A perceived increased risk of flooding was another key concern for stakeholders. The development was seen as potentially increasing flood risk for a number of reasons. Some stakeholders mentioned the airport was on a floodplain which leaves the area vulnerable to flooding after heavy rain. Horsted Keynes Parish Council, among others, mentioned there had been recent flooding in the airport and the surrounding areas.

There were also concerns that the increase in hard surfacing in the area due to the development could mean water would be unable to drain away increasing surface run-off. Some believed that the removal of green spaces and trees could further exacerbate the risk. A number of local and parish councils were concerned about flooding in their specific areas, including Salfords and Sidlow Parish Council and East Grinstead Town Council.

Along with the lost flood plain areas, due to the expanded airport area, the large concreted and tarmac areas will significantly increase run-off from the airport complex, which will further exacerbate the impact of flooding on areas downstream along the River Mole.

Rusper Parish Council

There were a number of comments that the consultation document did not provide enough information on measures that would be taken to prevent or mitigate against the increased risk of flooding. Utting Estates Ltd argued that the consultation document did not contain sufficient evidence that the measures in place to prevent flooding would be able to cope with the increased risk.

e) Environment / ecology

Sussex Wildlife Trust was concerned that the proposals for the development did not mention climate change or how the proposals would minimise air travel's contribution to climate change.

A potential loss of green spaces was an issue for several stakeholders, who argued that land given over to building and hard surfaces would significantly alter the current environment, particularly across Surrey, Sussex and West Kent. The loss of open spaces was also linked to negative impacts on quality of life and local economies, particularly due to a disruption to farming businesses.

There were a number of different Sites of Special Scientific Interest (SSSIs) and AONBs that were cited by stakeholders as being potentially at risk. These included the SSSI at Glover's Wood (approximately 1.7km to the west of the airport) and House Copse (approximately 4.5km west). Potential impacts on the Ashdown Forest were mentioned by a number of stakeholders, including High Weald AONB Unit, which mentioned the impacts of a possible increase in atmospheric nitrogen deposition.

High Weald AONB made several points about the impacts of the development on their area, including that the noise and visual disturbances of aircraft could damage the scenery, while Kent County Council mentioned that High Weald AONB and Kent Downs AONB could be over-flown more often. CPRE Surrey Aviation Action Group said that the development could damage the Surrey Hills AONB.

Natural England called for screening of tranquillity impacts on Surrey Hills AONB and High Weald AONB and suggested that, as well as mitigation measures, there could also be the potential to integrate the development with conservation activities.

The proposals may also provide opportunities to incorporate features which are beneficial to wildlife in addition to mitigation, such as through a biodiversity enhancement and mitigation strategy.

Natural England

f) Economic and business

A number of stakeholders, including The Gatwick Diamond Initiative and local businesses such as CAE Training & Services Ltd and International Logistics Groups, raised concerns regarding the relocation of local businesses. These issues are discussed in more detail in Section 6.2 of this report which summarises stakeholder responses on airport related development.

Wider economic concerns for the area were also raised. Some stakeholders, particularly local or parish councils (such as Salfords and Sidlow Parish Council), argued that economic benefits may not be felt by the local area immediately surrounding the airport. Others raised more specific concerns; for example, East Grinstead Town Council contended that increased volumes of traffic could put off successful businesses which could be more likely to relocate out of the area.

A couple of stakeholders raised concerns about the impact of overlying planes on tourism. CPRE Surrey Aviation group pointed to the potential impacts on heritage sites such as Hever Castle. East Grinstead Town Council argued that the impact of the development on local countryside could discourage tourists to the area.

A number of parish councils stated that Gatwick Airport Ltd had not taken into account Crawley North East Sector, a residential and commercial development area, the north east boundary of which would lie adjacent to the airport. There were concerns that this new development would be disadvantaged should the development at Gatwick Airport go ahead.

g) Heritage and culture

Concerns were raised over listed buildings which could be removed should the development take place. There were also comments regarding the potential impact of over-flying, noise or over-development on the countryside and key buildings, such as Hever Castle.

Among the buildings that might be lost are three fine Grade II listed timber framed buildings and the grade II listed church of St Michael and All Angels, by celebrated Victorian architect William Burges.

English Heritage

4.2.4 Unstructured responses: General public

A total of 117 members of the public who responded to the consultation by email or by letter made comments about the potential impacts of the development. As with comments made on the response form, community impacts, noise and air quality were the main concerns raised.

There were a range of comments about community impacts including: general concerns about the impact on the community or quality of life or health of local residents (49 comments); the impact of overdevelopment or construction (22 comments); the impact of additional housing (19 comments) and the impact on infrastructure, including public services such as schools and hospitals (16 comments).

Any new job opportunities would be need to filled by additional population migrating into the area from other parts of the country. The increased population into the area would thus cause a massive and unnecessary strain on the total infrastructure requiring many thousands of additional houses along with additional demand on schools, shops, medical support services etc etc.

Member of the public

There were 40 comments on noise and vibrations impacts on unspecified locations and 26 on the impact on specific locations. Thirty eight respondents commented that the development could have a detrimental impact on air quality. Both noise and air quality issues were often raised in relation to increased frequency of flights, timings of early or late flights, and flight routes. Many respondents pointed to the current level of flights and associated noise and pollution currently experienced by them or the local area.

We are suffering from planes flying at a lower level into Gatwick and at a greater frequency. We are already disturbed late at night and early in the morning by aircraft noise. Development of a second runway will only add to this noise and air pollution.

Member of the public

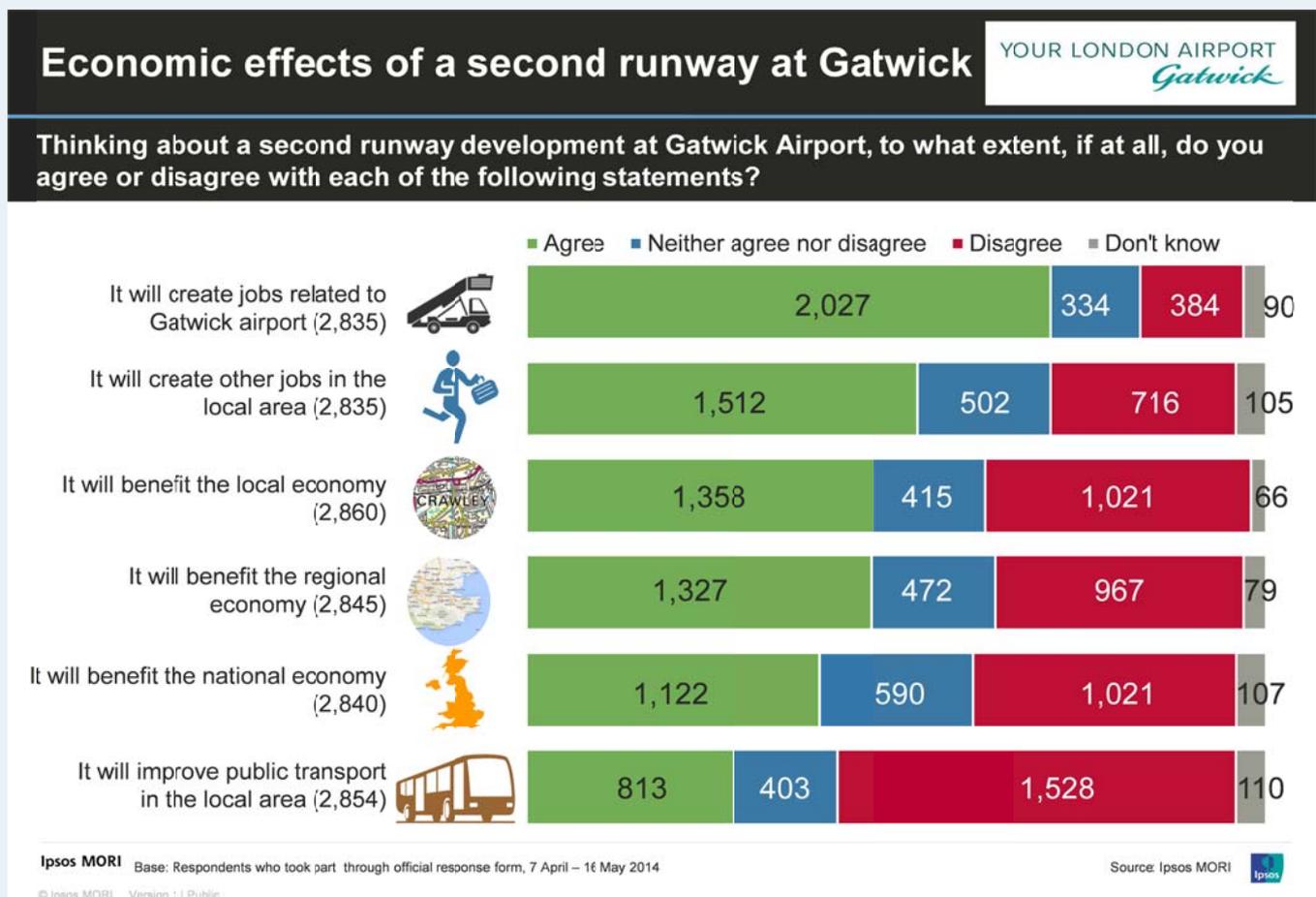
There were 28 comments about the potential impact on open spaces, countryside or AONBs. Respondents mentioned the development into the Sussex and Surrey countryside as a particular concern, as well as the potential impact on the Ashdown Forest.

4.3 Benefits of development

4.3.1 Response form responses

This section covers responses to questions on the response form about the potential benefits of the development. Questions A3 and A4 asked respondents to consider to what extent, if at all, they agreed or disagreed that the development would bring a number of economic and transport-related benefits, both to the region and UK generally as well as to them personally.

In respect of the wider benefits, the chart below shows that employment was seen to be the benefit most likely to arise from the second runway development. Seven in ten respondents thought the second runway development would create jobs related to Gatwick Airport and over half said it would create other jobs in the local areas. Opinion was more evenly split on the potential benefits of the development for the local, regional and national economy. Over half of respondents said they did not agree the development would improve public transport in the local area.



Respondents were then asked to consider a number of potential economic benefits and whether they would personally benefit from them. As can be seen by the next chart, most respondents said they did not think that these potential impacts would benefit them personally. Around seven in ten of respondents said that benefits to the local or national economy, as well as creation of jobs in the local area, would benefit them little or not at all. The creation of airport-related jobs was seen to be most likely to benefit respondents personally, with one in three saying it would benefit them a great deal or a fair amount.

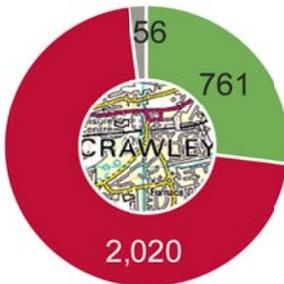
Extent to which respondents think they would benefit economically from a second runway

YOUR LONDON AIRPORT
Gatwick

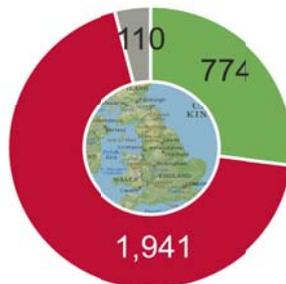
Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally?

■ A great deal/a fair amount ■ Not very much/not at all ■ Don't know

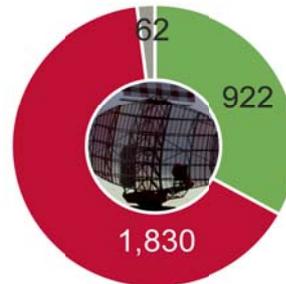
Benefits to the local economy
(2,387)



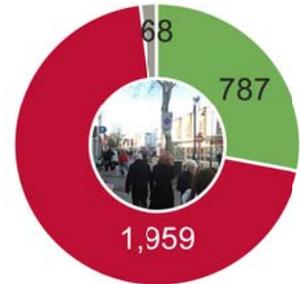
Benefits to the national economy
(2,825)



Creation of jobs related to Gatwick Airport
(2,814)



Creation of other jobs in the local area
(2,814)



Ipsos MORI Base: Respondents who took part through official response form, 7 April – 16 May 2014

Source: Ipsos MORI



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Most respondents also said that they would not benefit very much or at all from improved transport links, including bus services, rail services, improved road conditions and a wider range of flight destinations from the airport.

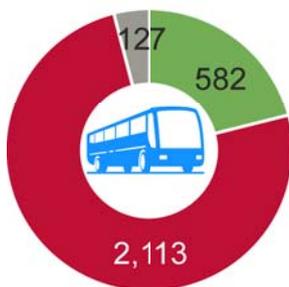
Extent to which respondents think they would benefit from improved transport links

YOUR LONDON AIRPORT
Gatwick

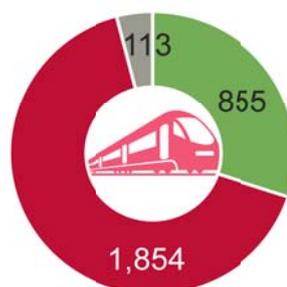
Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally?

■ A great deal/a fair amount ■ Not very much/not at all ■ Don't know

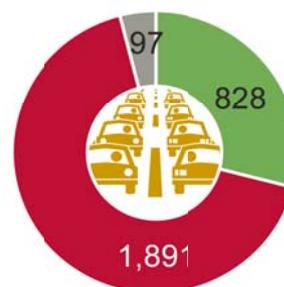
Improved bus services in the local area (2,822)



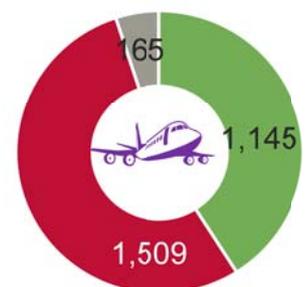
Improved rail services to and from Gatwick Airport (2,822)



Improved road connections (2,816)



Wider range of flight destinations from Gatwick Airport (2,819)



Ipsos MORI Base: Respondents who took part through official response form, 7 April – 16 May 2014

Source: Ipsos MORI



Respondents were invited to offer comments and suggestions about the potential benefits of a second runway development at Gatwick Airport. A total of 521 respondents provided a written comment via the official response form, with comments generally interweaving the potential wider and personal benefits of the development. The majority of comments were in relation to economic, business or financial benefits (247 comments) or employment and job opportunities (205 comments).

4.3.2 General public responses

a) Economic, business and financial benefits

There were 178 comments about the potential positive impact of the development on local businesses or the local economy. Many of these were general comments, with respondents arguing that the development could create economic growth.

Some respondents gave more detailed comments. Key arguments were that the development could encourage businesses to move into the area and boost the leisure and tourism industry, which could in turn create benefits for the local community.

I live in Croydon and so improvements and expansion to Gatwick will have major boosts to the area I live. It will encourage more businesses to locate in Croydon and therefore be a catalyst for investment and development of the town.

Member of the public

Some respondents weighed up the potential benefits of the development to the local economy against potential impacts, including damage to the environment and quality of life to local communities.

I think that there would be economic benefits; however, these will be hugely offset by the environmental costs and reductions of quality of living for everyone in the area.

Member of the public

Positive impacts for the UK economy more generally were also mentioned as a potential benefit (79 comments). Respondents argued that the expansion could benefit national companies, boost construction, operation and freight businesses nationwide, and increase employment.

Eighteen comments were made in relation to the development potentially increasing the exposure of London, the South East and UK to international or global markets.

Although respondents often did not differentiate between economic benefits at a local or national level, some commented on the economic impacts in terms of a comparison between national and local economic benefits. There was a split in opinion; on the one hand, a few respondents said there could be local economic benefits, but doubted wider, regional or national economic benefits; on the other, some claimed local areas could be left out while the national economy received a boost.

I do not doubt that local employment benefits will be enjoyed but I do not think that there will be significant economic benefits to the wider South East.

Member of the public

It's in the national and regional interest more than local.

Member of the public

b) Employment and jobs

There were 197 comments about the development potentially bringing employment opportunities and local jobs related to the airport or in the wider local area.

It will provide a boost for commerce and jobs directly and indirectly linked with the airport.

Member of the public

However, as outlined earlier in this chapter, employment opportunities associated with the second runway development were sometimes a concern because of the perceived potential for overcrowding and increased strain of public services and infrastructure.

c) Airports and air traffic

There were 139 comments about the potential benefits for airport and air traffic operations and for airport users as a result of the development. Among comments made by respondents were that the development could lead to a greater choice of destinations (81 comments) and greater frequency or volume of flights (23 comments).

It would enable Gatwick to be the airport it should have been for many years now, providing a much better travel hub with more destinations and airlines than ever before.

Member of the public

It was also argued that the development could lead to greater competition between airports, in particular providing an alternative to Heathrow Airport. Some saw this increased competition as a way of improving the quality and efficiency of customer service for passengers and lowering air fares.

It will increase domestic competition, improving value for passengers.

Member of the public

d) Community and people

There were 57 positive comments in regards to the potential impacts of the second runway development on the local communities. These benefits were generally seen as part or as a result of potential economic benefits of the development and additional investment into the local area. For example, respondents mentioned that communities could benefit from a stronger economy, employment opportunities, improved infrastructure and new local services.

The impact on the local community by way of job creation and commercial opportunities for local and national contractors will be of significant benefit.

Member of the public

e) Environment, ecology and air quality

Twenty-three respondents commented positively on the ecological or environmental impacts of the runway. Generally, comments were made as part of a comparison between the development at Gatwick Airport and other runway options in the South East, with respondents arguing that impacts on the environment and wildlife could be less significant with a second runway at Gatwick Airport.

There were 22 positive comments around air quality, with respondents arguing that they did not think pollution levels would rise as dramatically as some assumed. It was also contended that improved infrastructure could lower traffic emissions and that technological advances would continue to improve the efficiency and cleanliness of aircraft.

f) Noise

Twenty-eight respondents stated that a second runway development might not cause a significant increase in noise levels or that noise levels could go down. Key comments were that modern aircraft fleets were well-maintained and relatively quiet and that further improvement in aircraft design could continue to lessen the noise impact of aircraft. These comments were sometimes provided as a perceived mitigating factor against a potential increase in noise levels due to a greater frequency of flights.

Although the increase in air traffic is likely to increase noise, aircraft nowadays are much quieter and will continue to be improved.

Member of the public

g) General comments on benefits

There were 116 general comments regarding the potential positive impacts of the second runway development at Gatwick Airport. Twenty-three of these were that there could be benefits or advantages to the development. There were also 33 comments that the development could bring benefits to the region and 14 that it could benefit the South East or London.

There were 29 comments that the benefits or advantages of the development could outweigh the disadvantages. In particular, economic advantages for the local area and employment opportunities were seen as potentially outweighing the negative environmental impacts and noise increases associated with the development.

Will bring jobs to the area and this outweighs, in my opinion, worries about noise.

Member of the public

4.3.3 Stakeholder responses

Three in four stakeholders said they agreed the second runway development would create jobs related to Gatwick Airport. In addition, a greater number agreed than disagreed that there would be benefits to the local, regional and national economy. However, more stakeholders disagreed than agreed that the development would improve public transport for those in the local area.

Stakeholders who answered Question A4 were most likely to think improvements to the national economy and a wider range of flight destinations would benefit them personally, with about two in five saying these impacts would benefit them *a great deal* or *a fair amount*. However, on balance, stakeholders were more likely to say the other potential benefits, including benefits to the local economy and creation of jobs unrelated to Gatwick Airport, would not benefit them *very much* or *at all*.

Stakeholder comments around the potential benefits of the second runway development tended to focus on the economic advantages the second runway could bring to the local area as well as to the national economy. The increased capacity at the airport and range of flights were also seen to be important benefits.

a) Economic, financial and business

A few stakeholders commented on the potential economic benefits of a second runway development. Key points included the potential for regeneration in the local area; the provision of additional employment; increased capacity at Gatwick and the potential boost to the tourism and hospitality sectors in the South East in particular.

An expanded Gatwick will certainly have transformative economic effects in the Gatwick Diamond area (and will have particularly desirable regenerative effects for Croydon) as well as supporting business growth in London Bridge, the City and across London.

London Chamber of Commerce and Industry

A number of local authorities and businesses based in the area said the development should aim to provide the maximum economic benefit across the region and the UK as a whole. A range of suggestions were put forward, including calls for further engagement and prioritisation of local businesses and communities; investment in local facilities to integrate the development into the region; and local contract strategies to ensure local businesses benefited from development.

Gatwick needs to directly engage with communities in West Kent to promote the job opportunities that will be available with the airport's growth from the second runway development. Engagement with schools and colleges is needed to make young people more aware of the jobs and careers that are available to them through working at the airport. Local businesses need to be made aware of the opportunities that are available to them, both through the supply chain and the benefit of access to global markets from being located near to a major international airport.

Kent County Council

A couple of stakeholders also put forward suggestions to diversify and expand the development to attract international businesses and strengthen the Surface Access Strategy to encourage the creation of a business hub in the area.

Major airports have the potential to function beyond mere airport transport infrastructure. They can act as major business hubs with a focus on international and European-wide business. The opportunity to transform Gatwick Airport in this way should be explored, generating a greater depth and more diverse economic benefits.

Wilky Property Holdings Plc

Local authorities in particular, including Hampshire County Council and Sevenoaks District Council, mentioned the importance of improving public transport provision across the region to maximise potential benefits and to mitigate against road traffic congestion. Utilising the Passenger Transport Levy to help fund the infrastructure improvements was suggested by some stakeholders including Transport Action Group Enterprise M3 LEP. Comments around public transport and the Surface Access Strategy are outlined in further detail in Chapter 5.

b) Employment

The creation of employment opportunities was seen as a benefit by some stakeholders. However there were also concerns that the jobs would either be unnecessary due to the high levels of employment in the local area or be unsuited to the local labour markets, leading to potential new jobs being filled by workers outside the area.

Whilst the new runway would bring a number of new jobs, there is no detail as to the level of these jobs (skilled or unskilled) nor whether the employment would be drawn from the local residents.

East Grinstead Town Council

c) Airports and air traffic

More flights and a wider range of destinations were seen as potential benefits of the development by some stakeholders. The increased capacity was often linked to local and national economic benefits, as well as providing advantages to the local communities.

We believe a second runway at Gatwick will: - Increase the number of flights that can take-off and land at times that are convenient for our business - Increase the number of destinations our business can travel to and from, and - Increase the number of airlines based at Gatwick Airport, which will increase choice, therefore offering more competition, keeping air travel costs competitive.

Assurity Consulting

A greater range of flight destinations from Gatwick, including flights to the expanding markets of the global economy, will be beneficial to the national economy and the benefits should be spread across the South East. This includes spreading the benefits to Kent, with business and leisure passengers from Kent able to access flights to destinations that currently they need to travel further for, i.e. to Heathrow, or fly indirectly via an overseas hub airport.

Kent County Council

4.3.4 Unstructured responses: general public

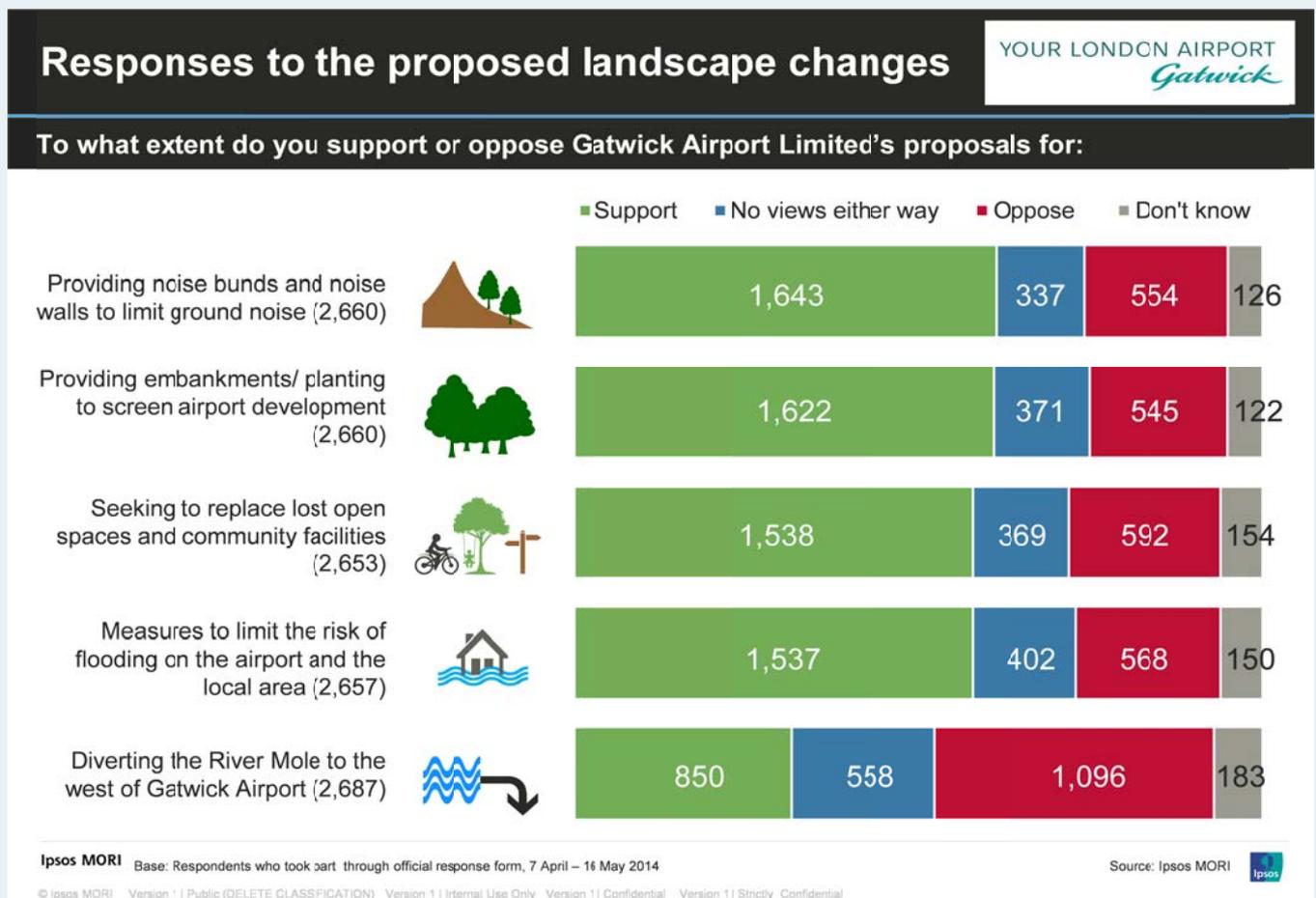
Ten members of the public who responded to the consultation by email or by letter made comments about the potential benefits of the development. There were five positive comments regarding the potential creation of employment opportunities and jobs in the area. Four comments were made in relation to the potential benefits to the national economy and two in regards to the local economy.

4.4 Mitigation measures

Gatwick's proposals include a number of measures to mitigate the impacts of a second runway through landscape changes. The chart below shows that a majority responding to the consultation questions supported all but one of these proposals.

4.4.1 Response form responses

Around three in five supported four of the five plans to build noise bunds and walls to limit the effect of noise, to erect embankments and plant trees to screen the airport, to replace lost open spaces and community facilities and also to limit the risk of flooding. The exception was the proposed diversion of the River Mole, something which only one in three respondents supported. A greater proportion of respondents, two in five, opposed this plan.



4.4.2 General public responses

a) Noise bunds and walls

One respondent expressed strong support and wanted to see the measure used more widely around Gatwick.

For locals it will be very important to mitigate the impact of noise and development. You could go further with the noise walls, so they are in more places, otherwise this seems to have been well thought out.

Member of the public

However, most respondents who commented on these proposals voiced scepticism about the effectiveness of noise bunds on the amount of noise that would pass out into the local area. There were also concerns about their potential visual impact.

What about aircraft noise and how that impacts the neighbourhood - ground noise does nothing for aircraft that are in flight.

Member of the public

Bunds and embankments will have no effect on noise nuisance as evidenced by my living 5 miles from the airport and still hearing engine noise from the airport.

Member of the public

Noise walls are unsightly and look awful, however you try to dress them up. Who wants a 50ft wall at the end of their garden?

Member of the public

b) Embankments and tree planting

Some respondents expressed strong support for the embankments and planting, while others took the view that it was the best solution, even though imperfect.

The more plants and trees that can be used to screen the airport in a natural way, the better.

Member of the public

The development can never be fully mitigated, so better to be honest and state that the measures will simply lessen the impact. Sustainable planting must be extensive around the development.

Member of the public

However, more respondents were sceptical that the embankment and tree planting would do enough to reduce the visual and noise effects of the runway.

Planting a few trees will have very little impact on the noise and pollution that will arise from increased air traffic on a second runway.

Member of the public

You can build all the embankments you like, but the airport will still be visible, be heard; the expansion will still be seen and felt.

Member of the public

c) Diverting the River Mole

The open-ended, free-text verbatim comments on this particular proposal were almost all about the risk of flooding. There were some respondents who either supported the diversion or were open to persuasion, but they often spoke about the degree of flood risk involved and the need to pay attention to it.

Diversion of the River Mole is technically positive. However, care needs to be taken to ensure it does not give a new flooding risk to infrastructure supporting the airport.

Member of the public

The River Mole floods, I am concerned if it is diverted again the effects it might have in our area. I would agree if knew that measures would definitely be in place to reduce the flooding.

Member of the public

However, most respondents who commented did not believe the proposals would address the risk of flooding and many stated the diversion would make the threat worse than it was before.

Meddling with the natural route of the River Mole has already created additional areas that are now subject to flooding, as have the additional concrete areas laid down by the existing single runway airport. Any further changes will expose more dwellings to flood risk.

Member of the public

Other concerns about the river diversion related to the effect it might have on wildlife.

Re-routing the River Mole could lead to further flooding problems, the damage to local green areas and wildlife would have an impact.

Member of the public

d) Measures to limit the risk of flooding

Most open-ended, free-text question verbatim comments did not directly address the specific flood prevention measures in the consultation document. Instead, respondents often referred to the recent flooding and the effect it had had on the area. Some had been personally affected and were very keen for steps to be taken to reduce the risk.

Having been flooded on Christmas Eve, I strongly support measures put in place to protect the local community... the effect was devastating and we are still not back in our home.

Member of the public

One respondent also favoured a wider programme of flood prevention work that would encompass areas some way from Gatwick Airport.

[You] must make sure flooding is reduced not just locally but in the surrounding areas 25 miles away.

Member of the public

Again however, most comments were critical, and expressed doubt that the proposals could handle the surface run-off during severe weather. Several respondents argued that the airport lay in a floodplain that was prone to flooding and that there was no way to avoid the problem.

As the recent flooding at Gatwick and the surrounding area has shown, the whole area is on a flood plain and any further development in the area can only increase the risk of further flooding.

Member of the public

The existing airport and runway are on flood plains and other new developments in Horley have been built on a floodplain, the new development will be built on a lot of existing fields and woodland. Where will all the water go that was soaked up and utilised by these existing areas?

Member of the public

e) Replacing lost open space and community spaces

Most of the open-ended comments on these proposals expressed scepticism that open land and green spaces could be replaced, given the nature of the development and the amount of land taken up.

I do not see how open spaces can be "replaced" once they are "lost" to such development. The geographically far-reaching effects of any expansion cannot be met by any replacement of open spaces locally.

Member of the public

"Seeking to replace lost open space". Seeking being the operative word! You would have taken up all the local open space, short of walking alongside the new runway; I fail to see where you will find it!

Member of the public

Nonetheless, there were some respondents who expressed strong support for the proposals and felt they were realistic.

I welcome the trend to incorporate 'green' spaces into modern development proposals, This should be encouraged and expanded as much as possible in imaginative and biodiversity-aware ways.

Member of the public

f) Overview of comments on the mitigation measures

Overall, 1,075 respondents made open-ended comments on the proposed mitigation measures through the response form. Only 151 of these made positive comments. The most common comments were that the measures had been well planned and would make a positive difference (93 comments) or that the proposals would mitigate the effect from noise (33 comments).

I believe Gatwick Airport is being extremely generous in what it offers to offset the development. The development would boost the local economy anyway but anything extra is really welcomed.

Member of the public

All proposals show very careful consideration by Gatwick Airport Limited.

Member of the public

However, most respondents who commented on the mitigation made negative points (639 comments). The most common criticism was that the measures were generally inadequate (161 comments), but other respondents were more specific and said that the noise mitigation measures were insufficient (63 comments) or considered the acoustic bunds to be ineffective (52 comments).

None of these mitigation proposals seem likely to be effective and there appears no evidence to show that they might. As it stands, these are window dressing.

Member of the public

Bunds make very little difference to noise levels in my experience and are more a fig-leaf pretending to cover the greatly increased noise levels that will be expected. Planting a few trees will have very little impact on the noise and pollution that will arise from increased air traffic on a second runway.

Member of the public

The next most common criticism was that the mitigation measures were unnecessary if no second runway was built (130 comments).

There should be no further development at Gatwick Airport, so the need to mitigate impact should not arise.

Member of the public

Other respondents took the view that mitigation was not possible; the effect of the second runway and its construction would simply be too great. Among other things, this included the view there was no way to mitigate:

- The effects of construction (65 comments)
- The impact on the landscape, green spaces, countryside or AONBs (60 comments)
- The impact of aircraft noise (59 comments)
- The impact on wildlife, biodiversity or the environment (42 comments).

- The effect on woodland (23 comments)
- The effect on the local residents (23 comments).

Many respondents made suggestions about mitigation (506 comments). By far the most common of these was that the impact of aircraft noise needed careful management and sensitivity to the needs of the local area (117 comments).

Encourage the use of quieter aircraft (charging structure), fly on least populated paths and bring in aircraft much higher and steeper than they are now. Do they really need to be so low across Edenbridge (I'm listening to them now every 30-40 seconds and can see them pass just south of me). Consider the people on the ground who do not use the airport first and airline costs and passenger comfort as secondary concerns.

Member of the public

There were 64 responses that mentioned the need for careful management of the impact on communities, and 61 responses that said there had to be careful management of the effect on flood risk.

With regards to the flood risk - it's amazing that our current area is allowed to flood (the old peoples home will be out of action for another year at least following the floods of last winter), and nobody has even attempted to rectify the issues of flooding in this area. But give the go-ahead for a new airport extension and suddenly measures can be put in place all over the place to protect it! But at what cost to surrounding communities then experiencing knock-on effects where the rivers have been diverted to save the airport!!

Member of the public

Other issues which were thought to be in need of careful consideration and management were as follows:

- Ecology, wildlife and the environment (52 comments)
- The level of safety (46 comments)
- Local woodland (28 comments)
- Impacts of construction work (29 comments)
- Green spaces and countryside (29 comments)
- Local rivers (27 comments)
- Air quality (27 comments)

There were also 54 responses that argued in favour of compensation for residents for the effects of the construction and use of a second runway.

Noise abatement of airborne traffic is critical by ensuring that flight paths and stacking are restricted to less populated (or preferably unpopulated) areas. Where this is not possible, proportional compensation should be considered.

Member of the public

4.4.3 Stakeholder responses

a) Noise bunds and walls

Only a few organisations commented on these proposed measures. Kent County Council voiced strong support for the idea of noise bunds and walls. Capel Parish Council said noise bunds would *currently* make a difference for areas further away from the runway. However, it did not believe this would happen if the expansion went ahead. The most critical response was from Utting Estates Ltd, which considered noise mitigation measures to be of little or no use.

Due to the close proximity of this development to existing properties the noise bunds and embankments will be woefully inadequate. These structures need depth to be effective and there is no space for this. There is so little space in one area that a wall is the only option. It will not have nearly enough dampening effect.

Utting Estates Ltd

b) Embankments and planting

Again, only a few organisations gave comments on the proposed erection of embankments and use of planting to screen the development. As with noise bunds, Kent County Council was strongly supportive. The West Sussex Local Access Forum wanted footpaths near busy roads in the vicinity, such as the A23, to have natural screening work.

Keep Rusper Green expressed scepticism about the worth of noise screening and tree planting alike, when set against the size of the development envisaged.

Any attempt at noise screening and tree planting will be nothing against the noise disturbance along the flight paths and cannot compensate for the loss of ancient woodlands and wildlife habitats.

Keep Rusper Green

c) Diversion of the River Mole

Most organisations that commented specifically on the proposed river diversions were either neutral or favourable to the plans put forward. Kent County Council and Gatwick Diamond both indicated their support for the proposals. The Environment Agency was also positive; it said the proposals would reduce the risk of flooding as they would lengthen both the River Mole and Crawter's Brook and lower the water holding capacity of these waterways. It felt wildlife would benefit from the removal of culverts in favour of a longer, meandering route, and it also supported the plans to deal with chemicals from aircraft fuel that got into the water.

The design principles, if applied, will see an improved river from the present day channel. As such, the report has demonstrated that it is feasible to design a second runway that does not undermine statutory requirements associated with flood risk, biodiversity and water quality.

Environment Agency

There were some concerns about potential impacts on businesses. Assurity Consulting noted the severe problems for local business that the floods of last winter caused. It considered it very important that Gatwick and the Environment Agency worked together to avoid something like this in the future. In turn, KBA Property said it preferred the river diversion to be over land within the airport boundary, so that this would not take land that might otherwise be used for new business premises.

d) Measures to prevent flooding

The reaction to the proposed measures to reduce the risk of flooding was mixed. As with other proposals, Kent County Council gave its support. However, other local authorities were more cautious. Mole Valley District Council argued that a new runway would greatly increase the amount of hard surfacing and water run-off; the council requested that the potential consequences of this be fully addressed. Horsham District Council also wanted the proposed flood attenuation work near Ifield to go ahead even if no second runway was built.

Aside from local authorities, other organisations were concerned about the existing flood risk in the area, and stressed the need for proper planning to manage the effect of a second runway.

The recent floods in the Mole Valley and surrounding areas had a significant effect on both local businesses and residents. They prevented employees travelling to work and they have caused misery and ongoing disruption for many people. It is important that Gatwick Airport and the Environment Agency work closely together to minimise the flood risk from an expanded airport.

Assurity Consulting

Other organisations that were worried about the degree of flood risk included Keep Rusper Green, the Ifield Village Association and the Crawley Friends Housing Association. The presence of the airport in an existing floodplain and the recent experience of flooding were important points for these groups.

Camfield and the Friends Meeting House did not suffer flooding recently, but places nearby did. With Gatwick being built on a flood plain, there would be an increase in the risk of flooding from both the expansion at Gatwick and the building of more houses on green field sites.

Crawley Friends Housing Association

e) Replacing lost open spaces and community facilities

Only a handful of comments were made by organisations on the proposals to replace open spaces and community spaces that would be lost to a second runway. Kent County Council was strongly in favour of the plans, but Utting Estates Ltd said the main reason they opposed a new runway was due to the space taken up by it.

If the expansion of the airport does not go ahead, open space will not need to be replaced. The whole point of our objections is that Gatwick Airport and associated developments would swallow the open space. It cannot be replaced if it isn't there anymore.

Utting Estates Ltd

Coast to Coast LEP balanced its support for these mitigation measures with the need to minimise the amount of land taken up, especially open farmland.

The employment of mitigation measures is strongly supported however this needs to be balanced against the loss of employment space and productive agricultural land.

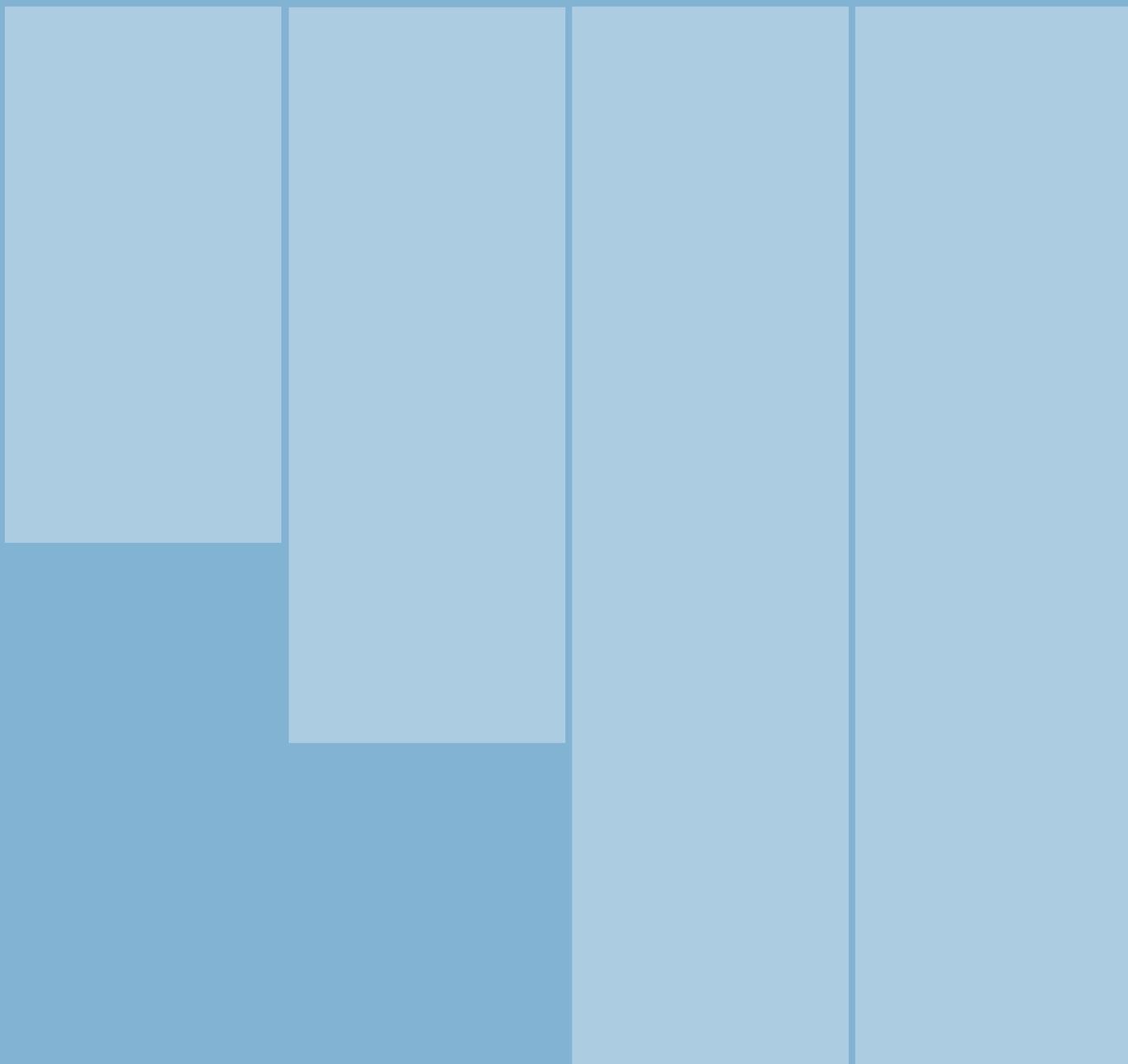
Coast to Coast LEP

4.4.4 Unstructured responses: General public

Only a very few respondents (28) commented on the mitigation measures by post or through email. There were more responses which made negative comments (12 comments) rather than positive ones (two comments).

The points most often made were about compensation. There were three comments about the level of compensation being inadequate, and a further five comments that compensation for communities required proper consideration

Chapter 5. Surface Transport



5 Surface Transport

5.1 Overview

This chapter provides a summary of responses to the consultation which addresses questions B1 and B2 in the response form, as well as unstructured responses via email and whitemail that make reference to issues relevant to questions B1 and B2.

The chapter is split into two sections:

- Changes to the local road network (Section 5.1)
- Other changes to the local transport system (Section 5.2)

Summary of consultation responses

Opinion was evenly balanced on the proposed changes to the main roads around the airport. Of those who answered the questions on the response form, slightly more supported rather than opposed the planned changes to Junction 9 of the M23 and to the M23 spur road to the airport. On the other hand, there were more who were against the proposed diversion of the A23 than were in favour of it.

The balance of opinion was more favourable to the other aspects of the Surface Access Strategy. Significantly more respondents supported rather than opposed the planned reconnection of minor roads and paths, the suggested changes to local bus and coach services and especially the plans for the Gatwick rail station.

However, open-ended verbatim comments on the Surface Access Strategy were much more likely to express concern than to be positive. By far the most common concerns were about increasing traffic and how the local road system would cope. Some members of the public said the road network was already subject to gridlock; many more expected the level of congestion to get worse if these proposals went ahead. Several stakeholders took a different view, and wanted the proposals to go further to ensure more capacity on roads further away from the airport (e.g. longer stretches of the M23). However, other stakeholders were worried about how changes to more minor roads, such as the Lowfield Heath Road, would affect the volume of traffic on other routes.

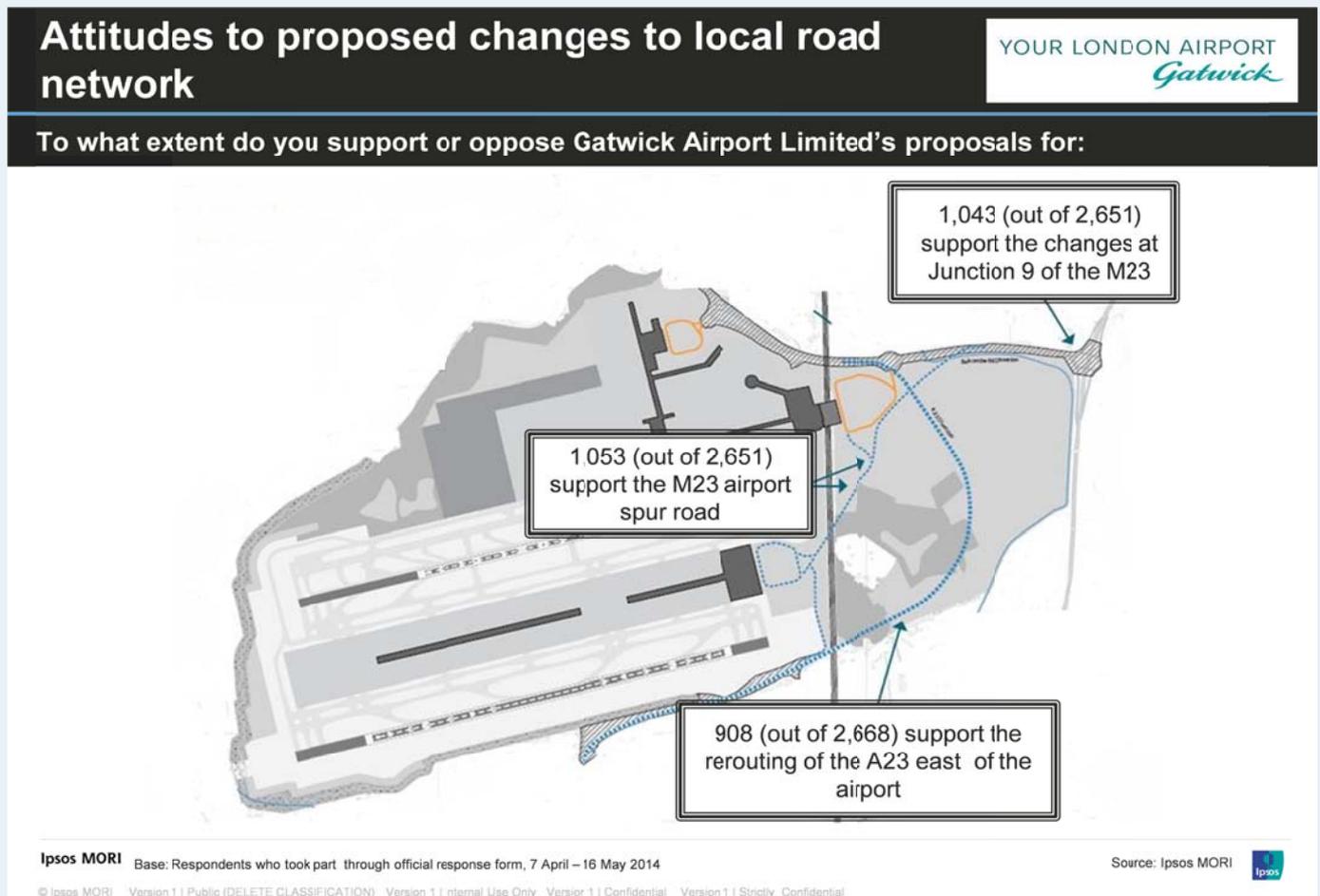
Fewer open-ended, free-text question comments were made on other aspects of the Surface Access Strategy, such as the changes to the bus, coach and rail services. Some members of the public were concerned about the level of congestion and overcrowding on local trains, and how much additional pressure would be placed on the railway network. Responses from stakeholders were generally favourable to the idea of Gatwick Gateway or to improvements to the local rail network. Improvements to particular lines, such as the North Downs Line were suggested.

5.2 Changes to local road network

5.2.1 Response form responses

Respondents were evenly split in their views on the proposed changes to the major roads around the airport, with an equal balance between support and opposition to the proposals put forward by Gatwick and asked about in the response form.

As the chart below shows, around two in five supported the changes to Junction 9 of the M23 and the spur road from the M23 to the airport. In both cases, one in three respondents opposed the proposals. One in three supported the proposed new route of the A23 to the east of the airport, and a similar proportion was against it.



Overall there were 908 respondents who supported the rerouting of the A23 east of the airport, and 1,009 respondents who opposed this proposal. A total of 601 respondents said they did not have a view either way, and 150 said they did not know.

There were 1,043 respondents who supported changes to Junction 9 of the M23, and 873 respondents were opposed. There were 562 respondents had no views either way, and 173 did not know.

In terms of the proposal for the M23 airport spur road, 1,053 respondents supported the proposal and 845 respondents were opposed. There were 583 respondents who said they neither supported not opposed the proposal, and 170 did not know.

5.2.2 General public responses

a) Diversion of the A23

Many of the comments on this particular proposal raised concerns about a possible increase in traffic.

Any diversion of the A23 will necessarily increase the distance and journey times past the new development, with slightly increased fuel costs, pollution etc.

Member of the public

There were several suggestions for alternative approaches for the A23. Some members of the public wanted the A23 to go through a tunnel parallel to the railway, while others preferred the road to be diverted west of the airport rather than east of it.

There should be an A23 link road to the west of the airport, linking Hookwood and Fleming Way, thus creating a "ring road" so that incidents of high volumes of local traffic could be better managed. This would also help to reduce the movement of HGV traffic through Ifield Wood and surrounding area.

Member of the public

b) Changes to Junction 9 of the M23

Several respondents described the M23 as already in a state of gridlock, and supported the changes put forward to increase capacity. However, there were also reservations expressed, for instance about whether the M23 would be able to cope with more traffic.

Whilst the improvements to Junction 9 of M23 are welcome, there appears to be no word on whether the main M23 itself will be widened to cope with the significant extra traffic. M23 was built in 1974 and is not at the present time equipped to handle any significant additional traffic.

Member of the public

Another factor was non-Gatwick traffic. It was argued that there should not be congestion problems for traffic not en route to the airport.

M23 at Junction 9: This must be a grade separated junction for traffic heading south on the M23 from the M25 (particularly as $\frac{3}{4}$ of the car traffic to the airport uses this). The aim must be to get airport traffic moved as swiftly as possible off the M23 so it does not affect other local community (non-airport) traffic.

Member of the public

On the other hand, at least one respondent considered the changes to be actually overdue.

This should have happened years ago, when the opportunity to link East Grinstead with a by-pass, to join at Junction 9.

Member of the public

c) *The M23 airport spur road*

Only a few comments were made about this particular proposal on the response form. It was said that improvements were welcome as the spur road was already liable to get congested. It was suggested that the A23 and M23 needed to be kept strictly separate.

The A23 diversion should not connect to M23 spur as seems to be proposed at Junction 9A. The new terminal should have its own access from the M23 which would be between junctions 9 and 10.

Member of the public

The spur road to the airport from the M23 needs improving to allow for any road accident area or road diversions as an alternative route in and out. It doesn't take much to congest access to the airport either from M23 or Reigate Road / Hookwood approach.

Member of the public

5.2.3 Stakeholder responses

The balance of opinion was evenly split, particularly for the diversion of the A23. Slightly more stakeholder organisations supported than opposed the proposed changes to the M23 at Junction 9 and on its connecting spur road, although several expressed concern about the general ability of local roads to cope with more traffic.

a) *Diversion of the A23*

Only a few stakeholders commented on this proposal. West Hoathly Parish Council was concerned about the amount of traffic that travelled to the A23 along minor roads through the parish. It argued for a more strategic approach to lower the number of vehicles that used these routes. KBA Property noted the ongoing interest of West Sussex County Council in a relief road from the A264 that would meet the A23 at Fleming Way. It suggested that space for this idea be kept within the southern boundary of the safeguarded area of the airport.

b) *Junction 9 of the M23*

Most stakeholders that commented on this proposal were in favour of the changes at Junction 9. However several voiced concerns about the capacity of the wider road network, and argued that an improved junction alone would not be enough to cope with the traffic to a larger airport. The response from Wilky Property Holdings Plc struck a balance between support for the proposals and the view that the M23 needed even more capacity.

Proposals for the M23 (Junction 9) and the M23 airport spur road are supported in principle. However, if the airport is to realise its potential as an international airport business hub, then more extensive improvements are likely to be required, particularly in relation to Junction 9, and possibly extending to Junction 10.

Wilky Property Holdings Plc

Similarly, Kent County Council stated its strong support for the proposed changes to Junction 9, but argued in favour of greater capacity on the local road network generally, not just on routes immediately beside Gatwick.

GATCOM shared the view that access to the airport might be needed from more than one junction on the M23. Similarly, Hampshire County Council said that journey times were likely to increase unless more capacity existed on the M23 generally, not just at Junction 9.

c) Changes to M23 spur road

The comments on the proposed modifications to the spur road received mixed support, together with requests for more extensive changes. Kent County Council and Enterprise M3 LEP simply stated their support for the proposals. However, East Grinstead Town Council argued that any expansion of the airport needed greater investment in the M23; airport-bound traffic had to be shifted away the motorway exits so that other traffic was not impeded.

The proposals in this consultation do not go far enough to suggest that sufficient alleviation would be created. Indeed the A264 is not referred to at all.

East Grinstead Town Council

5.2.4 Unstructured responses: General public

There were only a handful of unstructured responses via email or post that addressed changes to the local road network. One respondent who strongly opposed a new runway said that the proposed changes to Junction 9 of the M23 would not be enough because the rest of the road and rail network was unable to cope with the existing amount of traffic.

Other comments were more about the new roads that respondents thought would be built. Most of those who made these comments were opposed to the idea of a second runway generally.

It is not just the runway that will ruin the area for miles around, but the new wider roads that will have to be built.

Member of the public

5.3 Other changes to the local transport system

5.3.1 Response form responses

The balance of opinion was more positive than critical towards Gatwick's other proposals for local rail and bus services and for smaller roads and paths in the area.

Half of those who responded to the question on the response form supported the proposals for Gatwick rail station, and almost half supported the plans to reconnect local roads, paths and bridleways. Two in five favoured the proposals for the local bus and coach services. In each case, fewer than one in three respondents opposed the proposals, although there were many who had *no views* or said they *did not know*.



5.3.2 General public responses

a) Reconnection of local roads, cycle paths, footpaths and bridleways

There were some respondents who expressed support for these proposals in their open-ended, free-text question comments.

Good proposed extensions of foot and cycle paths to make up for what will be removed.

Member of the public

Others raised concerns about the effect on the road network from the construction and greater traffic. This applied not only to the larger roads such as the M23, but also to smaller ones such as those between Crawley and Horley.

Moving roads will make getting across to the other side of Crawley very hard and it will take a long time if our roads end up like Heathrow's.

Member of the public

Having worked in Manor Royal, a decent route between Horley and Crawley to the west of the airport is also required, and closing Lowfield Heath Road will only put pressure on roads that are extremely congested at peak times.

Member of the public

When respondents commented on the bridleways, footpaths and cycle ways, it was usually to emphasise the importance of these to the respondent and to say they should be protected if not improved.

Bridleways and footpaths must be reconnected to benefit the local community and prevent loss of amenity.

Member of the public

This is a great opportunity for giving safer cycling routes for workers at the airport (from Crawley & Horley & East Grinstead). Could cycle access be provided into the airport from the Balcombe Road? Cycle routes should also extend into the Industrial estate in Crawley.

Member of the public

b) The local bus and coach services

A range of comments were received about the proposals, with some saying they supported the idea of improved bus or coach services from Gatwick.

The priority for transport to and from the airport needs to be public transport, whether train, coach or bus. Car travel needs to be deterred.

Member of the public

Some support for the proposals came with suggestions about how to make the best use of enhanced services. One respondent was willing to support any proposal for new bus or coach services, but said that the proposals paid too much attention to London and not enough to the areas south of Gatwick. For others, the frequency of local services and the cost of parking were vital points to consider.

Services have been cut on local bus routes, removing bus travel as an option for airport travellers at certain times of day. Any improvement to the services should be a genuine increase in service and not just restoration of the level of service that existed previously. As fuel costs increase, many people would find the bus a more attractive option than a car if it were sufficiently frequent to dovetail with their needs.

Member of the public

To make the most of any bus coach and rail services the short term parking at Gatwick should be made cheaper.

Member of the public

Other comments referred to the existing Fastway service, saying that changes to bus services should be thoroughly analysed beforehand.

A cost benefit analysis of the current Fastway scheme should be undertaken before any further initiative of this type is undertaken as I cannot see the vast investment has yielded any benefit with road lanes and buses under-utilised.

Member of the public

c) Gatwick rail station

A range of comments were made on the proposals, with no one view that dominated. Some were strongly supportive of the idea of Gatwick Gateway specifically, or an improved rail service more generally.

The idea of a Gatwick Gateway is good, and should be developed - regardless of the 2nd runway. You should be encouraging your staff to use public transport, and also encouraging passengers to arrive by public transport.

Member of the public

Road improvements are welcome but the future must lie in national rail connectivity.

Member of the public

Already Gatwick boasts the only Airport within the UK with its own mainline railway station, (not branch line Like Heathrow or Manchester). To make this also more accessible to local people would be very welcomed

Member of the public

Other comments were neutral, or voiced concerns about how the proposals would work in practice. Several members of the public were unsure how the changes to the rail system would cope with increased passenger numbers.

Concerned that the rail station will not be able to cope with the volume of passengers arriving at Gatwick, especially if further growth in arriving passengers is in 'waves' generated by terminal transit vehicles.

Member of the public

Connecting Gatwick rail station to more local networks would cause more overcrowding at the airport and on connections to central London, which is vital if a new runway at Gatwick is going to improve air travel to the UK.

Member of the public

There were also several comments on the relative importance of rail, with some who favoured this form of transport if passenger numbers were to increase.

Any expansion of passenger traffic (and airport employee numbers) and commuting should be concentrated on the railway station facilities

Member of the public

Improvements to Gatwick are helpful, but there are congestion issues on the tracks into London, so more trains to Gatwick could mean fewer commuter services, which is negative to other people in the area.

Member of the public

d) Overview of comments on the Surface Access Strategy

Overall, 1,336 respondents made comments on the Surface Access Strategy on the response form. There were 160 respondents who made positive comments about the strategy. Most often, it was that the strategy had been well thought out or would benefit the area (74 comments) or that it would give the area a better public transport system (47 comments).

In contrast, 1,122 respondents made negative comments about the strategy, almost all to do with increased congestion and how the transport infrastructure would cope. The largest single concern was about a general increase in road traffic (780 comments), and a further 415 comments referred to the pressure on specific roads such as the M23. Other concerns were about overcrowded trains (167 comments), the broad impact on the rail system (149 comments) and the overall pressure on the public transport network (146 comments).

The road infrastructure cannot cope with the volume of traffic already in the area and any so-called improvements will surely only leave things in the same situation as there will be even more traffic.

Member of the public

Plans for local roads will increase traffic substantially, leading to problems similar to those currently seen around Heathrow. Current trains are already frequently overcrowded and current plans to enhance this are not sufficient. There is also no plan to increase capacity on trains coming from the Reading direction, which would inevitably see more passengers.

Member of the public

Critical comments less frequently made included concerns about the impact on car parking (61 comments) and local footpaths (28 comments). There were 193 comments that described the Surface Access Strategy as generally inadequate and a further 72 comments that said the strategy would not be necessary if the airport was not built.

There were also 427 comments that made suggestions for the Surface Access Strategy. By far the most common were that there should be improvements to the local road network (192 comments). This was followed by suggested improvements to the rail network (137 comments).

The wider road network needs to be considered. Many roads are at capacity at the moment, e.g. A264 from East Grinstead & Horsham; A23 around Crawley, B2036 from Haywards Heath.

Member of the public

The capacity of the M23 and the railway needs to be increased much more than the consultation document seems to suggest, in order to cope with the expansion envisaged. Horley gets snarled up when there is an incident on the motorway.

Member of the public

5.3.3 Stakeholder responses

The balance of opinion amongst stakeholders was more positive than negative, with more organisations supporting rather than opposing each of the transport-related proposals. Eighteen stakeholder organisations supported the reconnection of local roads, cycle paths, footpaths and bridleways, compared with 10 that opposed the plans. Seventeen stakeholder organisations supported the proposal for local buses and coach services, while 12 were opposed. While 11 stakeholder organisations were opposed to the proposal for Gatwick rail station, almost twice as many supported the proposals (21 stakeholders). Attitudes towards the Surface Access Strategy largely reflected general views about a second runway; the great majority of stakeholders that opposed the transport proposals were also against all the runway options.

There were several concerns raised by stakeholders about the proposals for local roads, bridleways and paths. However, comments were generally neutral or favourable towards proposals for local bus and rail services.

a) Reconnection of local roads, cycle paths, footpaths and bridleways

Most stakeholders that commented on these proposals expressed concern about the long-term effect on roads, paths and bridleways near Gatwick. These concerns were about how many of these routes would be lost, how many would be replaced and where these replacements would go. For example, the West Sussex Local Access Forum welcomed the commitment to reconnect roads and pathways that were affected, but was worried about the type of routes that would be lost, even if others were created to replace them.

Whilst the document makes commendable commitments to improving routes and facilities and providing new integrated ones for walkers and cyclists connecting to/from the airport, what is being lost in the airport expansion are countryside paths and quiet roads used for informal recreation.

West Sussex Local Access Forum

The West Sussex Local Access Forum also shared objections with the British Horse Society to the apparent loss of 2.6km of bridleways. According to the British Horse Society, local routes such as Lowfield Heath Road, Charlwood Road, Bonnetts Lane and Peeks Brook Lane would all become busier and more dangerous for those on horseback.

In view of this it will be important that new off-road routes are created, linking in to the current PROW [public rights of way] network that equestrians can use.

British Horse Society

Of the local authorities that commented, Kent County Council was broadly supportive. However, Mole Valley District Council questioned the statement in the consultation document that closure of Lowfield Heath Road would not cause more traffic to go through Charlwood. The Council also wanted assurances about the continued restrictions on vehicle access off the Old Brighton Road. Similarly, Tandridge District Council was concerned about the amount of pressure that would be put on smaller roads.

For local people this is a significant concern and studies should be carried out to understand the impact on local roads and measures put forward to lessen the impact accordingly. Much of the information in the consultation document relates to the wider strategic network rather than the local network.

Tandridge District Council

Horsham District Council wanted space to remain available for other future changes to the road network, such as a potential relief road west of Crawley. East Grinstead Town Council said it would have liked to see the proposals improve the links of the A264 on the way to Gatwick, especially further away from the M23.

b) The local bus and coach services

Only a few stakeholders commented on the plans for bus and coach services. Bletchingley Parish Council said the proposals gave too little thought to services between Gatwick and Redhill and Bletchingley. East Grinstead Town Council welcomed the ideas put forward, but wanted more improvements to early and late services; it said too many airport employees had to travel by car because the bus services were not good enough at these times of day.

Hampshire County Council wanted to know more about how the Passenger Transport Levy would be used to support bus and coach services; it was concerned about whether the money raised would be enough for Gatwick 's plans to increase the share of passengers on public transport.

Tandridge District Council requested improvements to the appearance and locations of stops and waiting areas for buses and coaches, arguing that at present these were inconvenient and off-putting.

These facilities are a serious disincentive for such modes of public transport. [They] need to be enhanced in the interests of access to and from Gatwick Airport but also in the interests of developing a public transport hub for the wider area.

Tandridge District Council

c) Gatwick rail station

Most stakeholder comments on the proposals for Gatwick rail station were positive. GATCOM, for example, was enthusiastic about the idea of Gatwick Gateway.

GATCOM fully supports the concept of providing a world class transport interchange at Gatwick which provides a seamless and efficient transfer between all modes of transport for airport passengers and users as well as communities in the region.

GATCOM

Detailed comments were mainly about those parts of the rail network that stakeholders thought needed particular attention to get the best out of the proposals. Both Surrey County Council and GATCOM concentrated

on the North Downs Line, arguing that improvements to this were vital for the airport's link to other parts of the country, via Reading for example.

The Council would like to work with GAL, the LEPs and other stakeholders to develop the detailed business case [for an upgrade]. If there were to be an additional runway, full upgrading of the North Downs Line would be an essential element of the surface transport infrastructure package.

Surrey County Council

Hampshire County Council wanted South West Trains and Southern to increase the frequency of their services to Clapham Junction to make it easier for passengers from the main towns of Hampshire to reach the airport. Sevenoaks District Council thought that direct services should be reinstated between Gatwick and Tonbridge via Edenbridge, whereas West Hoathly Parish Council argued that there was too much attention on north-south services from Brighton to London and too little on services from east to west.

Sevenoaks District Council suggested that, in the event of a second runway, the support given by the airport to local public transport should increase. Ardingley Parish Council wanted there to be a direct link by train between Gatwick and Heathrow if a second runway was built.

5.3.4 Unstructured responses: General public

Only a handful of members of the public commented on these proposals by email or post. No one view predominated; attitudes towards the proposals reflected respondents' general support for or opposition to the runway, or for airport expansion more generally. One member of the public, who opposed a second runway, was critical of the wider transport system.

The connections to Gatwick both by road and rail are inadequate, both existing (M4, M25, Heathrow Express and mainline connections), and proposed (Crossrail, HS2 etc.) This last winter has exposed the weaknesses of Gatwick and the surrounding road and rail infrastructure.

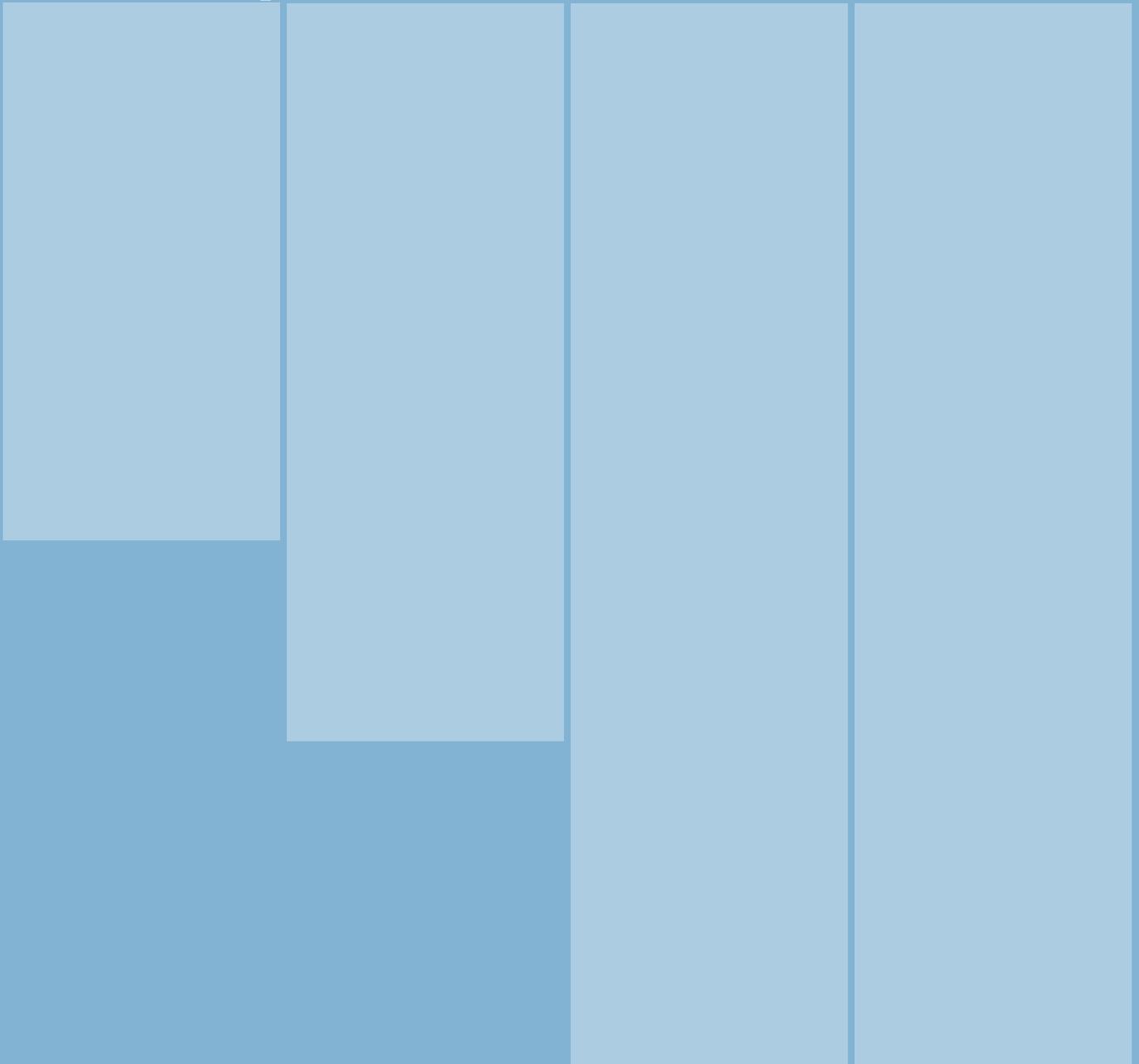
Member of the public

On the other hand, there was support from another member of the public, who wanted the proposals to address the transport links between the airport and Epsom.

As a frequent user of the airport, I very much favour your proposals, in principle. As a resident of Epsom, this is my one criticism of the airport; public transport between Epsom and the airport is very poor...The airport development would be much improved by the provision of better public transport connections where direct and frequent train connections are not available. Improved bus or coach services might be an option.

Member of the public

Chapter 6. Airport related development



6 Airport Related Development

6.1 Overview

This chapter provides a summary of responses to the consultation which addressed questions C1 to C3 in the response form, as well as unstructured responses via email and whitemail that refer to issues relating to airport related development.

Summary of consultation responses

A majority of respondents who answered the closed questions in the response form supported proposals for airport related development. The proposal to protect existing woodland where possible received the highest levels of support, followed by accommodating all airport related development in the airport boundary.

Most of the open-ended comments about proposals for airport related development were negative, with concerns raised by both members of the public and stakeholders about the loss of woodland, the implications of land-take, and the impact of businesses having to relocate. The potential impact of the proposals on local housing was also raised by members of the public. There were also comments about airport-related developments being unnecessary as a second runway was not needed. The main positive comments on the proposals for airport related development were that they were well thought out, and should work well.

While there were some positive comments about runway crossings being needed, there were more negative comments, including concern that they were not operationally efficient, would require careful management, and could compromise safety. Those who commented on the provision of End Around Taxiways (EATs) as an alternative to runway crossings were generally supportive of their use.

It was suggested that developments should be contained within the airport boundary and that businesses which had to relocate should be provided with premises of a similar or higher standard. Stakeholders in particular suggested that replacement premises should be provided before any existing space was lost. Some stakeholders argued that business relocation needed to be explored in detail to ensure local employment was increased.

The most common suggestion in relation to the potential loss of woodland was not to build the runway at all. The need for compensatory habitats to be provided was highlighted by several stakeholders.

6.2 Attitudes towards airport related development

6.1.1 Response form responses

This section of the report covers responses received via the online and paper response form. The chart below shows that the majority of those who responded to the consultation questions supported the proposals for airport related development.



6.1.2 General public responses

A total of 517 members of the public who completed a response form provided comments and suggestions about Gatwick's proposals for airport related development (Question C2 in the response form). Of these, 36 respondents made positive comments and 371 respondents commented negatively about the proposals.

The main positive comments on the proposals for airport related development were that they were well thought-out and should work well.

...the proposals appear to provide logical planned development to meet the needs on an enlarged airport.

Member of the public

The main concerns raised about the impact of the proposals were as follows:

- The impact of the developments on woodlands / ancient woodland (99 comments).

How can you protect woodlands in the area? As I am against the extension of Gatwick TOTALLY my views here reflect that position

Member of the public

- Issues relating to the impact of land-take (99 comments).

There is not the land available for any more development without hugely damaging/impacting the local environment and residents.

Member of the public

- The impact of relocation for businesses (69 comments).
- The impact of the developments on housing, including potential loss or relocation (68 comments).

My house is in one such area and I have no intentions of being evicted for offices, warehouses or car parks.

Member of the public

- Airport related developments were argued to be unnecessary as a second runway was unnecessary (49 comments).

A total of 154 respondents made suggestions about the proposals for airport related development. These included that airport related developments should be located inside the boundary of the airport (39 comments); that proposals should include plans for other infrastructure in the area (30 comments); and that Gatwick should support the relocation of businesses that were required to move, for example, by providing like-for-like premises (19 comments).

(a) Runway crossings

There were 227 members of the public who provided comments and suggestions about runway crossings (Question C3 of the response form).

A total of 20 respondents provided positive comments about runway crossings. The main points made were that they were essential (10 comments); that runway crossings were tried and tested and work elsewhere (six comments); and that runway crossings would reduce noise levels (two comments).

Crossings are needed when demand requires them so install them when required.

Member of the public

A total of 159 members of the public commented negatively about runway crossings. The main arguments made were that they created problems (60 comments); that crossings were dangerous and could compromise safety (51 comments); and that crossings would not be required if a second runway at Gatwick Airport was not constructed (44 comments).

Other less frequently cited concerns were that runway crossings would reduce the benefits of increased capacity (10 comments), that runway crossings would create noise (four comments) and that crossings would lead to more pollution and emissions (three comments).

Have major concerns about runway crossings because of potential dangers, especially in poor weather conditions - these should be avoided or limited as much as possible.

Member of the public

A total of 33 respondents made suggestions about runway crossings. Points made included that crossings should be carefully managed (11 comments), that it would be preferable to extend the existing runway (six comments) and that runway crossings could be reduced by maximising the use of the new terminal building.

Multi-mode operation of runways is unacceptable so runway crossings should be provided to avoid this even if this reduces capacity. Alternation, as at Heathrow, with band boxing on the Northern runway should be the rule.

Member of the public

(b) End-Around Taxiways (EATs)

A total of 49 members of the public provided comments about End-Around Taxiways (EATs). Of these, 41 respondents expressed support for EATs and four respondents stated their opposition. Positive comments included that EATs would reduce standing time and increase efficiency (nine comments), and that they would improve safety (seven comments).

Negative comments were that EATs would increase noise levels (six comments) and that they would require more land-take (four comments).

6.1.3 Stakeholder responses

Key issues raised by stakeholder organisations included concerns over how much land would be needed for the development; the potential destruction of woodland and ancient woodland; the noise and visual intrusion which it was thought would result from locating all cargo and aircraft maintenance facilities in a single location; and the impact on businesses which would have to relocate.

Parish councils, in particular, were opposed to the proposals on the basis of their opposition to a second runway at Gatwick Airport altogether.

The questions pre-suppose that a second runway is a foregone conclusion. A second runway is not required.

Penshurst Parish Council

a) Accommodating all airport related development within the boundary of Gatwick Airport

A number of stakeholders, such as North Horsham Parish Council questioned whether this proposal was achievable, raising concerns about the implications of the developments encroaching outside of the airport boundary.

b) Land-take

Local authorities, in particular, raised concerns about land-take as a result of the proposals. Mole Valley District Council said that an additional runway would require a substantial revision of existing strategies which could result in pressure to accommodate some of the additional development on green belt countryside around Charlwood and Hookwood.

Mid Sussex District Council said that all three runway options would require additional land for car parking, adding that if this could not be accommodated at the airport, it would lead to further pressure for off-airport parking. Crawley Borough Council was concerned that a greater amount of land would be required for Options 2 and 3. The Council sought further dialogue on the implications for a proposed development in Manor Royal, commenting that the consultation document did not have the formal status that the safeguarded area did.

In terms of suggestions, Mid Sussex District Council said that any redesign of the airport should take the opportunity to improve the experience of passengers travelling by car with the aim of making it less confusing and more accessible.

c) Impacts on woodland

A couple of stakeholder organisations supported the proposal to protect existing woodland where possible, saying that the replacement of woodland would be essential to combat flooding in the Gatwick area as the airport was built on a flood plain.

More commonly, stakeholder organisations commenting on woodland expressed opposition to the specific proposal as well as the second runway proposals overall. The High Weald Parish Councils Aviation Action Group was one such respondent; it said that woodland would be protected if a second runway did not materialise.

The High Weald Parish Councils Aviation Action Group strongly opposes the proposal to construct a second runway at Gatwick Airport, and protection of woodland would be achieved if the proposal for a second runway is rejected.

The High Weald Parish Councils Aviation Action Group

The Woodland Trust expressed strong concerns about the impact of the proposals on woodland, commenting that all three options would cause the direct loss to areas of ancient semi-natural woodland. In particular, the organisation said that the creation of a new runway, specifically under Options 2 and 3, would destroy an ecological network, and that the loss of irreplaceable habitat such as ancient woodland should never be included within the scope of offsetting proposals.

The Trust is unconvinced by the statement on page 52 which is effectively an unenforceable aspiration, as opposed to an achievable target. As a bare minimum we would expect the design to protect existing habitat.

The Woodland Trust

Some stakeholders referred to areas that it was said would be affected by the proposal to build a second runway. These areas included:

- Woods located at grid reference TQ282400, TQ278392 (Rowley Wood) and TQ253390. The Woodland Trust also said that ancient woodland would be indirectly impacted at grid reference TQ244387, TQ289405 and TQ295407.
- Sites in Ashdown Forest.
- Woodland beyond the boundary of the airport.

Two stakeholder organisations made reference to the EC Habitats Directive which extended protection to the Special Area of Conservation (SAC) and Special Protection Area (SPA) designated on Ashdown Forest, and said that proposals would be unlawful as protected sites would be harmed. It was also argued that the proposals failed to demonstrate that there would be no adverse impact on sites in Ashdown Forest.

The GAL proposals fail to demonstrate that there would be no adverse impact on the internationally important (SPA) and (SAC) sites on Ashdown Forest. These sites are protected under the EU Habitats Directive and the UK Habitats Regulations. The Gatwick scheme, as presented is thus unlawful and so undeliverable.

East Grinstead Post Referendum Campaign

The Woodland Trust said that it was disappointed that the consultation document did not reference the 2010 Lawton Review, and it expected any proposed development to adhere to the Lawton Principles. It said that it was important that proposed mitigation and compensation measures ensured that new habitats were created and that, as per Lawton Principles, the remaining habitats were increased in size, improved in quality and joined together to create a landscape resilient to change.

Kent County Council argued that compensatory habitats should be provided for the loss of any woodland:

It is important that the negative impacts of airport related development are minimised and where avoidance is not possible, the effects should be mitigated. Compensatory habitats should be provided for any unavoidable loss of land of ecological importance, for example, woodland.

Kent County Council

d) Cargo and aircraft maintenance

Concerns were raised about the potential noise and visual impacts arising as a result of this proposal. Both Mole Valley District Council and Charlwood Parish Council argued that the introduction of a major aircraft maintenance area, including hangars, could significantly harm the rural setting and historic character of the village of Charlwood and surrounding green belt countryside.

All three options would have a severe impact on the parish and would totally overshadow Charlwood and Hookwood. The sheer scale and size of the development with the resulting visual intrusion, with the increase in air noise from the increased number of aircraft movements, the additional ground noise, the additional pollution and the increase in traffic through our local roads would overwhelm the lives of all those of us who live here.

Charlwood Parish Council

Mole Valley District Council said that Gatwick Airport Limited should include measures to mitigate the visual and acoustic consequences of the proposed four new hangars in its final proposals to the Airports Commission. Charlwood Parish Council said that it would seek a firm legal commitment to provide additional earth bunds, at an agreed height, and to include the provision of a ground run pen, positioned to protect Charlwood and Hookwood from any increase in noise or visual intrusion as a result of the new hangars.

Other concerns raised included increased lorry movements. Hampshire County Council said that a new terminal and second runway would be likely to result in a significant increase in lorry movements to Gatwick Airport, as there would be more passengers and aircraft that would require logistics and servicing.

The implications of the entrance at Povey Cross being opened were raised. Charlwood Parish Council stated that the legal agreement preventing the use of the Povey Cross entrance, except for a defined and limited number of specific users, should be upheld and that there should be no increase in the use of this access point.

e) Identifying land for replacement of lost industrial/commercial premises

The impact of the airport related proposals on businesses in the Gatwick area was a particular issue for some stakeholders.

Some of these organisations had specific concerns about their own businesses. For instance there were queries from a couple of stakeholders about the First Point property located within the airport boundary. Some stakeholders questioned who would pay for new premises, raising concerns that there could be some businesses with nowhere, or nowhere affordable, to go. Utting Estates Ltd argued that these issues would not be resolved by compensation.

Manor Royal Business District (MRBD) was concerned about the amount of commercial floor space being lost, and asked about how the development would be managed. The organisation also requested that every effort be made to engage the business community.

MRBD needs further clarity about what measures will be put in place to manage the impact of this development on the Business District. Estimates suggest that approximately 1,000,000 square feet of commercial floor space on Manor Royal will be lost, which equates to about one-eighth (12.5%) of the total current floor space offer...It also acknowledges that most local businesses and business organisations tend to support the expansion of Gatwick Airport. It is important that every effort is made to engage with the business community and that their views are properly represented and taken account of.

Manor Royal Business District

Other stakeholders made more general comments about the potential impacts on local businesses. Both Tandridge District Council and Crawley Borough Council raised concerns about some businesses relocating to locations outside of the Gatwick Diamond area.

There is also significant concern about the number of businesses including many high quality companies (outside of Tandridge District's administrative area), that would need to relocate as a result of construction of a second runway and the associated infrastructure. Although it is recognised that some businesses could relocate to the area to the eastern end of the expanded airport, not all businesses may wish to relocate there and may move outside the wider Gatwick Diamond area.

Tandridge District Council

Crawley Borough Council said that while it recognised that some businesses could relocate to the area to the eastern end of the expanded airport, not all businesses may wish to and may move elsewhere, such as the M4 corridor. The Council argued that there was a shortfall of employment land that could not be met in its Local Plan, adding that the issue of relocating businesses should be the subject of a more detailed discussion.

GATCOM, Stiles Harold Williams Partnership and Surrey County Council expressed concerns about the impact of airport related development on employment. GATCOM raised the loss of employment land to the south of the airport and the need to find suitable alternative sites. It argued that Gatwick Airport Limited needed to work with local stakeholders to find other land:

The business community in particular hopes that GAL will engage and work with local authorities and other organisations/agencies to identify and provide or enable a net increase in employment land over time to accommodate incremental economic growth.

GATCOM

CAE Training & Services UK Limited similarly suggested that wider strategic planning was required to ensure that adequate commercial and residential land was released to support local economic growth. Surrey County Council said that it was important that the technical work to assess impacts took account of the re-provision of employment land and relocation of businesses to offset the losses resulting from the construction of a second runway.

There was a request from some stakeholders for more information on how affected businesses could be relocated, and it was argued that any loss of business floor space should be re-provided for locally. Wilky Property Holdings Plc said that a proportion of landside development could be provided in commercial areas located outside, but integrated with, the airport. It suggested that provision of land to replace lost industrial and commercial premises could be addressed in this way.

While the airport's development will create a net increase in local area jobs, this should not be at a loss of gross floor space and opportunity. Any loss of business floor space should be re-provided locally.

Coast to Capital LEP

It was suggested that business would need to be moved before development commenced to ensure a seamless transition for the relocation of businesses and to prevent any disruption to businesses operations. Some stakeholders, including Assurity Consulting, said that it would be important that both tenants and owners of

business premises were compensated for the disruption and upheaval that would result from the development of a second runway at Gatwick Airport.

f) Runway crossings

A few stakeholder organisations raised concerns about the noise and safety implications of runway crossings.

Runway crossings are a potential hazard and should be avoided.

The Warnham Society

g) End-Around Taxiways (EATs)

Kent County Council said end-around taxiways (EATs) would improve safety and operational efficiency, and should therefore be incorporated into the design of the second runway, subject to the environmental impacts from the extra land-take being minimised and appropriate mitigation measures being put in place. Uttings Estates Ltd said that it was concerned that slow moving aircraft on the ground would have to vie with space with fast moving take-offs and landings.

6.1.4 Unstructured responses: general public

a) Airport related development

Seventeen members of the public responding to the consultation by email or by letter made comments about proposals relating to airport related development.

Concerns raised about the proposals included the impact of land-take (five comments); the impact on woodlands (five comments); the potential loss of homes (two comments); and the impact from infrastructure development (two comments).

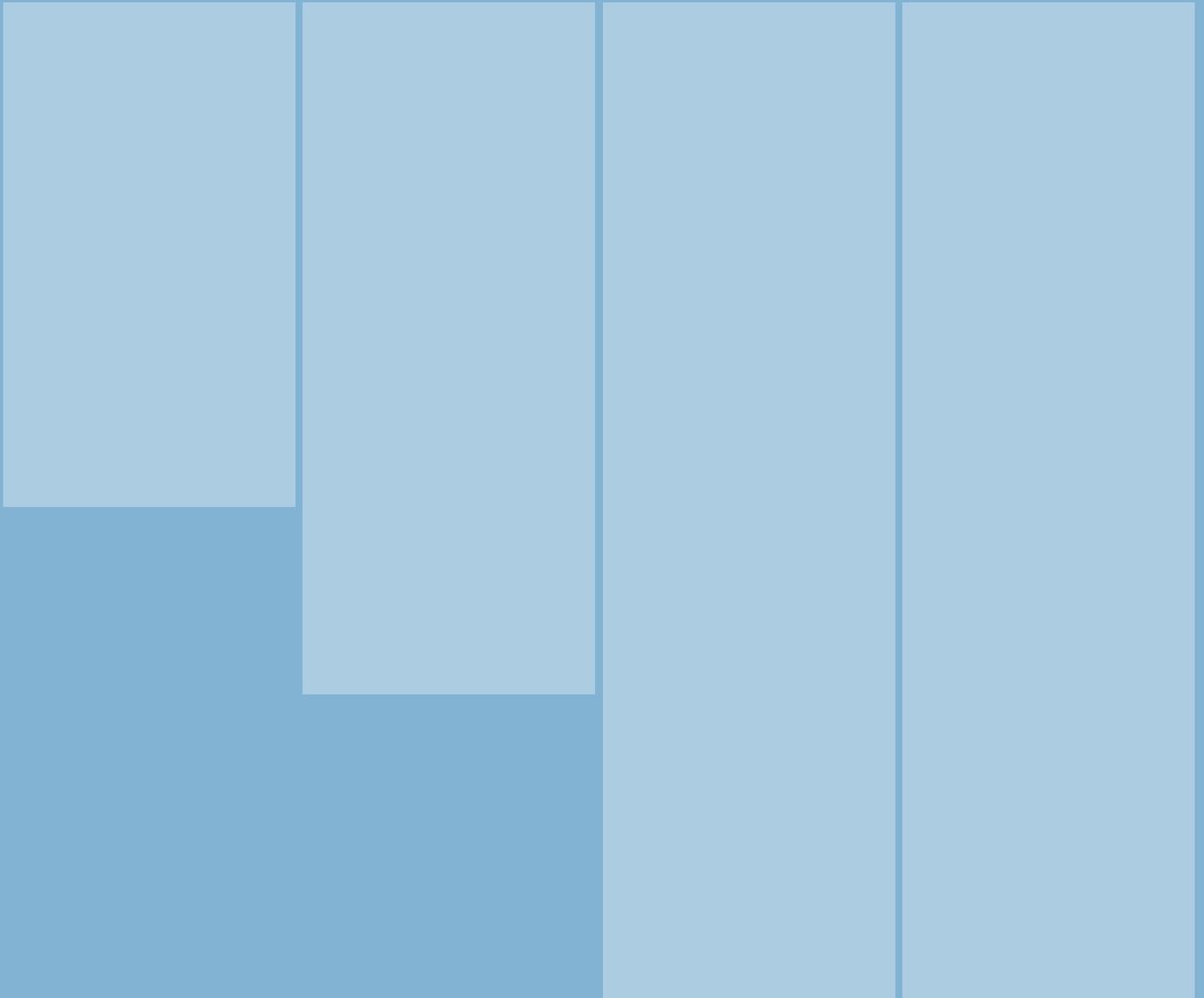
The prospect of another runway...horrifies us as it will mean that the area will become blighted by noise, property development, overcrowded roads, not to mention the eyesore of so much land given over to commercial use.

Member of the public

b) Runway crossings

Just one member of the public who responded by email made a comment about runway crossings, arguing that these would increase noise impact.

Chapter 7. The Runway Options



7 The Runway Options

This chapter provides a summary of responses to the consultation which address questions D1 and D2 in the response form, as well as unstructured responses via email and whitemail that referred to issues relating to the proposed runway options. Additionally, two campaigns were received that reference the proposed runway options – these campaign responses are also summarised in this chapter.

7.1 Overview

When the details of the three options put forward by Gatwick were presented, more respondents answering the response form expressed a preference for Option 3 compared with the other options. A total of 733 respondents preferred Option 3, 194 respondents preferred Option 1 and 167 respondents preferred Option 2. Most said that they would prefer *none of these options* (2,165 respondents). A small number of respondents (45 respondents) said *don't know*.

The main reasons for support for Option 1 was that it would have less impact on the local area compared with other options, that it would be a better compromise and that it would be the most sensible option.

Among those who preferred Option 2, reasons for support were that this option allowed for separate take-offs and landings, and would include a new terminal building. While these aspects would also be realised with Option 3, some of those who preferred Option 2 said that it would be less disruptive in comparison to Option 3 in terms of noise and negative community impacts.

Of those who preferred Option 3, the main reasons for support were that it would be the most practical or logical option, that it would lead to improved operational efficiency, and that it would be the best solution to deal with capacity issues in the future. There were also a number of positive comments in terms of increased employment opportunities and benefits to the national economy. A number of respondents who preferred Option 3 said that the other options would be too short-term, and that sufficient capacity increases would not be realised.

Most of those who preferred *none of these options* were opposed outright to an additional runway. A key reason for opposition related to concerns about noise impact. Other concerns included issues about land-take, and general disruption to local people, communities and businesses. It was argued that Gatwick Airport was big enough, and should remain as it was now.

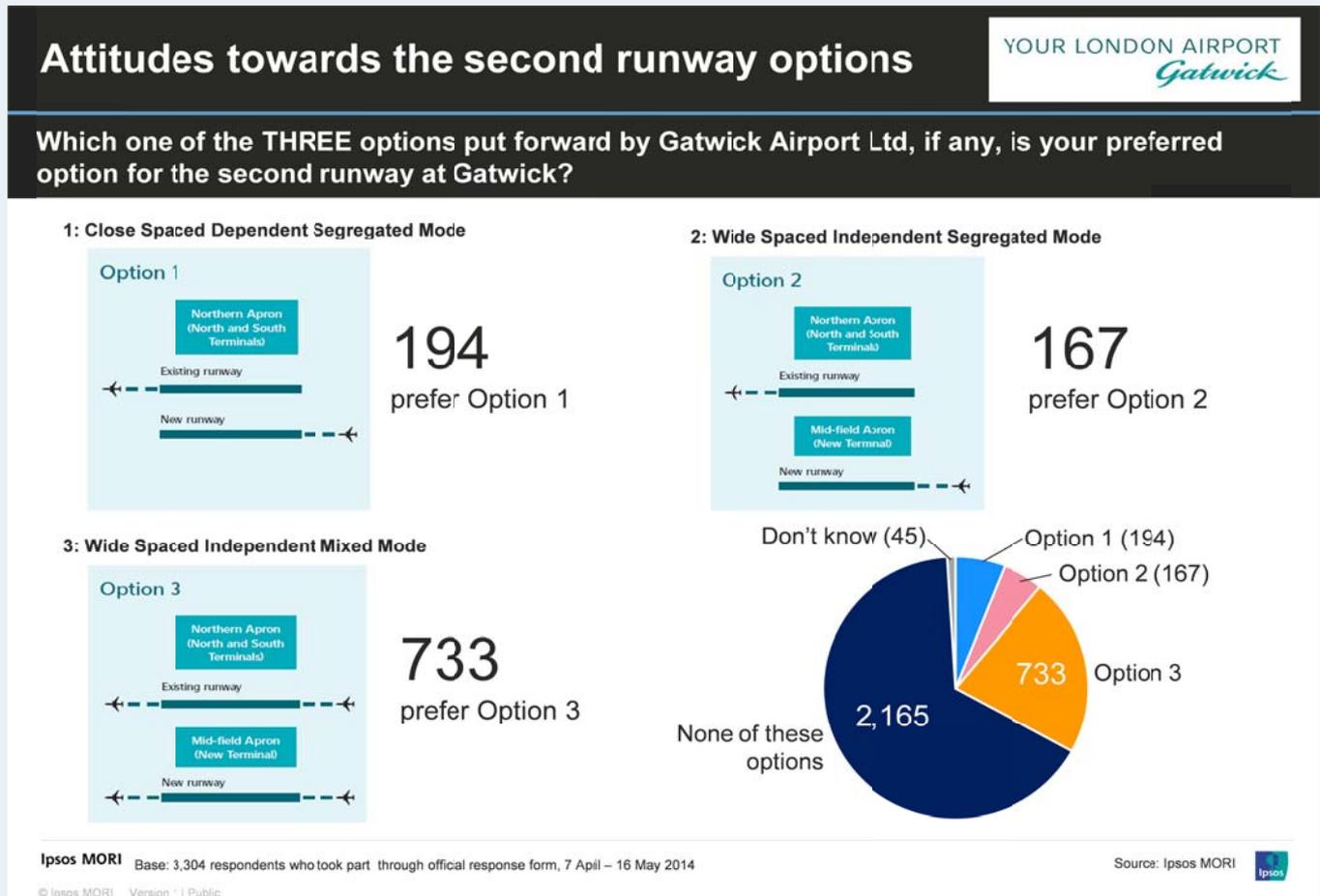
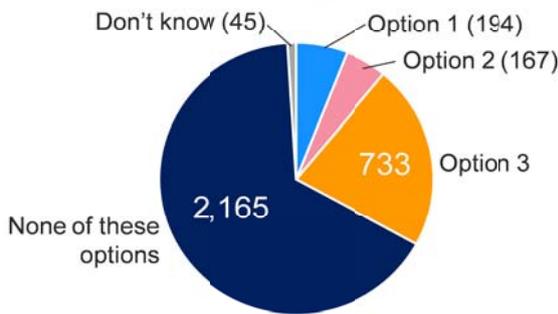
There were 218 members of the public who responded by email or letter who provided comments about the proposed runway options. Most of these respondents (197 respondents) said that they were opposed to all of the options.

Two campaigns were received. One campaign was organised by the Woodland Trust, with the main concern being about the impact of the proposals on woodland, and in particular, on ancient woodland in the vicinity of Gatwick Airport. The second campaign originated in the Crawley area, with 32 responses received. The main point raised was an objection to a second runway at Gatwick Airport. Both campaigns opposed all the options.

7.2 Attitudes towards the runway options

7.2.1 Response form responses

This section of the report covers responses received via the online and paper response form. The chart below shows the number of respondents who preferred each of the three options put forward by Gatwick, as well as the number of respondents who said *none of these options* or *don't know*.

Response	Count
Option 1	194
Option 2	167
Option 3	733
None of these options	2,165
Don't know	45

Ipsos MORI Base: 3,304 respondents who took part through official response form, 7 April – 16 May 2014 Source: Ipsos MORI 

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Overall, there were 3,304 respondents who answered Question D1 in the response form about the proposed runway options. A total of 194 respondents preferred Option 1, 167 respondents preferred Option 2, and 733 respondents preferred Option 3. There were 2,165 respondents who answered *none of these options*, and 45 respondents said *don't know*.

7.2.2 General public responses

2,058 members of the public provided comments on the three options outlined.

Option 1

The total of 141 respondents who preferred Option 1 at Question D1 gave reasons why they preferred this option. The main reasons were that it was seen to:

- Have the minimum impact on the local area, on local people and on local communities (39 comments)

If I had to choose a Gatwick option then I would go for Option 1 as it provides some of the expansion Gatwick seeks for the least impact on the surrounding area.

Member of the public

- Result in a minimum amount of additional noise (28 comments)
- Be the least worst option (22 comments)
- Be the best or most sensible option (21 comments)

I believe Option 1 is the most sensible option as we already have the infrastructure in place which will obviously need to be improved, if we now build another terminal I can see this project lasting 20 years which is useless for the economy of the UK.

Member of the public

- There would be less impact on the environment (17 comments)

Whilst recognising the benefits of expanding Gatwick's capacity, Option 1 presents the lowest environmental impact.

Member of the public

Other, less frequently cited comments, were that Option 1 would be the least disruptive for local businesses (eight comments); that there would be less disruption and delays in general (eight comments); that it would be the most cost effective solution (six comments); and that it would result in less pollution compared to other options (six comments).

Six respondents who preferred Option 1 made suggestions about this option including that it should include a terminal building (two comments); that end-around taxiways should be included (one comment); that noise mitigation measures should be included (one comment); and that wider runway separation should be implemented (one comment).

Twenty-nine respondents who preferred Option 1 at Question D1 made critical comments about Option 2. The main reasons given by these respondents for opposing Option 2 were as follows:

- Option 2 would have a greater impact on local people and local communities (11 comments)
- Option 2 involves more land-take and would bring the airport boundary closer to residential areas (nine comments)
- Option 2 would have greater noise implications (seven comments)
- Option 2 would lead to greater impacts on the environment (five comments)

Thirty-three respondents who preferred Option 1 at Question D1 made critical comments about Option 3. The main reasons given for this were:

- Option 3 would have a greater impact on local people and local communities (10 comments)
- Option 3 involves more land-take and would bring the airport boundary closer to residential areas (nine comments)
- Noise impact (seven comments)
- Option 3 would result in a greater environmental impact (five comments)

Among those stating a preference for Option 1, 26 respondents stated that they did not want an additional runway or the opinion that one was not necessary.

Option 2

There were 108 respondents who preferred Option 2 at Question D1 and who provided reasons for preferring this option. The main reasons were that the option would:

- Allow for separate runways for take-offs and landings (39 comments)

It will be simpler and easier for one to be used for landings and the other for take-offs. I believe this will increase efficiency. This works well at Heathrow, so it should also be used here.

Member of the public

- Result in least noise (27 comments)
- Have least impact on local communities (22 comments)

It is compromise that will allow Gatwick to improve capacity to the predicted levels for 2050. It has less impact than Option 1 and 3 in terms of noise pollution and allows the residents respite by alternating.

Member of the public

- Be the best option (15 comments)
- Allow for a new or better terminal building (14 comments)

Other arguments in favour of Option 2 were that it was fairer (seven comments); that it would be the best compromise (six comments); it has been proven that it works elsewhere (six comments); and that the minimum amount of land-take would be needed (five comments).

Insufficient information relating to noise pollution in the outlying neighbourhoods makes it difficult to choose any option but I have opted for a compromise (Option 2)

Member of the public

Nine of those who preferred or made positive comments about Option 2 expressed opposition to Option 1. Reasons for opposition here were that Option 1 would fail to provide enough benefits (five comments); that it would not be a long-term solution (four comments); and that it would not allow for sufficient capacity increase (one comment).

There were 14 respondents who preferred Option 2 at Question D1 and who made negative comments about Option 3. These comments included concerns about noise (four comments); concerns about impact on local communities (three comments); and general opposition to Option 3 (two comments).

Despite saying that Option 2 was their preferred option, six of these respondents also said they supported Option 3. Four comments offered conditional support for Option 3. There were also a couple of comments suggesting that Option 3 would provide long-term benefits and a long-term solution to issues of runway capacity in the south east.

Six respondents who selected Option 2 said they were opposed to airport development and/or that an additional runway would not be needed.

Option 3

A total of 455 respondents who preferred Option 3 or who made positive comments about this option provided reasons for supporting this option. The main reasons were that the option would:

- Be the best, most logical solution (123 comments)

If you are going to develop then develop to the best long term need - i.e. improved capacity for longer - so option 3 is easily the favourable approach

Member of the public

- Provide the most benefits (120 comments)
- Provide the most long-term solution (111 comments)
- Allow for maximum increase in capacity (104 comments)

The South East of England needs greater airport capacity, and option 3 offers the best solution for this increased capacity.

Member of the public

- Allow for greater operational efficiency (90 comments)
- Provide maximum benefit to the economy (56 comments)

Accommodates future airport growth potential, supports growth in local businesses (both direct and indirectly associated with the airport) and supports additional employment in the area... Option 3 makes a lot of sense - so it is a BIG yes for option 3...

Member of the public

Other less frequently cited reasons in support of Option 3 were that it would allow for separate take-offs and landings (36 comments); that it would make Gatwick Airport more competitive and allow a greater choice of destinations (24 comments); that it would allow for safer operation of aircraft (18 comments); that disruption would be minimised (17 comments); and that the option allows for a new terminal building (16 comments).

Option 3 will allow the optimum number of increase to passengers able to travel and will also in turn allow for more options in terms of destinations

Member of the public

A total of 53 respondents who preferred Option 3 made negative comments about Option 1. The main comment was that Option 1 would be too short-term and a compromise (33 comments).

Other options are a halfway house and do not deliver the benefits yet have all the disruption.

Member of the public

Other negative comments about Option 1 included general opposition to Option 1 (10 comments); that it would be inefficient (seven comments); and that it would fail to provide sufficient capacity increases (six comments).

A total of 39 respondents who preferred Option 3 made negative comments about Option 2. The main comment here was that Option 2 would not be a long-term solution (20 comments).

It's the option that makes the most sense...Option 2 means that it would be silly not to pursue Option 3 instead.

Member of the public

Other negative comments about Option 2 were that the option would be inefficient or ineffective (nine comments); that it would be more dangerous due to runway crossings (three comments); and that it would not allow for sufficient capacity increases (three comments).

Despite indicating a preference for Option 3, 24 respondents made negative comments about it. Comments included that it would result in more noise (five comments); it would have greater environmental impact (four comments); and that as the option preferred by Gatwick, some respondents (three comments) anticipate that it will be the option ultimately selected, regardless of public and stakeholder opinion.

Despite indicating their support for Option 3, 12 respondents also said that an additional runway was unnecessary or not wanted.

None of the options

A total of 1,298 respondents who said that they preferred *none of the options* provided comments to explain their choice. The most common reason put forward was opposition to any additional runway at Gatwick Airport (1,248 comments). It was argued that local people would be negatively impacted because of a wide range of issues raised such as noise, traffic congestion, and pollution due to increased flights, and general disruption.

We already suffer significant noise pollution and social/transport/housing impacts from the existing airport. Expanding the airport would only increase noise levels, exacerbate transport problems in the area and increase the housing/social issues currently experienced in the area.

Member of the public

Some of those who selected none of the proposed options made specific comments on some or all of the options. Fifty such respondents provided comments about Option 1, with 27 of these respondents providing

positive or supportive comments. These included that Option 1 would have less of an impact compared to other options (seven comments); and that it would result in minimum impact on the local area and local community (seven comments).

I oppose in principle the building of a second runway, but if one has to be built, Option 1 appears to result in the least adverse environmental impact on the surrounding area and residents.

Member of the public

Some 24 respondents preferring none of the options were critical of Option 1, some of whom stated that they opposed Option 1 (five comments). Respondents also suggested that Option 1 was not a long-term solution (two comments); and that the option would fail to provide sufficient economic benefits (one comment).

A total of 32 respondents who preferred none of the options made comments about Option 2. Six of these respondents were positive about Option 2 for reasons including that it would be a better compromise than other options (one comment); there would be less noise (one comment); and that it would allow for separate runways for take-offs and landings (one comment).

Personally, we oppose all the related development, but feel that Option 2 might have less impact on the area.

Member of the public

A total of 26 respondents who preferred *none of the options* stated they opposed Option 2. Reasons for this included that there would be more land-take with this option (five comments); that the option would have a greater impact on local people (four comments); and that there would be more noise (three comments).

Seventy respondents who selected *none of the options* commented on Option 3. Eight respondents provided positive or supportive comments, including that the option would be the best compromise (three comments); that it would be a more logical option (two comments); and it would be the safest option (one comment).

I cannot support any of these options without seeing the fuller picture. Option 3 would be my preference if I could be sure about flight path issues.

Member of the public

Sixty-three respondents who preferred none of the proposed options were critical about Option 3. The main comments here were that; because Option 3 was the preferred option of Gatwick it would go ahead regardless of opinion (18 comments) and that there would be greater noise implications compared with other options (14 comments). Other concerns were that the option would involve more land-take (seven comments); and that it would have a negative impact on local people's health and quality of life (three comments).

There should be no second runway...there is no detail on flight paths, no assessment of the main negative impact, the Airports Commission have ruled out Option 1, and you have already decided on Option 3.

Member of the public

7.2.3 Stakeholder responses

Most of the 57 stakeholder organisations that answered the question in the response form stated a preference for *none of the options* (40 stakeholder organisations). Of those who stated a preference for one of the three proposed options, more stakeholder organisations preferred Option 3 (11 stakeholder organisation) than the other two options – just two stakeholder organisations preferred Option 1 and one stakeholder organisation preferred Option 2.

Comments about Option 1

Of the two stakeholder organisations who completed a response form and who favoured Option 1, reasons put forward in support of the option included that it would be a better compromise than other options; that it would result in the minimum amount of additional noise and that there would be less impact on local businesses and industrial areas.

Option 1 has the least impact in terms of loss of employment land.

CAE Training & Services UK Limited

In addition, there were also 11 stakeholder organisations that responded by email or whitemail that made comments about Option 1. Six of these organisations made comments in support of Option 1. The reasons put forward in support of the option included that there would be less noise impact compared to other options; that environmental impacts would be mitigated and that increases in aircraft movements would be less than would be the case if either Option 2 or Option 3 were implemented.

Natural England agrees with the consultation document conclusion that Option 1 would have the least environmental impact in terms of noise, air quality, carbon emissions, water courses and floodplains, locally protected sites, habitats, historic features, landscape and amenities.

Natural England

Negative comments about Option 1 included that this option would fail to provide significant increases in capacity, that it would not be a long-term solution, and that it would not meet the Airports Commission criteria.

Whilst Option 1 has the lowest environmental and social impacts, it delivers much less in terms of runway capacity and would only accommodate half the additional passengers that Option 3 would deliver. Option 1's lower capacity would bring forward the need for another runway in the south-east in the future to meet demand.

East Sussex County Council

Some stakeholder organisations questioned the viability of Option 1 with reference to the Airports Commission criteria, arguing that it was unclear why the option had been included at all.

Comments about Option 2

Just one stakeholder organisation that answered question D1 in the response form said they had a preference for Option 2. They compared this option favourably with Option 3, which they felt would have a greater noise impact, would impact negatively of local people and communities and could result in changed flight paths which could be disruptive to those overflown or newly overflown.

Option 3, while providing the greatest increase in annual passenger throughput, could also double the number of aircraft movements; resulting in an unacceptable increase in aviation noise from the high frequency of over-flights. This will result in greater noise impacts for those already affected by Gatwick's air traffic, and is likely to subject people to aviation noise who were not previously affected...

Kent County Council

There were four stakeholder organisations that responded by email or letter that made comments about Option 2. Peter Brett Associates LLP were concerned about the impact Option 1 (and also Option 3) would have in terms of noise on development sites in the Gatwick area. East Sussex County Council commented that while the option was similar to Option 3, it would have fewer benefits in terms of capacity, job creation and economic growth, given it would not maximise the potential of both runways.

Comments about Option 3

There were 11 stakeholder organisations that answered question D1 in the response form who said they preferred Option 3. Comments made in support of this option were that it would provide a long-term solution and would be future-proof (nine comments); it would provide for maximum increase in capacity which would be needed (five comments); it would be the best or most logical option (four comments); and that it would allow for greater operational efficiencies (three comments).

Option 3 makes sense as it provides scalability as well as operational respite during early years of operation (as in Option 2) It also provides the capacity needed by the Airports Commission whereas Option 1 will require another site to be identified before 2040.

Gatwick Diamond Business

Option 1 is not a long-term solution. Option 3 gives significant benefits and should obviate the need for further expansion.

Storrington and Sullington Parish Council

There were 15 stakeholder organisations that responded by email or letter and made comments about Option 3. A few of these stakeholder organisations supported Option 3, but a greater number indicated that they opposed this option.

The main reason for support for Option 3 was for capacity reasons. Other reasons for support included operational efficiency, that it would provide for the largest increase in connectivity to destinations served, and that it would maximise the potential for economic growth.

Option 3 will also maximise the potential economic growth of the county; it will generate the greatest amount of jobs – up to 17,500 on and off the airport by 2050/51 – and as a consequence deliver the greatest economic benefit to the wider national economy, and in turn to East Sussex residents and businesses.

East Sussex County Council

A few stakeholder organisations said they conditionally supported Option 3, including Manor Royal Business District, Transport Action Group, and Hampshire County Council. Transport Action Group said it would support Option 3, on condition that there would be investment in surface access transport infrastructure.

The LEP would support Option 3 if this were to be the recommendation of the Airports Commission, provided that the Airport made clear commitments to invest to help deliver surface transport access improvements, such as upgrades to the North Downs Line and capacity improvements at Clapham Junction, which would deliver essential connectivity improvements between the LEP area and Gatwick Airport.

Transport Action Group

Manor Royal Business District argued that Option 3 appeared to be the most logical choice as it delivered the greatest economic benefits, and allowed Gatwick Airport to compete better. However outright support could not be given until further information was provided on key issues relating to replacement of lost commercial space, assisting displaced businesses, housing provision, infrastructure improvements, and the intention to involve local companies in any future development and operation of the airport.

Hampshire County Council also gave conditional support for any of the three options provided changes to airspace were reasonable and proportionate, and that the airport would seek to minimise noise disturbance over local communities and protected landscapes, including the South Downs and new Forest National Parks AONB.

Several stakeholder organisations said they were opposed to Option 3. The main reason for opposition was that the option would lead to additional flights, and therefore more noise.

Strongly oppose Option 3 - (it) will double the current impact on local villages and parishes under the proposed expanded flight paths creating much increase noise pollution.

Loxwood Parish Council

Other criticisms included impact of quality of life for local people, issues relating to environmental impact, and concerns about impact of house prices in the vicinity of Gatwick Airport.

The most significant impact in respect of the historic environment would occur under Option 3, and it is therefore on this basis that our comments are made.

English Heritage

Comments about a preference for *none of the options*

A total of 29 stakeholder organisations who submitted a response form provided comments about why they did not prefer any of the proposed options. As with the general public, most of these organisations (28 organisations) either did not want an additional runway at Gatwick or challenged the need for it. Most of the stakeholders who responded by email or letter also opposed all options.

Buckland Parish Council does not accept the premise that there is any actual need or viable business case for any form of new runway at Gatwick. This is the rationale for selecting "None of the above" and for not responding to the questions set out in each of sections A-C, which all presume a second runway.

Buckland Parish Council

Based on the evidence provided in the GAL documentation and website we consider that none of the three 'options' for expansion are deliverable, sustainable or acceptable. On that basis please consider this as an objection in principle to the proposal to add a second runway.

East Grinstead Post Referendum Campaign

Some of these organisations gave reasons for their opposition. These included concerns about impact of the developments on local people and communities, increased noise, and environmental impacts.

Impact on infrastructure – housing etc. It would be in-fill on a massive scale. Brighton would become joined to London. Impact on environment – animals put at risk. Potential flood risks. Congestion on roads. Government is promoting HS2 to encourage growth in the North. This would detract from this initiative. North of London would be better.

Fulking Parish Council

The quality of life in this area will suffer significantly if a second runway is developed at Gatwick

Lingfield Parish Council

A key test is [therefore] how the proposed runway options will deliver an 80% reduction in greenhouse gas emissions, including all its generated air travel, compared to Gatwick Airport's emissions in 1990. There is, however, little mention of climate change in the document and no mention of how a proposal will deliver this objective. This omission renders the options fundamentally flawed.

Sussex Wildlife Trust

Some stakeholder organisations challenged the decision to undertake this consultation in advance of the Airports Commission's runway options consultation. Slinford Parish Council was one of the organisations that considered the consultation premature, stating that as a result they chose not to express any preference in relation to the proposed options for Gatwick.

A few stakeholders were critical of the objectives and said that a second runway at Gatwick would not provide a major hub for Britain.

A few stakeholders, including Horsham District Council and Wealden District Council, said they were not currently in a position either to support or oppose the principle of a second runway at Gatwick Airport. Tandridge District Council said that there was insufficient information and evidence available to assess robustly the true impacts of the expansion, while Wealden District Council said it would not be able to comment until the Government had resolved where additional airport capacity would be.

Suggestions

A few stakeholders made suggestions about the proposed runway options. Wilky Property Holdings Plc suggested that the preferred option should consider: a reduced airport footprint confined to land west of Balcombe Road; parking in multi-storey format; a more compact built form to achieve greater internal connectivity and efficiency and greater recognition that the airport should function as an international air transport and business hub, with attendant high quality surface access and internal transport connections.

Tandridge District Council said that the differences between options 2 and 3 were difficult to understand other than one being segregated mode and the other mixed mode which means option 3 has a larger maximum capacity. The council argued that there ought to be analysis of how the proposed options related to the additional capacity that the Airports Commission specified.

7.2.4 Unstructured responses: general public

There were 218 members of the public who responded by email or letter who provided comments about the proposed runway options. Most of these respondents (197 respondents) said that they were opposed to all of the options and that an additional runway at Gatwick Airport would not be required nor wanted.

Gatwick airport is big enough. We do not want any further noise light and air pollution in this area. The lives of so many people are blighted by this airport as it is but further expansion is totally unacceptable...Stop the proposed runway expansion.

Member of the public

Eleven respondents who responded by email and by letter said that they supported runway expansion, and some respondents commented on one or more of the proposed options themselves.

Six respondents made comments about Option 1. Five of these respondents made negative comments about the option including that it would fail to provide economic benefits (two comments), that it would be operationally inefficient and ineffective (two comments), and that it would not allow for sufficient capacity increases (one comment). One respondent said they would support Option 1 if Gatwick Airport were to become a local airport.

Although we are not in favour of any second runway at Gatwick, Option 1 could remain a useful asset if Gatwick were to become a local airport as it could possibly increase safety having aircraft taking off and landing on separate runways.

Member of the public

There were seven respondents who provided comments about Option 2. Three of these respondents provided positive comments in support of the option, and four respondents made negative comments. Those who supported the option said that it was the best option, whereas those who opposed the option raised its perceived impact on local people, communities and the environment.

Eleven respondents commented on Option 3. Two respondents supported the option, and nine respondents opposed the option. Positive comments were that it would provide a long-term solution in terms of meeting future capacity needs (one comment), and that it would benefit the economy (one comment).

...Crawley needs the airport to expand. These people who object to the expansion make me laugh, when you ask them how they go on holiday every year it is always by aeroplane. If they felt that strongly about it they would not use air transport.

Member of the public

Negative comments included concerns about the impact on local people and communities (two comments), and concerns about noise impact (two comments).

7.3 Campaign responses

Two separate campaigns were received as part of submissions to the consultation. These campaigns are summarised in this section.

7.3.1 The Woodland Trust campaign

There were 4,003 Woodland Trust campaign responses received via email. The campaign was organised by the Woodland Trust via an online response form on its website. The form was pre-populated by The Woodland Trust, added to by respondents and automatically emailed back as a completed response. The campaign was opposed to the three runway options on the basis that they would negatively impact areas of ancient woodland that had been around for many centuries. It was argued that if ancient woodland was destroyed, rich and complex ecosystems established over a long period would be gone forever.

The campaign was also strongly opposed to the proposals as they were seen as not going far enough to protect woodland, and in particular, ancient woodland in the vicinity of the airport.

Of those who sent a Woodland Trust campaign response, 1,250 respondents made additional comments about the proposals. There were 212 comments that an additional runway is not needed nor wanted. Some campaign responses also made specific reference to one or more of the proposed options.

Nine campaign responses made reference to Option 1, of which eight made positive comments that the option would be better or have less impact than Option 2 and Option 3. There were also six comments that Option 1 would have less impact on woodland.

There were six campaign responses that made reference to Option 2. One response provided positive comments about this option including that it would be a better compromise than other options. Five of the campaign responses specifically opposed Option 2. Comments included concerns about impacts on woodland and on the environment more generally.

Seven campaign responses made specific comments on Option 3. There was one positive comment in support of this option, and six negative responses in opposition to the option. The main concern related to the impact on woodland – a recurring theme through the campaign.

A total of 642 Woodland Trust campaign responses made comments about potential impacts of a second runway development at Gatwick Airport. These comments included concerns about:

- Impacts on ecology and wildlife (378 comments)
- Impacts on the community (151 comments)
- Impacts on green space and the countryside (122 comments)
- Air quality (113 comments)
- Frequency and volume of flights (37 comments)
- Noise (30 comments)

A total of 378 campaign responses made comments and suggestions about Gatwick Airport Limit's proposals to mitigate impacts of the developments. All but one comment was negative with the main comment being that the impact on woodland could be reduced or mitigated (325 comments). Other comments were that:

- The impact on the environment, ecology and wildlife could be reduced (24 comments)
- Mitigation measures for woodland were inadequate (16 comments)
- Mitigation measures generally did not go far enough (five comments)

A total of 42 campaign responses made suggestions, with the main suggestion being that impact on woodland required proper management (26 comments).

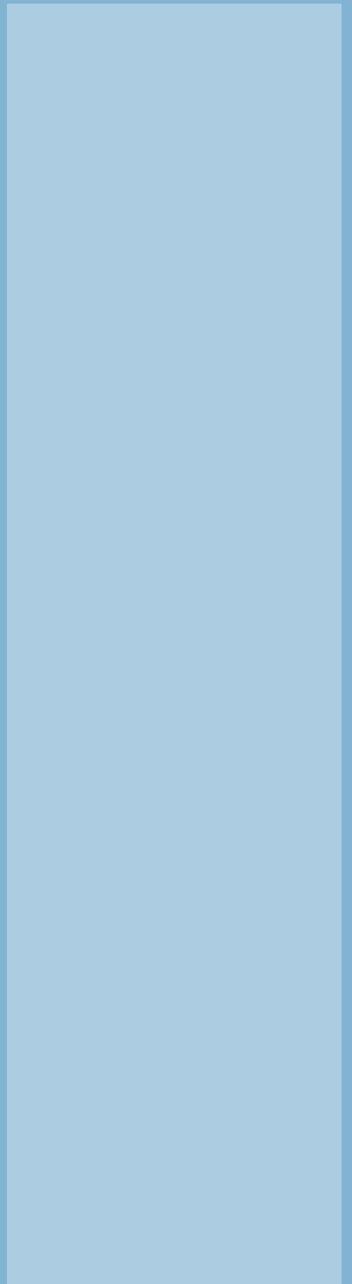
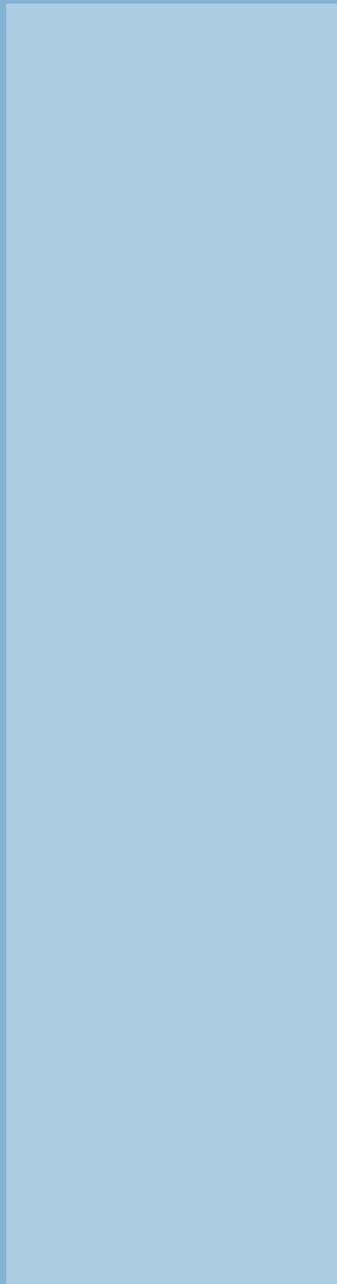
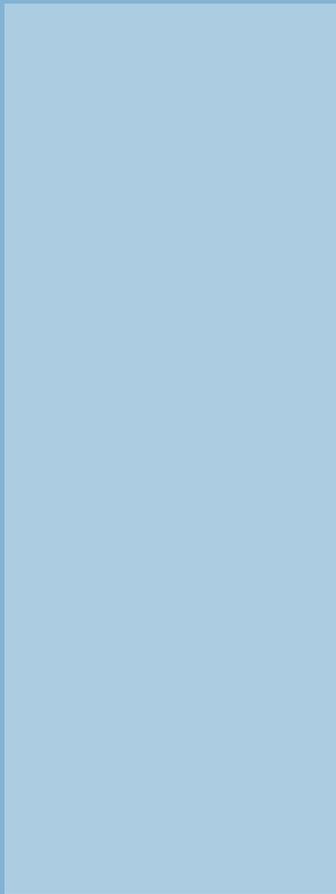
Some 19 campaign responses made comments about Gatwick's proposed Surface Access Strategy. Eighteen campaigners made negative comments, with the main concern being the impact of additional road traffic and congestion (13 comments).

Finally, 729 campaign responses made comments on proposals for airport related development. The main comment related to concerns about impact on woodland and ancient woodland (724 comments).

7.3.2 No to a second runway at Gatwick campaign

There were 32 'no to a second runway campaign' responses received via email. This campaign originated in the Crawley area, with many of those who sent this campaign saying they lived in the Pound Hill area of Crawley. The campaign itself was very short, but made two points. These points were an objection to airport expansion at Gatwick Airport, and that campaigners disagreed with all the options presented for a second runway.

Chapter 8. General Comments



8 General Comments

This chapter provides a summary of responses to the consultation which did not address any of the questions set out in the consultation document. These comments were out of scope of the issues being consulted upon. This chapter also summarises comments on the consultation process

A total of 817 respondents used the response form to make more general comments about the airport or the proposals. Most of these comments expressed some form of criticism. The most common was that expansion should only take place when capacity was reached not only at Gatwick but other airports (211 responses). A further 145 responses were against the proposals on the grounds that the airport was poorly situated or there was too little room for a new runway. Other critical comments were made about the motives behind the proposals and who would benefit from them.

There were 593 respondents who put forward alternative suggestions through the response form. Most often, their argument was for airport development somewhere outside the South East (291); other people wanted a new runway at a particular place other than Gatwick, such as the Thames Estuary or Heathrow.

In addition, 603 respondents made comments about the consultation process through the response form. Most of these were also critical. Chiefly, these criticisms were about a general lack of information in the consultation document (254 comments) and a specific lack of information about new flight paths (133 comments). Other respondents considered the consultation document to be misleading (158 comments) or said the questions were biased (142 comments).

8.1 General comments about Gatwick Airport, proposals and the consultation process

8.1.1 Response form responses

A total of 817 respondents made general comments via the response form about Gatwick Airport or the proposals. In total, 144 respondents made positive or supportive comments. The most common expression of support was that the proposals would improve the capacity or efficiency of the airport (53 comments), for example in the form of increased passenger numbers. Not all of those who made such comments were altogether supportive of a second runway, but took the view that if it had to happen, then it should be done well.

If this is going to be done then the best option for the proposal is to have the new runway and airport buildings of sufficient size and capacity within the Airport site.

Member of the public

In addition, 40 respondents argued that there would be negative repercussions if a second runway was not built. They suggested that a second runway was essential to the health of the economy and transport system.

Not being imaginative or courageous enough to build capacity for the future leads to inefficiency, a lack of capacity, a huge increase in cost and difficulty in supplying new capacity. The time has arrived to bite the bullet, provide what is needed and get on with it.

Member of the public

However, a greater number of respondents were critical or expressed concern about the airport or the proposals (624 comments). The most frequently made point was that expansion should only happen when all airports were at maximum capacity, and that this point had not yet been reached (211 comments). Those who said this often drew attention to the unused capacity of other airports to make their point.

London Stansted airport will not reach capacity until 2040. Therefore a second runway at London Gatwick is totally unnecessary.

Member of the public

Capel Parish Council will also add that significant capacity is provided in other locations surrounding the London conurbation (Stansted ((60%), Southend (65%), Luton (55%)) and other locations within easy and sustainable access by road and rail networks.

Capel Parish Council

There were also 145 respondents who described the Gatwick area as too small or poorly located for the sort of expansion that was envisaged.

The restricted access to Gatwick, due to its geographical location, has not been addressed in the proposals. Therefore all proposals should be rejected until this fundamental problem has been resolved.

Member of the public

Some respondents questioned the motives of Gatwick Airport Limited, with 106 respondents saying that the proposals were purely about profit or the interests of shareholders, and while 65 respondents stated that they did not trust Gatwick.

This is purely being forced through by greed and profit for the shareholders and government no doubt. These are the main people who will benefit, as, I am sure, would the council for granting the planning for this upgrade.

Member of the public

Fifty respondents commented on the perceived disturbance from the recent flight path trials. Forty-eight respondents claimed that demand for air travel was declining or would fall in the future, therefore negating the need for another runway. In addition, 42 respondents said that Gatwick Airport was quite adequate already in its capacity, size and range of destinations and that no further expansion was needed.

A total of 593 respondents put forward alternatives to the options proposed. These either entailed a runway in a different airport or a different investment in lieu of a new runway. The most common suggestion was for airport development somewhere outside of the South East, such as the North or the Midlands (291 comments). This was followed by the suggested alternatives of somewhere on the Thames Estuary (113 comments) or Heathrow (104 comments). The other specific airports that were mentioned were Stansted (76 comments), Manston (44 comments), Birmingham (18 comments), Manchester (17 comments) and Luton (16 comments).

Other than a different location, the most commonly suggested alternative was for investment to go in other parts of the country rather than the South East (96 comments). Seventy respondents argued that public opinion should be taken into account.

The South East is already so congested, why are we adding to it? The extra air and road traffic will destroy areas surrounding Gatwick. The South East has the lowest unemployment in the UK. Surely there are other areas of the UK that would reap the benefits of an airport expansion plan more than the South East.

Member of the public

The South East is already overcrowded with major stress on housing, health services, education services and road transport infrastructures. Meanwhile, other areas of the country are crying out for investment. With the development of HS2 it would make far more sense to invest in expanding the airport capacity further North.

Rusper Parish Council

There were also 107 respondents who made suggestions about the airport or the proposals. The most frequent was that Gatwick Airport should not seek to be a hub but should remain at its current size (29 responses). A similar number of respondents (27 respondents) said the airport should improve current facilities before it considers expansion. On the other hand, 24 respondents recommended the new runway be completed as soon as possible.

The consultation process

A total of 603 respondents commented via the response form on the consultation as a whole. Mostly, these comments were criticisms of the process; the most frequent points were that there was not enough information in the consultation document (254 comments) or that it lacked detail about flight paths (133 comments). A perceived lack of information about new flight paths was a particular concern for some respondents.

How will the new flight paths and stacking arrangements affect the wider region around the airport? The plans fail to address the matter properly since the CAA will not confirm flight patterns at this stage. Once this information is available, it should again be offered up for public consultation.

Member of the public

Overall, it is felt that there needs to be more detail on how many effects of a two-runway Gatwick would be mitigated. This is very important to Crawley and its residents as they would have to live alongside a larger airport if Gatwick were to be the airport where additional runway capacity was to be provided.

Crawley Borough Council

There were also some who criticised the framing of the consultation. A total of 158 respondents described the consultation document as misleading and 142 respondents argued that the questions in the response form were biased. A further 81 respondents described the information on noise impacts as misleading.

The maps you have used in all the publications and at the exhibition are out of date. I have lived in this house for seven years and the road is not on the map.

Member of the public

A few stakeholders were critical of the consultation process and/or the consultation questions. Crispin Blunt, MP for Reigate, said that he shared the concern of some of his parliamentary colleagues and GACC that the consultation process was flawed and was designed to elicit responses supportive of Gatwick Airport Limited's policy. Others questioned the consultation questions or consultation document itself, saying that the questions were biased in favour of Gatwick Airport Limited's objectives.

8.1.2 Unstructured responses: general public

A total of 49 respondents submitting responses by email or post made general comments about the airport and the proposals. Most of the respondents (43) made critical comments, chief among them that the proposals were to only benefit shareholders of Gatwick Airport Limited (14 comments) and also that Gatwick was too poorly connected or situated to sustain a second runway (12 comments).

There were also 33 respondents who made alternative suggestions to those put forward by Gatwick Airport Limited. Most (27) favoured airport development at another place, most often somewhere outside the South East (10), at Heathrow (nine) or on the Thames Estuary (seven).

In addition, 56 respondents commented by email or post on the consultation process. The most frequent comments were that the consultation document had too little information (17 comments) and that it was biased or misleading (17 comments).

Chapter 9. Glossary of Terms

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9 Glossary of Terms

Airport Surface Access Strategy	A plan required by Government for all airports that transport over 5 million passengers per year. The strategy sets out the objectives, targets and plans Gatwick have in place, and intend to implement, to ensure their passengers and staff can travel safely and efficiently to and from the airport using a variety of modes suited to their needs. It is developed with the Transport Forum Steering Group in consultation with stakeholders and takes into account the needs of local communities. The current strategy was published in October 2012 and covers the requirements of a single runway airport up to 2030. It would be replaced with a new strategy to support the masterplan for a second runway.
Apron	A paved area containing the aircraft stands.
Area of Outstanding Natural Beauty (AONB)	An area of countryside in England, Wales or Northern Ireland that is designated under the National Parks and Access to the Countryside Act of 1949 if its natural beauty and distinct character are deemed of sufficient value.
Campaign	An organised action group within which two or more individuals responded with an identical or similar response.
Coding	The process whereby responses are categorised by themes.
Consultation Document	The document published in April 2014 entitled ' <i>A Second Runaway for Gatwick</i> '. It outlines the purpose of the consultation, the runaway options, and how to respond.
Dependent use	Where movements on one runway must pause when the other runway is in use.
Direct airport related employment	Employment directly for employers with a specific reason to locate on or around the airport.
Environmental Impact Assessment (EIA)	An assessment of how a project could affect the environment. The procedure for carrying out the assessment is set out by UK law and European Directive.
Gatwick Diamond	A well-established area which relates to both planning and economic development activity across both the public and private sectors.
Gross Value Added	The measure of economic gain from a development.
Independent use	Where movements on one runway are not affected by the other runway.
Indirect employment	Employment indirectly for employers with a specific reason to locate on or around the airport.
Induced employment	Jobs created through direct and indirect workers consuming goods and services in the local area.
Ipsos MORI	The organisation who independently received, analysed and reported on the consultation responses.

Land-take	A term used to describe land which Gatwick needs to acquire in order to build a second runway.
Mixed mode	Where both runways are used for landing and take-off.
Mppa	Million passengers per annum (a measure of throughput).
Noise exposure contour or Noise contour	A graphical depiction of areas exposed to a given noise level.
Online response form	Online response – any response submitted using the online response form.
Operating mode	The way runways are used at an airport. Runway operating modes are described as dependent or independent, and segregated or mixed.
Organisation or group	An establishment who responded on behalf of a group of people.
Passenger throughput	The number of passengers forecast to pass through the airport in any given year.
Runway alternation	In segregated mode, where switching the arrival and departure runway for a period of time (for example half the day).
Runway capacity	The theoretical maximum number of Air Traffic Movements (ATMs) possible per annum for a given movement rate taking account of restrictions on night flights.
Runway separation	The distance between the two runway centre lines. Independent operation is possible with runway separation greater than 760m.
Segregated mode	Where one runway is used only for landings, and the other used only for take-offs.
Site of Special Scientific Interest (SSSI)	A protected conservation area of the best wildlife and geological sites. Natural England identifies and protects them.
Special Area of Conservation (SAC)	Sites strictly protected chosen by the EC Habitat's Directive to conserve habitats and species.
Stakeholder organisations	Those who responded on behalf of an organisation or group.
Surface access	All types of ground-based transport used to reach an airport, including rail, public transport and road.
Taxiway	A paved surface used by aircraft to move between a runway and an apron.

Appendices

Appendix A: Response form

Gatwick Airport Runway Options Consultation Response Form

How to provide your comments

This consultation will run from 4th April to 16th May 2014.

Gatwick Airport Limited has put forward three options for a second runway at Gatwick Airport and is keen to receive your feedback on these options. Before answering any of the consultation questions, please read the consultation document entitled "A Second Runway for Gatwick" which is available at www.gatwickairport.com/consultation

As part of this consultation, we are asking stakeholders, the local community and any other interested parties to give us their views and complete this response form. You may add extra sheets if needed. Alternatively, you can provide your views online at www.gatwickairport.com/consultation

Freepost RSLG ATKL LBAE
Gatwick Runway Consultation
Ipsos MORI
Research Services House
Elmgrove Road
Harrow
HA1 2QG

Gatwick Airport Limited cannot accept responsibility for responses that are sent to any address other than the one stated above. **Thank you for your help.**

Confidentiality and Data Protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes. These are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004 (EIR).

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA and the EIR, there is a statutory Code of Practice which deals, amongst other things, with obligations of confidence. In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, in itself, be regarded as binding on Gatwick Airport Limited.

Gatwick Airport Limited and Ipsos MORI will process your personal data in accordance with the Data Protection Act 1998.

The contact information that you provide will be used to perform internal checks to ensure the validity of responses. We may also use this information to inform participants of any key updates of the consultation, in line with good practice for consultation.

If you wish for your response to be treated as confidential please tick the box and write in your reasons in the box below.

A. Questions about the development

Before answering questions A1 to A7 please read Section 2 of the consultation document "A Second Runway for Gatwick".

A1 To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport? (as described in Section 2.4)

PLEASE TICK ONE BOX PER LINE ONLY

	Very concerned	Fairly concerned	Not very concerned	Not at all concerned	No views either way	Don't know
Air quality	<input type="checkbox"/>					
Flood risk	<input type="checkbox"/>					
Impact on business premises	<input type="checkbox"/>					
Impact on ecology/wildlife	<input type="checkbox"/>					
Impact on community facilities	<input type="checkbox"/>					
Impact on homes	<input type="checkbox"/>					
Impact on open space	<input type="checkbox"/>					
Noise	<input type="checkbox"/>					

A2 What, if any, comments or suggestions do you have about the potential impacts of a second runway development at Gatwick Airport? (as described in Section 2.4)

PLEASE SUMMARISE YOUR KEY COMMENTS IN THE BOX BELOW

A3 Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you agree or disagree with each of the following statements? (as described in Sections 2.3 and 2.5)

PLEASE TICK ONE BOX PER LINE ONLY

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
It will benefit the local economy (Section 2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It will benefit the regional economy (Section 2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It will benefit the national economy (Section 2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It will create jobs related to Gatwick Airport (Section 2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It will create other jobs in the local area (Section 2.5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It will improve public transport for people in the local area (Section 2.3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A4 Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally? (as described in Sections 2.3 and 2.5)

PLEASE TICK ONE BOX PER LINE ONLY

	A great deal	A fair amount	Not very much	Not at all	Don't know
Benefits to the local economy (Section 2.5)	<input type="checkbox"/>				
Benefits to the national economy (Section 2.5)	<input type="checkbox"/>				
Creation of jobs related to Gatwick Airport (Section 2.5)	<input type="checkbox"/>				
Creation of other jobs in the local area (Section 2.5)	<input type="checkbox"/>				
Improved bus services in the local area (Section 2.3)	<input type="checkbox"/>				
Improved rail services to and from Gatwick Airport (Section 2.3)	<input type="checkbox"/>				
Improved road connections (Section 2.3)	<input type="checkbox"/>				
Wider range of flight destinations from Gatwick Airport (Section 2.5)	<input type="checkbox"/>				

A5 What, if any, comments or suggestions do you have about the potential benefits of a second runway development at Gatwick Airport? (as described in Sections 2.3 and 2.5)

PLEASE SUMMARISE YOUR KEY COMMENTS IN THE BOX BELOW

A6 To what extent do you support or oppose Gatwick Airport Limited's proposals (as described in Sections 2.1, 2.2 and 2.4) for:

PLEASE TICK ONE BOX PER LINE ONLY

	Strongly support	Tend to support	No views either way	Tend to oppose	Strongly oppose	Don't know
Providing noise bunds and noise walls to limit ground noise (Section 2.1 and 2.2)	<input type="checkbox"/>					
Providing embankments / planting to screen airport development (Section 2.1 and 2.2)	<input type="checkbox"/>					
Diverting the River Mole to the west of Gatwick Airport (Section 2.1 and 2.2)	<input type="checkbox"/>					
Measures to limit the risk of flooding on the airport and in the local area (Section 2.1)	<input type="checkbox"/>					
Seeking to replace lost open space and community facilities (Section 2.1 and 2.4)	<input type="checkbox"/>					

A7 What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposals to reduce the impacts of the development? (as described in Sections 2.1, 2.2 and 2.4)

PLEASE SUMMARISE YOUR KEY COMMENTS IN THE BOX BELOW

B. Questions about surface transport

Before answering Questions B1 and B2 please read Sections 2.1, 2.2 and 2.3 of the consultation document "A Second Runway for Gatwick".

B1 To what extent do you support or oppose Gatwick Airport Limited's proposals (as described in Sections 2.1, 2.2 and 2.3) for:

PLEASE TICK ONE BOX PER LINE ONLY

	Strongly support	Tend to support	No views either way	Tend to oppose	Strongly oppose	Don't know
The route of the A23 to the east of Gatwick Airport	<input type="checkbox"/>					
Reconnection of local roads, cycle paths, footpaths, bridleways	<input type="checkbox"/>					
The M23 at Junction 9	<input type="checkbox"/>					
The M23 airport spur road	<input type="checkbox"/>					
The local buses and coach services	<input type="checkbox"/>					
Gatwick rail station including improved access for local residents to local rail and bus interchange facilities	<input type="checkbox"/>					

B2 What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposed Surface Access Strategy for a second runway development at Gatwick Airport? (as described in Section 2.1, 2.2 and 2.3)

PLEASE SUMMARISE YOUR KEY COMMENTS IN THE BOX BELOW

C. Questions about airport related development

Before answering questions C1, C2 and C3 please read Sections 2.1, 2.2 and 2.4 and Appendix 2 of the consultation document "A Second Runway for Gatwick".

C1 To what extent do you support or oppose Gatwick Airport Limited's proposals (detailed in Sections 2.1, 2.2 and 2.4) for:

PLEASE TICK ONE BOX PER LINE ONLY

	Strongly support	Tend to support	No views either way	Tend to oppose	Strongly oppose	Don't know
Accommodating all airport related development within the boundary of Gatwick Airport	<input type="checkbox"/>					
Protecting existing woodland where possible	<input type="checkbox"/>					
Locating all cargo and aircraft maintenance facilities in a single location on the northern apron of Gatwick Airport	<input type="checkbox"/>					
Identifying land for replacement of lost industrial and commercial premises	<input type="checkbox"/>					

C2 What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposals for airport related development?

PLEASE SUMMARISE YOUR KEY COMMENTS IN THE BOX BELOW

C3 What, if any, comments or suggestions do you have on the subject of runway crossings? (as detailed in Section 2.2 and Appendix 2)

PLEASE SUMMARISE YOUR KEY COMMENTS IN THE BOX BELOW

D. Selection of runway option

Before answering questions D1 and D2 please read Sections 2 and 3 of the consultation document "A Second Runway for Gatwick".

D1 Which one of the THREE options put forward by Gatwick Airport Limited, if any, is your preferred option for the second runway at Gatwick? (the options are described in Section 2.2 and evaluated in Section 3)

PLEASE TICK ONE BOX ONLY

- Option 1 - a new 3.4km runway 585m south of the existing runway. One runway used for landings and the other runway used for take-offs. Passenger growth accommodated by expanding the existing North Terminal.
- Option 2 - a new 3.4km runway 1,045m south of the existing runway. One runway used for landings and the other runway used for take-offs. Passenger growth accommodated by building a new terminal between the runways.
- Option 3 - a new 3.4km runway 1,045m south of the existing runway. Both runways used for landings and take-offs. Passenger growth accommodated by building a new terminal between the runways.
- None of these options
- Don't know

D2 Please tell us your reasons for your answer to question D1 above.

PLEASE SUMMARISE YOUR KEY COMMENTS IN THE BOX BELOW

Background Information

Q1 Are you responding on your own behalf or on behalf of an organisation or group?

PLEASE TICK ONE BOX ONLY

- I am providing my own response
CONTINUE TO THE NEXT QUESTION (Q2) ON THIS PAGE
- I am providing a response on behalf of an organisation or group
TURN STRAIGHT TO PAGE 11

Q2 Which, if any, of the following applies to you?

PLEASE TICK AS MANY BOXES AS APPLY

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

Q3 Which, if any, of the following applies to you?

PLEASE TICK AS MANY BOXES AS APPLY

- | | |
|--|---|
| <input type="checkbox"/> Member of the general public | <input type="checkbox"/> Member of another representative group (includes chambers of commerce, trade unions, political parties and professional bodies) |
| <input type="checkbox"/> Academic (includes universities and other academic institutions) | <input type="checkbox"/> Member of a statutory agency |
| <input type="checkbox"/> Member of an action group | <input type="checkbox"/> Member of a transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies) |
| <input type="checkbox"/> Member of an aviation group | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Elected representative (includes MPs, MEPs, and local councillors) | <input type="checkbox"/> Don't know |
| <input type="checkbox"/> Member of an environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations) | <input type="checkbox"/> Other (PLEASE WRITE IN BELOW) |
| <input type="checkbox"/> Member of a Local Government organisation (includes county councils, district councils, parish and town councils and local partnerships) | |

Personal Information

We would be grateful if you could answer the following questions so we can establish whether we have responses from a cross-section of people, and allow us to analyse the results overall and by these different groups of people. Please remember that the response form and the information you provide may be subject to publication or release to other parties or to disclosure under regimes such as the Freedom of Information Act 2000, the Data Protection Act 1998 (and the Environmental Information Regulations Act 2004).

Q4 How old are you?

PLEASE TICK ONE BOX ONLY

<input type="checkbox"/> 16-24	<input type="checkbox"/> 45-54	<input type="checkbox"/> 75-84
<input type="checkbox"/> 25-34	<input type="checkbox"/> 55-64	<input type="checkbox"/> 85 and over
<input type="checkbox"/> 35-44	<input type="checkbox"/> 65-74	<input type="checkbox"/> Prefer not to say

Q5 Are you?

PLEASE TICK ONE BOX ONLY

<input type="checkbox"/> Male	<input type="checkbox"/> Female	<input type="checkbox"/> Prefer not to say
-------------------------------	---------------------------------	--

Q6 Please provide your postcode e.g. RH11 1AB

PLEASE WRITE IN BELOW

<input type="text"/>						
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Personal Information

Q7 What is your ethnic group?

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

White

English / Welsh / Scottish / Northern Irish / British

Irish

Gypsy or Irish Traveller

Any other White background,
PLEASE WRITE IN BELOW:

Mixed / multiple ethnic groups

White and Black Caribbean

White and Black African

White and Asian

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

Asian / Asian British

Indian

Pakistani

Bangladeshi

Chinese

Any other Asian background,
PLEASE WRITE IN BELOW:

Black / African / Caribbean / Black British

African

Caribbean

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

Any other ethnic group

Arab

Prefer not to say

Any other ethnic group background,
PLEASE WRITE IN BELOW:

Now turn to page 12

Details of an organisation or group

ONLY complete this section if you are responding on behalf of an organisation or group

Q8 What is your name, role and name and address of organisation/group on whose behalf you are submitting this response?

The name and details of your organisation or group may appear in the final report.

PLEASE WRITE BELOW IN BLOCK CAPITALS

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

Q9 What category of organisation or group are you representing?

PLEASE TICK ALL BOXES THAT APPLY

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

Q10 Please write in the total number of members in the organisation or group that you are representing. Please include yourself in the total, if applicable.

PLEASE WRITE IN BELOW

--

Q11 Please tell us who the organisation or group represents, and where applicable, how views of members were assembled.

PLEASE WRITE IN BELOW

--

Thank you for your comments

Please reply by **16th May 2014** to the following address. You do not need a stamp.

Freepost RSLG ATKL LBAE
Gatwick Runway Consultation
Ipsos MORI
Research Services House
Elmgrove Road
Harrow
HA1 2QG

You can also respond by completing this response form online at www.gatwickairport.com/consultation or by sending your response by email to gatwickrunwayconsultation@ipsos.com

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

Getting in touch

If you have any queries or complaints regarding the consultation process or consultation documentation content, please contact the consultation team in the following ways:

- Write to us at the address above
- Call the review team on **0800 2600 538**
- Email consultationqueries@gatwickairport.com



Appendix B: Marked-up codeframe

Ipsos MORI

YOUR LONDON AIRPORT
Gatwick

**Gatwick Airport Runway Options Consultation
Responses from members of the public and stakeholders through
response form
3rd July 2014**

This document shows final topline results from members of the public and stakeholder organisations that responded to the consultation.

All responses shown in this document were made through the response form during the consultation period of 7 April - 16 May 2014.

Findings reflect the view of all who submitted a response to each question through the response form

Responses are shown in the form of numbers not percentages

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
A.1	To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport? a) Air quality			
	Base size:	3027	2928	52
	Very concerned	1882	1810	32
	Fairly concerned	610	600	7
	Not very concerned	316	309	5
	Not at all concerned	188	183	3
	No views either way	24	19	5
	Don't know	7	7	-
	Concerned	2492	2410	39
	Not concerned	504	492	8
	Net concerned	1988	1918	31
A.1	To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport? b) Flood risk			
	Base size:	2970	2873	52
	Very concerned	1230	1174	25
	Fairly concerned	683	664	13
	Not very concerned	597	586	7
	Not at all concerned	339	334	2
	No views either way	71	65	5
	Don't know	50	50	-
	Concerned	1913	1838	38
	Not concerned	936	920	9
	Net concerned	977	918	29
A.1	To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport? c) Impact on business premises			
	Base size:	2899	2812	49
	Very concerned	781	746	23
	Fairly concerned	627	607	12
	Not very concerned	767	751	7
	Not at all concerned	491	482	3
	No views either way	165	159	4
	Don't know	68	67	-
	Concerned	1408	1353	35
	Not concerned	1258	1233	10
	Net concerned	150	120	25

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
A.1	To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport? d) Impact on ecology/wildlife			
	Base size:	2998	2899	52
	Very concerned	1711	1651	25
	Fairly concerned	703	685	12
	Not very concerned	351	340	7
	Not at all concerned	184	179	3
	No views either way	36	31	5
	Don't know	13	13	-
	Concerned	2414	2336	37
	Not concerned	535	519	10
	Net concerned	1879	1817	27
A.1	To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport? e) Impact on community facilities			
	Base size:	2963	2870	52
	Very concerned	1509	1451	28
	Fairly concerned	612	597	10
	Not very concerned	455	445	6
	Not at all concerned	286	281	3
	No views either way	64	59	5
	Don't know	37	37	-
	Concerned	2121	2048	38
	Not concerned	741	726	9
	Net concerned	1380	1322	29
A.1	To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport? f) Impact on homes			
	Base size:	3022	2920	51
	Very concerned	2087	2008	36
	Fairly concerned	447	436	7
	Not very concerned	276	272	1
	Not at all concerned	174	170	3
	No views either way	30	26	4
	Don't know	8	8	-
	Concerned	2534	2444	43
	Not concerned	450	442	4
	Net concerned	2084	2002	39

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
A.1	To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport? g) Impact on open space			
	Base size:	2994	2898	52
	Very concerned	1804	1737	33
	Fairly concerned	539	527	6
	Not very concerned	358	351	5
	Not at all concerned	244	240	3
	No views either way	34	29	5
	Don't know	15	14	-
	Concerned	2343	2264	39
	Not concerned	602	591	8
	Net concerned	1741	1673	31
A.1	To what extent, if at all, would you say you are personally concerned about each of the following potential impacts of a second runway development at Gatwick Airport? h) Noise			
	Base size:	3034	2933	53
	Very concerned	2257	2175	39
	Fairly concerned	342	332	6
	Not very concerned	238	236	2
	Not at all concerned	180	176	3
	No views either way	14	11	3
	Don't know	3	3	-
	Concerned	2599	2507	45
	Not concerned	418	412	5
	Net concerned	2181	2095	40
A.2	What, if any, comments or suggestions do you have about the potential impacts of a second runway development at Gatwick Airport?			
	Base size:	2030	1940	45
	QA2 - IMPACTS OF SECOND RUNWAY:NEGATIVE COMMENTS			
	Airports / Airtraffic	754	725	17
	Concerns about the impact from additional / increased fuel usage	30	29	1
	Concerns about the impact from altitude of flights	70	65	5
	Concerns about the impact from flight paths / routes	350	331	12
	Concerns about the impact of a reduction to domestic services / international services will dominate the airport	1	-	-
	Concerns about the impact from frequency / volume of flights	371	357	8
	Concerns about the impact from timing of early / late flights	135	131	3
	Concerns about the impact from proximity of the development / proposed new runway / airport boundary	117	111	5
	Concerns about impact from wind direction	15	13	2
	There are no benefits except for passengers / transient passengers of the airport	6	6	-
	Community / People	1371	1315	27
	Concerns about the impact on existing proposals / developments for the area	17	14	3
	Concerns about the impact of construction / development / overdevelopment on the community / people in the area	392	375	9

YOUR LONDON AIRPORT
Gatwick

	Total	Response on behalf of	
		Self	An organisation
Concerns about the impact of over-development of the South East / South East is already over developed	100	96	2
Concerns about the impact on existing infrastructure (unspecified)	235	223	8
Concerns about the impact on existing infrastructure / schools / hospitals	336	329	3
Concerns about the impact on overcrowding / bringing even more people to the area	412	398	6
Concerns about the impact on the community / quality of life / health and well being of residents / people in the area	801	769	17
Concerns about the impact on the power supply / increase in power cuts	6	6	-
There are no benefits for local people / communities	221	212	6
Economic / Financial / Business	415	395	13
Concerns about impact of rising prices / additional costs for passengers	34	32	2
Concerns about the impact of the cost of development	77	74	2
Concerns about the impact on local businesses / local economy	129	119	7
Concerns about the impact on the economy / economic burden	26	24	2
Concerns about impact on tourist attractions / leisure industry	12	10	2
Concerns about the decision being made on cost alone / cost based decision	2	2	-
There are no benefits except for companies / businesses	30	29	1
There are no benefits except for shareholders / airport owners	142	138	2
There are no benefits for the economy / economic benefits	35	33	1
There are no benefits for airport unrelated businesses	9	9	-
There are no benefits for local businesses / local economy	35	34	1
Employment / Jobs	241	229	7
Concerns about the impact of jobs filled by people from outside the area / area will not benefit from additional employment	131	123	3
Concerns about impact of low quality / unskilled / zero hour contract jobs	29	28	-
Concerns about the impact on jobs / job security / job losses	33	30	3
Concerns about unnecessary job creation / sufficient employment / additional local jobs not required	86	82	2
Environment	1233	1181	28
Air Quality	734	708	12
Concerns about the impact on air quality from pollution / emissions / dust	719	694	11
Concerns about the impact from odour / smells / fumes	46	42	2
Ecology / Wildlife	500	472	14
Concerns about the impact on ecology / wildlife / biodiversity / environment	500	472	14
Rivers / Flooding	369	353	10
Concerns about the impact on the rivers / brooks / course of the River Mole / Crawlers Brook etc	170	163	2
Concerns about the impact on floods / flooding / floodplains	320	308	9
Other Environment	531	510	14
Concerns about the impact on climate change / global warming	75	72	3
Concerns about the visual impacts / light pollution / unsightly buildings	33	31	1
Concerns about the impact on green spaces / open areas / countryside / AONB	474	454	14
History / Culture	112	108	3
Concerns about the impact on buildings of architectural / cultural importance	26	24	1
Concerns about the impact on Grade I / Grade II / Grade II* listed buildings	68	65	3
Concerns about impact on monuments of historic importance	15	14	1
Concerns about the impact on St Michael and All Angels Church	17	17	-
Concerns about the impact on Rowley Hill Farm	2	2	-
Other history / culture negative	9	9	-
Noise / Tranquility	1149	1100	26
Concerns about noise / vibrations (location specified)	285	268	15
Concerns about noise / vibrations (location unspecified)	966	928	16

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
	Property / Housing	633	609	14
	Concerns about the impact from additional homes / housing developments	299	288	7
	Concerns about the impact from a lack of homes / housing	154	147	6
	Concerns about the impact on (my) property / property value	284	276	3
	General negative impacts	671	655	8
	Disadvantages outweigh the advantages / benefits	180	178	2
	General / unspecified concerns about the impacts	126	120	2
	The benefits are always for London / the South East / the North always misses out	23	22	1
	There are no benefits for the long term / only short term benefits	26	25	1
	There are none / no benefits / no justification for expansion	348	339	6
	No proven benefits / benefits are overstated / lack evidence	51	49	-
	There will be very few / limited benefits	36	36	-
	Other negative impacts	4	4	-
A.3	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you agree or disagree with each of the following statements? a) It will benefit the local economy			
	Base size:	2860	2776	43
	Strongly agree	737	714	14
	Tend to agree	621	606	7
	Neither agree nor disagree	415	399	7
	Tend to disagree	342	336	1
	Strongly disagree	679	658	11
	Don't know	66	63	3
	Agree	1358	1320	21
	Disagree	1021	994	12
	Net agree	337	326	9
A.3	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you agree or disagree with each of the following statements? b) It will benefit the regional economy			
	Base size:	2845	2761	42
	Strongly agree	683	659	15
	Tend to agree	644	630	5
	Neither agree nor disagree	472	454	8
	Tend to disagree	366	357	5
	Strongly disagree	601	585	6
	Don't know	79	76	3
	Agree	1327	1289	20
	Disagree	967	942	11
	Net agree	360	347	9

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
A.3	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you agree or disagree with each of the following statements? c) It will benefit the national economy			
	Base size:	2840	2752	45
	Strongly agree	553	531	15
	Tend to agree	569	554	6
	Neither agree nor disagree	590	571	8
	Tend to disagree	354	345	3
	Strongly disagree	667	651	9
	Don't know	107	100	4
	Agree	1122	1085	21
	Disagree	1021	996	12
	Net agree	101	89	9
A.3	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you agree or disagree with each of the following statements? d) It will create jobs related to Gatwick Airport			
	Base size:	2835	2753	41
	Strongly agree	999	968	18
	Tend to agree	1028	1003	12
	Neither agree nor disagree	334	325	5
	Tend to disagree	100	94	2
	Strongly disagree	284	279	2
	Don't know	90	84	2
	Agree	2027	1971	30
	Disagree	384	373	4
	Net agree	1643	1598	26
A.3	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you agree or disagree with each of the following statements? e) It will create other jobs in the local area			
	Base size:	2835	2751	43
	Strongly agree	720	692	17
	Tend to agree	792	777	7
	Neither agree nor disagree	502	486	7
	Tend to disagree	307	297	6
	Strongly disagree	409	403	1
	Don't know	105	96	5
	Agree	1512	1469	24
	Disagree	716	700	7
	Net agree	796	769	17

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
A.3	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you agree or disagree with each of the following statements? f) It will improve public transport for people in the local area			
	Base size:	2854	2769	44
	Strongly agree	450	436	8
	Tend to agree	363	351	7
	Neither agree nor disagree	403	395	6
	Tend to disagree	482	467	7
	Strongly disagree	1046	1017	11
	Don't know	110	103	5
	Agree	813	787	15
	Disagree	1528	1484	18
	Net agree	-715	-697	-3
A.4	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally? a) Benefits to the local economy			
	Base size:	2837	2756	43
	A great deal	355	342	9
	A fair amount	406	389	10
	Not very much	672	658	9
	Not at all	1348	1316	13
	Don't know	56	51	2
	Great deal/fair amount	761	731	19
	Not very much/not at all	2020	1974	22
	Net great deal/fair amount	-1259	-1243	-3
A.4	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally? b) Benefits to the national economy			
	Base size:	2825	2745	43
	A great deal	277	265	9
	A fair amount	497	474	11
	Not very much	756	739	12
	Not at all	1185	1164	9
	Don't know	110	103	2
	Great deal/fair amount	774	739	20
	Not very much/not at all	1941	1903	21
	Net great deal/fair amount	-1167	-1164	-1

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
A.4	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally? c) Creation of jobs related to Gatwick			
	Base size:	2814	2737	41
	A great deal	440	428	6
	A fair amount	482	457	11
	Not very much	521	506	12
	Not at all	1309	1290	8
	Don't know	62	56	4
	Great deal/fair amount	922	885	17
	Not very much/not at all	1830	1796	20
	Net great deal/fair amount	-908	-911	-3
A.4	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally? d) Creation of other jobs in the local area			
	Base size:	2814	2737	41
	A great deal	327	314	5
	A fair amount	460	443	10
	Not very much	613	593	14
	Not at all	1346	1327	8
	Don't know	68	60	4
	Great deal/fair amount	787	757	15
	Not very much/not at all	1959	1920	22
	Net great deal/fair amount	-1172	-1163	-7
A.4	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally? e) Improved bus services in the local area			
	Base size:	2822	2743	42
	A great deal	249	241	4
	A fair amount	333	324	4
	Not very much	608	593	11
	Not at all	1505	1469	15
	Don't know	127	116	8
	Great deal/fair amount	582	565	8
	Not very much/not at all	2113	2062	26
	Net great deal/fair amount	-1531	-1497	-18

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
A.4	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally? f) Improved rail services to and from Gatwick Airport			
	Base size:	2822	2743	42
	A great deal	391	379	6
	A fair amount	464	447	10
	Not very much	578	564	10
	Not at all	1276	1252	8
	Don't know	113	101	8
	Great deal/fair amount	855	826	16
	Not very much/not at all	1854	1816	18
	Net great deal/fair amount	-999	-990	-2
A.4	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally? g) Improved road connections			
	Base size:	2816	2736	42
	A great deal	369	357	7
	A fair amount	459	447	6
	Not very much	541	530	7
	Not at all	1350	1315	16
	Don't know	97	87	6
	Great deal/fair amount	828	804	13
	Not very much/not at all	1891	1845	23
	Net great deal/fair amount	-1063	-1041	-10
A.4	Thinking about a second runway development at Gatwick Airport, to what extent, if at all, do you think the following would benefit you personally? h) Wider range of flight destinations from Gatwick Airport			
	Base size:	2819	2739	42
	A great deal	586	572	9
	A fair amount	559	538	9
	Not very much	606	588	10
	Not at all	903	890	6
	Don't know	165	151	8
	Great deal/fair amount	1145	1110	18
	Not very much/not at all	1509	1478	16
	Net great deal/fair amount	-364	-368	2
A.5	What, if any, comments or suggestions do you have about the potential benefits of a second runway development at Gatwick Airport?			
	Base size:	521	505	11
	QA5 - SECOND RUNWAY: COMMENTS ON POTENTIAL BENEFITS			
	Airports / Airtraffic	145	139	4
	There will be a more convenient / efficient service	16	16	-
	There will be more choice of airports for the public / passenger	14	14	-

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of	
		Total	Self
There will be more choice of destinations for passengers	85	81	3
There will be more competition between the airports	28	26	2
There will be more flights / a greater frequency / volume of flights	26	23	2
There will not be a significant changes to flight paths / routes	1	1	-
It will reduce congestion at Heathrow / London airports	10	10	-
Community / People	72	68	2
It will be good for / benefits the community / local people	60	57	1
There will be no / little impact on the community / quality of life / health and well being of residents / people in the area	13	12	1
Economic / Financial / Business	247	238	7
It will be good for / benefits local business / local economy	185	178	6
It will be good for / benefits the national economy	83	79	3
Development of Gatwick will cost less / be better value / more cost effective	13	13	-
It will be good for / benefits the tourist industry	10	9	1
There will be increased exposure to global markets	21	18	3
Employment / Jobs	205	197	7
There will be more employment opportunities / local jobs / jobs in the area	189	182	6
There will be more employment opportunities / airport jobs / jobs at the airport	28	27	1
Environment	55	54	1
Air Quality	22	22	-
There will not be a significant impact on air quality / increase in pollution levels / pollution should reduce	22	22	-
Ecology / Wildlife	24	23	1
There will not be a significant impact on ecology / wildlife / biodiversity / environment	24	23	1
Rivers / Flooding	4	4	-
There will be benefits / advantages from diverting the rivers / brooks / River Mole / Crawters Brook	4	4	-
Other Environment	11	10	1
There will not be a significant impact on green spaces / open areas / countryside / AONB	11	10	1
Noise / Tranquility	30	28	2
There will not be significant increase in the impact from noise / noise levels / noise should reduce	30	28	2
Property / Housing	16	16	-
It will be good for the housing market / property prices	5	5	-
There will not be a significant impact on homes / housing	7	7	-
There will be more housing developments / homes being built	5	5	-
General positive	121	116	5
Benefits / advantages outweigh the disadvantages	30	29	1
General / unspecified comments about the benefits	11	11	-
It will be good for / benefit passengers	4	3	1
There are none / no negative impacts	5	5	-
There will be benefits / advantages	25	23	2
There will be benefits / advantages for the area / region	36	33	3

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
	There will be benefits for London / the South (of England)	15	14	1
	The development will mean a better / improved infrastructure (unspecified)	10	8	2
	Other positive benefits	5	5	-
A.6	To what extent do you support or oppose Gatwick Airport Limited's proposals for? a) Providing noise bunds and noise walls to limit ground noise			
	Base size:	2660	2584	41
	Strongly support	1151	1109	20
	Tend to support	492	483	4
	No views either way	337	330	4
	Tend to oppose	82	78	3
	Strongly oppose	472	463	7
	Don't know	126	121	3
	Support	1643	1592	24
	Oppose	554	541	10
	Net support	1089	1051	14
A.6	To what extent do you support or oppose Gatwick Airport Limited's proposals for? b) Providing embankments/planting to screen airport development			
	Base size:	2660	2583	41
	Strongly support	1118	1081	18
	Tend to support	504	490	6
	No views either way	371	363	4
	Tend to oppose	90	86	3
	Strongly oppose	455	446	7
	Don't know	122	117	3
	Support	1622	1571	24
	Oppose	545	532	10
	Net support	1077	1039	14
A.6	To what extent do you support or oppose Gatwick Airport Limited's proposals for? c) Diverting the River Mole to the west of Gatwick Airport			
	Base size:	2687	2609	40
	Strongly support	478	466	4
	Tend to support	372	359	7
	No views either way	558	542	9
	Tend to oppose	217	209	5
	Strongly oppose	879	859	10
	Don't know	183	174	5
	Support	850	825	11
	Oppose	1096	1068	15
	Net support	-246	-243	-4

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
A.6	To what extent do you support or oppose Gatwick Airport Limited's proposals for? d) Measures to limit the risk of flooding on the airport and in the local area			
	Base size:	2657	2580	40
	Strongly support	1033	997	17
	Tend to support	504	491	7
	No views either way	402	392	5
	Tend to oppose	81	78	2
	Strongly oppose	487	479	6
	Don't know	150	143	3
	Support	1537	1488	24
	Oppose	568	557	8
	Net support	969	931	16
A.6	To what extent do you support or oppose Gatwick Airport Limited's proposals for? e) Seeking to replace lost open space and community facilities			
	Base size:	2653	2577	40
	Strongly support	1056	1021	15
	Tend to support	482	469	7
	No views either way	369	362	5
	Tend to oppose	87	84	2
	Strongly oppose	505	495	7
	Don't know	154	146	4
	Support	1538	1490	22
	Oppose	592	579	9
	Net support	946	911	13
A.7	What, if any, comments do you have about Gatwick Airport Limited's proposals to reduce the impacts of the development?			
	Base size:	1121	1075	30
	Positive	158	151	7
	Mitigation looks good / should work / is well thought out / will be welcomed	97	93	4
	Mitigation to replace / re-plant lost open space is a good idea / would be welcomed	9	9	-
	Mitigation to minimise impact from floods / flooding is a good idea / would be welcomed	15	14	1
	Mitigation to minimise impact from light pollution / visual impacts is a good idea / would be welcomed	4	4	-
	Mitigation to minimise impact from noise is a good idea / would be welcomed	34	33	1
	Mitigation to minimise impact on the community is a good idea / would be welcomed	11	11	-
	Mitigation to minimise impact on the environment is a good idea / would be welcomed	13	11	2
	Mitigation to minimise impact on the rivers / brooks / course of the River Mole / Crawters Brook is a good idea / would be welcomed	2	2	-
	Other mitigation positive	1	1	-
	Negative	669	639	19

YOUR LONDON AIRPORT
Gatwick

	Total	Response on behalf of	
		Self	An organisation
Compensation is inadequate / insufficient / does not go far enough to compensate	54	50	2
Mitigation measures suggests the runway will be built regardless of opinion	13	12	1
Mitigation is unnecessary if you do not develop the airport / build a runway	137	130	6
Mitigation measures are insufficient / will be inadequate	170	161	7
Mitigation measures for communities / residents are insufficient / will be inadequate	21	21	-
Mitigation measures for the environment are insufficient / will be inadequate	24	23	-
Mitigation measures for flooding are insufficient	27	23	2
Mitigation measures for the landscape / countryside / AONB are insufficient / will be inadequate	22	20	1
Mitigation measures for noise are insufficient / will be inadequate	65	63	2
Mitigation measures for pollution / air quality are insufficient / will be inadequate	15	15	-
Mitigation measures for woodland / ancient woodland are insufficient / will be inadequate	1	1	-
Mitigation measures lack detail / definition / are vague	34	32	-
Noise buffer walls / acoustic bunds do not work / are ineffective	57	52	2
Noise buffer walls / acoustic bunds will be ugly / unsightly	8	6	2
You cannot mitigate the impact of bad weather	9	9	-
You cannot mitigate the impact of congestion on the road / rail / public transport network	15	14	1
You cannot mitigate the impact of construction / development / additional runway	66	65	-
You cannot mitigate the impact of destruction to buildings	4	4	-
You cannot mitigate the impact of floods / on floodplains	11	11	-
You cannot mitigate the impact of noise / noise from the air / from airborne aircraft	60	59	1
You cannot mitigate the impact of noise when the aircraft is taking off / landing	19	18	1
You cannot mitigate the impact of pollution / poor air quality	21	21	-
You cannot mitigate the impact on / move / recreate SPA / SAC / SSSIs	2	2	-
You cannot mitigate the impact on rivers / brooks / River Mole / Crawters Brook	4	3	-
You cannot mitigate the impact on the ecology / wildlife / biodiversity / environment	42	42	-
You cannot mitigate the impact on woodland / ancient woodland	23	23	-
You cannot mitigate the impact on the climate / of climate change	2	1	1
You cannot mitigate the impact on the community / residents	23	23	-
You cannot mitigate the impact on the landscape / open areas / countryside / AONB	63	60	2
Other mitigation negative	4	3	1
Alternative Mitigation Suggestions	531	506	16
Mitigation of the impact on woodland / ancient woodland needs careful consideration / proper management	31	28	2
Mitigation of existing impacts needs to be addressed (unspecified)	14	14	-
Build a free university / college in the area to benefit / compensate the local population	1	1	-

YOUR LONDON AIRPORT
Gatwick

	Total	Response on behalf of	
		Self	An organisation
Compensation for the community / residents needs proper consideration	57	54	2
Careful consideration needs to be given to local infrastructure improvement	50	47	2
Careful consideration to be given to relocation for local residents	5	4	1
Careful consideration needs to be given to safety / safety must be the priority / should not be compromised	48	46	1
Mitigation based on lower impact per passenger will be insufficient for larger options / Option 2 / Option 3	1	1	-
Mitigation of existing community impact needs to be addressed	10	10	-
Mitigation of existing environmental impact to be addressed	4	4	-
Mitigation of existing noise impact needs to be addressed	20	19	1
Mitigation of existing light pollution / visual impacts needs to be addressed	4	4	-
Mitigation of existing flood / flooding impacts needs to be addressed	8	7	-
Mitigation of the impacts need careful consideration / proper management / impacts should be minimised	53	50	2
Mitigation of the impact of development / construction needs careful consideration / proper management	30	29	1
Mitigation of the impact of noise / aircraft noise needs careful consideration / proper management	122	117	5
Mitigation of the impact on air quality / pollution needs careful consideration / proper management	29	27	1
Mitigation of the impact on floods / floodplains need careful consideration / proper management	66	61	3
Mitigation of the impact on local jobs / jobs in the area needs careful consideration / proper management	5	5	-
Mitigation of the impact on green space / open areas / countryside / AONB needs careful consideration / proper management	30	29	1
Mitigation of the impact on local businesses / businesses in the area needs careful consideration / proper management	14	11	3
Mitigation of the impact on ecology / wildlife / biodiversity / environment needs careful consideration / proper management	55	52	3
Mitigation of the impact on the community / quality of life for residents / people in the area needs careful consideration / proper management	68	64	4
Mitigation of the impact on rivers / brooks / the River Mole / Crawters Brook needs careful consideration / proper management	30	27	1
Mitigation to minimise impact on houses / homes needs careful consideration / proper management	14	14	-
Mitigation of the impact of light pollution / visual impacts needs careful consideration / proper management	10	10	-
Timed periods of direction on runways will reduce noise impact	2	2	-
Other safety	24	24	-
Other mitigation	26	23	3

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
B.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? a) The route of the A23 to the east of Gatwick Airport			
	Base size:	2668	2592	41
	Strongly support	426	411	8
	Tend to support	482	470	7
	No views either way	601	590	6
	Tend to oppose	220	211	5
	Strongly oppose	789	767	10
	Don't know	150	143	5
	Support	908	881	15
	Oppose	1009	978	15
	Net support	-101	-97	0
B.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? b) Reconnection of local roads, cycle paths, footpaths, bridleways			
	Base size:	2658	2583	40
	Strongly support	665	643	11
	Tend to support	569	555	7
	No views either way	492	480	7
	Tend to oppose	141	138	2
	Strongly oppose	645	630	8
	Don't know	146	137	5
	Support	1234	1198	18
	Oppose	786	768	10
	Net support	448	430	8
B.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? c) The M23 at Junction 9			
	Base size:	2651	2575	41
	Strongly support	575	553	12
	Tend to support	468	458	7
	No views either way	562	551	5
	Tend to oppose	183	177	4
	Strongly oppose	690	671	9
	Don't know	173	165	4
	Support	1043	1011	19
	Oppose	873	848	13
	Net support	170	163	6

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
B.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? d) The M23 airport spur road			
	Base size:	2651	2574	41
	Strongly support	571	549	12
	Tend to support	482	468	7
	No views either way	583	574	4
	Tend to oppose	161	156	4
	Strongly oppose	684	666	10
	Don't know	170	161	4
	Support	1053	1017	19
	Oppose	845	822	14
	Net support	208	195	5
B.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? e) The local buses and coach services			
	Base size:	2655	2578	41
	Strongly support	521	497	11
	Tend to support	548	537	6
	No views either way	663	650	8
	Tend to oppose	133	129	2
	Strongly oppose	594	577	10
	Don't know	196	188	4
	Support	1069	1034	17
	Oppose	727	706	12
	Net support	342	328	5
B.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? f) Gatwick rail station including improved access for local residents to local rail and bus interchange facilities			
	Base size:	2657	2582	39
	Strongly support	798	765	16
	Tend to support	529	520	5
	No views either way	487	481	2
	Tend to oppose	121	116	5
	Strongly oppose	575	562	6
	Don't know	147	138	5
	Support	1327	1285	21
	Oppose	696	678	11
	Net support	631	607	10

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
B.2	What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposed Surface Access Strategy for a second runway development at Gatwick Airport?			
	Base size:	1399	1336	34
	Positive	170	160	9
	Gatwick already has good transport links / is ideally located for connectivity	26	25	1
	Surface access strategy looks good / is well thought out / will benefit the area	79	74	5
	Surface access strategy will provide better cycle routes / public rights of way	4	4	-
	Surface access strategy will provide better road infrastructure	29	25	4
	Surface access strategy will provide better rail infrastructure	34	31	2
	Surface access strategy will provide better (public) transport infrastructure	51	47	3
	Other surface access strategy positive	-	-	-
	Negative	1170	1122	24
	Concerns about the impact of additional public transport congestion / overcrowded public transport	35	34	1
	Concerns about the impact of additional rail congestion / overcrowded trains	171	167	3
	Concerns about the impact of additional road traffic / congestion	810	780	14
	Concerns about the impact of disruption / chaos on the public transport network	9	9	-
	Concerns about the impact of disruption / chaos on rail network	15	15	-
	Concerns about impact of disruption / chaos on road network	120	118	1
	Concerns about the impact of parking / lack of parking spaces / expensive parking charges	65	61	3
	Concerns about the impact on existing footpaths / cycle routes / public rights of way	30	28	1
	Concerns about the impact on existing transport infrastructure	156	146	4
	Concerns about the impact on existing rail infrastructure	152	149	3
	Concerns about the impact on existing road infrastructure (A23 / M23 / M25 / local roads)	428	415	7
	Concerns about impact of the Fastway bus network / scheme	6	6	-
	Gatwick Express services are under utilised / should be reduced	2	2	-
	Surface access is good enough / sufficient / does not need to be improved	15	15	-
	Surface access already has planned improvements / upgrades	8	6	2
	Surface access strategy is insufficient / will be inadequate	200	193	5
	Surface access strategy is unnecessary if you do not develop the airport / build a runway	77	72	5
	Surface access strategy suggests the runway will be built regardless of opinion	10	9	1
	Surface access strategy to develop existing transport infrastructure is a short term solution	2	2	-
	Surface access strategy will be disruptive / surface access will be disrupted	23	21	-
	Other surface access strategy negative	15	14	1
	Alternative Surface Access Strategy / Transport Suggestions	450	427	15
	Surface access strategy should improve car parks / car parking facilities	25	24	1
	Surface access strategy should include improvements to existing Gatwick Express services	8	8	-

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
	Surface access strategy should aim to reduce traffic / use of cars / encourage use of public transport	25	24	1
	Surface access strategy should be completed prior to second runway being operational / being finished / being used	1	-	1
	Surface access strategy should be implemented prior to runway development / building work	6	6	-
	Surface access strategy will improve pick up / drop off services	17	17	-
	Surface access strategy should integrate transport modes / keep transfer times to a minimum	8	7	1
	Surface access strategy should include direct links from Gatwick to other major airports	34	32	1
	Surface access strategy should include free parking / parking at reduced cost for local people using the airport	13	13	-
	Surface access strategy should include free transport in local area / to and from nearby towns	3	3	-
	Surface access strategy should include improvements to existing footpaths / cycle routes / public rights of way	20	20	-
	Surface access strategy should include improvements to existing (public) transport infrastructure / network / links	101	93	6
	Surface access strategy should include improvements to existing rail infrastructure / network / links	144	137	6
	Surface access strategy should include improvements to existing road infrastructure / links (A23 / M23 / M25 / local roads)	201	192	6
	Surface access strategy should include provisions / benefits for non airport passengers / commuters	19	19	-
	Surface access strategy needs careful consideration / proper management	84	76	7
	Other surface access strategy	23	21	1
C.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? a) Accommodating all airport related development within the boundary of Gatwick Airport			
	Base size:	2609	2534	41
	Strongly support	993	968	8
	Tend to support	674	660	8
	No views either way	386	375	8
	Tend to oppose	76	73	1
	Strongly oppose	349	338	10
	Don't know	131	120	6
	Support	1667	1628	16
	Oppose	425	411	11
	Net support	1242	1217	5

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
C.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? b) Protecting existing woodland where possible			
	Base size:	2620	2542	42
	Strongly support	1601	1555	21
	Tend to support	431	423	4
	No views either way	190	184	4
	Tend to oppose	53	51	2
	Strongly oppose	250	240	8
	Don't know	95	89	3
	Support	2032	1978	25
	Oppose	303	291	10
	Net support	1729	1687	15
C.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? c) Locating all cargo and aircraft maintenance facilities in a single location on the northern apron of Gatwick Airport			
	Base size:	2590	2513	42
	Strongly support	828	804	11
	Tend to support	562	547	9
	No views either way	616	598	8
	Tend to oppose	70	67	2
	Strongly oppose	358	349	8
	Don't know	156	148	4
	Support	1390	1351	20
	Oppose	428	416	10
	Net support	962	935	10
C.1	To what extent do you support or oppose Gatwick Airport Limited's proposals for? d) Identifying land for replacement of lost industrial and commercial premises			
	Base size:	2589	2512	42
	Strongly support	778	746	17
	Tend to support	593	580	5
	No views either way	529	519	4
	Tend to oppose	104	101	2
	Strongly oppose	428	417	10
	Don't know	157	149	4
	Support	1371	1326	22
	Oppose	532	518	12
	Net support	839	808	10

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
C.2	What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposals for airport related development?			
	Base size:	544	517	21
	QC2 - AIRPORT RELATED DEVELOPMENTS	544	517	21
	Positive	37	36	1
	Airport related development looks good / should work / is well thought out	36	35	1
	Other airport related developments positive	2	2	-
	Negative	395	371	19
	Airport related developments are insufficient / will be inadequate	22	20	1
	Airport related developments are unnecessary if you do not develop the airport / build a runway	53	49	4
	Airport related developments suggests the runway will be built regardless of opinion	6	5	1
	Concerns about the impact of land take / amount of land allocated to airport related developments	105	99	6
	Concerns about the impact of relocation for businesses / industrial estates / Manor Royal	75	69	6
	Concerns about the impact from the loss / relocation of homes / residents	71	68	1
	Concerns about the impact on woodlands / ancient woodlands from airport related developments	106	99	4
	Concerns about the lack of planned airport related developments	2	2	-
	Concerns about location of airport related developments / cargo / maintenance facilities on the northern apron	8	8	-
	Concerns about the impact of airport related developments being built outside / not within the boundary of Gatwick Airport	29	28	1
	Concerns about the impact from infrastructure development / service related development	26	25	1
	Other airport related developments negative	2	2	-
	Alternative Airport Related Development Suggestions	166	154	10
	Airport related developments should be well thought through	8	6	1
	Airport related developments should be built underground	1	1	-
	Airport related developments should be fully considered / properly managed	17	11	6
	Airport related developments should be located inside / within the boundary of the airport	41	39	1
	Airport related developments should minimise the land take	8	6	2
	Related developments / improvements should be completed prior to second runway being built / operational	2	1	1
	Related developments should be built on brownfield sites	4	4	-
	Related developments should be well designed / state of the art / modern	6	6	-
	Related developments should be easily accessible / within close proximity to the airport	8	8	-
	Related developments should give careful consideration to passengers / staff / local population	4	3	1
	Related developments should include infrastructure proposals for the area	32	30	1
	Related developments should minimise the impact of noise / provide screening	3	2	1

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
	Related developments should minimise the impact on ecology / wildlife / biodiversity / environment	7	7	-
	Related developments should minimise the impact on green spaces / open areas / countryside / AONB	6	6	-
	Related developments should minimise the impact on local communities / residents	4	4	-
	Related developments should use existing local infrastructure outside of / not within the boundary of the airport	4	4	-
	Related developments must ensure relocation / like for like / better premises for displaced businesses	25	19	5
	Related developments should include proposals for additional homes / housing developments	13	12	1
	Other related developments	27	27	-
C.3	What, if any, comments or suggestions do you have on the subject of runway crossings?			
	Base size:	237	227	9
	QC3 - RUNWAY CROSSINGS	237	227	9
	Positive	20	20	-
	Runway crossings are tried and tested / work well elsewhere	6	6	-
	Runway crossings are a necessity / needed / essential	10	10	-
	Runway crossings will slow down departures / arrivals	3	3	-
	Runway crossings will reduce noise levels	2	2	-
	Negative	167	159	7
	Runway crossings are dangerous / compromise safety	53	51	2
	Runway crossings are noisy / will increase noise impact	5	4	1
	Runway crossings are operationally inefficient / impractical	20	19	1
	Runway crossings are problematic / a bad idea / should be avoided / minimised	63	60	3
	Runway crossings are unnecessary if you do not develop the airport / build a runway	48	44	3
	Runway crossings will reduce air quality / create more pollution / emissions	3	3	-
	Runway crossings will reduce potential benefits of increased capacity / flight frequency	11	10	1
	Alternative Runway Crossing Suggestions	35	33	2
	Need to look at how other airports have handled the problem of runway crossings	2	2	-
	Support / prefer extending existing / proposed runway	6	6	-
	RFFS / Rescue and Fire Fighting Services should be located between the runways	1	1	-
	Runway crossings could be reduced by maximising the use of the new terminal building	3	3	-
	Runway crossings only on the departing runway / not the arriving runway / for safety	2	2	-
	Runway crossings should be made via overpass / underpass	8	8	-
	Runway crossings should be carefully managed / properly administered	13	11	2
	Runways should have separate crossings / one crossing for departures / one for arrivals	1	1	-

YOUR LONDON AIRPORT <i>Gatwick</i>		Response on behalf of		
		Total	Self	An organisation
	Other runway crossings	2	2	-
	EATs / End-Around Taxiways	51	49	2
	EATs / end-around taxiways will improve efficiency	10	9	1
	EATs / end-around taxiways will improve safety	8	7	1
	EATs / end-around taxiways will require additional / increased fuel usage	1	1	-
	EATs / end-around taxiways will require more land take	4	4	-
	EATs / end-around taxiways will impact the surface access strategy / roads / rail / public transport	1	1	-
	EATs / end-around taxiways will increase impacts on ecology / wildlife / biodiversity / environment	1	1	-
	EATs / end-around taxiways will increase impacts on green spaces / open areas / countryside / AONB	1	1	-
	EATs / end-around taxiways will increase noise levels / requires noise mitigation / acoustic bunds	7	6	1
	EATs / end-around taxiways will increase visual / light pollution	1	1	-
	Support / prefer EATs / end-around taxiways	42	41	1
	Oppose EATs / end-around taxiways	4	4	-
	EATs / Other negative comments	1	1	-
D.1	Which one of the THREE options put forward by Gatwick Airport Limited, if any, is your preferred option for the second runway at Gatwick?			
	Base size:	3304	3089	57
	Option 1 - a new 3.4km runway 585m south of the existing runway. One runway used for landings and the other runway used for take-offs. Passenger growth accommodated by expanding the existing North Terminal	194	190	2
	Option 2 - a new 3.4km runway 1,045m south of the existing runway. One runway used for landings and the other runway used for take-offs. Passenger growth accommodated by building a new terminal between the runways	167	163	1
	Option 3 - a new 3.4km runway 1,045m south of the existing runway. Both runways used for landings and take-offs. Passenger growth accommodated by building a new terminal between the runways	733	714	11
	None of these options	2165	1981	40
	Don't know	45	41	3
D.2	Please tell us your reasons for your answer to question D1 above.			
	Base size:	2218	2058	46
	QD2 - OPTIONS	2218	2058	46
	Option 1	256	247	7
	Option 1 Support	168	163	3
	Support / prefer Option 1 / best / most sensible option	27	27	-
	Conditional support for Option 1	20	19	-
	Option 1 allows for future increase in capacity / passengers of up to 66 million by 2050	20	18	1
	Option 1 allows for greater operational efficiency / effectiveness / flexibility	3	3	-
	Option 1 allows for safer operation / reduces risk	5	5	-
	Option 1 allows for separate runways for take offs / landings / dependent segregated mode	6	5	1
	Option 1 has been floated previously / approved / agreed in earlier expansion plans	1	1	-

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	Total	Response on behalf of	
		Self	An organisation
Option 1 is the cheapest / most cost effective option	6	6	-
Option 1 is the lesser of 3 evils / best compromise	30	29	1
Option 1 means the minimum amount of additional noise	35	33	2
Option 1 means the minimum amount of additional flights	6	6	-
Option 1 means the minimum amount of additional pollution	7	7	-
Option 1 means the minimum amount / smaller scale of development / uses existing terminal buildings	22	21	-
Option 1 means the minimum amount of destruction to industrial estates / disruption to local businesses	11	10	1
Option 1 means the minimum amount of destruction to the quality of life of local residents	9	9	-
Option 1 means the minimum amount of disruption / delays	8	8	-
Option 1 means the minimum amount of impact on the existing infrastructure	4	4	-
Option 1 means the minimum amount of impact on roads / local roads	2	2	-
Option 1 means the minimum amount of land / green space is used	14	14	-
Option 1 means the minimum amount of opposition / objection	1	1	-
Option 1 means the minimum amount of property / homes are affected	12	12	-
Option 1 means the minimum impact / on local area / residents / community	47	46	-
Option 1 means the minimum impact on the environment / local environment	21	21	-
Option 1 means the minimum impact on woodland / ancient woodland	1	1	-
Option 1 means the minimum risk of floods / flooding	2	2	-
Option 1 will be easier / more convenient for passengers	1	1	-
Option 1 will lead to an improved North terminal / better terminal management	2	2	-
Option 1 would be good for the economy / local economy	1	1	-
Other Option 1 support	6	6	-
Option 1 Opposition	97	92	5
Oppose / against Option 1	16	15	1
Conditional opposition to Option 1	2	2	-
Option 1 fails to address the need of an additional terminal / improved terminal management	2	2	-
Option 1 fails to provide any economic benefits	4	4	-
Option 1 fails to provide any / enough benefits (unspecified)	7	7	-
Option 1 fails to provide a significant capacity increase	10	9	1
Option 1 fails to provide the minimum requirement of 760m for independent operation on runways	4	4	-
Option 1 has previously been ruled out (by the Airports Commission) / should not be presented as an option	19	17	2
Option 1 has a greater operational risk / more dangerous runway crossings	3	3	-
Option 1 has the greater impact on road / traffic congestion	1	1	-
Option 1 is a compromise / too short term	42	40	2
Option 1 is operationally inefficient / ineffective	7	7	-
Option 1 will have a negative impact / cause disruption / dislocation (unspecified)	2	2	-
Other Option 1 opposition	4	3	1
Option 1 Alternatives	7	7	-
Option 1 should include a terminal building	2	2	-
Option 1 should include end-around taxiways / EATs	1	1	-
Option 1 should include noise mitigation / requires acoustic bunds	1	1	-
Option 1 should include wider runway separation	1	1	-
Option 1 should not include end-around taxiways / EATs / are unnecessary	1	1	-
Other Option 1	2	2	-
Option 2	220	212	4
Option 2 Support	126	121	2

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	Response on behalf of		
	Total	Self	An organisation
Support / prefer Option 2 / best option	19	19	-
Conditional support for Option 2	13	13	-
Option 2 allows for an acceptable runway separation width	2	2	-
Option 2 allows for a new / better terminal building / improved terminal management	18	17	-
Option 2 allows for future increase in capacity / passengers / expansion / growth	37	37	-
Option 2 allows for greater operational efficiency / effectiveness / flexibility	18	17	1
Option 2 allows for separate runways for take offs / landings / independent segregated mode	44	42	1
Option 2 is the lesser of 3 evils / best compromise	8	7	1
Option 2 is proven / tried and tested / works elsewhere / at Heathrow	6	6	-
Option 2 means the minimum amount of additional noise	32	31	1
Option 2 means the minimum amount of development / takes up less land	5	5	-
Option 2 allows for safer operation / reduces risk	20	18	-
Option 2 means a more preferable flight path / less deviation from existing flight paths	6	5	1
Option 2 means the minimum impact on air quality / additional pollution	1	1	-
Option 2 means the minimum impact on the community	23	23	-
Option 2 means the minimum impact on the environment	5	5	-
Option 2 is more balanced / fairer / meets in the middle	7	7	-
Option 2 provides the maximum growth in employment / more jobs	1	1	-
Option 2 provides the maximum improvement / benefit for road infrastructure	1	1	-
Option 2 provides the maximum transport needs for the area	2	2	-
Option 2 will allow more choice of destinations for the public / passenger	2	2	-
Option 2 would be good for the economy / local economy	2	2	-
Other Option 2 support	1	1	-
Option 2 Opposition	101	98	2
Oppose / against Option 2	20	20	-
Conditional opposition to Option 2	2	2	-
Option 2 does not provide a significant capacity increase	4	4	-
Option 2 is a compromise / too short term / not a long term solution	20	20	-
Option 2 is too large / excessive / hyperbolic	2	2	-
Option 2 has a greater frequency of flights	3	3	-
Option 2 has a greater impact from noise / requires noise mitigation / acoustic bunds	13	13	-
Option 2 has a greater impact on air quality	5	5	-
Option 2 has a greater impact on industrial estates / means relocation of local businesses	3	2	1
Option 2 has a greater impact on local businesses/economy	1	1	-
Option 2 has a greater impact on local employment / jobs	1	-	1
Option 2 has a greater impact on Grade I / Grade II / Grade II* listed buildings / monuments / areas of historic importance	3	3	-
Option 2 has a greater impact on green spaces / open areas / countryside / AONB	4	4	-
Option 2 has a greater impact on people / local communities	19	18	-
Option 2 has a greater impact on road / traffic congestion / disruption	5	5	-
Option 2 has a greater impact on the environment	8	8	-
Option 2 has a greater impact on woodland / ancient woodland	2	2	-
Option 2 has a greater operational risk / more dangerous runway crossings	5	5	-
Option 2 is operationally inefficient / ineffective	9	9	-
Option 2 uses more land / brings airport boundary closer to residential areas / property	18	17	1
Option 2 will have an impact on flooding / flood risk	3	3	-

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
Option 2 has a greater impact on homes		5	4	-
Option 2 will have a negative impact on local infrastructure		2	2	-
Option 2 will have a negative impact on the community / quality of life / health and well being of residents / people in the area		4	3	-
Option 2 will mean a change to flight paths		2	1	-
Other Option 2 opposition		4	4	-
Option 2 Alternatives		4	4	-
Option 2 should not allow for future expansion / development / changes in the operating mode		1	1	-
Other Option 2		3	3	-
Option 3		560	542	14
Option 3 Support		438	425	10
Support / prefer Option 3 / best option / most logical		131	126	4
Conditional support for Option 3		19	18	-
Option 3 allows for an acceptable runway separation width		6	6	-
Option 3 allows for a new / better terminal building / improved terminal management		16	16	-
Option 3 allows for greater operational efficiency / effectiveness / flexibility		94	90	3
Option 3 allows for safer operation / reduces risk		20	19	-
Option 3 allows for separate runways for take offs / landings / in either direction / independent mixed mode		38	37	-
Option 3 allows Gatwick to be more competitive / provide a greater choice / more destinations		24	24	-
Option 3 is the best for Heathrow / Heathrow is too large / can't handle further development / expansion		1	1	-
Option 3 means the minimum amount of additional noise		7	7	-
Option 3 means the minimum impact on air quality / additional pollution / emissions		1	1	-
Option 3 means the minimum impact on / will protect / enhance the environment		1	1	-
Option 3 provides a long term solution / is further reaching / future proof		122	113	9
Option 3 provides the greatest benefit to passengers		4	4	-
Option 3 provides the maximum benefits (for the investment)		126	123	3
Option 3 provides the maximum benefit for housing development / homes being built		1	-	1
Option 3 provides the maximum benefit for the economy / growth potential / local economy		60	57	2
Option 3 provides the maximum growth in employment		22	21	1
Option 3 provides the maximum improvement / benefit for rail infrastructure		1	1	-
Option 3 provides the maximum improvement / benefit for road infrastructure		2	2	-
Option 3 provides the maximum increase in capacity / passengers / expansion / growth		112	106	6
Option 3 provides the maximum social benefit / benefits for the community		28	27	-
Option 3 provides the minimum impact per passenger		3	2	-
Option 3 provides the greatest benefit for the airport		13	13	-
Option 3 provides the greatest opportunities for the South East		6	6	-
Option 3 provides more advantages than disadvantages		7	7	-
Option 3 will minimise disruption / reduce long term disruption		17	17	-
Option 3 is the lesser of 3 evils / best compromise		10	10	-
Other Option 3 support		11	11	-
Option 3 Opposition		145	138	6
Oppose / against Option 3		17	16	1
Conditional opposition to Option 3		1	1	-
Option 3 and Option 2 are too similar		18	16	2

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	Total	Response on behalf of	
		Self	An organisation
Option 3 has a greater environmental impact	14	14	-
Option 3 has a greater frequency of flights affecting residents / communities	9	8	1
Option 3 has a greater impact on air quality / additional pollution	9	9	-
Option 3 has a greater impact on footpaths / cycle routes / public rights of way	1	1	-
Option 3 has a greater impact on industrial estates / means relocation of local businesses	5	3	2
Option 3 has a greater impact on local businesses / economy	-	-	-
Option 3 has a greater impact on local employment / jobs	2	1	1
Option 3 has a greater impact on Grade I / Grade II / Grade II* listed buildings / monuments / areas of historic importance	4	3	1
Option 3 has a greater impact on green spaces / open areas / countryside / AONB	5	5	-
Option 3 has a greater impact on people / local communities	21	20	-
Option 3 has a greater impact on road / traffic congestion / disruption	7	7	-
Option 3 has a greater impact on woodland / ancient woodland	2	2	-
Option 3 has a greater noise impact / requires noise mitigation / acoustic bunds	34	31	3
Option 3 has a greater operational risk / more dangerous runway crossings	3	3	-
Option 3 is a compromise / too short term	3	3	-
Option 3 is the preferred option so will probably get built regardless of opinion	25	24	1
Option 3 is too large / excessive / hyperbolic	3	3	-
Option 3 uses more land / brings airport boundary closer to residential areas / property	21	20	1
Option 3 will have an impact on flooding / flood risk	4	4	-
Option 3 has a greater impact on homes	5	4	-
Option 3 will have a negative impact on local infrastructure	4	4	-
Option 3 will have a negative impact on the community / quality of life / health and well being of residents / people in the area	10	7	2
Option 3 will mean a change to flight paths	4	2	1
Option 3 will require a more substantial infrastructure / proposed infrastructure will be insufficient / inadequate	2	2	-
Other Option 3 opposition	6	6	-
Option 3 Alternatives	7	7	-
Option 3 should use the Northern / existing runway to serve existing North / South terminal / Southern / new runway to serve the proposed new terminal	2	2	-
Option 3 should include provisions to purchase all land / property in the surrounding area	2	2	-
Other Option 3	3	3	-
Alternative Option choices	1701	1556	37
Conditional support for any / all Options	32	31	1
Oppose all options / airport development / additional runway is not wanted / needed / necessary	1477	1339	30
Oppose new terminal building at Gatwick	4	4	-
Support for development / additional runway/s at Gatwick	201	195	6
Support for new terminal building at Gatwick	9	9	-

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
Q.1	Are you responding on your own behalf or on behalf of an organisation or group?			
	Base size:	3207	3148	59
	I am providing my own response	3148	3148	-
	I am providing a response on behalf of an organisation or group	59	-	59
Q.2	Which, if any, of the following applies to you?			
	Base size:	3071	3071	-
	I work at Gatwick Airport	214	214	-
	A member of my family works at Gatwick Airport	152	152	-
	My job is dependent on Gatwick Airport	97	97	-
	A member of my family's job is dependent on Gatwick Airport	90	90	-
	None of these	2649	2649	-
	Don't know	16	16	-
Q.3	Which, if any, of the following applies to you?			
	Base size:	3101	3101	-
	Member of the general public	2916	2916	-
	Academic (includes universities and other academic institutions)	90	90	-
	Member of an action group	83	83	-
	Member of an aviation group	49	49	-
	Elected representative (MPs, MEPs, and local councillors)	41	41	-
	Member of an environment, heritage, amenity or community group	338	338	-
	Member of a Local Government organisation	67	67	-
	Member of another representative group	94	94	-
	Member of a statutory agency	12	12	-
	Member of a transport, infrastructure or utility organisation	58	58	-
	Prefer not to say	64	64	-
	Don't know	9	9	-
	Other	258	258	-
Q.4	How old are you?			
	Base size:	3109	3109	-
	16-24	69	69	-
	25-34	193	193	-
	35-44	403	403	-
	45-54	627	627	-
	55-64	670	670	-
	65-74	704	704	-
	75-84	232	232	-
	85 and over	30	30	-
	Prefer not to say	181	181	-

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
Q.5	Are you?			
	Base size:	3042	3042	-
	Male	1741	1741	-
	Female	1237	1237	-
	Prefer not to say	64	64	-
Q.7	What is your ethnic group?			
	Base size:	2970	2970	-
	English/Welsh/Scottish/Northern Irish/British	2659	2659	-
	Irish	20	20	-
	Gypsy or Irish Traveller	2	2	-
	Any other White background	34	34	-
	White and Black Caribbean	4	4	-
	White and Black African	2	2	-
	White and Asian	8	8	-
	Any other mixed/ multiple ethnic groups	-	-	-
	Indian	17	17	-
	Pakistani	3	3	-
	Bangladeshi	3	3	-
	Chinese	2	2	-
	Any other Asian background	1	1	-
	African	6	6	-
	Caribbean	3	3	-
	Any other Black/African/Caribbean background	-	-	-
	Arab	1	1	-
	Any other ethnic group background	-	-	-
	Prefer not to say	205	205	-
Q.9	What category of organisation or group are you representing?			
	Base size:	56	-	56
	Academic (includes universities and other academic institutions)	-	-	-
	Action group	8	-	8
	Aviation group	-	-	-
	Elected representative (includes MPs, MEPs, and local councillors)	11	-	11
	Environment, heritage, amenity or community group	10	-	10
	Local Government	21	-	21
	Other representative group	5	-	5
	Statutory agency	-	-	-
	Transport, infrastructure or utility organisation	1	-	1
	Professional body	-	-	-
	Charity/voluntary sector group	2	-	2
	Other	14	-	14

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
Q.10	Please write in the total number of members in the organisation or group that you are representing. Please include yourself in the total, if applicable.			
	Base size:	36	1	35
	1-9	12	-	12
	10 - 50	7	-	7
	51 - 100	5	-	5
	101 - 500	5	-	5
	501 - 1000	1	-	1
	1001+	6	1	5
	Thoughts on Gatwick Airport			
	Base size:	817	792	14
	Support	144	138	6
	Airports are noisy / disruptive / property nearby is cheap / people living near airports should expect noise	9	9	-
	A second runway would improve safety / lead to greater safety	9	8	1
	A second runway would improve capacity / efficiency for Gatwick airport	53	50	3
	Concerns about the consequences of not building second runway / expanding Gatwick airport	40	37	3
	Demand for air travel is increasing	15	13	2
	Gatwick could be a hub / second runway will turn Gatwick into a hub airport	14	12	2
	Gatwick could be developed more easily than other London airport sites	15	15	-
	Gatwick has the space / room / land available / infrastructure already in place	18	18	-
	Gatwick has the funding in place / money for expansion / does not use public / taxpayer money	4	4	-
	Gatwick could be developed quicker / will be operational sooner/ completed faster than elsewhere	9	9	-
	London / South East should have two major airports / 2 to 2 is better than 3 to 1	3	3	-
	Gatwick support other	8	8	-
	Opposition	624	604	9
	Britain is a small island / is too small / cannot support another hub airport	4	4	-
	A second runway would not improve capacity / efficiency for UK / London Airports	5	5	-
	Concerns about / impact of Flight Path Trials (FPTs)	50	50	-
	Demand for air travel is reducing / will reduce further in the future	48	46	2
	Gatwick cannot become the only means of local employment / should be a spread of businesses in the area	5	5	-
	Gatwick cannot be trusted / they break promises / will not keep their word	65	63	1
	Gatwick / GAL will sell the airport once permission to develop has been granted	20	19	1
	Gatwick is currently adequate / provides enough choice of flights / destinations / airlines / is busy enough / provides enough capacity	42	40	2
	Gatwick is not a hub / second runway will not turn Gatwick into a hub airport	28	25	3
	Gatwick is too small / area is unsuitable / wrong place for expansion / development	145	136	5

YOUR LONDON AIRPORT
Gatwick

		Response on behalf of		
		Total	Self	An organisation
Gatwick / airports should be at capacity / fully utilised / before considering development	211	205	2	
Gatwick second runway / expansion has been ruled out previously / shown to be impractical	5	4	1	
Gatwick / the South East doesn't need the jobs / let somewhere else benefit from more employment	26	26	-	
Gatwick proposals are politically motivated / will benefit government / local authorities	11	10	1	
Gatwick proposals are the thin end of the wedge / there will be more demands to come	13	12	-	
Gatwick proposals for expansion / additional runway are for economic / financial / profit reasons only	106	104	1	
Gatwick will lose airlines with a second runway / will not attract more airlines	24	23	-	
Gatwick will not improve efficiency with a second runway	9	8	-	
Gatwick will not significantly increase the number of flights with a second runway	3	3	-	
Gatwick would benefit from the development of Heathrow as economy airlines would relocate to Gatwick	2	2	-	
Proposals for capacity are unsustainable / passenger predictions / projection are incorrect / flawed / estimates	19	19	-	
Proposals for development of capacity at Gatwick Airport are short term / a short term solution	22	21	-	
Gatwick opposition other	14	14	-	
Alternative suggestions	107	105	2	
Gatwick other	13	12	1	
Gatwick 2nd runway should be completed as soon possible / in a adequate time frame	24	24	-	
Gatwick should be closed down	3	3	-	
Gatwick should develop / build a second runway to the East / on the Eastern side of the site	2	2	-	
Gatwick should develop / build a second runway to the North / on the Northern side of the site	14	14	-	
Gatwick should improve facilities within the airport / before considering development	27	27	-	
Gatwick is not a hub / should remain as a support airport for Heathrow / larger hub airports	29	28	1	
Alternative Suggestions				
Base size:	593	559	14	
Alternative airports for development	502	474	9	
Build airport in Thames Estuary / Isle of Grain / Boris Island	113	106	1	
Build a new airport / runway / expand in the North / Midlands / elsewhere	291	273	7	
Birmingham Airport would be better for development / should have an additional runway	18	16	-	
Heathrow Airport would be better for development / should have an additional runway	104	101	3	
Luton Airport would be better for development / should have an additional runway	16	14	-	

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
	Manchester Airport would be better for development / should have an additional runway	17	17	-
	Manston Airport would be better for development / should have an additional runway	44	41	-
	Stansted Airport would be better for development / should have additional runway	76	73	-
	Other Alternative Suggestions	192	182	6
	The North / elsewhere should be given the opportunity to create jobs / grow their economy	96	92	1
	Economic benefits could be achieved in other ways	9	9	-
	Proposed runway should only be used for arriving flights / aircraft landing to reduce noise impact	5	5	-
	Public opinion / local opposition should / must be listened to / not ignored	70	66	3
	Other alternative suggestions	23	21	2
	Thoughts on the consultation			
	Base size:	603	573	16
	Questionnaire	142	137	3
	Criticism of the questionnaire / questions are closed / loaded	142	137	3
	Consultation document	466	441	14
	Criticism of consultation document / predicted passenger numbers / Option 3 mppa has been changed / altered	3	3	-
	Criticism of consultation document / lacks detail / further information / study / consultation needed	254	234	12
	Criticism of the consultation document / is biased / misleading	158	155	2
	Criticism of the consultation document / details about noise levels are misleading / lacking detail	81	76	2
	Criticism of the consultation document / lacking details relating to flight paths / flight path details are required	133	123	7
	Criticism of the consultation document / too long / detailed / do not have time to read it all	8	8	-
	Consultation process	169	158	7
	Mentions of consultation events / meetings / exhibitions	80	75	2
	Internet links do not work properly / are hard to navigate	6	6	-
	Criticism of consultation process	121	114	6
	Miscellaneous			
	Base size:	579	520	41
	Cannot interpret meaning	11	11	-
	Confidentiality requested	-	-	-
	Don't know (single code only)	21	20	1
	I am not / will not be affected by the runway / development / this proposal	31	29	-
	Illegible response (postal / paper only)	-	-	-
	Negative mentions of Government / politicians / parliament etc.	40	38	2
	No answer / no comment / none (single code only)	345	324	9
	See previous response (single code only)	130	126	3
	Stakeholder response (possible)	37	3	34
	Other	24	21	-

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response on behalf of		
		Total	Self	An organisation
Overall number of responses				
	Base size:	3382	3148	59
Online		1533	1498	35
CAPI		24	24	-
Paper		1825	1626	24

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YOUR LONDON AIRPORT
Gatwick

Gatwick Airport Runway Options Consultation

Email and postal responses from members of the public 3rd July 2014

This document shows email and postal responses sent by members of the public to the Gatwick Airport Runway Options Consultation, carried out on behalf of Gatwick Airport Limited

All responses shown in this document were sent in through email or the post, but not the official response form, during the consultation period of 7 April - 16 May 2014.

Findings reflect the view of all who submitted a response to each question

Responses are shown in the form of numbers not percentages

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response method		
		Total	Email responses	Postal responses
A.2	What, if any, comments or suggestions do you have about the potential impacts of a second runway development at Gatwick Airport?			
	Base size:	117	101	16
	QA2 - IMPACTS OF SECOND RUNWAY - NEGATIVE COMMENTS			
	Airports / Airtraffic	38	33	5
	Concerns about the impact from additional / increased fuel usage	1	1	-
	Concerns about the impact from altitude of flights	8	7	1
	Concerns about the impact from flight paths / routes	16	15	1
	Concerns about the impact from frequency / volume of flights	19	16	3
	Concerns about the impact from timing of early / late flights	14	13	1
	Concerns about the impact from proximity of the development / proposed new runway / airport boundary	4	4	-
	Concerns about impact from wind direction	1	1	-
	Community / People	77	68	9
	Concerns about the impact on existing proposals / developments for the area	2	2	-
	Concerns about the impact of construction / development / over-development on the community / people in the area	22	20	2
	Concerns about the impact of over-development of the South East / South East is already over developed	5	5	-
	Concerns about impact on existing infrastructure (unspecified)	20	17	3
	Concerns about the impact on existing infrastructure / schools / hospitals	16	12	4
	Concerns about the impact on overcrowding / bringing even more people to the area	13	9	4
	Concerns about the impact on the community / quality of life / health and well being of residents / people in the area	49	45	4
	There are no benefits for local people / communities	4	4	-
	Economic / Financial / Business	23	21	2
	Concerns about the impact of rising prices / additional costs for passengers	2	2	-
	Concerns about the impact of the cost of development	6	5	1
	Concerns about the impact on local businesses / local economy	6	6	-
	Concerns about the impact on the economy / economic burden	1	1	-
	There are no benefits except for shareholders / airport owners	6	6	-
	There are no benefits for the economy / economic benefits	4	3	1
	There are no benefits for local businesses / local economy	4	4	-
	Employment / Jobs	17	14	3
	Concerns about the impact of jobs filled by people from outside the area / area will not benefit from additional employment	8	5	3
	Concerns about the impact of low quality / unskilled / zero hour contract jobs	1	1	-
	Concerns about the impact on jobs / job security / job losses	1	1	-
	Concerns about unnecessary job creation / sufficient employment / additional local jobs not required	11	10	1

YOUR LONDON AIRPORT <i>Gatwick</i>		Response method		
		Total	Email responses	Postal responses
	Environment	71	61	10
	Air Quality	39	32	7
	Concerns about the impact on air quality from pollution / emissions / dust	38	31	7
	Concerns about the impact from odour / smells / fumes	1	1	-
	Ecology / Wildlife	23	21	2
	Concerns about the impact on ecology / wildlife / biodiversity / environment	23	21	2
	Rivers / Flooding	11	6	5
	Concerns about the impact on the rivers / brooks / course of the River Mole / Crawters Brook etc	5	4	1
	Concerns about the impact on floods / flooding / floodplains	10	5	5
	Other Environment	31	28	3
	Concerns about the impact on climate change / global warming	2	2	-
	Concerns about the visual impacts / light pollution / unsightly buildings	3	3	-
	Concerns about the impact on green spaces / open areas / countryside / AONB	28	25	3
	History / Culture	14	13	1
	Concerns about the impact on buildings of architectural / cultural importance	4	4	-
	Concerns about the impact on Grade I / Grade II / Grade II* listed buildings	6	5	1
	Concerns about the impact on St Michael and All Angels Church	5	5	-
	Other history / culture negative	1	1	-
	Noise / Tranquility	57	48	9
	Concerns about the impact from noise / vibrations (location specified)	26	21	5
	Concerns about the impact from noise / vibrations (location unspecified)	40	34	6
	Property / Housing	40	31	9
	Concerns about the impact from additional homes / housing developments	19	16	3
	Concerns about the impact from a lack of homes / housing	9	4	5
	Concerns about the impact on (my) property / property value	18	16	2
	General negative impacts	7	7	-
	General / unspecified concerns about the impacts	1	1	-
	The benefits are always for London / the South East / the North always misses out	1	1	-
	There are none / no benefits / no justification for expansion	3	3	-
	There are no proven benefits / benefits are overstated / lack evidence	2	2	-
A.5	What, if any, comments or suggestions do you have about the potential benefits of a second runway development at Gatwick Airport?			
	Base size:	10	9	1
	QA5 - COMMENTS ON POTENTIAL BENEFITS			
	Airports / Airtraffic	2	2	-
	There will be more competition between the airports	1	1	-
	There will not be a significant changes to flight paths / routes	1	1	-
	Community / People	3	3	-
	It will be good for / benefits the community / local people	1	1	-
	There will be no / little impact on the community / quality of life / health and well being of residents / people in the area	2	2	-

YOUR LONDON AIRPORT <i>Gatwick</i>		Response method		
		Total	Email responses	Postal responses
	Economic / Financial / Business	5	5	-
	It will be good for / benefits local business / local economy	2	2	-
	It will be good for / benefits the national economy	4	4	-
	Employment / Jobs	5	5	-
	There will be more employment opportunities / local jobs / jobs in the area	5	5	-
	Environment	2	2	-
	Air Quality	1	1	-
	There will not be a significant impact on air quality / increase in pollution levels / pollution should reduce	1	1	-
	Ecology / Wildlife	2	2	-
	There will not be a significant impact on ecology / wildlife / biodiversity / environment	2	2	-
	Other Environment	1	1	-
	There will not be a significant impact on green spaces / open areas / countryside / AONB	1	1	-
	Noise / Tranquility	3	3	-
	There will not be significant increase in the impact from noise / noise levels / noise should reduce	3	3	-
	Property / Housing	3	2	1
	There will not be a significant impact on homes / housing	1	1	-
	There will be more housing developments / homes being built	2	1	1
A7	What, if any, comments do you have about Gatwick Airport Limited's proposals to reduce the impacts of the development?			
	Base size:	28	22	6
	Positive	2	2	-
	Mitigation to minimise impact from noise is a good idea / would be welcomed	2	2	-
	Negative	12	11	1
	Compensation is inadequate / insufficient / does not go far enough to compensate	3	3	-
	Mitigation measures are insufficient / will be inadequate	1	1	-
	Mitigation measures for communities / residents are insufficient / will be inadequate	1	1	-
	Mitigation measures for the landscape / countryside / AONB are insufficient / will be inadequate	1	1	-
	Mitigation measures for noise are insufficient	2	2	-
	You cannot mitigate the impact of bad weather	2	2	-
	You cannot mitigate the impact of floods / on floodplains	1	-	1
	You cannot mitigate the impact on / move / recreate SPA / SAC / SSSIs	1	1	-
	You cannot mitigate the impact on rivers / brooks / River Mole / Crawters Brook	1	1	-
	You cannot mitigate the impact on the ecology / wildlife / biodiversity / environment	2	2	-
	You cannot mitigate the impact on the community / residents	2	2	-
	Alternative Mitigation Suggestions	19	14	5
	Compensation for the community / residents needs proper consideration	5	4	1
	Careful consideration needs to be given to local infrastructure improvement	2	2	-
	Mitigation of existing community impact needs to be addressed	1	1	-
	Mitigation of existing noise impact needs to be addressed	3	2	1

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response method		
		Total	Email responses	Postal responses
	Mitigation of the impacts need careful consideration / proper management / impacts should be minimised	1	1	-
	Mitigation of the impact of noise / aircraft noise needs careful consideration / proper management	3	2	1
	Mitigation of the impact on air quality / pollution needs careful consideration / proper management	1	1	-
	Mitigation of the impact on local jobs / jobs in the area needs careful consideration / proper management	2	-	2
	Mitigation of the impact on green space / open areas / countryside / AONB needs careful consideration / proper management	1	-	1
	Mitigation of the impact on local businesses / businesses in the area needs careful consideration / proper management	1	-	1
	Mitigation of the impact on ecology / wildlife / biodiversity / environment needs careful consideration / proper management	2	2	-
	Mitigation of the impact on the community / quality of life for residents / people in the area needs careful consideration / proper management	1	-	1
	Mitigation of the impact on rivers / brooks / the River Mole / Crawters Brook needs careful consideration / proper management	1	1	-
	Mitigation to minimise impact on houses / homes needs careful consideration / proper management	1	1	-
	Timed periods of direction on runways will reduce noise impact	1	-	1
B.2	What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposed Surface Access Strategy for a second runway development at Gatwick Airport?			
	Base size:	46	40	6
	Positive	1	1	-
	Surface access strategy looks good / is well thought out / will benefit the area	1	1	-
	Negative	42	37	5
	Concerns about the impact of additional rail congestion / overcrowded trains	8	6	2
	Concerns about the impact of additional road traffic / congestion	32	28	4
	Concerns about impact of disruption / chaos on road network	4	4	-
	Concerns about the impact of parking / lack of parking spaces / expensive parking charges	2	2	-
	Concerns about the impact on existing footpaths / cycle routes / public rights of way	1	1	-
	Concerns about impact on existing transport infrastructure	6	6	-
	Concerns about the impact on existing rail infrastructure	4	4	-
	Concerns about the impact on existing road infrastructure (A23 / M23 / M25 / local roads)	16	14	2
	Surface access already has planned improvements / upgrades	1	1	-
	Surface access strategy is insufficient / will be inadequate	2	2	-
	Surface access strategy to develop existing transport infrastructure is a short term solution	1	1	-
	Alternative Surface Access Strategy / Transport Suggestions	11	9	2
	Surface access strategy should improve car parks / car parking facilities	1	1	-
	Surface access strategy should aim to reduce traffic / use of cars / encourage use of public transport	1	-	1

YOUR LONDON AIRPORT <i>Gatwick</i>		Response method		
		Total	Email responses	Postal responses
	Surface access strategy should include improvements to existing (public) transport infrastructure / network / links	2	2	-
	Surface access strategy should include improvements to existing rail infrastructure / network / links	5	4	1
	Surface access strategy should include improvements to existing road infrastructure / links (A23 / M23 / M25 / local roads)	4	4	-
	Surface access strategy needs careful consideration / proper management	1	1	-
	Other surface access strategy	1	1	-
C.2	What, if any, comments or suggestions do you have about Gatwick Airport Limited's proposals for airport related development?			
	Base size:	17	16	1
	Negative	13	12	1
	Concerns about the impact of land take / amount of land allocated to airport related developments	5	4	1
	Concerns about the impact of relocation for businesses / industrial estates / Manor Royal	2	2	-
	Concerns about the impact from the loss / relocation of homes / residents	2	2	-
	Concerns about the impact on woodlands / ancient woodlands from airport related developments	5	5	-
	Concerns about the impact from infrastructure development / service related development	2	2	-
	Other airport related developments negative	1	1	-
	Alternative Airport Related Development Suggestions	4	4	-
	Airport related developments should be fully considered / properly managed	1	1	-
	Related developments should be well designed / state of the art / modern	1	1	-
	Related developments should give careful consideration to passengers / staff / local population	1	1	-
	Other related developments	1	1	-
C.3	What, if any, comments or suggestions do you have on the subject of runway crossings?			
	Base size:	1	1	-
	Negative	1	1	-
	Runway crossings are noisy / will increase noise impact	1	1	-
D.2	Please tell us your reasons for your answer to question D1 above.			
	Base size:	218	203	15
	Option 1	6	4	2
	Option 1 Support	1	-	1
	Conditional support for Option 1	1	-	1
	Option 1 allows for safer operation / reduces risk	1	-	1
	Option 1 allows for separate runways for take offs / landings / dependent segregated mode	1	-	1
	Option 1 Opposition	5	4	1
	Oppose / against Option 1	1	1	-
	Option 1 fails to provide any economic benefits	2	2	-
	Option 1 fails to provide a significant capacity increase	1	1	-
	Option 1 fails to provide the minimum requirement of 760m for independent operation on runways	1	1	-
	Option 1 is operationally inefficient / ineffective	2	2	-
	Other Option 1 opposition	1	-	1

YOUR LONDON AIRPORT <i>Gatwick</i>		Response method		
		Total	Email responses	Postal responses
Option 2	7	5	2	
Option 2 Support	3	2	1	
Support / prefer Option 2 / best option	3	2	1	
Option 2 Opposition	4	3	1	
Oppose / against Option 2	2	2	-	
Option 2 has a greater impact from noise / requires noise mitigation / acoustic bunds	1	1	-	
Option 2 has a greater impact on local businesses / economy	1	-	1	
Option 2 has a greater impact on green spaces / open areas / countryside / AONB	1	1	-	
Option 2 has a greater impact on people / local communities	2	1	1	
Option 3	11	10	1	
Option 3 Support	2	2	-	
Support / prefer Option 3 / best option / most logical	2	2	-	
Option 3 provides a long term solution / is further reaching / future proof	1	1	-	
Option 3 provides the maximum benefit for the economy / growth potential / local economy	1	1	-	
Option 3 Opposition	9	8	1	
Oppose / against Option 3	3	3	-	
Option 3 and Option 2 are too similar	1	1	-	
Option 3 has a greater frequency of flights affecting residents / communities	1	1	-	
Option 3 has a greater impact on industrial estates / means relocation of local businesses	1	-	1	
Option 3 has a greater impact on green spaces / open areas / countryside / AONB	1	1	-	
Option 3 has a greater impact on people / local communities	2	1	1	
Option 3 has a greater noise impact / requires noise mitigation / acoustic bunds	2	2	-	
Option 3 is the preferred option so will probably get built regardless of opinion	1	1	-	
Option 3 uses more land / brings airport boundary closer to residential areas / property	1	1	-	
Option 3 will have a negative impact on the community / quality of life / health and well being of residents / people in the area	1	1	-	
Alternative Option choices	209	195	14	
Conditional support for any / all Options	1	1	-	
Oppose all options / airport development / additional runway is not wanted / needed / necessary	197	184	13	
Support for / development / additional runway/s at Gatwick	11	10	1	
Support for new terminal building at Gatwick	1	1	-	
Thoughts on Gatwick Airport				
Base size:	49	42	7	
Support	2	2	-	
Airports are noisy / disruptive / property nearby is cheap / people living near airports should expect noise	1	1	-	
A second runway would improve safety / lead to greater safety	1	1	-	
A second runway would improve capacity / efficiency for Gatwick airport	2	2	-	
Gatwick support other	1	1	-	

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response method		
		Total	Email responses	Postal responses
Opposition		43	36	7
A second runway would not improve capacity / efficiency for UK / London Airports		2	1	1
Concerns about / impact of Flight Path Trials (FPTs)		2	2	-
Demand for air travel is reducing / will reduce further in the future		2	-	2
Gatwick cannot be trusted / they break promises / will not keep their word		2	2	-
Gatwick is currently adequate / provides enough choice of flights / destinations / airlines / is busy enough / provides enough capacity		6	5	1
Gatwick is not a hub / second runway will not turn Gatwick into a hub airport		1	1	-
Gatwick is too small / area is unsuitable / wrong place for expansion / development		12	11	1
Gatwick / airports should be at capacity / fully utilised / before considering development		9	9	-
Gatwick second runway / expansion has been ruled out previously / shown to be impractical		1	1	-
Gatwick / the South East doesn't need the jobs / let somewhere else benefit from more employment		4	2	2
Gatwick proposals are politically motivated / will benefit government / local authorities		1	1	-
Gatwick proposals for expansion / additional runway are for economic / financial / profit reasons only		14	13	1
Gatwick will lose airlines with a second runway / will not attract more airlines		1	-	1
Gatwick will not improve efficiency with a second runway		1	-	1
Proposals for capacity are unsustainable / passenger predictions / projection are incorrect / flawed / estimates		2	2	-
Proposals for development of capacity at Gatwick Airport are short term / a short term solution		3	2	1
Gatwick opposition other		3	1	2
Alternative suggestions		9	7	2
Gatwick 2nd runway should be completed as soon possible / in a adequate time frame		2	2	-
Gatwick should improve facilities within the airport / before considering development		4	3	1
Gatwick is not a hub / should remain as a support airport for Heathrow / larger hub airports		3	2	1
Alternative suggestions				
Base size:		33	28	5
Alternative airports for development		27	22	5
Build airport in Thames Estuary / Isle of Grain / Boris Island		7	6	1
Build a new airport / runway / expand in the North / Midlands / elsewhere		10	7	3
Heathrow Airport would be better for development / should have an additional runway		9	8	1
Luton Airport would be better for development / should have an additional runway		1	1	-
Manston Airport would be better for development / should have an additional runway		2	2	-

	YOUR LONDON AIRPORT <i>Gatwick</i>	Response method	
		Total	Email responses
Stansted Airport would be better for development / should have additional runway	5	4	1
Other Alternative Suggestions	13	12	1
The North / elsewhere should be given the opportunity to create jobs / grow their economy	6	5	1
Public opinion / local opposition should / must be listened to / not ignored	6	6	-
Other alternative suggestions	1	1	-
Thoughts on the consultation			
Base size:	56	50	6
Questionnaire	11	10	1
Criticism of the questionnaire / questions are closed / loaded	11	10	1
Consultation document	32	28	4
Criticism of consultation document / lacks detail / further information / study / consultation needed	17	15	2
Criticism of the consultation document / is biased / misleading	17	15	2
Criticism of the consultation document / details about noise levels are misleading / lacking detail	8	7	1
Criticism of the consultation document / lacking details relating to flight paths / flight path details are required	4	4	-
Criticism of the consultation document / too long / detailed / do not have time to read it all	1	1	-
Consultation process	34	30	4
Mentions of consultation events / meetings / exhibitions	23	20	3
Internet links do not work properly / are hard to navigate	5	5	-
Criticism of consultation process	20	18	2
Miscellaneous			
Base size:	18	16	2
Confidentiality requested	3	3	-
I am not / will not be affected by the runway / development / this proposal	3	2	1
Negative mentions of Government / politicians / parliament etc.	3	3	-
Stakeholder response (possible)	4	3	1
Other	6	6	-
Overall number of responses			
Base size:	300	250	50
Email	250	250	-
Postal	50	-	50

Appendix C: Technical note on coding process

Receipt and handling of responses

Postal response forms received by Ipsos MORI were logged and scanned electronically. The spontaneous verbatim responses to the open-ended questions (on the response form) were electronically captured as an image in the scanning process, then loaded into the Ascribe coding package. Responses received on the web-based electronic response form were logged, and the verbatim comments loaded into Ascribe. Emails received were also logged, assigned a ten digit serial number and added into Ascribe.

Other responses, such as letters, reports and paper campaigns were also logged and registered on arrival at Ipsos MORI. Each response was assigned a unique ten-digit serial number.

During each working day a tally of the total number of each format of response received was maintained and logged.

Where appropriate, longer and/or more technical responses were photocopied before being sent to the project management team for reading and analysis, before being reported upon.

While postal response forms were scanned, in a number of cases extra comments had been written on additional sheets of paper. Such responses were manually coded alongside free-text responses.

The handling of responses was subject to a rigorous process of checking, logging and confirmation in order to minimise document loss and to support a full audit trail. All original electronic and hard copy responses remained securely filed within Ipsos MORI, catalogued and serial numbered for future reference.

Unstructured stakeholder organisation responses were analysed qualitatively rather than being coded.

Development of initial coding frame

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

The Ipsos MORI coding team drew up an initial code frame for each open-ended free-text question using the first thirty to forty response form responses, and ten to fifteen responses for whitemail responses. An initial set of codes was created by drawing out the common themes and points raised across all response channels by refinement. Each code thus represents a discrete view raised. The draft coding frame was then presented to the Ipsos MORI project team and GAL project team and fully approved before the coding process continued. The code frame was continually updated throughout the analysis process to ensure that newly emerging themes within each refinement were captured.

Comments were coded in the section of the code frame they related to rather than on a question-by-question basis. So for instance if comments about the perceived impacts of the proposals was made at QB2 (which related to surface related transport) these were coded under QA2.

Coding using the Ascribe package

Ipsos MORI used the web-based Ascribe coding system to code all open-ended free-text responses found within completed response forms and from the free-form responses (i.e. those that were not sent in via the official response form and in another format such as letters, emails and reports, etc.). Ascribe is a proven system which has been used on numerous large-scale projects. The scanned and electronic verbatim responses (from the online and postal response forms) were uploaded into the Ascribe system, where the coding team worked systematically through the verbatim comments and applied a code to each relevant part(s) of the verbatim comment. Apart from emails, other free-form responses were coded manually, on paper and then the serial numbers and relevant codes were loaded into Ascribe.

The Ascribe software has the following key features:

- Accurate monitoring of coding progress across the whole process, from scanned image to the coding of responses.
- An “organic” coding frame that can be continually updated and refreshed; not restricting coding and analysis to initial response issues or “themes” which may change as the consultation progresses.
- Resource management features, allowing comparison across coders and question/issue areas. This is of particular importance in maintaining high quality coding across the whole coding team and allows early identification of areas where additional training may be required.
- A full audit trail – from verbatim response to codes applied to that response.

Coders were provided with an electronic file of responses to code within Ascribe. Their screen was split, with the left side showing the response along with the unique identifier, while the right side of the screen showed the full code frame. The coder attached the relevant code or codes to these as appropriate and, where necessary, alerted the supervisor if they believed an additional code might be required.

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

Briefing the coding team and quality checking

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

The core coding team took a supervisory role throughout and undertook the quality checking of all coding. Using a reliable core team in this way minimises coding variability and thus retains data quality.

To ensure consistent and informed coding of the verbatim comments, all coders were fully briefed prior to working on this project. The Coding Manager undertook full briefings and training with each coding team

member. All coding was carefully monitored to ensure data consistency and to ensure that all coders were sufficiently competent to work on the project.

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

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

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

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

To check and ensure consistency of coding, 100% of coded responses from the response forms were validated by the coding supervisor team, who checked that the correct codes had been applied and made changes where necessary.

Updating the coding frame

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

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

A second key benefit of the Ascribe system is that it provides the functionality of combining codes, revising old codes and amending existing ones as appropriate. Thus, the coding frame grew organically throughout the coding process to ensure it captured all of the important "themes".

Checking the robustness of the datasets

All open-ended free-text responses were coded twice, the first time by the coder and the second time by a senior coder to verify that the correct code or codes had been applied to the open-ended free-text responses and to make amendments as necessary. This second verification occurred once the coding frame had been extensively developed, enabling the most appropriate codes to be applied and the back-coding of "other" codes into newer codes where appropriate, using codes which may not have existed at the time the response was originally coded.

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

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

Appendix D: List of organisations and groups that took part

As well as responses from individuals, a number of responses from stakeholder organisations were received. These stakeholder organisations are listed in this section, and organised by category. Organisations which requested confidentiality are not listed here. Overall, 123 stakeholder organisations participated in the consultation.

a) BUSINESSES AND PROPERTY INTERESTS

- Apotek Consulting Ltd
- Assurity Consulting
- Beacon Pharmaceuticals Ltd
- Budget Web Online
- CAE Training & Services UK Ltd
- Carpenter Box LLP
- Coast to Capital LEP
- Gatwick Diamond Business
- Gatwick Diamond Initiative
- International Logistics Group (ILG) Ltd
- London Chamber of Commerce and Industry
- Manor Royal Business District (MRBD) Ltd
- Peter Brett Associates LLP
- Stiles Harold Williams Partnership LLP
- Telecon Ltd
- Utting Estates Ltd
- Wilky Property Holdings Plc
- Zai Khan Advertising

b) CAMPAIGN AND REPRESENTATIVE GROUPS

- 8th Dorking (Charlwood) Scout Group
- Association of Electrosensitive People (AES)
- Central Pro-Gatwick Expansion
- Crawley Older Persons Forum
- East Grinstead Post Referendum Group
- High Weald Parish Councils Aviation Action Group
- Gatwick Area Conservation Campaign (GACC)
- Gatwick Airport Consultative Committee (GATCOM)
- Gatwick Anti-Noise Group (GANG)
- Keep Ruser Green
- Little Oaks Sun Club
- Three Woods Group
- Weald Action Group Against Noise (WAGAN)

c) CONSERVATION, HERITAGE AND COMMUNITY INTEREST GROUPS

- Charlwood Village Fete
- Campaign to Protect Rural England (CPRE), Sussex Branch
- Campaign to Protect Rural England (CPRE), Reigate & Banstead Branch
- Campaign to Protect Rural England (CPRE), Surrey Aviation Group
- Dormans Park Trustees
- English Heritage, South East Office
- Ifield Village Association
- Royal Tunbridge Wells Town Forum
- Sussex Wildlife Trust
- The British Horse Society

- The Charlwood Society
- The East Grinstead Society
- The Warnham Society
- The Woodland Trust

d) LOCAL AUTHORITIES AND COUNCILLORS

- Crawley Borough Council
- East Sussex County Council
- Horsham District Council
- Kent County Council
- Mid Sussex District Council
- Mole Valley District Council
- Rother District Council
- Surrey County Council
- Surrey County Council (Cllr Helen Clack)
- Tandridge District Council
- Tandridge District Council (Cllr Lesley Steeds)

e) MEMBERS OF PARLIAMENT

- Crispin Blunt MP (Reigate)
- Sir John Stanley MP (Tonbridge and Malling)

f) PARISH AND VILLAGE COUNCILS

- Abinger Parish Council
- Alfold Parish Council
- Ardingly Parish Council
- Betchworth Parish Council
- Billingshurst Parish Council
- Bletchingley Parish Council
- Buckland Parish Council
- Capel Parish Council
- Charlwood Parish Council
- Chiddingstone Parish Council
- Colgate Parish Council
- Cuckfield Parish Council
- East Grinstead Town Council
- Edenbridge Town Council
- Fulking Parish Council
- Hassocks Parish Council
- Henfield Parish Council
- Hever Parish Council
- High Weald Parish Councils Aviation Group (Cllr Mitzy Martin Quirk)
- Horley Town Council
- Horne Parish Council
- Horsted Keynes Parish Council
- Kirdford Parish Council
- Leigh Parish Council
- Lingfield Parish Council
- Loxwood Parish Council
- North Horsham Parish Council
- Ockley Parish Council
- Parish Councils of Buckland, Betchworth, Brockham, Capel and Leigh
- Penshurst Parish Council

- Rudgwick Parish Council
- Rusper Parish Council
- Salfords and Sidlow Parish Council
- Slinfold Parish Council
- Southwater Parish Council
- Speldhurst Parish Council
- Storrington & Sullington Parish Council
- Warnham Parish Council
- Westerham Town Council
- West Hoathly Parish Council
- Whyteleafe Village Council
- Wisborough Green Parish Council

g) PUBLIC AND STATUTORY BODIES

- Natural England

h) RESIDENTS' ASSOCIATIONS

- Cambridge Lodge Park Residents Association
- Crawley Friends Housing Association
- Holmwood Lodge Estate Residents Association

Appendix E: Stakeholder workshop report by PPS Group

Gatwick Airport

Workshops Report

May 2014



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Invite list



Introduction

Gatwick Airport Limited (GAL) is keen to engage in meaningful consultation and dialogue with all members of the local community. This includes local residents as well as various other key local stakeholders, such as local politicians, community groups, and members of the business community.

GAL understood that in order to provide the maximum opportunity for such groups to participate in a proactive way, it needed to tailor its consultation programme to meet their needs. GAL instructed its specialist community engagement consultants, PPS Group, to draw up a strategy.

Objective

The objective was to provide this bespoke opportunity through in depth consultation events, separate from the public exhibitions. The events would be designed to appeal to key local stakeholders in both its format and objectives. The team agreed that the best format to progress with was a series of invite only workshops.

The stakeholder workshops would provide members of the GAL team with an in depth understanding of the issues being raised in the community, enabling the team to consider and evolve the designs, as well as allowing those stakeholders that participate to gain a greater understanding of the three proposed runway options. The feedback gathered would form part of the Ipsos MORI report on the consultation.

Event format

Both GAL and PPS were keen to create the correct environment at the workshops so that constructive and informative dialogue could take place, in a controlled setting.

Each of the workshops followed the same format. Following an introductory presentation from GAL, delegates were divided into small groups and invited to sit around one of four different discussion tables. At each table stakeholders were encouraged to discuss specific issues with GAL team specialists for around 20 minutes before moving on to the next table.

Aside from the structured group discussions, PPS and GAL had also erected the display boards that had been shown at all public consultation events so that the key stakeholders were able to comment on the same material that the public had seen. All of the exhibition boards were on display and available for attendees to view throughout the length of the workshop. As well as the boards, each workshop attendee was also given a consultation document and a memory stick with all of the consultation material already loaded onto it.

GAL anticipated that each of the four planned workshops, would last two and a half hours. This amount of time was allocated for each event so that each table had the opportunity to discuss four separate topics. Each table had a relevant GAL team expert who started and chaired the conversations. A facilitator/note taker was also on each table and recorded notes for later use.



The final 20 minutes of each workshop was used by the GAL team experts to sum up the debate that they had on their table. This was particularly important so that everyone could hear the full range of discussion points held at each table before the events were brought to an end. The feedback was presented in a balanced manner by the GAL experts from each table.

Locations and times

GAL and PPS intended to hold four workshop sessions in the four main towns within the consultation area. These locations were:

- **Crawley – 29th April**
- Horsham
- **Horley - 29th April**
- East Grinstead

However, due to the low acceptance rate to the invitations, GAL was only able to go ahead with two events, one in Crawley and one in Horley (in bold above).

Attendance and guests

Prior to the workshops GAL and PPS carefully analysed all local stakeholders and agreed upon an invite list (list attached in appendices). The events were “invite only” events so that PPS could organise the catering and event format. A wide range of stakeholders were invited to attend in an attempt to keep the workshops varied and productive. The local stakeholders were sent invites, by email and post, a month before the event at the start of the public consultation period.

Although nearly 160 key stakeholders were sent invites, only 36 local stakeholders were actually able to attend the events. Both GAL and PPS had anticipated that the attendance levels would be far higher than this, but due to a number of factors the attendance was less than expected.

Possible reasons for the disappointing level of interest in the workshops include the overwhelming popularity of the 17 public exhibitions, which were being held at the same time, this, twinned with the extensive work that the GAL team has already undertaken in community relations and official meetings we believe resulted in a lower than anticipated turnout.

However, the workshops did attract a good cross section of local stakeholders, from Parish Council Leaders to Resident Association Chairs alongside members of GATCOM and established Gatwick campaign and pressure groups. The format (detailed above) allowed the representatives from the local community to engage in detail with GAL’s specialist team and each other.

The agenda for the workshops is outlined below:



- Coffee and introductions – 10 minutes
- Introductory presentation – 30 minutes
- Table discussion, Noise – 20 minutes
- Table discussion, Surface Access – 20 minutes
- Table discussion, Environment – 20 minutes
- Table discussion, Socio-Economic – 20 minutes
- Summary of discussions by technical experts – 20 minutes
- Close

Key discussion issues

As outlined earlier in the report, the stakeholders discussed the four pre-agreed topics in detail with the various specialists from the GAL team. The discussions were recorded by either a GAL team member or a PPS member of staff. There were two PPS staff members present at each event. The areas discussed are detailed below:

Surface Access

- A number of attendees had questions about **long-term transport investment plans** that would form part of any future planning application
- A number of comments were made about the **Gatwick Express**, with a majority of comments inferring that the train line was not that “express” at all
- The **rail station proposal** was discussed, including platforms, capacity and access.
- The planned improvements to the **M23 and junction 9** on the M25 were positively received. There was also discussion around alternative junction options.
- Discussions regarding the **reconfiguration of the current South Terminal** to allow for the planned new transport interchange which would provide rail and road access to the airport
- How long will the planned **re-routing of local roads** take, and what consultation will be held prior to any local infrastructure works
- Discussion regarding the **capacity and resilience** of the surface access proposals.
- Discussion about **the impact of additional road vehicles** on the local community.
- Had **tunneling of the A23** been considered?
- The **east-west road links** are very poor. What is being done to improve this?
- Will there be **improved facilities for cyclists**, e.g. showers?
- Are there any plans to provide **rail links to Ashford and Tonbridge**?
- It was suggested that **better local bus services** would be needed, including during the night-time for shift workers.

Socio-economic

- A number of attendees asked the GAL team about the **projected employment** numbers (direct or indirect) and the **numbers of houses** that might be needed. There were also concerns regarding **infrastructure requirements** to support housing. Exploring how GAL can help to support this.
- The **quality of employment** generation was discussed, noting that there is a perception that the airport generally offers low grade jobs. It was noted that catalytic growth can be important as this can provide high quality employment.



- A number of attendees made suggestions relating to **education and training** and the need to **work together with local agencies**, LPAs etc to promote future employment opportunities.
- Wider questions were asked about the **future investment in local hospitals and schools** that will be needed as a result of any expansion.
- Attendees were keen to learn how the **nearby businesses** would be affected, especially those located to the southern boundary of the airport.
- There was discussion around **what happens if Gatwick doesn't get selected** as the location for the next runway, with particular concern regarding the knock on effect to business and inward investment.
- There were concerns that **land shortages could increase rates** and make it more expensive. Areas of underused land locally were highlighted e.g. in Horley.
- Potential to work with councils to **bring benefits from further afield** and balancing effects.
- Representatives from **Surrey** highlighted the need to consider the benefits and impacts in this area **as well as Sussex**, which tends to be the focus.

Noise

- There were a number of questions about the **current flight paths**
- A few people enquired about the reasoning behind the **increased flights at night**
- There were specific questions about projected **flight numbers over rural areas** that don't currently experience flights

Air Noise Contours

- There was a general view that the contours are difficult to understand, and that they do not represent the **noise disturbance/ actual flight paths**.
- It was also suggested that the use of the **57dBA Leq contour** is not appropriate in a rural area where background noise levels are much lower than in urban areas and therefore aircraft noise is more noticeable. Also that aircraft operations will be more continuous **reducing the length of quieter periods** between overflying aircraft.
- Given these concerns there was general support that the Airports Commission advocated looking at a **range of different noise metrics**.

Airspace

- There was a general concern that no information was presented on **flight paths**, and attendees would have liked to have seen more information on how flight paths for the different options would be configured.
- **Aircraft turning and climbing points** lead to changes in character of noise

Noise Impacts

- It was noted that a second runway would lead to **an increase in noise effects** and that this had to be balanced with the benefits that a second runway would bring.
- Consideration should be given to **impacts of noise on heritage assets** and conservation areas and tranquil / protected countryside, **as well as to the people, schools and community buildings affected**.



Mitigation

- Some felt the **Council Tax Initiative** was a good proposition, whilst others expressed concerns that it could have an adverse impact on property prices by highlighting the noise impacts to prospective purchasers
- Attendees were unfamiliar with the proposals and benefits of the proposed **noise bunds and noise walls** but were supportive of these measures
- It was suggested that a **ground run pen** should be included in the proposals
- Existing and the prospect of increasing **night flights** was a concern. The possibility of spreading night flights across 2 runways and thereby offering days or weeks of respite was seen as attractive by some attendees. But others felt that this could have a disruptive effect on sleep patterns.
- Some considered that Option 3 gave the maximum opportunity and flexibility to provide **respite**. It was noted that Option 2 gave the opportunity to offer respite and maintained the longer term flexibility to move to mixed mode.

Environment

- **Air quality was discussed**, for both today and the future. Potential impacts on Ashdown Forest were also discussed.
- The relocation of **Lowfield Heath** church was discussed with a suggestion that parts of the church (internal fittings/artwork) could be used in a non-denominational facility in new development .
- **The Greyhound pub** was highlighted as this is the venue for the world marbles championships.
- The proposed **linear park** along the airport boundary was discussed, and attendees suggested that could be made to replicate the environment in the area to the North? E.g. with information boards etc. This would be a valuable community facility.

Flood Risk

- A number of attendees asked for reassurance that the necessary measures were being considered to **minimise future flood risk**. There was particular concern from Horley that Gatwick development will not further increase the risk, and the design of 1 in 100 +20% was also discussed.
- The **diversion of the River Mole** was discussed, along with the capacity of balancing ponds – are they even adequate now and will they be for the future?



Conclusion

The workshop events provided key local stakeholders with a focused environment within which they could engage with the GAL team and examine the consultation material closely.

We believe that the event format worked well and the attendees found the open and informative style useful and productive, as did the GAL team who are normally not able to engage with such a variety of stakeholders and opinions in such a short period of time. Attendees left the events with a far better understanding about the proposals and the aims of the Airports Commission in general. As we have detailed in the report we believe that the low turnout was due to a number of reasons, but largely because a number of the invitees had probably either attended one of the public exhibitions; met with the GAL team in recent weeks or read a sufficient amount of details about the consultation and the proposals in either the local media coverage or on the project website.

The workshop events were not the only opportunity for these stakeholders to engage with the project team. All of the invitees were also invited to attend one of the 17 public exhibition events, if they were unable to attend the workshops, and GAL are continuing their proactive local engagement with local politicians, community groups and businesses.



Invitation list

A full list of stakeholders who were invited to attend the workshop events

- Chris Anderson, Parish Clerk, Godstone Parish Council
- Diane Ashby, Interim Chief Operating Officer, West Sussex County Council
- Norman Baker MP, MP for Lewes
- Andrew Baldwin, Environment , Horsham District Council
- Peter Barclay, Charlwood Parish Council
- Peter Barclay, Newdigate Parish Council
- Gavin Barwell MP, MP for Croydon Central
- Wendy Bell, Chief Executive, Sussex Enterprise
- Paul Beresford MP, MP for Mole Valley
- Gill Black , Planning Committee, Tandridge District Council
- Rob Blackman, Leader of the Council, Lewes District Council
- Howard Bloom, Leader of the Council, Crawley Borough Council
- Crispin Blunt MP, MP for Reigate
- Norman Boyland, Chair, West Sussex Economic Partnership
- David Brazier, Member for Transport and Environment, Kent County Council
- Roger Brown, Parish Clerk, Nutfield Parish Council
- Pat Buckley, Parish Clerk , Crowhurst Parish Council
- Polly Buckley, Manager, Institute of Directors Surrey
- Chris Burchell, Managing Director, Southern Rail
- David Butcher, Chairman, Gatwick Diamond Management Group
- Paul Carter, Leader of the Council, Kent County Council
- Tony Chadwick, Woodland Trust
- Stapleton Chair, Crawley Local Economic Action Group,
- Cambell Chair, Brighton and Hove Tourism Alliance,
- Teague Chairman, Northgate Matters
- Cox Chairman, The Charlwood Society
- Lucinda Charlesworth, Parish Clerk, Outwood Parish Council
- Greg Clark MP, MP for Royal Tunbridge Wells
- Beverly Clayden, Parish Clerk, Colgate Parish Council
- Jackie Coke, Capel Parish Council
- Lillian Comber, Chairman, Three Bridges Forum
- Ron Crank, Chief Executive, Coast to Capital LEP
- Jeannie Crosby, Parish Clerk , Burstow Parish Council
- Tracey Crouch MP, MP for Chatham and Aylesford
- Tom Crowley, Chief Executive, Horsham District Council
- Richard Davies, Commercial Director, Hertz
- Ray Dawe, Leader of the Council, Horsham District Council
- Jackie Doyle-Price MP, MP for Thurrock
- Graham Dudley, Chair of Planning Committee, Epsom and Ewell Borough Council
- Sheridan East of England Rep, The Gypsy Council ,
- Richard Eccles, Director of Network Planning, Network Rail
- Fay Ellwood, Parish Clerk, Lingfield Parish Council
- Nathan Elvery, Chief Executive, London Borough of Croydon

- Michael Fallon MP, MP for Sevenoaks
- Mike Fisher, Leader of the Council, London Borough of Croydon
- Kevin Flanagan, Express Services Manager, Oxford Bus Company
- L. K. Fletcher, Ockley Parish Council
- Geoff French, Chief Executive, Enterprise M3
- Rosemary French, Executive Director, Gatwick Diamond Initiative
- John Furey, Transport, Highways and Environment , Surrey County Council
- Paul Gardiner, Economic Development Manager, Institute of Directors Kent
- Formstone General Manager, Federation of Small Businesses (Surrey and West Sussex region),
- Matthew Glass, UK operations and Property Manager, Avis
- Keith Glazier, Leader of the Council, East Sussex County Council
- Derek Godfrey, Vice Chair, South East LEP
- Louise Goldsmith, Leader of the Council, West Sussex County Council
- Matthew Golton, Managing Director, First Great Western
- Michael Gove MP, MP for Surrey Heath
- Chris Grayling MP, MP for Epsom & Ewell
- Sam Gyimah MP, MP for East Surrey
- Kathryn Hall, Chief Executive, Mid Sussex District Council
- Lee Harris, Chief Executive, Crawley Borough Council
- Sharon Hedges, Passenger Manager, Passenger Focus
- Charles Hendry MP, MP for Wealden
- Nick Herbert MP, MP for Arundel and South Downs
- Nick Hill, Commercial Director, Metrobus
- David Hodge, Leader of the Council, Surrey County Council
- Adam Holloway MP, MP for Gravesham
- Jeremy Hunt MP, MP for South West Surrey
- Malcolm Hyde, Regional Director, CBI South East
- Jo James, Chair, Kent Invicta Chambers of Commerce
- Bernard Jenkin MP, MP for Essex North
- Peter Johns, Chairman, South East LEP
- John Jory, Chief Executive, Reigate & Banstead Borough Council
- John Kately, Managing Director (Gatwick), Excel Coaches
- James Kemp, Director, Airport Cars
- Sue Kemp, Parish Clerk, North Horsham
- Gordon Keymer CBE, Leader of the Council, Tandridge District Council
- Simon Kirby MP, MP for Brighton Kemptown & Peacehaven
- Jason Kitcat, Leader of the Council, Brighton & Hove City Council
- Charles Lant, Chief Executive, Wealden District Council
- Bob Lanzer, Planning and Economic Development, Crawley Borough Council
- Jon Law, Chairman, Talk Ifield
- Jonathan Lord MP, MP for Woking
- Ron Macrae, Secretary, Gossops Community Forum
- Francis Maude MP, MP for Horsham
- Carl Maynard, Transport and Environment , East Sussex County Council
- Juliet McCaffery, Sussex Traveller Action Group
- Tracey McCormack, Parish Clerk, Tandridge Parish Council
- Andrew McNaughton, Chairman District Planning Committee, Mid Sussex District Council



- David McNulty, Chief Executive, Surrey County Council
- Angela McWatt, Branch Administrator, Institute of Directors Sussex
- Louise Meehan, Parish Clerk, Horne Parish Council
- Mike Miller, Planning and Development, Reigate & Banstead Borough Council
- Heath Miller, Managing Director, TGM
- Anne Milton MP, MP for Guildford
- Claire Minter, Parish Clerk, Salfords & Sidlow Parish Council
- Pieter Montyn, Cabinet Member for Highways and Transport, West Sussex County Council
- Graham Morphew, Managing Director, APCOA
- Anthony Murnagh, Chair, Brighton and Hove Economic Partnership
- N/A N/A, Pound Hill North Residents Association,
- Jane Noble, West Sussex Access Forum
- John Northcott, Planning, Mole Valley District Council
- Richard Olliver, Council Chairman and Town Mayor, Horley Town Council
- Richard Ottaway MP, MP for Croydon South
- Mark Pearson, Chair, Surrey Connects (Economic Partnership)
- Jason Perry, Planning, Regeneration and Transport, London Borough of Croydon
- Sue Perry, Chairman, Talk Broadfield
- Gary Peters, Managing Director, Gatwick Diamond Jobs
- Louise Punter, Administrator, Surrey Chamber of Commerce
- Dominic Raab MP, MP for Esher & Walton
- Steve Reed MP, MP for Croydon North
- Yvonne Rees, Chief Executive, Mole Valley District Council
- Louise Round, Chief Executive, Tandridge District Council
- Jenny Rowlands, Chief Executive, Lewes District Council
- Frances Rutter, Chief Executive, Epsom and Ewell Borough Council
- Jennifer Saunders, Parish Clerk, Worth Parish Council
- Steve Sawyer, Manor Royal Business Group
- Roy Seboa, Managing Director, Gatwick Flyer
- Allen Secretary, Langley Green Forum,
- Brendon Sewell, Chairman, GACC
- Khaled Shahbo, Director, Enterprise
- Becky Shaw, Chief Executive, East Sussex County Council
- Terry Smith, Chairman, Maidenbower Park Community Club
- Henry Smith MP, MP for Crawley
- Nicholas Soames MP, MP for Mid Sussex
- Lise Sorensen, Local Economy Action Group
- Claire Sowden, Parish Clerk, Rusper
- Daniela Spagnoli, Head of Gatwick Express, Gatwick Express
- Joan Spiers, Leader of the Council, Reigate & Banstead Borough
- Tom Stables, Managing Director - Coach Division, National Express
- Bob Standly, Leader of the Council, Wealden District Council
- John Stanley MP, MP for Tonbridge and Malling
- David Statham, Managing Director, First Capital Connect
- Paula Street, Assistant Secretary, GATCOM
- Jeremy Taylor, Chief Executive, Gatwick Diamond Business
- Penny Thompson, Chief Executive, Brighton and Hove City Council
- Chris Townsend, Leader of the Council, Mole Valley District Council

- Sharon Tuckwell, Regional Director, Europcar
- Per Voegerl, Managing Director, Sixt
- Garry Wall, Leader of the Council, Mid Sussex District Council
- Kim Wanting, Parish Clerk, Bletchingley Parish Council
- Mike Weatherley MP, MP for Hove
- Ian Weller, Chairman, Talk Bewbush
- Pete West, Environment, Sustainability and Transport, Brighton and Hove City Council
- Tony Whitbread, Sussex Wildlife Trust
- Ros White, Parish Clerk, Felbridge Parish Council
- Rex Whittaker, Leader of the Council, East Grinstead Town Council
- Dennis Williams, Chairman, West Green Community Forum
- Friends, Families and Travellers
- CPRE Sussex
- Chief Executive, West Sussex County Council Youth Cabinet
- CPRE Surrey
- The Parish Clerk , Parish Clerk, Turners Hill Parish Council
- Sussex Traveller Action Group (STAG)
- Sanasay , Crawley Young Persons Council,
- Howard Read, Southern Rail
- Tony Rickett, North Horsham
- Tony Schofield, GATCOM representative, Reigate & Banstead Borough Council
- Alex Horwood, GATCOM representative, Reigate & Banstead Borough Council
- Vivienne Michael, Mole Valley District Council
- Charles Yarwood, Mole Valley District Council
- Hilary Sewill, Charlwood Parish Council
- Neil Border, Policy Manager, West Sussex County Council
- Simon Bland, Business & Community Engagement Manager, Reigate & Banstead Borough Council
- Roger Purcell, Warnham Parish Council
- Jon Wheeler, Office Transport Strategy, East Sussex County Council
- Mike George, Planning Chairman, Horley Town Council
- Bob Samways, Ifield Village Conservation Area Advisory Committee
- Rachel Harrington, Assistant Director (Clinical Strategy), NHS England
- Paul Howard, Regional Lead Economic Development, Highways Agency
- Alan Brooks, Parish Councillor, Worth Parish Council



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