



Meeting note

File reference

Status FINAL
Author Robert Ranger
Date 29 May 2015

Meeting with Gatwick Airport Limited
Venue Temple Quay House, Temple Quay, Bristol, BS3 1RE

Attendees **Gatwick Airport Limited**
Alison Addy
Daniel Smyth

The Planning Inspectorate
Mark Wilson
Robert Ranger
Sheila Twidle
Lynne Franklin

Meeting objectives Introductory discussion and establishment of dialogue in relation to a potential application for a new runway at Gatwick Airport.

Circulation All attendees.

Summary of key points discussed and advice given:

Attendees were reminded about the openness policy and that any advice given will be recorded and placed on the Planning Inspectorate's (PINS) website in the form of a meeting note. PINS explained that any advice given does not constitute legal advice upon which applicants (or others) should rely on.

Introductions

GA and PINS introduced their delegates. GA explained that they are anticipating that the Airports Commission will report to government in late Q2/early Q3 2015. GA is strongly promoting to the Commission the position that Gatwick is best placed amongst airports in the South East to accommodate a significant increase in passenger capacity, with the most favourable balance of benefits to impacts.

PINS advised that they are aware of the work of the Airports Commission, which they expect will inform the Government's view when setting policy in respect of nationally significant aviation infrastructure. That policy may be set out in a National Policy

Statement in due course, which would form the framework against which any application for additional airport capacity, greater than the NSIP thresholds, will be assessed.

PINS emphasised that the Planning Inspectorate is not a policy-making body. Also, examining authorities (when examining an application) and the Secretary of State (when deciding whether to make a DCO) can disregard submissions on applications that address the merits of policy in any designated NPS.

Approach to public consultation

GA outlined the consultation on options that they have undertaken on their proposals for a second runway at Gatwick, and shared their preferred option of a new southern runway with parallel taxiways allowing dual-mode operation. They anticipate that this new runway would increase the capacity of the airport by between 40 and 50 million passengers per annum, who would be served by a new terminal building and associated infrastructure including car parking, hotels and other commercial development.

Although the position of that runway will be set to minimise noise and optimise operational efficiency and is therefore heavily informed by technical constraints, GA are keen to consult further on the detail of the supporting development such as the design of the terminal building, layout and location of associated commercial structures, and landscaping.

PINS advised that the ability of statutory consultees to provide meaningful feedback is improved if consultation is not undertaken by the developer at the same time as they submit their request to PINS for a scoping opinion, as the same consultees will be involved. Parallel consultation can lead to confusion and may not result in the best use being made of the scoping procedure to inform the applicant's environmental statement.

Preparing an application for development consent

GA respects the legal agreement in place with West Sussex County Council not to develop a second runway before 2019.

If the Government decides to support a second runway at Gatwick, Gatwick Airport Limited will work up its detailed proposals, including consultation with stakeholders, with a view to the submission of an application for development consent following adoption of a National Policy Statement. No firm decision on the timing of any such application is likely to be made before that time.

Specific decisions / follow up required?

- GA will keep PINS updated on pre-application progress, subject to the outcome of the Airports Commission report.