

Meeting note

File reference

Status

FINAL

Author

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Date

26 November 2015

Meeting with

Gatwick Airport Ltd

Venue

Temple Quay House, Bristol

Attendees

The Developer:

Alison Addy, Dan Smyth, Doug Waters

The Planning Inspectorate:

Susannah Guest (Infrastructure Planning Lead), Rob Ranger (Case Manager), Rachel Gaffney (Assistant Case Officer), Sheila Twidle (Environmental Services Team), Lynne Franklin (PINS Lawyer)

Meeting objectives

Pre-application project update meeting

Circulation

All attendees

Summary of key points discussed and advice given:

Background

The Planning Inspectorate advised on its openness policy, explaining that any advice given under section 51 of the Planning Act 2008 (as amended) (the PA2008) would be recorded and placed on the National Infrastructure website. Any advice would not constitute legal advice upon which applicants (or others) could rely.

Everyone present was introduced, and individual roles were explained.

Gatwick Airport Ltd (GAL) provided a re-cap from the previous meeting (August 2015) and the progress of the scheme since that meeting. GAL noted the Airports Commission Recommendation and it was discussed that a government response was anticipated to be published by the end of the year. The response to the Airports Commission recommendation would shape how this project moves forwards, however GAL noted that they had been maintaining their programme so in the event of a decision/announcement in favour of Gatwick this would trigger the programme to proceed promptly.

Land access

The subject of land access was discussed. GAL explained that no more work has been undertaken in terms of land access since the previous meeting but that a specific meeting on land access issues would be helpful early in 2016.

The developer referred to plans to inform discussion of the site and land ownership, noting that much of the land required for development is in the ownership of a relatively small number of landowners. The developer noted that the Homes and

Communities Agency controls interests over large amounts of land surrounding the airport site. Generally, land to the south of the site is in agricultural use. Crawley Borough Council own some of the plots of land,. Access to the site for surveys will be required to the south of the scheme and efforts will be made to secure this by agreement with landowners; GAL could make applications for access to land under S53 of the PA2008 if it becomes necessary to do so.

The Inspectorate advised that obtaining land access approval can take some time and referred to Advice Note 5. If access was critical for example for survey work, the time to obtain the approval would need to be carefully built into the programme. It was noted that engagement with land owners is an important part of the development of any scheme and should occur within the pre-application stage of the process.

Off site works

PINS advised that it would be appropriate to consider whether any offsite mitigation measures would be included in the application. It was noted that any highway improvements required to implement the proposed development or associated with it could be included in the Development Consent Order (DCO). GAL explained that there were likely to be highway developments and improvements and that discussions are currently ongoing with Highways England (HE). Two phases of alterations will be necessary for the A23 which runs through the proposed development site.

PINS asked whether GAL was proposing to apply separately for any enabling works under the Town and Country Planning Act (TCPA), falling outside the DCO application. GAL explained that their programming suggested there would be no need for enabling works; however enabling works will be considered if matters change.

Other uses of land within the scheme were discussed. The developers have considered using land to the East for employment. Plans show there are 166 houses which would be demolished as part of the scheme. Engagement with Local Authorities has included discussions regarding future growth in the area. GAL noted that Local Authorities often have a particular focus on housing; however housing would not be part of the planned development. Several discussions have occurred between the developer and West Sussex County Council and Crawley Borough Council.

Phasing

The four phases of the scheme were highlighted by the developer. PINS suggested that clear wording of the phasing process should be considered during the drafting of the DCO to retain a level of flexibility.

Within the current draft phasing plan, which is subject to change, phase one of the scheme suggests an opening date of 2025. The developer has predicted that phase one could increase Gatwick's capacity to 63 million passengers per annum.

It was noted that there will be upgrades to the rail network before the Gatwick second runway proposal is forecast to be operational. The Network Rail upgrades have already been programmed and the funding is already in place. GAL noted that they are making a funding contribution to these planned rail improvements. GAL moved on to discuss details of the 'Gatwick Gateway' which would be a proposed centralised area designed in a similar way to a typical railway station concourse. The 'Gatwick

Gateway' will provide a centralised hub with links between the airport, car parks and railways; some aspects of potential commercial units were also discussed.

Phase two would be complete by 2030 and it has been estimated by the developer that the capacity of Gatwick will increase by up to 10 million per annum. GAL explained that Phase three could occur in 2035 followed by Phase four in operation by 2040.

GAL outlined that construction would be simple as the scheme generally has no particularly novel construction or design elements.

Air space

The discussion then moved on to airspace change/design as a key issue to the scheme. GAL discussed The Civil Aviation Authority (CAA) and their CAP 725 Guidance on the Application of the Airspace Change Process. The London Airspace Management Programme (LAMP) was also discussed. The Inspectorate advised that any issues surrounding airspace change and design need to be clear in advance of publication of the Statement of Community Consultation (SoCC). The developer noted that they have obtained legal advice on the matter of airspace change/design as part of the DCO process.

Other matters

The Inspectorate also advised that new EIA regulations are to be published by May 2017, and it may be useful to review these new regulations before submission.

Some key logistics of the scheme including security aspects were discussed. The developer noted that the security measures for the scheme would be in line with current standards.

GAL indicated that the current anticipated date to submit a Scoping request could be as early as April/May 2016. During next year baseline data collection and survey works will occur, The Inspectorate suggested that it might be more useful to scope after the surveys have taken place rather than before as the information collected may allow for more issues to be scoped out.

Specific decisions / follow up required?

- Any future progress of this project will be profoundly affected by the Government's policy response to the Airports Commission Recommendation. If any announcement supports an application on behalf of Gatwick then GAL suggested a meeting in late January – early February. If the outcome is not clear, GAL indicated that a meeting later in 2016 would be realistic. It was therefore suggested that a meeting would tentatively be put in the diary for the beginning of 2016.
- The Inspectorate confirmed their willingness to attend or hold events to provide advice to Local Authorities and communities potentially affected by the scheme at the pre-application stage. It was suggested it would be appropriate for The Inspectorate and the developer to be present to familiarise these parties with the scheme, the PA2008 process and role of The Inspectorate in the development; although care would be taken to preserve and communicate the separate and impartial role of The Inspectorate.