An aerial photograph of Gatwick Airport's northern runway and taxiway. The runway is a long, straight concrete strip with white markings, including the number '26' and the letter 'L'. Several aircraft are visible on the taxiway and runway. In the foreground, a large white Airbus A380 is taxiing towards the viewer. To its left, a smaller white aircraft is also taxiing. Further back, another white aircraft is visible. In the bottom left corner, a red and white EasyJet aircraft is taxiing. The surrounding area includes green grass, paved taxiways, and airport buildings in the distance. The text 'YOUR LONDON AIRPORT' is written in white, uppercase letters, and 'Gatwick' is written in a white, cursive font below it.

YOUR LONDON AIRPORT
Gatwick

Our northern runway: making best use of Gatwick

Environmental Impact Assessment Scoping Report Volume 3: Appendices

September 2019

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Appendix 2.2.1

National Planning Policy Context

1 National Planning Policy Context

- 1.1.1 National Planning Policy, as relevant to a DCO determination for the Project, comprises the following principle national planning policy and aviation strategy documents:
- National Planning Policy Framework (2019)
 - Airports National Policy Statement (2018)
 - Aviation Strategy: The Future of UK Aviation - Making Best Use of Existing Runways (2018)
 - Aviation Policy Framework (2013)
 - Aviation Strategy (Green Paper): Aviation 2050 - The Future of UK Aviation Policy (2019)

1.2 National Planning Policy Framework (2019)

- 1.2.1 The Government published the National Planning Policy Framework (“NPPF”) in February 2019. The NPPF is the principal national planning policy document in relation to the preparation of local plans and the determination of planning applications. Key points of relevance for the Project are set out below:

Nationally Significant Infrastructure Projects

- 1.2.2 5: ‘The Framework does not contain specific policies for nationally significant infrastructure projects. These are determined in accordance with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure, as well as any other matters that are relevant (which may include the National Planning Policy Framework). National policy statements form part of the overall framework of national planning policy, and may be a material consideration in preparing plans and making decisions on planning applications.’

Planning Decisions

- 1.2.3 38: ‘Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of

the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.’

Economic Growth

- 1.2.4 80: ‘Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.’

Open Space

- 1.2.5 97: ‘Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: ...b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or...’

Transport

- 1.2.6 108: ‘In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’
- 1.2.7 109: ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

- 1.2.8 111: ‘All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.’

Design

- 1.2.9 130: ‘Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used).’
- 1.2.10 131: ‘In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.’

Green Belt

- 1.2.11 144: ‘When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.’
- 1.2.12 146: ‘Certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. These are:
- a) mineral extraction;
 - b) engineering operations;

- c) local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- d) the re-use of buildings provided that the buildings are of permanent and substantial construction;
- e) material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and...

Flood Risk

- 1.2.13 155: 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.'
- 1.2.14 159: 'If it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance.'
- 1.2.15 160: 'The application of the exception test should be informed by a strategic or site-specific flood risk assessment, depending on whether it is being applied during plan production or at the application stage. For the exception test to be passed it should be demonstrated that:
 - a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
 - b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.'
- 1.2.16 161: 'Both elements of the exception test should be satisfied for development to be allocated or permitted.'
- 1.2.17 163: 'When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;
- b) the development is appropriately flood resistant and resilient;
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;
- d) any residual risk can be safely managed; and
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.'

1.3 Airports National Policy Statement (2018)

- 1.3.1 The Government published in June 2018 the Airports National Policy Statement (NPS) – new runway capacity and infrastructure at airports in the South East of England, which sets out the primary policy for decision-making in relation to the proposed new runway at Heathrow, and states that it 'will be an important and relevant consideration in respect of applications for new runway capacity and other airport infrastructure in London and the South East of England.'
- 1.3.2 The NPS also notes that, in addition to a new runway at Heathrow, the Government is supportive of airports beyond Heathrow making best use of their existing runways.
- 1.3.3 Key points of relevance for the Project are set out below:

Assessment of Impacts – Decision Making:

Surface Access – Decision Making

- 1.3.4 5.21: 'The applicant's proposals will give rise to impacts on the existing and surrounding transport infrastructure. The Secretary of State will consider whether the applicant has taken all reasonable steps to mitigate these impacts during both the development and construction phase and the operational phase. Where the proposed mitigation measures are insufficient to effectively offset or reduce the impact on the transport network, arising from expansion, of additional passengers, freight operators and airport workers, the Secretary of State will impose requirements on the applicant to accept requirements and / or obligations to fund infrastructure or implement other measures to mitigate the adverse impacts, including air quality.'

- 1.3.5 5.22: 'Provided the applicant is willing to commit to transport planning obligations to satisfactorily mitigate transport impacts identified in the transport assessment (including environment and social impacts), with costs being considered in accordance with the Department for Transport's policy on the funding of surface access schemes, development consent should not be withheld on surface access grounds.'

Air Quality – Decision Making

- 1.3.6 5.42: 'The Secretary of State will consider air quality impacts over the wider area likely to be affected, as well as in the vicinity of the scheme. In order to grant development consent, the Secretary of State will need to be satisfied that, with mitigation, the scheme would be compliant with legal obligations that provide for the protection of human health and the environment.'
- 1.3.7 5.43: 'Air quality considerations are likely to be particularly relevant where the proposed scheme:
 - is within or adjacent to Air Quality Management Areas, roads identified as being above limit values, or nature conservation sites (including Natura 2000 sites and Sites of Special Scientific Interest);
 - would have effects sufficient to bring about the need for new Air Quality Management Areas or change the size of an existing Air Quality Management Area, or bring about changes to exceedances of the limit values, or have the potential to have an impact on nature conservation sites; and
 - after taking into account mitigation, would lead to a significant air quality impact in relation to Environmental Impact Assessment and / or to a deterioration in air quality in a zone or agglomeration.'

Noise – Decision Making

- 1.3.8 5.68: 'Development consent should not be granted unless the Secretary of State is satisfied that the proposals will meet the following aims for the effective management and control of noise, within the context of Government policy on sustainable development:
 - Avoid significant adverse impacts on health and quality of life from noise;

- Mitigate and minimise adverse impacts on health and quality of life from noise; and
- Where possible, contribute to improvements to health and quality of life.'

Carbon Emissions – Decision making

1.3.9 5.82: 'Any increase in carbon emissions alone is not a reason to refuse development consent, unless the increase in carbon emissions resulting from the project is so significant that it would have a material impact on the ability of Government to meet its carbon reduction targets, including carbon budgets.'

1.3.10 5.83: 'Evidence of appropriate mitigation measures (incorporating engineering plans on configuration and layout, and use of materials) in both design and construction should be presented as part of any application for development consent. The Secretary of State will consider the effectiveness of such mitigation measures in order to ensure that, in relation to design and construction, the carbon footprint is not unnecessarily high. The Secretary of State's view of the adequacy of the mitigation measures relating to design, construction and operational phases will be a material factor in the decision making process.'

Biodiversity and Ecological Conservation – Decision Making

1.3.11 5.96: 'As a general principle, and subject to the specific policies set out below and the Infrastructure Planning (Decisions) Regulations 2010, development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation proposals to counteract any impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort appropriate compensation measures should be sought. The development consent order, or any associated planning obligations, will need to make provision for the long term management of such measures.'

1.3.12 5.97: 'In taking decisions, the Secretary of State will ensure that appropriate weight is attached to designated sites of international, national and local importance, protected species, habitats and other species of principal importance for the

conservation of biodiversity, and to biodiversity and geological interests within the wider environment.'

1.3.13 5.98: 'The most important sites for biodiversity are those identified through international conventions and European Directives. The Habitats Regulations provide statutory protection for European sites and require an assessment of impacts upon such sites. The Government considers that the following wildlife sites should have the same protection as European sites:

- Potential Special Protection Areas and possible Special Areas of Conservation;
- Listed or proposed Ramsar sites; and
- Sites identified or required as compensatory measures for adverse effects on European sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.'

1.3.14 5.100: 'Many Sites of Special Scientific Interest are also designated as sites of international importance and will be protected accordingly. Those that are not, or those features of Sites of Special Scientific Interest that are not covered by an international designation, will be given a high degree of protection. All National Nature Reserves are notified as Sites of Special Scientific Interest'

1.3.15 5.101: 'Where a proposed development on land within or outside a Site of Special Scientific Interest is likely to have an adverse effect on the site (either individually or in combination with other developments), development consent should not normally be granted. Where an adverse effect on the site's notified special interest features is likely, an exception should be made only where the benefits of the development at this site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest. The Secretary of State will ensure that the applicant's proposals to mitigate the harmful aspects of the development and, where possible, to ensure the conservation and enhancement of the site's biodiversity or geological interest, are acceptable. Where necessary, requirements and / or planning obligations should be used to ensure these proposals are delivered'

1.3.16 5.102: 'Sites of regional and local biodiversity interest (which include Local Nature Reserves, Local Wildlife Sites and Nature

Improvement Areas) have a fundamental role to play in meeting overall national biodiversity targets, contributing to the quality of life and the wellbeing of the community, and supporting research and education. The Secretary of State will give due consideration to such regional or local designations. However, given the need for new infrastructure, these designations should not be used in themselves to refuse development consent, although adequate compensation should always be considered, and ecological corridors and their physical processes should be maintained as a priority to mitigate widespread impacts'

1.3.17 5.103 'Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost, it cannot be recreated. The Secretary of State should not grant development consent for any development that would result in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the national need for and benefits of the development, in that location, clearly outweigh the loss. Aged or veteran trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. 176 Where such trees would be affected by development proposals, the applicant should set out proposals for their conservation or, where their loss is unavoidable, the reasons for this'

1.3.18 5.105: 'In addition to the habitats and species that are subject to statutory protection or international, regional or local designation, other habitats and species have been identified as being of principal importance for the conservation of biodiversity in England and Wales and therefore requiring conservation action. The Secretary of State will ensure that the applicant has taken measures to ensure that these other habitats and species are protected from the adverse effects of development. Where appropriate, requirements or planning obligations may be used in order to deliver this protection. The Secretary of State will refuse consent where harm to these other habitats, or species and their habitats, would result, unless the benefits of the development (including need) clearly outweigh that harm. In such cases, compensation will generally be expected to be included in the design proposals.'

Land Use including Open Space, Green Infrastructure and Green Belt – Decision Making

- 1.3.19 5.124: *'The Secretary of State should not grant consent for development on existing open space, sports and recreational buildings and land, including playing fields, unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be no longer needed, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities, taking into account any positive proposals made by the applicant to provide new, improved or compensatory land or facilities.'*
- 1.3.20 5.125: *'Where networks of green infrastructure have been identified in development plans, they should normally be protected from development and, where, possible, strengthened by or integrated within it. The Secretary of State will also have regard to the effect of the development upon and resulting from existing land contamination, as well as the mitigation proposed.'*
- 1.3.21 5.126: *'The Secretary of State will take into account the economic and other benefits of the best and most versatile agricultural land, and ensure the applicant has put forward appropriate mitigation measures to minimise impacts on soils or soil resources.'*
- 1.3.22 5.127: *'When located in the Green Belt, projects may comprise inappropriate development. Inappropriate development is by definition harmful to the Green Belt and there is a presumption against it except in very special circumstances. The Secretary of State will need to assess whether there are very special circumstances to justify inappropriate development. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. In view of the presumption against inappropriate development, the Secretary of State will attach substantial weight to the harm to the Green Belt, when considering any application for such development. In exchange for, or so as to ensure the re-provision of, lost Green Belt land, the Secretary of State may require the provision of other land by the applicant, to be declared as Green Belt under the Green Belt (London and the Home Counties) Act 1938. The provision of such land should be in accordance with the National Planning Policy Framework*

or any successor document, and take into account relevant development plan policies.'

Resource and Waste Management – Decision Making

- 1.3.23 5.145: *'The Secretary of State will consider the extent to which the applicant has proposed an effective process that will be followed to ensure effective management of hazardous and non-hazardous waste arising from all stages of the lifetime of the development. The Secretary of State should be satisfied that the process set out provides assurance that:*
- *Waste produced will be properly managed, both onsite and offsite;*
 - *The waste from the proposed development can be dealt with appropriately by the waste infrastructure which is, or is likely to be, available. Such waste arising should not have an adverse effect on the capacity of existing waste management facilities to deal with other waste arising in the area; and*
 - *Adequate steps have been taken to ensure that all waste arising from the site is subject to the principles of the waste hierarchy and are dealt with at the highest possible level within the hierarchy.'*
- 1.3.24 5.146: *'Where necessary, the Secretary of State will require the applicant to develop a resource management plan to ensure that appropriate measures for sustainable resource and waste management are secured.'*

Flood Risk Assessment

- 1.3.25 5.154: *'In preparing a flood risk assessment the applicant should:*
- *Consider the risk of all forms of flooding arising from the development comprised in the preferred scheme, in addition to the risk of flooding to the project, and demonstrate how these risks will be managed and, where relevant, mitigated, so that the development remains safe throughout its lifetime;*
 - *Take into account the impacts of climate change, clearly stating the development lifetime over which the assessment has been made;*
 - *Consider the need for safe access and exit arrangements;*
 - *Include the assessment of residual risk after risk reduction measures have been taken into account, and demonstrate that this is acceptable for the development;*

- *Consider if there is a need to remain operational during a worst case flood event over the preferred scheme's lifetime; and*
- *Provide evidence for the Secretary of State to apply the Sequential Test and Exception Test, as appropriate.'*

Flood Risk – Decision Making

- 1.3.26 5.166: *'Where flood risk is a factor in determining an application for development consent, the Secretary of State will need to be satisfied that, where relevant:*
- *The application is supported by an appropriate flood risk assessment; and*
 - *The Sequential Test has been applied as part of site selection and, if required, the Exception Test.'*
- 1.3.27 5.167: *'When determining an application, the Secretary of State will need to be satisfied that flood risk will not be increased elsewhere, and will only consider development appropriate in areas at risk of flooding where, informed by a flood risk assessment, following the Sequential Test and, if required, the Exception Test, it can be demonstrated that:*
- *Within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and*
 - *Over its lifetime, development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning, and that priority is given to the use of sustainable drainage systems.'*
- 1.3.28 5.168: *'The applicant should take into account the potential impacts of climate change using the latest UK Climate Change Risk Assessment, the latest set of UK Climate Projections, and other relevant sources of climate change evidence. The applicant should also ensure any environment statement that is prepared identifies appropriate mitigation or adaptation measures. This should cover the estimated lifetime of the new infrastructure. Should a new set of UK Climate Projections become available after the preparation of an environmental statement, the Examining Authority or the Secretary of State will consider whether they need to request additional information from the applicant as part of the development consent application.'*

1.3.29 5.169: 'When determining an application, the Secretary of State will need to be satisfied that the potential effects of climate change on the development have been considered as part of the design.'

1.3.30 5.170: 'For construction work which has drainage implications, approval for the preferred scheme's overall approach to drainage systems will form part of any development consent issued by the Secretary of State. The Secretary of State will therefore need to be satisfied that the proposed drainage system complies with any technical standards issued by the Government or to any National Standards issued under Schedule 3 to the Flood and Water Management Act 2010. In addition, the development consent order, or any associated planning obligations, will need to make provision for the adoption and maintenance of any sustainable drainage systems, including any necessary access rights to property. The Secretary of State will need to be satisfied that the most appropriate body would be given the responsibility for maintaining any sustainable drainage systems, taking into account the nature and security of the infrastructure on the proposed site. The responsible body could include, for example, the applicant, the landowner, the relevant local authority, or another body such as the Internal Drainage Board.'

1.3.31 5.171: 'If the Environment Agency continues to have concerns, and therefore objects to the grant of development consent on the grounds of flood risk, the Secretary of State can grant consent, but would need to be satisfied that all reasonable steps have been taken by the applicant and the Environment Agency to attempt to resolve the concerns. Similarly, if the lead local flood authority objects to the development consent on the grounds of surface or other local sources of flooding, the Secretary of State can grant consent, but would need to be satisfied that all reasonable steps have been taken by the applicant and the lead local flood authority to attempt to resolve the concerns.'

Water Quality and Resources – Decision Making

1.3.32 5.182: 'Activities that discharge to the water environment are subject to pollution control, and the considerations set out at paragraphs 4.53-4.59 above covering the interface between planning and environmental permitting therefore apply. These considerations will also apply in an analogous way to the

abstraction licensing regime regulating activities that take water from the environment, and to the control regimes relating to works to, and structures in, on, or under, a controlled water.'

1.3.33 5.183: 'The Secretary of State will generally need to give more weight to impacts on the water environment where a project would have adverse effects on the achievement of the environmental objectives established under the Water Framework Directive.'

1.3.34 5.184: 'The Secretary of State will need to be satisfied that a proposal has had regard to the Thames river basin management plan and the Water Framework Directive and its daughter Directives on priority substances and groundwater. In terms of Water Framework Directive compliance, the overall aim of development should be to prevent deterioration in status of water bodies, to support the achievement of the objectives in the Thames river basin management plan and not to jeopardise the future achievement of good status for any affected water bodies. If the development is considered likely to cause deterioration of water body status or to prevent the achievement of good groundwater status or of good ecological status or potential, compliance with Article 4.7 of the Water Framework Directive must be demonstrated. Any use of Article 4.7 must be reported in the Thames river basin management plan.'

1.3.35 5.185: 'The Secretary of State will need to consider the interactions of the preferred scheme with other plans, such as statutory water resources management plans.'

1.3.36 5.186: 'The Secretary of State will need to consider proposals put forward by the applicant to mitigate adverse effects on the water environment, taking into account the likely impact of climate change on water availability, and whether appropriate requirements should be attached to any development consent and / or planning obligations. If the Environment Agency continues to have concerns, and objects to the grant of development consent on the grounds of impacts on water quality / resources, the Secretary of State can grant consent, but will need to be satisfied that all reasonable steps have been taken by the applicant and the Environment Agency to try to resolve the concerns.'

Historic Environment – Decision Making

1.3.37 5.196: 'In determining applications, the Secretary of State will seek to identify and assess the particular significance of any heritage asset that may be affected by the proposed development (including by development affecting the setting of a heritage asset), taking account of the available evidence and any necessary expertise from:

- Relevant information provided with the application and, where applicable, relevant information submitted during examination of the application;
- Any designation records included on the National Heritage List for England;
- Historic landscape character records;
- The relevant Historic Environment Record(s) and similar sources of information;
- Representations made by interested parties during the examination; and
- Expert advice, where appropriate and when the need to understand the significance of the heritage asset demands it.'

1.3.38 5.197: 'The Secretary of State must also comply with the regime relating to Listed Buildings, Conservation Areas and Scheduled Monuments set out in The Infrastructure Planning (Decisions) Regulations 2010.'

1.3.39 5.198: 'In considering the impact of a proposed development on any heritage assets, the Secretary of State will take into account the particular nature of the significance of the heritage asset and the value that they hold for this and future generations. This understanding should be used to avoid or minimise conflict between their conservation and any aspect of the proposal'.

1.3.40 5.199: 'The Secretary of State will take into account: the desirability of sustaining and, where appropriate, enhancing the significance of heritage assets; the contribution of their settings; and the positive contribution their conservation can make to supporting sustainable communities – including to their quality of life, their economic vitality, and to the public's enjoyment of these assets. The Secretary of State will also take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should

1.3.41	include scale, height, massing, alignment, materials, use and landscaping (for example screen planting). 5.200: 'When considering the impact of a proposed development on the significance of a designated heritage asset, the Secretary of State will give great weight to the asset's conservation. The more important the asset, the greater the weight should be. The Secretary of State will take into account the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation, the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality, and the desirability of new development making a positive contribution to local character and distinctiveness'	1.3.45	5.205: 'Where the proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use'.	1.3.51	designations should not be used in themselves as reasons to refuse consent, as this may unduly restrict acceptable development'. 5.224: 'In taking decisions, the Secretary of State will consider whether the preferred scheme has been designed carefully, taking account of environmental effects on the landscape and siting, operational and other relevant constraints, to avoid adverse effects on landscape or to minimise harm to the landscape, including by reasonable mitigation'.
1.3.42	5.202: 'Substantial harm to or loss of a Grade II Listed Building or a Grade II Registered Park or Garden should be exceptional. Substantial harm to or loss of designated sites of the highest significance, including World Heritage Sites, Scheduled Monuments, Grade I and II* Listed Buildings, Protected Wreck Sites, Registered Battlefields, and Grade I and II* Registered Parks and Gardens should be wholly exceptional'.	1.3.46	5.207: 'Where the loss of significance of any heritage asset is justified on the merits of the new development, the Secretary of State will consider imposing a requirement on the consent, or require the applicant to enter into an obligation, that will prevent the loss occurring until it is reasonably certain that the relevant part of the development is to proceed'.	1.3.52	5.225: 'The Secretary of State will judge whether the visual effects on sensitive receptors, such as local residents, and other receptors, such as visitors to the local area, outweigh the benefits of the development.'
1.3.43	5.203: 'Any harmful impact on the significance of a designated heritage asset should be weighed against the public benefit of development, recognising that the greater the harm to the significance of the heritage asset, the greater the justification that will be needed for any loss'.	1.3.47	5.208: 'The applicant should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance and better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably'.	Dust, Odour, Artificial Light, Smoke and Steam – Decision Making	
1.3.44	5.204: 'Where the proposed development will lead to substantial harm to or the total loss of significance of a designated heritage asset, the Secretary of State will refuse consent unless it can be demonstrated that the substantial harm or loss of significance is necessary in order to deliver substantial public benefits that outweigh that loss or harm, or alternatively that all of the following apply: <ul style="list-style-type: none">▪ The nature of the heritage asset prevents all reasonable uses of the site;▪ No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;▪ Conservation by grant funding or some form of charitable or public ownership is demonstrably not possible; and▪ The harm or loss is outweighed by the benefit of bringing the site back into use'.	1.3.48	Landscape & Visual Impact - Decision Making		
		1.3.48	5.218: 'Landscape effects depend on the nature of the existing landscape likely to be changed and nature of the effect likely to occur. Both these factors need to be considered in judging the impact of the preferred scheme on the landscape. The preferred scheme needs to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints, the development should aim to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.'	1.3.53	5.237: 'The Secretary of State should be satisfied that all reasonable steps have been taken, and will be taken, to minimise any detrimental impact on amenity from emissions of dust, odour, artificial light, smoke and steam. This includes the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'
		1.3.49	5.222: 'The duty to have regard to the purposes of nationally designated areas also applies when considering applications for projects outside the boundaries of these areas which may have impacts within them. The development should aim to avoid compromising the purposes of designation, and such projects should be designed sensitively given the various siting, operational, and other relevant constraints.'	1.3.54	5.238: 'If development consent is granted for a project, the Secretary of State should consider whether there is a justification for all of the authorised project (including any associated development) being covered by a defence of statutory authority against nuisance claims. If the Secretary of State cannot conclude that this is justified, then the defence should be disapplied, in whole or in part, through a provision in the development consent order.'
		1.3.50	5.223: 'Outside nationally designated areas, there are local landscapes and townscapes that are highly valued locally and may be protected by local designation. Where a local development document in England has policies based on landscape character assessment, these should be given particular consideration. However, local landscape	1.3.55	Community Compensation – Decision Making 5.252: 'The Secretary of State will also consider whether the applicant has consulted on the details of a community compensation fund, including source of revenue, size and duration of fund, eligibility, and how delivery will be ensured.'
				1.3.56	5.253: 'The Secretary of State will expect the applicant to demonstrate how these provisions are secured, and how they will be operated. The applicant will also need to show how these measures will be administered to ensure that they are relevant to planning when in operation. The mechanisms for enforcing these provisions should also be demonstrated, along

with the appropriateness of any identified enforcing body, which may include the Secretary of State.’

Community Engagement – Decision Making

- 1.3.57 5.259: ‘The Secretary of State will consider whether the applicant has engaged constructively with this community engagement board throughout the planning process.’
- 1.4 Aviation Strategy: The Future of UK Aviation - Making Best Use of Existing Runways (2018)
- 1.4.1 In June 2018, the Government published its paper on making best use of existing runways, as part of the overall aviation strategy (HM Government, 2018b). This paper summarises the responses to the 2017 call for evidence, noting that 60% of respondents were in favour of airports throughout the UK making best use of their existing runways.
- 1.4.2 Paragraph 1.25: ‘As a result of the consultation and further analysis to ensure future carbon emissions can be managed, government believes there is a case for airports making best of their existing runways across the whole of the UK. The position is different for Heathrow Airport where the government’s policy on increasing capacity is set out in the proposed Airports NPS’
- 1.4.3 Paragraph 1.26: ‘Airports that wish to increase either the passenger or air traffic movement caps to allow them to make best use of their existing runways will need to submit applications to the relevant planning authority. We expect that applications to increase existing planning caps by fewer than 10 million passengers per annum (mppa) can be taken forward through local planning authorities under the Town and Country Planning Act 1990. As part of any planning application airports will need to demonstrate how they will mitigate against local environmental issues, taking account of relevant national policies, including any new environmental policies emerging from the Aviation Strategy’.
- 1.4.4 Paragraph 1.27: ‘Applications to increase caps by 10mppa or more or deemed nationally significant would be considered as Nationally Significant Infrastructure Projects (NSIPs) under the Planning Act 2008 and as such would be considered on a case by case basis by the Secretary of State.’
- 1.4.5 Paragraph 1.29: ‘Therefore the Government is supportive of airports beyond Heathrow making best use of their existing runways. However, we recognise that the development of

airports can have negative as well as positive local impacts, including on noise levels. We therefore consider that any proposals should be judged by the relevant planning authority, taking careful account of all relevant considerations, particularly economic and environmental impacts and proposed mitigations.’

1.5 Aviation Strategy Green Paper: Aviation 2050 - The Future of UK Aviation (2018)

- 1.5.1 In December 2018, the Government published a Green Paper: Aviation 2050 - The Future of UK Aviation. The consultation ran from 17 December 2018 to 20 June 2019.
- 1.5.2 Key points of relevance for the Project are set out below:
- 1.5.3 3.69: ‘Growth in aviation can benefit local communities. Airports create jobs for local residents, improve transport links and bring tourism and trade to the region. Airports should therefore create opportunities for communities to engage, particularly on issues which have the most direct impact on them such as road and rail access, airspace change and noise policy. All commercial airports and many larger General Aviation aerodromes are required to provide processes for consultation and engagement with those affected by their operations as well as users of the airport. In practice, this requirement is usually fulfilled through the existence of an airport consultative committee.’
- 1.5.4 3.70: ‘The government has produced guidance on how such committees should operate and it will continue to work closely with those committees to consider the scope for supplementary guidance. Communities should use those existing statutory mechanisms to engage with airports, noting that locally elected representatives sit on the committees. Representatives from residents’ groups or amenity societies may also participate. In some cases, additional bespoke solutions tailored to the local circumstances may be needed to address noise management issues, such as those which have been created at Heathrow, Gatwick and Edinburgh airports. Such solutions may be particularly useful where there are major airspace changes under discussion and where local communities would benefit from help to understand the complex proposals. Local

communities are encouraged to work with airports to discuss and develop such solutions where necessary.’

3.71: ‘In recognition of their impact on local communities and as a matter of good corporate social responsibility, a number of airports have community funds which exist to provide funding for local community projects. There is currently no national policy on such funds. In relation to the proposed Heathrow Northwest runway, the Airports NPS expects ongoing community compensation will be proportionate to environmental impacts.’

3.72: ‘The government believes all major airports should establish and maintain community funds, to invest sufficiently in these so that they are able to make a difference in the communities impacted and to raise the profile of these funds. The levels of investment should be proportionate to the growth at the airport. Community funds are complementary measures to ensure communities get a fair deal and do not substitute for noise reduction. The government proposes to produce guidance on minimum standards for community funds.’

Emissions

- 1.5.7 3.82: ‘The government is committed to setting a clear and appropriate level of ambition for the sector. In doing so, the government recognises that international action is the first priority for tackling international aviation emissions.’
- 1.5.8 3.83: ‘The government proposes to: negotiate in ICAO (the UN body responsible for tackling international aviation climate emissions) for a long term goal for international aviation that is consistent with the temperature goals of the Paris Agreement, ideally by ICAO’s 41st Assembly in 2022.’
- 1.5.9 3.96: ‘To implement the government’s long-term vision and pathway for addressing UK aviation’s impact on climate change, the government also proposes to:
- negotiate in ICAO for standards for all engine emissions with climate effects. As scientific understanding improves, the government will expect ICAO to issue best practice guidance on operational mitigations for non- CO2 effects;
 - consider the use of all feasible abatement options, particularly in-sector measures, to ensure effective action is taken at the national and international level. This includes policies that may evolve over the long term such as technological developments, operational efficiencies,

sustainable fuels, market-based measures, demand management and behavioural change;

- require planning applications for capacity growth to provide a full assessment of emissions, drawing on all feasible, cost-effective measures to limit their climate impact, and demonstrating that their project will not have a material impact on the government's ability to meet its carbon reduction targets.'

Noise

1.5.10 3.112: 'The government expects the industry to show continuing commitment to noise reduction and mitigation as part of its contribution to the partnership for sustainable growth. The government has shown that it is committed to this by setting out in the Airports NPS its expectations that the developer put in place a comprehensive mitigations package. The proposals in this consultation are aligned with the principles in the NPS, but the implementation of those document principles must be proportionate to the local situation (recognising that the scale of the noise impacts at Heathrow is much greater than at other airports due to the number of movements and local population density).

- 1.5.11 3.115: 'The proposed new measures are:
- setting a new objective to limit, and where possible, reduce total adverse effects on health and quality of life from aviation noise. This brings national aviation noise policy in line with airspace policy updated in 2017
 - developing a new national indicator to track the long term performance of the sector in reducing noise. This could be defined either as a noise quota or a total contour area based on the largest airports
 - routinely setting noise caps as part of planning approvals (for increase in passengers or flights). The aim is to balance noise and growth and to provide future certainty over noise levels to communities. It is important that caps are subject to periodic review to ensure they remain relevant and continue to strike a fair balance by taking account of actual growth and the introduction of new aircraft technology. It is equally important that there are appropriate compliance mechanisms in case such caps are breached and the government wants to explore mechanisms by which airports could 'pay for' additional growth by means of local

compensation as an alternative to the current sanctions available

- requiring all major airports to set out a plan which commits to future noise reduction, and to review this periodically. This would only apply to airports which do not have a noise cap approved through the planning system and would provide similar certainty to communities on future noise levels. The government wants to see better noise monitoring and a mechanism to enforce these targets as for noise caps. The noise action planning process could potentially be developed to provide the basis for such reviews, backed up by additional powers as necessary for either central or local government or the CAA.'

1.5.12 3.121: 'The government is also: proposing new measures to improve noise insulation schemes for existing properties, particularly where noise exposure may increase in the short term or to mitigate against sleep disturbance.'

1.5.13 3.122: 'Such schemes, while imposing costs on the industry, are an important element in giving impacted communities a fair deal. The government therefore proposes the following noise insulation measures:

- to extend the noise insulation policy threshold beyond the current 63dB LAeq 16hr contour to 60dB LAeq 16hr
- to require all airports to review the effectiveness of existing schemes. This should include how effective the insulation is and whether other factors (such as ventilation) need to be considered, and also whether levels of contributions are affecting take-up
- the government or ICCAN to issue new guidance to airports on best practice for noise insulation schemes, to improve consistency
- for airspace changes which lead to significantly increased overflight, to set a new minimum threshold of an increase of 3dB LAeq, which leaves a household in the 54dB LAeq 16hr contour or above as a new eligibility criterion for assistance with noise insulation'

Air Quality

1.5.14 3.127: 'The government recognises the need to take further action to ensure aviation's contribution to local air quality issues is properly understood and addressed and is proposing the following measures:

- improving the monitoring of air pollution, including ultrafine particles (UFP), in order to improve understanding of aviation's impact on local air quality. This will be achieved by standardising processes for airport air pollution monitoring and communication
- ensuring comprehensive information on aviation-related air quality issues is made available to better inform interested parties. This will be achieved through government guidance on the scope and content of airport air quality reports
- requiring all major airports to develop air quality plans to manage emissions within local air quality targets. This will be achieved through establishing minimum criteria to be included in the plans
- validation of air quality monitoring to ensure consistent and robust monitoring standards that enable the identification of long-term trends. This could be achieved by the government or a third party being given responsibility for overseeing aviation-related air quality monitoring at the national level
- supporting industry in the development of cleaner fuels to reduce the air quality impacts of aviation fuels. This will be achieved by international action to develop cleaner fuel standards and reviewing progress towards Renewable Transport Fuel Obligations by 2032.'

Support Regional Growth and Connectivity

1.5.15 4.1: 'Airports can directly support thousands of jobs and generate economic benefits beyond the airport fence. Core and specialist aviation services, freight companies, logistics hubs and aerospace investment are often located close to airports, creating jobs in the local area. Regional airports also act as wider magnets attracting non-aviation businesses due to the air connections the airport offers but also the strong road and rail access links that support the airport. They act as a gateway to international opportunities for the regions of the UK.'

1.5.16 4.2: 'The government recognises the importance of rebalancing the UK economy through the economic growth of the regions and ensuring that the UK remains competitive after we leave the EU. Through the Industrial Strategy, the government has set out its ambition to create a geographically-balanced economy that works for everyone. This will be supported by local enterprise partnerships, mayoral combined authorities, the Northern Powerhouse, the Midlands Engine and the devolved administrations.'

- 1.5.17 4.3: *'The government has also confirmed that it is supportive of airports beyond Heathrow making best use of their existing runways, subject to proposals being assessed in light of environmental and economic impacts.'*

Appendix 7.8.1

Aircraft Noise Policy Summary

1 Aircraft Noise Policy Summary

1.1 Noise Policy Statement for England, 2010

1.1.1 In 2010 the Noise Policy Statement for England (NPSE) (Defra, 2010) set out the long-term vision of Government noise policy to: *'Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development'*.

1.1.2 The aims of the policy are *'Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:*

1. Avoid significant adverse impacts on health and quality of life
2. Mitigate and minimise adverse impacts on health and quality of life
3. Where possible, contribute to the improvement of health and quality of life.'

1.1.3 To identify "significant adverse" and "adverse" impact in line with the three aims of NPSE, the policy statement notes that *'there are two established concepts from toxicology that are currently being applied to noise impacts, for example, by the World Health Organization. They are:*

- *NOEL – No Observed Effect Level: This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise*
- *LOAEL – Lowest Observed Adverse Effect Level: This is the level above which adverse effects on health and quality of life can be detected.*

Extending these concepts for the purpose of this NPSE leads to the concept of a significant observed adverse effect level.

- *SOAEL – Significant Observed Adverse Effect Level. This is the level above which significant adverse effects on health and quality of life occur.'*

1.1.4 The policy states *'The second aim of the NPSE refers to the situation where the impact lies somewhere between LOAEL and SOAEL. It requires that all reasonable steps should be taken to mitigate and minimise adverse effects on health and*

quality of life while also taking into account the guiding principles of sustainable development (paragraph 1.8). This does not mean that such adverse effects cannot occur."

1.1.5 The NPSE notes that *'it is not possible to have a single objective noise-based measure that defines SOAEL that is applicable to all sources of noise in all situations. Consequently, the SOAEL is likely to be different for different noise sources, for different receptors and at different times. It is acknowledged that further research is required to increase our understanding of what may constitute a significant adverse impact on health and quality of life from noise. However, not having specific SOAEL values in the NPSE provides the necessary policy flexibility until further evidence and suitable guidance is available'.*

1.2 Aviation Policy Framework, 2013

1.2.1 In 2013 the Aviation Policy Framework (APF) (Department for Transport, 2013) set out the framework for the management of noise at UK airports. It noted the role of Government to set the overall national policy framework for aviation noise and to use its powers under the Civil Aviation Act 1982 (as amended) to set noise controls at specific airports which it designates for noise management purposes (which includes Gatwick).

1.2.2 It noted that government fully recognises the International Civil Aviation Organization (ICAO) Assembly 'balanced approach' principle to aircraft noise management.

1.2.3 It summarised noise policy as:

- *'to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise, as part of a policy of sharing benefits of noise reduction with industry.'*

1.2.4 This is consistent with the government's noise policy, as set out in the NPSE.

1.3 Consultation Response on UK Airspace Policy: A Framework for Balanced Decisions on the Design and Use of Airspace, October 2017.

1.3.1 In February 2017, the Department for Transport launched a consultation on airspace policy (Department for Transport, 2017a). The response to consultation was published in October 2017 (Department for Transport, 2017b) and reiterated

the overall policy objective given in the APF, adding to it as follows:

'The government's overall policy on aviation noise is to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise, as part of a policy of sharing benefits of noise reduction between industry and communities in support of sustainable development.'

1.3.2 Following the Survey of Noise Attitudes (SONA) report (Civil Aviation Authority, 2014) the consultation response was able to give further guidance on LOAELs for aircraft noise as follows:

'The government acknowledges the evidence from recent research which shows that sensitivity to aircraft noise has increased, with the same percentage of people reporting to be highly annoyed at a level of 54 dB L_{Aeq 16hr} as occurred at 57 dB L_{Aeq 16 hr} in the past. The research also showed that some adverse effects of annoyance can be seen to occur down to 51dB L_{Aeq}.

Taking account of this and other evidence on the link between exposure to noise from all sources and chronic health outcomes, we will adopt the risk based approach proposed in our consultation so that airspace decisions are made in line with the latest evidence and consistent with current guidance from the World Health Organisation.

So that the potential adverse effects of an airspace change can be properly assessed, for the purpose of informing decisions on airspace design and use, we will set a LOAEL at 51 dB L_{Aeq 16 hr} for daytime, and based on feedback and further discussion with CAA we are making one minor change to the LOAEL night metric to be 45dB L_{Aeq 8hr} rather than L_{night} to be consistent with the daytime metric. These metrics will ensure that the total adverse effects on people can be assessed and airspace options compared. They will also ensure airspace decisions are consistent with the objectives of the overall policy to avoid significant adverse impacts and minimise adverse impacts.'

1.3.3 Thus, the LOAELs for aircraft noise had been established as 51 dB L_{Aeq 16 hr} for daytime, and 45 dB L_{Aeq 8hr} for night-time.

1.3.4 The consultation response also confirms the following from the APF:

- The Government continues to expect airport operators to offer assistance with the costs of moving to households exposed to levels of noise of 69 dB L_{Aeq,16h} or more;

<ul style="list-style-type: none"> ▪ The Government also expects airport operators to offer acoustic insulation to noise sensitive buildings, such as schools and hospitals, exposed to levels of noise of 63 dB $L_{Aeq,16h}$ or more; and ▪ As a minimum, the Government would expect airport operators to offer financial assistance towards acoustic insulation to residential properties which experience an increase in noise of 3 dB or more which leaves them exposed to levels of noise of 63 dB $L_{Aeq,16hr}$ or more. 		
<p>1.4 Aviation 2050: The Future of UK Aviation, A Consultation, December 2018</p>		
<p>1.4.1 The consultation period for Aviation 2050 close in June 2019. The submitted consultation document (Department for Transport, 2018) indicates the government's views in developing the Aviation Strategy and seeks views on these. In paragraph 3.114 it acknowledges that noise may decrease or may increase:</p> <p><i>'The government intends to put in place a stronger and clearer framework which addresses the weaknesses in current policy and ensures industry is sufficiently incentivised to reduce noise, or to put mitigation measures in place where reductions are not possible.'</i></p>	<p>1.5.2 The NPPF at paragraph 180 states the following, referring to the NPSE for further explanation:</p> <p><i>'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:</i></p> <ul style="list-style-type: none"> ▪ <i>a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life¹;</i> ▪ <i>b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and</i> ▪ <i>c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'</i> 	<p>1.6.3 The 2018 Environmental Noise Guidelines are based on a detailed review of the literature from 1999 to 2015. In the case of aircraft noise the scatter in the dose/response relationships are considerable, but a single dose response is offered for each health effect with associated target levels for aircraft noise in terms of the European annual average noise metrics L_{den} and L_{Night}. However, in Section 5 Implementation of the Guidelines, the WHO note:</p> <p>1.6.4 <i>'Furthermore, cultural differences in what is considered annoying are significant, even within Europe. Therefore, it is not possible to determine the "exact value" of % HA for each exposure level in any generalized situation. Instead, data and exposure-response curves derived in a local context should be applied whenever possible to assess the specific relationship between noise and annoyance in a given particular situation.'</i></p>
<p>1.4.2 The consultation goes on to discuss various proposed measures including setting noise caps as part of planning applications, lower noise levels and better standard for noise insulation, and the future role of the Independent Commission on Civil Aviation Noise (ICCAN) to assist in enforcement etc. The Aviation Strategy is due to be released at the end of 2019. It is therefore likely that these proposals will be clarified as the Project progresses, in which case the assessment of air noise impacts from the Project will take account of the policy guidance at the time.</p>	<p>1.6 Environmental Noise Guidelines, for the European Region, World Health Organization Europe, 2018</p>	<p>1.6.5 The SONA study assessed annoyance in the UK and reported in 2017, after the cut-off date for studies considered in the WHO report and gives the local annoyance response relationship relevant to the UK. It shows, in the UK, about 7% of the population in 2014 was annoyed by aircraft noise at $L_{eq,16hr}$ 51dB, and the Department for Transport has adopted this as the LOAEL.</p> <p>Recent Planning Cases and SOAEL</p>
<p>1.5 National Planning Policy Framework, 2019</p>	<p>1.6.1 In October 2018 the World Health Organization (WHO) published its Environmental Noise Guidelines for the European Region (WHO, 2018). These guidelines cover external noise levels for specific noise sources, not mixed sources. The majority of people experiencing aircraft noise also experience other sources of noise, generally road traffic.</p>	<p>1.6.6 Government guidance, as summarised above, does not explicitly define SOAEL for aviation noise. However, a number of recent applications for airport development have considered this to ensure suitable mitigation is included to comply with the NPSE and NPPF requirement to 'avoid' significant adverse effects.</p>
<p>1.5.1 The National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2019a)</p>	<p>1.6.2 The WHO Community Noise Guidelines (WHO, 1999) general recommendations on non-specific noise and internal noise</p>	

(¹) See Explanatory Note to the Noise Policy Statement for England (Department for Environment, Food & Rural Affairs, 2010).
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1.6.7 Since 2014 noise policy has been interpreted by, variously, the local planning authorities, a public inquiry inspector, the Mayor of London and the Secretary of State for Transport, in the following applications for new airport infrastructure:

- Birmingham International Airport Runway Extension, 2014;
- London City Airport Development Plan, 2015-2016; and
- Cranford Agreement Secretary of State's Decision, February 2017.

1.6.8 In the Cranford case the inspector noted '*the parties do not differ about the SOAEL for aircraft noise: it is 63dB LAeq, 16 hours (or its equivalent if other metrics are considered). Noise impacts at that level require to be avoided.*'

1.7 References

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Appendix 7.8.2

Glossary of Noise and Vibration Technical Terms

1 Glossary of Noise and Vibration Technical Terms

Technical Term	Description
A-weighting	Environmental noise measurements and levels are usually expressed using a variation of the decibel scale, which gives less weight to low frequencies and very high frequencies. This system was derived to correspond to the reduced sensitivity of the human hearing mechanism to these frequencies.
<i>Background Noise</i>	Background noise is the noise without the proposed changes in the use of the airport. The L_{Aeq} is used in the ground noise study parameter to indicate the ambient noise conditions that exist in the background noise.
Decibels dB	Noise levels are measured using the decibel scale. This is not an additive system of units (as for example, metres or kilograms are) but a proportional system (a logarithmic progression). A change of 10 dB corresponds to a perceived doubling in loudness; changes in environmental noise of less than 3 dB are not normally regarded as noticeable.
$L_{Aeq, 16 \text{ hours}}$	The L_{Aeq} over the daytime and evening period 0700 to 2300 hrs, for aircraft noise for an average summer day between 16 June and 15 September.
$L_{Aeq, 8 \text{ hours}}$	The L_{Aeq} over the night period 2300 to 0700 hrs, for aircraft noise for an average summer night between 16 June and 15 September.
$L_{Aeq, T}$ - Equivalent Continuous Sound Level	The L_{Aeq} level gives a single figure to describe a sound that varies over a given time period, T. It is the A-weighted steady sound level that would result in the same sound energy at the receiver as occurred in practice with the varying level. It is derived from the logarithmic summation of the sound signal and so unlike a conventional (linear) average it gives additional weighting to higher levels.
L_{max}	The $L_{Amax,s}$ is the highest value of the sound level over the specified period. It is sometimes referred to as 'peak' noise level. However, the term 'peak' has a special meaning in acoustics and the

Technical Term	Description
	expression 'maximum' is preferable to avoid confusion. The 's' stands for slow response, which is the metric usually used for aircraft noise.
N60 Night	Numbers of aircraft during an average summer night above L_{Amax} 60 dB
N65 Day	Numbers of aircraft during an average summer day above L_{Amax} 65 dB
PPV	The peak particle velocity during a groundborne vibration event. It represents the highest vibration level experienced.
Quiet Areas	Designated under Local Plans or Neighbourhood Development Plans as Local Green Spaces and areas identified as Quiet Areas through implementation of the Environmental Noise (England) Regulations 2006
Standard Mode	Year on year the proportion of aircraft taking off to the east and to the west varies according to wind conditions. Standard mode contours take the 20 rolling average runway modal split; in 2018 this was 75% west / 25 % east for the Leq period. At night a 10 year average is used, and in 2018 this was 76% west / 24% east.

Appendix 7.14.1

Scoping Outcomes for Potential Major Accident and Disaster Events

1 Scoping Outcomes for Potential Major Accident and Disaster events

Scoping Test Reference	Scoping Test (sequential)
1	Is the event classified as a major accident or disaster?
2	Is there a source, pathway and receptor route for the event?
3	Could the project add to vulnerability, likelihood or impact compared to the do-minimum scenario?
4	Are there adequate protocols or measures already in place to mitigate this risk?

Scoped In	
Scoped Out	

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
Flooding (coastal and tidal)	Flooding of permanent or temporary assets including construction sites (for example terminal building, road access tunnel, cargo and maintenance facilities) leading to damage to people or the environment			Scoped out as does not meet Scoping Test 2 (No Source-Pathway-Receptor route). Negligible risk of coastal and tidal flooding due to distance from the sea and tidal rivers; flooding from these sources will therefore be scoped out of further assessment.
	Flooding of assets (for example storage tank, packaged goods, vehicles) leading to a hazardous release or casualties			
	Flooding with contamination leading to detriment to environmental receptor			
	Flooding leading to runway excursion			
Flooding (Rainfall)	Surface water flooding can happen many miles from a river, often in places that people wouldn't expect			Scoped in as meets all scoping tests Flood risk from extreme rainfall events has been scoped into the assessment to test the vulnerability of the Project to this type of event. The Airside Operations Adverse Weather (flooding plan) (Gatwick Airport Limited, 2018) is currently adopted by Gatwick operations. This details the planning and operating procedures necessary to ensure the safe operation of the Aerodrome in the occasion of actual or potential flood event. However, this will need to be reviewed in relation to its application to the proposed Project.
Flooding (riparian)	Increased risk of surface water flooding leading to damage to people and the environment			Scoped in as meets all scoping tests There is flood risk associated with rivers in the vicinity which have the potential to flood, including Gatwick Stream and River Mole. This risk is therefore scoped in to test the vulnerability of the Project to riparian flooding. The Airside Operations Adverse Weather (flooding plan) (Gatwick Airport Limited, 2018) is currently adopted by Gatwick operations. This details the planning and operating procedures necessary to ensure the safe operation of the Airport in the occasion of actual or potential flood event. However, this will need to be reviewed in relation to its application to the Project.
Earthquake	Seismic event leading to building instability/collapse			Scoped in as meets all scoping tests

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
				The local area around Gatwick has been subject to some recent minor earthquakes. Although a larger earthquake which could result in a Major Accident and Disaster (MA&D) is considered unlikely, this risk is scoped in for further assessment to test the vulnerability of the Project design to earthquake and establish whether mitigation and management protocols will be required.
Subsidence	Subsidence leading to building instability/collapse			Scoped in as meets all scoping tests There is a potential risk of subsidence due to underlying geology or flood events which could lead to building damage. This risk is therefore scoped in to test the vulnerability of the Project design to this type of event and establish whether mitigation will be required.
Landslide (land slip, land movement)	Significant land movement due to natural phenomena			Scoped in as meets all scoping tests The local area of Gatwick has been subject to some recent minor earthquakes. This could possibly trigger land movement or slip. This risk is therefore scoped in to test the vulnerability of the Project design to this type of event and establish whether mitigation will be required.
Extreme heat/cold	Degradation of runway surface from extreme heat			Scoped in as meets all scoping tests There is a potential risk due to extreme heat events. This risk is therefore scoped in to test the vulnerability of the Project design to this type of event and establish whether additional mitigation will be required.
	Instrument/navigation failure resulting from extreme cold			Scoped out as does not meet Scoping Test 4 (adequate protocols already in place)
	Cold Embrittlement			The airport could be subject to extreme snow, cold and heat events in future. These are types of event that the airport already deals with on a 'business as usual' basis. Delivery of the Project would not increase the vulnerability of the airport to this type of event. There are also strong and established protocols in place to manage temperature related risks which meet international best practice. These types of event are therefore scoped out on the basis that there is no increased risk compared to the do-minimum scenario and best practice international standards are already in place.
Snow (including ice and hail)	Runway excursion			The following safety mitigations are in place currently as part of Gatwick Airport operations: <ul style="list-style-type: none"> EASA Licensing / CAP 168: Licensing of Aerodromes (Civil Aviation Authority, 2019). The purpose of this document is to give guidance to applicants and license holders on the procedure for the issue and continuation of, or variation to, an aerodrome license issued under Article 211 of the Air Navigation Order 2009, and to indicate the licensing requirements that are used for assessing a variation or an application. The document also describes the CAA's aerodrome licensing requirements relating to operational management and the planning of aerodrome development. This document represents the minimum standards necessary to meet the licensing requirement. Airside Operations Adverse Weather (Snow and Ice plan) (Gatwick Airport Limited, 2018). The aim of the Snow and Ice plan is to provide information relating to procedures to sustain Airside Operations as far as is reasonably practicable. The Airside Operations Snow and Ice plan is to be the start point for the Airside Operations Lead/ Airside Operations Manager (AOM) and adapted to match the situation in consultation with the Airport Bronze Command and Airside Disruption Cell (ADC). Airside Operations Adverse Weather (Heat plan) (Gatwick Airport Limited, 2018). Details the planning and operating procedures necessary to ensure the safe operation of the Aerodrome in the occasion of an actual or potential heat event. Flight procedures and restrictions in line with EASA and CAA guidelines for adverse weather.
	Leading to impairment of major accident / initiator control (including fire service and policing, insufficient ground crew)			

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
	Snow loading of building or other properties			Scoped in as meets all scoping tests There is a potential risk due to snow loading events. This risk is scoped in to test the vulnerability of the Project design to this type of event and establish whether additional mitigation or design measures will be required.
Tsunami	A series of waves in a water body caused by the displacement of a large volume of water, generally in an ocean or a large lake. It can lead to damage to people or environment			Scoped out as does not meet Scoping Test 2 (no Source-Pathway-Receptor) route. Negligible risk of tsunami due to distance from the sea and tidal rivers.
Storm surge	Strong winds blowing over the surface of the sea, large and long waves that can travel long distances until they reach the shore and high-water levels known as storm surge			Scoped out as does not meet Scoping Test 2 (no Source-Pathway-Receptor) route. Negligible risk of storm surge due to distance from the sea and tidal rivers.
Extreme storm	Damage to buildings			Scoped in as meets all scoping tests There is a potential risk due to extreme storm events. This risk is scoped in to test the vulnerability of the Project design to this type of event and establish whether additional mitigation or design measures will be required.
	Damage to aircraft on ground or in flight under control of Gatwick			Scoped out as does not meet Scoping Test 4 (adequate protocols already in place) The airport could be subject to extreme storms in future. However, these are types of event that the airport already deals with on a 'business as usual' basis during airspace operations. Delivery of the Project would not increase the vulnerability of the airport to this type of event. There are also strong and established protocols in place to manage extreme storm related risks which meet international best practice. These types of event are therefore scoped out on the basis that there is no increased risk compared to the do-minimum scenario and best practice international standards are already in place. The following safety mitigations will be in place as standard: <ul style="list-style-type: none"> EASA Licensing / CAP 168: Licensing of Aerodromes (Civil Aviation Authority, 2019). The purpose of this document is to give guidance to applicants and license holders on the procedure for the issue and continuation of or variation to an aerodrome license issued under Article 211 of the Air Navigation Order 2009, and to indicate the licensing requirements that are used for assessing a variation or an application. The document also describes the CAA's aerodrome licensing requirements relating to operational management and the planning of aerodrome development. This document represents the minimum standards necessary to meet the licensing requirement. Airside Operations Adverse Weather (Wind plan) (Gatwick Airport Limited, 2018). Detail the planning and operating procedures necessary to ensure the safe operation of the Aerodrome in the occasion of an actual or potential Wind event.
Lightning	Lightning strike leading to electrocution, fire, building damage / debris resulting in damage to people or environment			Scoped out during construction as does not meet Scoping Test 3 (no increased risk compared to the do-minimum) Scoped in for operational effects as meets all scoping tests There is a potential risk due to lightning events. This risk is therefore scoped in to test the vulnerability of the Project design to this type of event and establish whether additional mitigation or design measures will be required.

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
	Lightning strike to aircraft in flight			<p>Scoped out during construction as does not meet Scoping Test 3 (no increased risk compared to the do-minimum) Scoped in for operational effects as meets all scoping tests</p> <p>There is a potential risk due to lightning events which would be increased due an increase in the number of flights with the Project in operation. This risk is scoped in to identify whether any additional mitigation measures within the airport's control can be implemented to manage this risk.</p>
Wild fire	Fire threat to permanent or temporary assets, including construction sites (for example terminal building, road access tunnel, cargo and maintenance facilities) leading to damage to people or the environment			<p>Scoped in as meets all scoping tests</p> <p>There is a potential risk due to wildfire events. This risk is therefore scoped in to test the vulnerability of the Project design to this type of event and establish whether additional mitigation or design measures will be required.</p> <p>Fire prevention and emergency measures currently employed as part of Gatwick Airport operations will be in place and extended to the Project. During construction, specific fire prevention and emergency measures will be developed and set out in the Code of Construction Practice (CoCP).</p>
Volcanic Eruption	Threat of volcanic eruption individuals and assets			<p>Scoped out as does not meet Scoping Test 2 (no Source-Pathway-Receptor route)</p> <p>There is negligible risk of volcanic activity in the UK</p>
Ash Cloud	Ash released from a volcano after eruption may affect navigation systems, visibility of pilots and flight engines			<p>Scoped out as does not meet Scoping test 4 (adequate protocols already in place)</p> <p>There is potential for a similar event to the 2010 Iceland volcanic eruption to occur, disrupting airport operations. However, contingency and safety measures currently as part of Gatwick Airport operations would take effect, and it is considered there would be a negligible risk in relation to major accidents and disasters.</p> <ul style="list-style-type: none"> Airside Operations Adverse Weather (Volcanic ash plan) (Gatwick Airport Limited, 2018). The planning and operating procedures necessary to ensure the safe operation of the Aerodrome in the event of a volcanic ash event. CAP 1236: Guidance regarding flight operations in the vicinity of volcanic ash (Civil Aviation Authority, 2017a). The guidance contains information and advice that may be issued by other States in the form of an Aeronautical Information Circular entitled "The approach to management of volcanic ash events". NPA 2012-07 (European Union Aviation Safety Agency, 2012) Following the last major eruptions of volcanos and considering the consequences of such eruptions on flight operations, discussion at an ICAO level reached the common position that an operator should not be prevented from operating through, under or over airspace forecast to be contaminated with volcanic ash or aerodromes/operating sites contaminated with volcanic ash, provided it has demonstrated in its management system, the capability to do so through a safety risk assessment.
Infectious diseases (epidemics and pandemics)	Health risks with possible fatalities to workers and visitors, with potential for further infection outside of airport			<p>Scoped out as does not meet Scoping Test 3 (will not increase risk compared to do-minimum)</p>
	Impairment of major accident / initiator control (including fire service and policing, insufficient ground crew)			<p>The potential risk from international communicable disease transmission is currently managed through a process that extends well beyond an individual airport and the influence of the UK planning regime. It is driven by the International Health Regulations which place a legally-binding requirement for 196 countries, including all Member States of the WHO, to prevent and respond to acute public health risks that have the potential to cross transnational boundaries and threaten</p>

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
				people worldwide. This risk is therefore not considered to be any greater with the proposals compared to the do-minimum scenario. Refer to section 7.11 Health and wellbeing.
Infectious animal diseases (epidemics, pandemics, animal plagues and pests)	Animal disease in locality affecting quarantined or imported valuable species			<p>Scoped out as does not meet Scoping Test 3 (will not increase risk compared to do-minimum)</p> <p>As indicated in the Airports NPS, airport development, as with all infrastructure projects can alter habitats and food chains that might attract opportunistic species that are typically regarded as pests. For airport developments, pests can constitute an unacceptable operational hazard, and must be addressed through design and daily management to deter habitat creation or food chains. Without management, airports could provide good year-round habitat for insects, rodents, rabbits, deer, fox and avian species that could theoretically present an aircraft maintenance and collision hazard. However, the potential hazard is well known, understood and already addressed at Gatwick Airport through existing design and management measures (including habitat, waste management and staff awareness procedures) that prevent, deter and control pests, and the associated operational hazard. Refer to section 7.11 Health and wellbeing for more detailed information.</p>
Climate change	Vulnerability of the Project to future effects of climate change			<p>Scoped in as meets all scoping tests</p> <p>This risk is therefore scoped in to test the vulnerability of the Project design to future climate change and establish whether additional mitigation or design measures will be required. Climate change effects will also be incorporated into the flood risk assessment and considered in detail in the climate change and carbon chapter. Refer to sections 7.5 Water Environment and 7.9 Climate change and Carbon.</p>
Drought	Loss of water supply - leading to welfare issues for passengers and staff			Scoped out as does not meet Scoping Test 3 (will not increase risk compared to do-minimum)
	Loss of water supply leading to failure of safety critical service, for example firewater			Contingency measures in case of disruption to water supply are currently in place as part of Gatwick Airport operations and well-established. Although there is a risk of drought at Gatwick Airport, this is not considered to be greater than the do-minimum scenario.
	Foundation cracks / settlement leading to failure of buildings / assets and damage to people / the environment			Impacts in relation to the increase in demand on water supply is included in the scope of the PEIR and ES.
Famine and food security	A widespread scarcity of food caused by several factors including war, inflation, crop failure, population imbalance, or government policies			<p>Scoped out as does not meet Scoping Test 3 (will not increase risk compared to do-minimum)</p> <p>Operations at the airport in relation to food security would be unchanged as a result of the Project and the risk is considered to be negligible.</p>

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
Severe space weather	Severe space weather leads to loss of systems, for example primary navigation systems or loss of communications			<p>Scoped out as does not meet Scoping Test 3 (will not increase risk compared to do-minimum)</p> <p>The UK Government has a space weather preparedness strategy in place. Severe space weather events are very rare and the risk in relation to major accidents and disasters is therefore considered negligible.</p> <ul style="list-style-type: none"> Space weather preparedness strategy (Department for Business, Innovation & Skills, 2015) <p>The UK approach to space weather preparedness is set out in this document and is underpinned by three elements: designing mitigation into infrastructure where possible; developing the ability to provide alerts and warnings of space weather and its potential impacts; and having in place plans to respond to severe events. Preparation is needed to the national level, with the support of local capabilities to deal with the consequences. This all requires of international co-ordination.</p>
Dam failure	Sudden release from dam / reservoir / canal			<p>Scoped out as does not meet Scoping Test 2 (no Source-Pathway-Receptor route)</p> <p>There are no dams, reservoirs or canals located in the immediate vicinity of Gatwick which could result in a significant flood event. Refer also to section 7.5 Water Environment.</p> <p>A Flood Risk Assessment will be carried out in accordance with planning guidance on flood risk.</p>
External manmade accidents				
Contamination (drinking water)	Failure of onsite monitoring, handling, control and management, including security leading to contamination of water sources			<p>Scoped in as meets all scoping tests</p> <p>There is potential for contamination of water sources as a result of construction and operational activities. This risk is therefore scoped in to test the vulnerability of the Project design to this type of risk and establish whether additional mitigation or design measures will be required.</p>
Large and small attacks (biological and chemical)	Involves screening (deliberately unidentified or undeclared substance), monitoring, handling, control and management			<p>Scoped out as does not meet Scoping Test 3 (will not increase risk compared to do-minimum)</p> <p>Although there is always a risk of a malicious attack, terrorism, sabotage, vandalism and theft, the risk is not considered to be higher with the Project compared to the existing airport operations. In addition, there are extensive mitigation and contingency measures in place to manage these risks. All security measures will be confidential and cannot be detailed in the EIA. These issues are therefore proposed to be scoped out of further assessment. The following mitigation and management measures currently apply:</p> <ul style="list-style-type: none"> CAP 1223: Framework for an Aviation Security (Civil Aviation Authority, 2018a). <p>Security Management Systems (SeMS) provide a formalized, risk-driven framework for integrating security into the daily operations and culture of an entity. The SeMS enables an entity to identify and address security risks, threats, gaps and weaknesses in a consistent and proactive way. SeMS is not a mandated process but if an entity has SeMS which contain all the elements which are identified in CAP 1223, it will help the entity to meet the internal quality control provisions of articles 12, 13 and 14 of EC 300/20081.</p>
Malicious attack	Major attack on persons at airport, transport system and associated infrastructure or on the environment			
Terrorism	Unlawful use of violence and intimidation, especially against civilians within the airport			

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
Sabotage, vandalism, trespass and theft	External - leading to major accident / initiator located within the Project area			<ul style="list-style-type: none"> Guidance on policing at airports (National Policing Improvement Agency, 2011) <p>The Project will be designed and operated in line with the Guidance on policing at airports (National Policing Improvement Agency, 2011) as is the case with the existing airport.</p>
Drones and lasers	External - leading to major accident / initiator located within the Project area			<p>Scoped out as does not meet Scoping Tests 3 and 4 (no increase in risk due to the project and adequate protocols already in place)</p> <p>Although there is always a risk of a drone or laser attack, the risk is not considered to be higher with the proposed development compared to the existing airport operations, and there are extensive mitigation and contingency measures in place to manage these risks. All security measures will be confidential and cannot be detailed in the EIA. These issues are therefore proposed to be scoped out of further assessment. The following mitigation and management measures currently apply:</p> <ul style="list-style-type: none"> Detailed guidance on managing risks is also issued by ICAO: Doc 9815 Manual on Laser Emitters and Flight Safety (ICAO, 2003). This manual supports the laser-related SARPs in Annexes 11 and 14 (ICAO, 2003). It focuses on the medical, physiological and psychological effects on flight crew of exposure to laser emissions. The information and guidance material provided in this manual are primarily directed to decision-makers at government level, laser operators, air traffic control officers, aircrew, aviation medicine consultants to and medical officers of the regulatory authorities, and doctors involved in clinical aviation medicine, occupational health and preventive medicine. The manual is aimed both at reducing the need for regulatory authorities to seek individual expert advice and at reducing inconsistencies between Member States in the implementation of national regulations. CAP 736 Operation of Directed Light, Fireworks, Toy Balloons and Sky Lanterns within UK Air Space (Civil Aviation Authority, 2011a). Provides policy and supporting guidance for commercial organizations and individuals planning to operate directed light, fireworks, toy balloons and sky lanterns in UK airspace. Information on notification procedures and CAA application forms are contained within the document; provided event information will enable the aviation community to properly assess the impact of any such proposed activity and take appropriate measures to mitigate any dangers to flight safety. CAP 722: Unmanned Aircraft System Operations in UK Airspace – Guidance (Civil Aviation Authority, 2015). This guidance has been compiled by the Civil Aviation Authority's Intelligence, Strategy and Policy (ISP) division. It is intended to assist those who are involved in the development of Unmanned Aircraft System (UAS) to identify the route to certification, outline the methods by which permission for aerial work may be obtained and ensure that the required standards and practices are met by all UAS operators. Furthermore, the document highlights the safety requirements that have to be met, in terms of airworthiness and operational standards, before a UAS is allowed to operate in the UK. CAP 1627: Drone Safety Risk: An assessment (Civil Aviation Authority, 2018b). The Civil Aviation Authority (CAA) supports the safe development of drones in the UK. The CAA has undertaken an assessment of available information about the likelihood of an unintentional drone collision and the severity of any possible impact between an aircraft and a smaller unmanned vehicle (defined as under 2 kg in this report). The findings are: <ul style="list-style-type: none"> The drones most likely to end up in proximity to manned aircraft are smaller drones, typically of 2 kg or less, flown by operators who either do not know the aviation safety regulations or have chosen to ignore them.

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
				<ul style="list-style-type: none"> It is considered unlikely that a small drone would cause significant damage to a modern turbo-fan jet engine; even if it did, a multi-engine aircraft would still be likely to be able to land safely.
Industrial action	An industrial action leading to a major accident. This could be initiated by the fire service, the police or ground crew			<p>Scoped out as does not meet Scoping Test 3 (will not increase risk compared to do-minimum)</p> <p>These risks are considered to be the same as for current operations. Contingency measures are already in place as part of Gatwick Airport operations, including restricting operations. The Project would be included under the existing arrangements.</p>
Widespread public disorder	Conduct in a public place which is likely to cause, or intends to cause harassment, alarm or distress to anyone present			
Cyber-attack and digital/data security	Cyber-attack and digital/data security (infrastructure/services), leading to major accident / initiator at airport			<p>Scoped out as does not meet Scoping Test 3 (will not increase risk compared to do-minimum)</p> <p>Although there is always a risk of a cyber-attack, the risk is not considered to be greater with the proposed development compared to the existing airport operations, and there are extensive mitigation and contingency measures in place to manage these risks. These issues are therefore proposed to be scoped out of further assessment. The design and operation of the Gatwick scheme must comply with the National Aviation Security Program regulations and guidance:</p> <ul style="list-style-type: none"> CAP 1574: 26 Security Controls for Regulation Civil Aviation Authority, 2017b). This details 26 cyber security controls as a framework for the regulation of cyber induced risks within the aviation industry, both in respect of aviation safety and economic resilience.
Displaced population	Movement of people out of the Project area due to the Project			<p>Scoped out as does not meet Scoping Test 2 (no source, pathway or receptor route for the event)</p> <p>No populations would be displaced by the Project.</p>
External objects (for example bird strike / fireworks / sky lanterns / wind turbine)	Flying animals or objects that can impact on airport operations			<p>Scoped out as does not meet Scoping Tests 3 and 4 (no increase in risk due to the project and adequate protocols already in place)</p> <p>Although there is always a risk of a collision with an external object (non-malicious source), the risk is not considered to be higher with the proposed development compared to the existing airport operations, and there are extensive mitigation and contingency measures in place to manage these risks. The proposals will also not result in an airspace change. There are established management and contingency measures already in place as part of Gatwick Airport operations adhering the following:</p>

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
				<ul style="list-style-type: none"> • CAP 772: Wildlife Hazard Management at Aerodrome (Civil Aviation Authority, 2017c) The guidance assists aerodrome operators in establishing and maintaining an effective Bird Control Management Plan (BCMP), including the measures necessary to assess the bird strike risk at the aerodrome, and the identification of appropriate action to minimize that risk. • CAP 736: Operation of Directed Light, Fireworks, Toy Balloons and Sky Lanterns within UK Air Space (Civil Aviation Authority, 2011a) It provides policy and supporting guidance for commercial organizations and individuals planning to operate directed light, fireworks, toy balloons and sky lanterns in UK airspace. Information on notification procedures and CAA application forms are contained within the document; provided event information will enable the aviation community to properly assess the impact of any such proposed activity and take appropriate measures to mitigate any dangers to flight safety.
Fire/explosion at neighboring site	Accidents related to fire and potential explosion, for example a gas explosion at neighboring sites			<p>Scoped out as does not meet Scoping Test 3 (no increase in risk compared to do-minimum)</p> <p>Although there is always a risk of events at neighboring sites, the risk is not considered to be higher with the Project compared to the existing airport operations and do-minimum scenario. In addition, there are extensive mitigation and contingency measures in place as part of Gatwick Airport operations to manage these risks. These issues are therefore proposed to be scoped out of further assessment. The following legislation has also been considered for offsites with extractive industry waste:</p> <ul style="list-style-type: none"> • The Major Accident Off-Site Emergency Plan (Management of Waste from Extractive Industries) (England and Wales) Regulations 2009 These Regulations transpose Directive 2006/21/EC of the European Parliament and of the Council on the management of waste from extractive industries and amending Directive 2004/35/EC in respect of the requirements in Article 6 of the Directive concerning the preparation of an off-site (external) emergency plan, which must specify the measures to be taken off-site in the event of an accident
Structural collapse at neighboring site	Collapse of buildings and other structures at neighboring sites			<ul style="list-style-type: none"> • The Major Accident Off-Site Emergency Plan (Management of Waste from Extractive Industries) (England and Wales) Regulations 2009 These Regulations transpose Directive 2006/21/EC of the European Parliament and of the Council on the management of waste from extractive industries and amending Directive 2004/35/EC in respect of the requirements in Article 6 of the Directive concerning the preparation of an off-site (external) emergency plan, which must specify the measures to be taken off-site in the event of an accident
Excavation failure at neighboring site	Accidents related to excavation at neighboring sites			
Transport Accident (runway taxiway and apron)	Aircraft incident on runways, taxiways and apron (note this includes standing, pushback/towing and taxing, take-off and landing)			<p>Scoped out as does not meet Scoping Test 4 (adequate protocols already in place)</p> <p>There is potential for an incident due to aircraft movements on the ground. However, there are strong established protocols in place to manage these risks including the following management and mitigation guidelines and standards:</p> <ul style="list-style-type: none"> • EASA Licensing / CAP 168: Licensing of Aerodromes (Civil Aviation Authority, 2019) The purpose of this document is to give guidance to applicants and license holders on the procedure for the issue and continuation of, or variation to, an aerodrome license issued under Article 211 of the ANO 2009, and to indicate the licensing requirements that are used for assessing a variation or an application. The document also describes the CAA's aerodrome licensing requirements relating to operational management and the planning of aerodrome development. This document represents the minimum standards necessary to meet the licensing requirement. • CAP 738: Safeguarding of Aerodromes Appendix C / EASA CS-ADRDSN Certification Specifications and Guidance Material for Aerodromes Design - Book 2 - Chapter H (Civil Aviation Authority, 2006). This document offers guidance to those responsible for the safe operation of an aerodrome or a technical site, to help them assess what impact a proposed development or construction might have on that operation.

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
				<ul style="list-style-type: none"> • CAP 1168: Guidance Material for Organizations, Operations and Design Requirements for Aerodromes, Chapter: Emergency Planning (Civil Aviation Authority, 2017d). Emergency planning arrangements at aerodromes may be developed to align with UK best practice and the requirements of civil contingencies legislation. Further guidance can be found in the ICAO Airport Services Manual, Part 7, Airport Emergency Planning (Doc 9137-AN/898). The Aerodrome Emergency Plan may describe how an emergency situation or incident can be managed in order to minimize the effects it may have on life, property, the environment, and aerodrome operations, and how the best use of appropriate available resources should be applied to achieve that aim. • CAP 748: Aircraft Fueling and Fuel Installation Management (Civil Aviation Authority, 2004). This CAP is intended to provide guidance to aerodrome licensees whose aerodromes have facilities for fuel storage however complex or simple these facilities may be. This guidance is intended to assist them in the production of procedures for fuel storage, management, handling and distribution where these are required of them by the Air Navigation Order (ANO) 2016, and for the safe delivery of fuel to an aircraft in a condition that is fit for use. Other personnel who have a responsibility towards any part of the safe storage, management, handling or distribution of aviation fuel are encouraged to develop similar appropriate procedures
<p>Transport accident (airborne)</p>	<p>Aircraft Incident whilst airborne and under control of Gatwick (Includes initial climb, and approach. Departing aircraft that have completed their initial climb and aircraft flying to Gatwick but not yet on approach, are outside the bounds of the assessment)</p>			<p>Scoped out as does not meet Scoping Test 4 (adequate protocols already in place)</p> <p>A new Runway End Safety Area (RESA) is proposed to be established for the proposed northern runway usage which would reduce the risk to a tolerable level. Any intolerable risk under Department of Transport guidelines would therefore be designed out. In addition, the proposals would not result in a change to airspace. Therefore, the risk of air accidents is scoped out. The following management and mitigation guidelines and standards apply:</p> <ul style="list-style-type: none"> • CAP 789: Requirements and guidance materials for operators (Civil Aviation Authority, 2011b). The risk of aero planes flying into the ground, water or a man-made obstacle requires determined preventive action by operators. Operators should develop and publish procedures that will help flight crew to avoid getting into situations in which controlled flight into terrain (CFIT) becomes a possibility. Guidance as to what should be addressed can be found in UK Aeronautical Information Circulars, in the Flight Safety Foundation's "CFIT Education and Training Aid", and in its "Approach and Landing Accident Reduction (ALAR) Toolkit". There is potential for a transport accident as a result of construction activities and changes in airport operations. • CAP 493: Manual of Air Traffic Services, Section 4 Chapter 2: Area Control Procedures (Civil Aviation Authority, 2017e). The Manual of Air Traffic Services contains procedures, instructions and information, which are intended to form the basis of Air Traffic Services (ATS) within the UK. It is published for use by civil Air Traffic Controllers and may also be of general interest to others associated with civil aviation. • EASA Certificate of Airworthiness validated annually with an Airworthiness Review Certificate. All EASA aircraft types that qualify for an EASA Certificate of Airworthiness (C of A) are issued with a non-expiring C of A, which is validated annually with an Airworthiness Review Certificate. • CAP 747: Mandatory requirements for Airworthiness (Civil Aviation Authority, 2017f). This provides a single source of mandatory information for continuing airworthiness as issued by the CAA. Airworthiness Directives for Annex II aircraft published in CAP 476 are included. Airworthiness Directives issued by EASA are available on the EASA website.

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
Aircraft wake vortex				<ul style="list-style-type: none"> CAP 1616: Airspace Design: Guidance on the regulatory process for changing airspace design including community engagement requirements (Civil Aviation Authority, 2017g). The CAA's airspace change process in this published guidance sets out how we give effect to our role to approve changes to airspace design, and to the law and policy which govern our role. This guidance sets out the framework for the stages of the process and activities involved, from the conception of the need for a change to the airspace design, to consulting and engaging with those potentially impacted, assessing the impacts of different design options from a safety, operational and environmental perspective, and ultimately regulatory decision
	Wake turbulence is a disturbance in the atmosphere that forms behind an aircraft as it passes through the air			<p>Scoped out as does not meet Scoping Test 1 (not classified as a 'major' accident or disaster)</p> <p>There is potential for pitched roofed properties to be affected by aircraft wake vortex, within 10 degrees of the takeoff/landing zone and within 6 km of the runway. However, the consequence of such an event is not considered to result in 'serious' effects and therefore not meet the criteria of a 'major' event.</p>
Transport Accident - airside (other vehicles)	Collision involving ground vehicle, including air bridges, leading to injury / loss of life			<p>Scoped in as meets all scoping tests</p> <p>There is potential for changes in risks as a result of changes in airside vehicle operations which will need to be tested and any additional mitigation or management protocols identified. The following management and mitigation guidelines and standards are already established as part of Gatwick Airport operations:</p> <ul style="list-style-type: none"> EASA Licensing / CAP 168: Licensing of Aerodromes (Civil Aviation Authority, 2019). The purpose of this document is to give guidance to applicants and license holders on the procedure for the issue and continuation of or variation to an aerodrome license issued Article 211 of the Air Navigation Order 2009, and to indicate the licensing requirements that are used for assessing a variation or an application. The document also describes the CAA's aerodrome licensing requirements relating to operational management and the planning of aerodrome development. This document represents the minimum standards necessary to meet the licensing requirement. CAP 738: Safeguarding of Aerodromes Appendix C / EASA CS-ADRDSN Certification Specifications and Guidance Material for Aerodromes Design - Book 2 - Chapter H. This document offers guidance to those responsible for the safe operation of an aerodrome or a technical site, to help them assess what impact a proposed development or construction might have on that operation. CAP 1168: Guidance Material for Organizations, Operations and Design Requirements for Aerodromes, Chapter: Emergency Planning (Civil Aviation Authority, 2017d). Emergency planning arrangements at aerodromes may be developed to align with UK best practice and the requirements of civil contingencies legislation. Further guidance can be found in the ICAO Airport Services Manual, Part 7, Airport Emergency Planning (Doc 9137-AN/898) (ICAO, 1991). The Aerodrome Emergency Plan may describe how an emergency situation or incident can be managed in order to minimize the effects it may have on life, property, the environment, and aerodrome operations, and how the best use of appropriate available resources should be applied to achieve that aim.
Transport Accident - landside road or construction site	Vehicle (car / HGV / passenger vehicle) collision with another vehicle, or structure			
Transport accident - Rail	Collision with trains, trams or inter terminal rail			<p>Scoped in during construction as meets all scoping tests</p> <p>Scoped out during operation as does not meet Scoping Test 3 (no increased risk compared to the do-minimum).</p>

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
	Smoke - building fire, warehouse, bonfire, leading to low visibility			<p>The Brighton mainline adjoins the airport to the east. The risk of construction activities affecting operation of the railway will be scoped in. During operation, the risk to the rail line is not considered to be higher with the proposed development compared to the existing airport operations and do-minimum scenario, and there are extensive mitigation and contingency measures in place to manage these risks. Operational risks are therefore proposed to be scoped out of further assessment. The following management and mitigation guidelines and standards are already established as part of Gatwick Airport operations:</p> <ul style="list-style-type: none"> • Low visibility operations (LVO) are covered in EASA Licensing / CAP 168: Licensing of Aerodromes (Civil Aviation Authority, 2019). The purpose of this document is to give guidance to applicants and license holders on the procedure for the issue and continuation of or variation to an aerodrome license issued under Article 211 of the under Article 211 of the Air Navigation Order 2009, and to indicate the licensing requirements that are used for assessing a variation or an application. The document also describes the CAA's aerodrome licensing requirements relating to operational management and the planning of aerodrome development. This document represents the minimum standards necessary to meet the licensing requirement. • EASA Annex to ED 2012/019/R, Subpart E - Low visibility operations For a low visibility take-off (LVTO) with an aero plane the following provisions should apply: (a) for an LVTO with a runway visual range (RVR) below 400 m the criteria specified in Table 1.A: (b) for an LVTO with an RVR below 150 m but not less than 125 m: (1) high intensity runway center line lights spaced 15 m or less apart and high intensity edge lights spaced 60 m or less apart that are in operation; (2) a 90 m visual segment that is available from the flight crew compartment at the start of the take-off run; and (3) the required RVR value is achieved for all of the relevant RVR reporting points (c) for an LVTO with an RVR below 125 m but not less than 75 m: (1) runway protection and facilities equivalent to CAT III landing operations are available; and (2) the aircraft is equipped with an approved CAT III lateral guidance system.
Accidental release of hazardous chemical	From storage, movement via pipeline and other modes and handling of hazardous material including third parties / tenants and contractors during demolition, construction, operation			<p>Scoped in as meets all scoping tests</p> <p>The risk of accidental release of hazardous chemicals or flammable substances, and explosion will need to be tested and any additional design measures, mitigation or management protocols identified.</p>
Fire	Release of flammable substance with ignition from storage and handling			
Explosion	Boiler explosion / pressure vessel failure (or example design, inspection, maintenance, human error, external heating (boilers))			
Structural collapse	Structural collapse / failure leading to injury / loss of life / damage to the environment (from buildings, structures, bridges, tunnels, storage, roads, construction equipment, mobile equipment, waste and spoils)			<p>Scoped in as meets all scoping tests</p> <p>The risk of structural collapse will need to be tested and any additional design measures, mitigation or management protocols identified.</p>

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
Collapse of excavation	Collapse of any earthwork, trench, well, shaft, tunnel or underground working			<p>Scoped in during construction as meets all scoping tests</p> <p>Scoped out during operation as does not meet Scoping Test 3 (no increased risk compared to the do-minimum).</p> <p>There is potential for collapse of excavations during construction and this topic will therefore be considered further to identify appropriate control measures.</p>
Legacy issues	Unexploded ordnance			<p>Scoped in during construction as meets all scoping tests</p> <p>Scoped out during operation as does not meet Scoping Test 3 (no increased risk compared to the do-minimum).</p> <p>There is potential for unexploded ordnance from previous military activities at the site and bombing during World War II. This risk will therefore be considered further in the assessment. The risk of legacy issues is scoped out for operation as the risk is no greater than in the do-minimum scenario</p>
Occupational hazards	Occupational hazards, including fall from heights			<p>Scoped in during construction as meets all scoping tests</p> <p>Scoped out during operation as does not meet Scoping Test 3 (no increased risk compared to the do-minimum).</p> <p>There is potential for occupation hazards to occur especially as a result of construction activities and this risk is therefore scoped into the assessment. Operational risks are scoped out as there would be no increased risk compared to the do-minimum scenario.</p> <p>The following management and mitigation guidelines and standards apply:</p> <ul style="list-style-type: none"> • CAP 642: Airside safety management system (Civil Aviation Authority, 2018c). This document sets out the hazards and risks that respective employers operating in the airside environment should be expected to consider and manage, but it should be noted that this guidance is not necessarily comprehensive nor exhaustive. Employers are ultimately required to determine the hazards their employees and others face and assess the risk posed by these hazards. Where information has not been provided to cover a particular situation, it is expected that users will be guided by the general safety management principles to identify and create a safe working and operating environment. • Health and Safety at Work etc. Act 1974. Lays down wide-ranging duties on employers. Employers must protect the 'health, safety and welfare' at work of all their employees, as well as others on their premises, including temps, casual workers, the self-employed, clients, visitors and the general public.
Damage to important artefacts	Damage to an object made by a human being, typically one of cultural or historical interest			<p>Scoped out as does not meet Scoping Test 1 (not classified as a major accident or disaster)</p> <p>The development site is extensively disturbed, and effects on buried artefacts would not result in an event which could be considered a 'major' accident or disaster'. General effects on buried archaeology will be dealt with in the heritage assessment.</p> <p>Operational risks in relation to handling of nationally and internationally important artifacts are scoped out as there would be no increased risk compared to the do-minimum scenario. The following management and mitigation guidelines and standards apply:</p> <ul style="list-style-type: none"> • The CAA has identified ground handling in its Safety Plan (Civil Aviation Authority, 2018d) as one of the 'Significant Seven' - the main seven areas of risk in the UK Aviation sector.

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
Deficient safety/environmental management systems	For example, inadequate planning, resource provision, procedures			<p>Scoped out as does not meet Scoping Tests 3 and 4 (no increase in risk due to the project and adequate protocols already in place)</p> <p>The risk is not considered to be higher with the proposed development compared to the existing airport operations and do-minimum scenario, and there are extensive processes, mitigation and contingency measures currently in place as part of Gatwick Airports operations to manage these risks. The following management and mitigation guidelines and standards apply:</p> <ul style="list-style-type: none"> EASA Licensing / CAP 168: Licensing of Aerodromes CAP 168: Licensing of Aerodromes (Civil Aviation Authority, 2019). <p>The purpose of this document is to give guidance to applicants and license holders on the procedure for the issue and continuation of or variation to an aerodrome license issued under Article 211 of the under Article 211 of the Air Navigation Order 2009, and to indicate the licensing requirements that are used for assessing a variation or an application. The document also describes the CAA's aerodrome licensing requirements relating to operational management and the planning of aerodrome development. This document represents the minimum standards necessary to meet the licensing.</p>
Deficient emergency planning, preparedness or provision	For example, a major accident resulting from failure to identify and prepare for foreseeable emergencies (resource, mobilization and communication, information equipment) failure to maintain / train / exercise)			<ul style="list-style-type: none"> CAP 670: Air Traffic Services Safety Requirements, Part B Section 2 ATC 03: Emergency or Contingency Facilities (Civil Aviation Authority, 2014). ANSPs are required, under the EU Regulations, to develop and implement contingency Plans. Advice and guidance on the European requirements and their application to specific units may be obtained from the appropriate Air Traffic Service (ATS) Regional Office (RO). CAP 760: Guidance on the Conduct of Hazard Identification, Risk Assessment and the Production of Safety Cases (Civil Aviation Authority, 2010). The purpose of this document is to provide guidance to aerodrome operators and ANSPs on the development of a Safety Case and, in particular, on hazard identification, risk assessment and the mitigation techniques that may be used.
Loss of Utilities	Electrical / gas / site water/ waste water / refrigeration / fuel leading to injury / loss of life or damage to the environment			<p>Scoped in for construction as meets all scoping tests</p> <p>Scoped out for operation as does not meet Scoping Tests 3 and 4 (no increase in risk due to the project and adequate protocols already in place)</p> <p>The risk of loss of utilities, for example due to damage to the electricity or water supply, on airport operations during construction will be scoped in. During operation, the risk is not considered to be higher with the proposed development compared to the existing airport operations and do-minimum scenario, and there are extensive processes, mitigation and contingency measures currently in place as part of Gatwick Airports operations to manage these risks.</p>
Loss of essential air safety or airside systems	Air safety and air side systems (communication, airstrip lighting, emergency lighting, navigational aid, radar signage emergency power, emergency isolation, detection)			<p>Scoped out as does not meet Scoping Tests 3 and 4 (no increase in risk due to the project and adequate protocols already in place)</p> <p>During construction and operation, the risk is not considered to be higher with the proposed development compared to the existing airport operations and do-minimum scenario, and there are extensive processes, mitigation and contingency measures currently in place as part of Gatwick Airports operations to manage these risks. The following management and mitigation guidelines and standards apply:</p> <ul style="list-style-type: none"> EASA Licensing / CAP 168: Licensing of Aerodromes CAP 168: Licensing of Aerodromes (Civil Aviation Authority, 2019) <p>The purpose of this document is to give guidance to applicants and license holders on the procedure for the issue and continuation of or variation to an aerodrome license issued under Article 211 of the under Article 211 of the Air Navigation Order 2009, and to indicate the licensing requirements that are used for assessing a variation or an application. The document</p>

Event/Scenarios	Description	Construction (including demolition)	Operation	Justification/ Comments
				<p>also describes the CAA's aerodrome licensing requirements relating to operational management and the planning of aerodrome development. This document represents the minimum standards necessary to meet the licensing.</p> <ul style="list-style-type: none"> • CAP 670 Air Traffic Services Safety Requirements, Part B Section 2 ATC 03 (Civil Aviation Authority, 2014). <p>Emergency or Contingency Facilities ANSPs are required, under the EU Regulations, to develop and implement Contingency Plans. Advice and guidance on the European requirements and their application to specific units may be obtained from the appropriate ATS RO.</p>
Deficient security provision	Deficient security management system – for example inadequate planning, resource provision, procedures			<p>Scoped out for operation as does not meet Scoping Tests 3 and 4 (no increase in risk due to the project and adequate protocols already in place)</p> <p>During operation, the risk is not considered to be higher with the proposed development compared to the existing airport operations and do-minimum scenario, and there are extensive processes, mitigation and contingency measures currently in place as part of Gatwick Airports operations to manage these risks. The following management and mitigation guidelines and standards apply:</p> <ul style="list-style-type: none"> • CAP 1223: Framework for an Aviation Security Management System (SeMS) (Civil Aviation Authority, 2018a) <p>SeMS provides a formalized, risk-driven framework for integrating security into the daily operations and culture of an Entity. The SeMS enables an Entity to identify and address security risks, threats, gaps and weaknesses in a consistent and proactive way. SeMS is not a mandated process but if an Entity has a SeMS which contains all the elements which are identified in this framework, it will help the Entity to meet the internal quality control provisions of articles 12, 13 and 14 of EC 300/20081.</p> <ul style="list-style-type: none"> • Guidance on policing at airports (National Policing Improvement Agency, 2011). • Airside Operations Adverse Weather (Security plans) (Gatwick Airport Limited, 2018). <p>The document contains provisions and procedures in place as regards security in the scenario of an adverse weather event.</p> <p>Current facilities will be extended proportionally to the Project with the same quality of provision.</p>

1.1 References

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Appendix 7.15.1

Cumulative Long List

'Other development' details

ID	Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from project (km)	Easting	Northing	Application	Tier	Is EIA Required	Status (under construction, permitted, but not implemented, submitted and not determined)
Tier 1 - Planning Applications										
Crawley Borough Council										
1	Crawley Borough Council	CR/2017/0997/OUT	Inspired Asset Management application for demolition of existing building and erection of residential-led scheme incorporating retail at ground level with six storey residential flats (10 x studios, 55 x one bed and 13 x two bed) above.	3.4	527192	136870	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/0997/OUT#documents	1	N	Permitted on 14/02/2019
2	Crawley Borough Council	CR/2016/0858/ARM	Persimmon Homes Ltd application for Approval for Reserved Matters for Phase 3 Employment Building, car parking, internal access roads, footpaths, parking and circulation areas, hard and soft landscaping and other associated infrastructure and engineering works.	1.6	528829	139135	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0858/ARM	1	Y - with the updated outline application (CR/2015/0552/NCC)	Permitted on 31/01/2019
3	Crawley Borough Council	CR/2016/0083/ARM	Persimmon Ltd & Taylor Wimpey Ltd application for approval of reserved matters for phase 2c for the erection of 249 dwellings, car parking including garages, internal access roads, footpaths, parking and circulation area, hard and soft landscaping and other associated infrastructure and engineering works (revised description and amended plans received)	2.2	529144	138653	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0083/ARM#documents	1	Y - with the updated outline application (CR/2015/0552/NCC)	Permitted on 31/01/2019
4	Crawley Borough Council	CR/2018/0433/FUL	Goya Developments & BP2017 (Crawley) LLP application for construction of a single new building of 3,093m2 GEA falling within use classes B1(b), B1(c), B2 & B8	1.3	526960	138980	https://planningregister.crawley.gov.uk/Planning/Display/CR/2018/0433/FUL#documents	1	N	Permitted on 07/01/2019
5	Crawley Borough Council	CR/2018/0341/FUL	Arcus PDC application for part 8/part 6 storey building to provide a total of 98 flats on car-park land fronting Northgate Avenue	3.5	527323	136827	https://planningregister.crawley.gov.uk/Planning/Display/CR/2018/0341/FUL	1	N	Permitted on 16/08/2018
6	Crawley Borough Council	CR/2017/1057/FUL	Brook & Churches Ltd application for Demolition of existing showroom & redevelopment of site to B1 office and associated parking and landscaping.	1.9	528342	138695	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/1057/FUL#documents	1	N	Permitted on 09/08/2018
7	Crawley Borough Council	CR/2016/0089/FUL	Arcus PDC application erection of a part 8 and part 6 storey building to provide a total of 90 flats, with associated parking, landscaping and frontage service bay on car park land fronting northgate avenue	3.5	527323	136827	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0089/FUL#documents	1	N	Permitted on 14/03/2018
8	Crawley Borough Council	CR/2015/0435/FUL	Windsor Developments Limited application for construction of an industrial warehouse building comprising three units, a, b and c, to provide b2 and b8 usage, together with associated parking and amenity space	1.2	526509	139023	https://planningregister.crawley.gov.uk/Planning/Display/CR/2015/0435/FUL#documents	1	N	Permitted on 09/08/2018
9	Crawley Borough Council	CR/2016/0962/ARM	Persimmon Homes & Taylor Wimpey application for Approval of Reserved Matters for approval of reserved matters for phase 3b for 151 dwellings and associated works pursuant to cr/2015/0552/ncc for a mixed use neighbourhood	2.3	529966	138952	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0962/ARM	1	Y - with the updated outline application (CR/2015/0552/NCC)	Permitted on 11/12/2017
10	Crawley Borough Council	CR/2017/0125/ARM	Persimmon Homes & Taylor Wimpey application for vary conditions pursuant to application cr/1998/0039/out for a new mixed use neighbourhood at forge wood, crawley	2.3	529966	138952	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/0125/ARM#documents	1	Y - with the updated outline application (CR/2015/0552/NCC)	Permitted on 27/10/2017

'Other development' details

ID	Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from project (km)	Easting	Northing	Application	Tier	Is EIA Required	Status (under construction, permitted, but not implemented, submitted and not determined)
11	Crawley Borough Council	CR/2017/0127/ARM	Persimmon Homes & Taylor Wimpey application for Approval of Reserved Matters for Phase 4 Road and Drainage Infrastructure, Noise fence, Sports Pitches, Changing Room Building, LEAP, car parking, internal access roads, footpaths, parking and circulation areas, hard and soft landscaping and other associated infrastructure and engineering works.	2.3	529966	138952	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/0127/ARM#documents	1	Y - with the updated outline application (CR/2015/0552/NCC)	Permitted on 26/10/2017
12	crawley Borough Council	CR/2017/0116/FUL	Boeing Commercial Air Services Europe Ltd and Gatwick for Construction of a new hangar and other associated works including aircraft apron, connection to taxiway 'Uniform', vehicle parking and external parts storage area, fire suppression plant, diversion of Larkins Road and realigned security fencing, drainage and lighting, together with associated landscaping and ecological mitigation and enhancement works	0.0	526070	140927	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/0116/FUL#documents	1	N	Permitted on 19/10/2017
13	Crawley Borough Council	CR/2016/0501/FUL	Colsilverbird C SARL application for creation of a car park to provide up to 401 spaces for use in conjunction with nova and astral towers	1.2	526810	139034	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0501/FUL#documents	1	N	Permitted on 01/09/2017
14	Crawley Borough Council	CR/2016/0662/FUL	Haywards Heath Investments LDA application for demolition of existing car park and the erection of a part 3 storey, part 6 storey & part 9 storey building to provide a total of 91 flats with associated parking	3.4	526871	136849	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0662/FUL#documents	1	N	Permitted on 19/07/2017
15	Crawley Borough Council	CR/2016/0114/ARM	Persimmon Homes & Taylor Wimpey APPROVAL OF RESERVED MATTERS FOR PHASE 2D FOR THE ERECTION OF 75 DWELLINGS, CAR PARKING INCLUDING GARAGES, INTERNAL ACCESS ROADS, FOOTPATHS, PARKING AND CIRCULATION AREA, HARD AND SOFT LANDSCAPING AND OTHER ASSOCIATED INFRASTRUCTURE AND ENGINEERING WORKS AND NOISE BARRIER COMPRISING BUND AND ACOUSTIC FENCE PURSUANT TO OUTLINE PLANNING PERMISSION CR/2015/0552/NCC FOR A NEW MIXED USE NEIGHBOURHOOD (AMENDED DOCUMENTS AND PLANS RECEIVED)	2.2	529144	138653	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0114/ARM#documents	1	Y - with the updated outline application (CR/2015/0552/NCC)	Permitted on 28/04/2017
16	Crawley Borough Council	CR/2016/0600/FUL	application for permanent permission previously permitted on a temporary basis under CR/2015/0041/FUL for change of use to clay pigeon shooting area and erection of shed	5.4	527348	134512	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0600/FUL#documents	1	N	Permitted on 21/03/2017
17	Crawley Borough Council	CR/2016/0780/ARM	Persimmon Homes & Taylor Wimpey application for approval of reserved matters for phase 3a for 225 dwellings and associated works pursuant to outline planning permission cr/2015/0552/ncc for a mixed use neighbourhood	2.3	529966	138952	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0780/ARM#documents	1	Y - with the updated outline application (CR/2015/0552/NCC)	Permitted on 20/03/2017
18	Crawley Borough Council	CR/2016/0722/FUL	Private developer application for erection of three B8 24 hour operation warehouses	1.8	527503	138575	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0722/FUL#documents	1	N	Permitted on 19/01/2017
19	Crawley Borough Council	CR/2015/0695/FUL	Boeing UK Training and Flight Services Ltd application for proposed extensions to flight training centre	1.7	527272	138562	https://planningregister.crawley.gov.uk/Planning/Display/CR/2015/0695/FUL#documents	1	N	Permitted on 02/09/2016

'Other development' details

ID	Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from project (km)	Easting	Northing	Application	Tier	Is EIA Required	Status (under construction, permitted, but not implemented, submitted and not determined)
20	Crawley Borough Council	CR/2016/0048/ARM	Persimmon Homes & Taylor Wimpey application for approval of reserved matters for phase 1 for the erection of a primary school with sports pitches and courts, playing fields, playground, car and cycle parking, internal access roads, footpaths and circulation areas, hard and soft landscaping, and other associated infrastructure and engineering works (amended plans received)	2.2	529144	138653	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0048/ARM#documents	1	Y - with the updated outline application (CR/2015/0552/NCC)	Permitted on 07/06/2016
21	Crawley Borough Council	CR/2015/0720/FUL	British Land Retail Warehouses Ltd application for erection of single storey warehouse unit (b8) with associated two storey office accommodation	2.8	526691	137453	https://planningregister.crawley.gov.uk/Planning/Display/CR/2015/0720/FUL#documents	1	N	Permitted on 29/02/2016
22	Crawley Borough Council	CR/2015/0524/RG3	Crawley Borough Council application for change of use of land to new cemetery with new pedestrian and vehicular access off the a264, new bus stop facilities and signal controlled pedestrian crossing, removal of existing trees, re-profiling of existing levels, new carriageway and footway infrastructure, boundary fencing and gates, surface water drainage, street lighting, soft landscaping and tree planting, operational compound and multi purpose facilities building	6.9	525827	133390	https://planningregister.crawley.gov.uk/Planning/Display/CR/2015/0524/RG3	1	N	Permitted on 11/11/2015
23	Crawley Borough Council	CR/2015/0097/FUL	Papergraphics Ltd application for construction of an industrial warehouse building comprising three units, a, b and c, to provide b2 and b8 usage, together with associated parking and amenity space	2.3	527391	137964	https://planningregister.crawley.gov.uk/Planning/Display/CR/2015/0097/FUL#documents	1	N	Permitted on 13/05/2016
24	Crawley Borough Council	CR/2015/0609/FUL	Inspired Asset Management application for demolition of existing building and erection of residential-led scheme incorporating retail at ground level with six storey residential flats (10 x studios, 55 x one bed and 13 x two bed) above.	3.6	526938	136637	https://planningregister.crawley.gov.uk/Planning/Display/CR/2015/0609/FUL	1	N	Permitted on 20/04/2016
25	Crawley Borough Council	CR/2014/0437/FUL	Harwoods Group application for erection of new car showroom, vehicle servicing workshops and smart repair workshop, all with associated storage, delivery & administration facilities, car parking and landscaping	2.0	527512	138332	https://planningregister.crawley.gov.uk/Planning/Display/CR/2014/0437/FUL#documents	1	N	Permitted on 09/01/2015
26	Crawley Borough Council	CR/2014/0102/FUL	South East Coast Ambulance Service NHS Foundation application for erection of new ambulance make ready centre (mrc) and hazardous area response team unit	1.9	527585	138429	https://planningregister.crawley.gov.uk/Planning/Display/CR/2014/0102/FUL	1	N	Permitted on 09/07/2014
27	Crawley Borough Council	CR/2013/0517/OUT	Minelock Ltd application for extension of time limit for cr/2009/0352/out - outline application for demolition of 45 ifield road and erection of 218 flats together with creche, gym, management estates office and basement car park	3.2	526506	136622	https://planningregister.crawley.gov.uk/Planning/Display/CR/2013/0517/OUT#documents	1	N	Permitted on 04/03/2014
28	Crawley Borough Council	CR/2015/0788/CON	Consultation from Gatwick Airport Ltd for a temporary two-bay aircraft maintenance hangar and associated development.	0.0	526963	141328	https://planningregister.crawley.gov.uk/Planning/Display/CR/2015/0788/CON	1	N	Permitted 04/02/2016
29	Crawley Borough Council	CR/2016/0860/CON	Consultation from Gatwick Airport Ltd for an extension to Gatwick Airport Waste Care Centre	0.0	526668	140856	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0860/CON	1	N	Permitted - 17/02/2018
30	Crawley Borough Council	CR/2017/0523/CON	Consultation from Gatwick Airport Ltd for construction of a single decked car park over the existing surface car park zones F & Gin the south terminal long stay car park to provide additional passenger parking	0.0	529351	140683	https://planningregister.crawley.gov.uk/Planning/Display/CR%2F2017%2F0523%2FCON	1	N	Permitted 04/07/2018

'Other development' details

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31	Crawley Borough Council	CR/2018/0373/CON	Consultation from Gatwick Airport LTd for reconfiguration of three stands on PEIR 5, north terminal to provide a Code F stand	0.0	527493	141561	https://planningregister.crawley.gov.uk/Planning/Display/CR/2018/0373/CON	1	N	Permitted - 27/07/2018
32		CR/2018/0481/CON	Consultation from Gatwick Airport Limited for works to realign part of Quebec Taxiway	0.0	527434	141119	https://planningregister.crawley.gov.uk/Planning/Display/CR/2018/0373/CON	1	N	Permitted - 27/07/2018
33	Crawley Borough Council	CR/2017/1010/FUL	Erection of an effluent treatment plant to the rear service yard consisting of a shipping container size unit and associated underground drainage pipes		526857	140105	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/1010/FUL	1	N	Permitted 09/03/2018
34	Crawley Borough Council	CR/2013/0048/FUL	Demolition of existing building and erection of a two storey block and single storey workshop unit		527085	140026	https://planningregister.crawley.gov.uk/Planning/Display/CR/2013/0048/FUL	1	N	Permitted 07/08/2014
35	Crawley Borough Council	CR/2013/0610/ARM	Approval of reserved matters for 204 dwellings and related works pursuant to CR/1998/0039/OUT for the erection of up to 1900 dwellings, 5000sqm of use class B1, B2 and B8 employment floorspace, 2500 sqm of retail floorspace a local community centre, a new primary school, recreational open space, landscaping, the relocation of 123kv OHV power line adjacent to M23, infrastructure and means of access		529356	139407	https://planningregister.crawley.gov.uk/Planning/Display/CR/2013/0610/ARM	1	Y - with the updated outline application (CR/2015/0552/NCC)	Permitted 14/03/2014
36	Crawley Borough Council	CR/2017/0544/FUL	Temporary change of use from a warehouse (class B8) to light industrial		526635	141310	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/0544/FUL	1	N	Permitted 24/08/2017
37	Crawley Borough Council	CR/2016/0972/FUL	Richmond Care Villages Holdings Ltd application demolition of existing buildings and erection of a continuing care retirement community (class c2)	4.2	526244	136043	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0972/FUL#documents	1	N	Permitted on 05/10/2018
38	Crawley Borough Council	CR/2017/0974/FUL	East Street Homes (South East) Ltd application for Demolition of existing building and erection of a new part 3/part 4 and part 5 storey building containing 66 no. 1 and 2 bedroom apartments	4.0	527010	136282	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/0974/FUL#documents	1	N	Permitted on 04/09/2018
39	Crawley Borough Council	CR/2017/0589/FUL	Wrenbridge (PCDF IV Crawley) LLP application for Erection of a building comprising two units for B1(c) (Light Industrial), B2 (General Industrial) and/or B8 (Storage or Distribution)	2.3	527325	137979	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/0589/FUL#documents	1	N	Permitted on 30/01/2018
40	Crawley Borough Council	CR/2016/1020/FUL	Surrey County Council application for Erection of one B1 operations building and one B1/D1 training & office building, both with ancillary uses and associated landscaping and car parking	2.1	528282	138490	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/1020/FUL#documents	1	N	Permitted on 19/05/2017
41	Crawley Borough Council	CR/2015/0389/FUL	Barratt David Wilson application for erection of 193 dwellings	2.3	525177	137206	https://planningregister.crawley.gov.uk/Planning/Display/CR/2015/0389/FUL	1	N	Permitted on 23/12/2015
42	Crawley Borough Council	CR/2016/0294/OUT	Rockspring UK Value Crawley (Jersey) Ltd C/O Arora application for demolition of existing office building and integrated railway station building, footbridges and ancillary structures together with erection of 308 studio, 1, 2 and 3 bedroom residential apartments and associated parking (C3 Use Class); integrated railway station building, footbridges, and ancillary structures; flexible use retail / coffee shop / business centre (A1 / A3 / B1 Use Classes); 120 space multi-deck station car park, vehicle drop-off lay-by and associated highway works and public realm enhancements. (Outline application with all details reserved)	3.9	527050	136325	https://planningregister.crawley.gov.uk/Planning/Display/CR/2016/0294/OUT#documents	1	N	Permitted on 16/08/2016

'Other development' details

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43	Crawley Borough Council	CR/2019/0157/FUL	Alterations to ground floor to create 15 additional hotel rooms, new food and drinks area, reposition of kitchen, facade alterations and alterations to car park		527276	140125	https://planningregister.crawley.gov.uk/Planning/Display/CR/2019/0157/FUL		N	Submitted - 24/04/2019
44	Crawley Borough Council	CR/2018/0400/FUL	Maizelands Limited & Arringford Limited application for Demolition of existing unit and redevelopment of the site to provide a modern employment unit of 3,255 sq m (GIA) for flexible employment purposes within use classes B1c/B2/B8	1.8	527662	138606	https://planningregister.crawley.gov.uk/Planning/Display/CR/2018/0400/FUL	1	N	Withdrawn on 21/01/2019
45	Crawley Borough Council	CR/2018/0473/FUL	CAE Training and Services UK Ltd application to Develop existing Diamond Point building to provide a Flight Training Facility. The proposal is to add a mezzanine floor, external plant rooms, Sprinkler tank and additional car parking spaces in lieu of HGV parking bays. Change of Use from B1 to Sui-Generis.	1.5	527799	138960	https://planningregister.crawley.gov.uk/Planning/Display/CR/2018/0473/FUL#documents	1	N	Permitted on 14/05/2019
46	Crawley Borough Council	CR/2018/0544/OUT	Homes England application for up to 150 residential units; new site access from Birch Lea with enhanced access from Kenmara Court, demolition of the existing Oakwood Football Club	2.2	528649	138518	https://planningregister.crawley.gov.uk/Planning/Display/CR/2018/0544/OUT#documents	1	N	Target decision date was 30/10/2018, no decision has been made
47	Crawley Borough Council	CR/2018/0273/FUL	Network Rail application for the proposed; 'Construction of; a new station concourse / airport entrance area, link bridges, platform canopies, back of house (BoH) TOC accommodation building and associated improvement works at Gatwick Airport Station.	0.1	528705	141305	https://planningregister.crawley.gov.uk/Planning/Display/CR/2018/0273/FUL#documents	1	N	Target decision date was 25/09/2018, no decision has been made as of yet. Permitted on 19/03/2019
48	Crawley Borough Council	CR/2017/0810/FUL	WT Lamb Holdings Ltd Planning application for the temporary use (for a period of 5 years) of the site as a Park and Ride car park, comprising 892 car parking spaces (814 long stay) and associated infrastructure including offsite highway improvements and the temporary conversion of the existing bungalow into associated office space.	1.2	529800	141207	https://planningregister.crawley.gov.uk/Planning/Display/CR/2017/0810/FUL	1	N	Target decision date was 08/01/2018, no decision has been made
Reigate & Banstead Borough Council										
49	Reigate and Banstead Borough Council	18/01179/S73	Construction of a class a1 use retail food store of 15,093sqm gross external floorspace, a hotel, a gym, a multi storey car park of 927 spaces, general townscape improvement and associated works. Variation of condition 24(e) of permission ref no 13/00168/S73 so that it allows further time for these works to be completed.	9.0	528038	150668	https://bdsdocs.reigate-banstead.gov.uk/Planning/dialog.page?org.apache.shale.dialog.DIALOG_NAME=gfplanningsearch&Param=lg.Planning&viewdocs=true&SDescription=18/01179/S73	1	N	Permitted on 23/08/2018
50	Reigate and Banstead Borough Council	16/00333/S73	Full planning application and listed building consent for conversion, extension and refurbishment of Tudor House and garden cottage; demolition of all other buildings and redevelopment to form 102 new dwellings in total (25 dwellings for blind and partially sighted people and 77 open market houses); hub facility (b1, d2 and d3 uses); new landscaped open space; surface vehicle and cycle parking; access and associated and ancillary development. Removal of Condition 13 of 14/02562/F which requires off site junction works.	7.7	528877	149531	https://bdsdocs.reigate-banstead.gov.uk/Planning/dialog.page?org.apache.shale.dialog.DIALOG_NAME=gfplanningsearch&Param=lg.Planning&viewdocs=true&SDescription=16/00333/S73	1	N	Permitted on 11/08/2016

'Other development' details

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51	Reigate and Banstead Borough Council	18/01180/F	The redevelopment of the site to include four employment buildings incorporating 5 units for open B1(b), B1(c), B2 and B8 use comprising 15,831sqm GEA with associated parking and landscape planting.	3.1	528519	145141	https://bdsdocs.reigate-banstead.gov.uk/Planning/dialog.page?org.apache.shale.dialog.DIALOG_NAME=gfplanningsearch&Param=lg.Planning&viewdocs=true&SDescription=18/01180/F	1	N	Permitted on 30/11/2018
52	Reigate and Banstead Borough Council	04/02120/OUT	Comprehensive mixed use development to comprise housing (approx 1510 dwellings), neighbourhood centre, primary school, recreation and open space uses, plus associated infrastructure and access roads linking the development to A23 and A217.	5.0	N/A	N/A	https://bdsdocs.reigate-banstead.gov.uk/Planning/dialog.page?org.apache.shale.dialog.DIALOG_NAME=gfplanningsearch&Param=lg.Planning&viewdocs=true&SDescription=04/02120/OUT	1	Y	Permitted on 02/12/2014
53	Reigate and Banstead Borough Council	18/00967/OUT	Outline planning application for the partial demolition of existing buildings, erection of 4 apartment blocks comprising 23 x 1 bed flats and 37 x 2 bed flats (60 in total).	8.0	527836	149721	https://bdsdocs.reigate-banstead.gov.uk/Planning/dialog.page?org.apache.shale.dialog.DIALOG_NAME=gfplanningsearch&Param=lg.Planning&viewdocs=true&SDescription=18/00967/OUT	1	N	Awaiting decision
54	Reigate and Banstead Borough Council	14/02647/P3JPA	Change of use from offices to form 38 residential apartments	1.1	528435	143054	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NGRZILMV00000		N	Permitted 04/02/2015
55	Reigate and Banstead Borough Council	14/02124/F	Refurbishment and conservation of existing farm buildings to form 9 new dwellings; demolition of existing bungalow, other outbuildings and structures; construction of 29 new dwellings, with associated garaging, boundary treatments, hard and soft landscaping. Application for Listed Building Consent for demolition of outbuildings and removal of haha wall.	2.0	527218	144582	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?keyVal=ND7SSAMVKA000&activeTab=summary		N	Permitted 28 /082015
56	Reigate and Banstead Borough Council	14/01263/P3JPA	Change of use of offices (Class B1a) to form 18 residential apartments	1.1	528435	143054	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?keyVal=N7M4BKMV08800&activeTab=summary		N	Permitted 29 /08/2014
57	Reigate and Banstead Borough Council	15/00731/F	Erection of 19 no. dwelling houses, new vehicular/pedestrian access point from public highway, associated parking and hard and soft landscaping.	0.9	527778	143441	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?keyVal=NM6SP9MVLHM00&activeTab=summary		N	Permitted 04/06/ 2015
58	Reigate and Banstead Borough Council	15/00640/P3JPA	Change of use of the first floor offices to 14 residential apartments	1.1	528393	143062	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?keyVal=NLP4MV08800&activeTab=summary		N	1Permitted 5/05/2015
59	Reigate and Banstead Borough Council	15/00500/F	Mixed used redevelopment comprising of 2 retail units, 56 no. 1 and 2 bedroom flats, 6 no. 2 bedroom houses together with associated car parking and landscaping.	1.1	528523	142920	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?keyVal=NKSQ87MVLX00&activeTab=summary		N	Permitted 03/07/2015
60	Reigate and Banstead Borough Council	15/01569/PAP30	Change of use of offices to 20 residential apartments	1.1	528523	142920	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?keyVal=NR9N3CMV08800&activeTab=summary		N	Permitted 28/08/ 2015
61	Reigate and Banstead Borough Council	16/01739/PAP30	Development is the change of use of offices to 25 self contained flats.	1.1	528357	142886	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?keyVal=OAX363MVO0N600&activeTab=summary		N	Permitted 9/09/2016
62	Reigate and Banstead Borough Council	16/01739/PAP30	The development is the change of use of offices to 22 self contained flats.	1.1	528357	142886	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?keyVal=PH1X2YMV0P500&activeTab=summary		N	Permitted 09/09/2016

'Other development' details

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63	Reigate and Banstead Borough Council	19/00147/F	Erection of 40 new 1,2,3,4 and 5 bedroom dwellings together with associated access from Bonehurst Road, car parking, landscaping and open space.	2.8	528242	145252	https://planning.reigate-banstead.gov.uk/online-applications/applicationDetails.do?keyVal=PLSLMAMVI9S00&activeTab=summary		N	Refused 04/07/2019
Tandridge District Council										
64	Tandridge District Council	2019/548/EIA	Request for screening opinion for the Proposed Development of circa 360 residential units made up of 2, 3 and 4-bedroom detached, semi-detached and terraced houses, and potentially some 1-bedroom flats and a small amount of commercial development of circa 7,000 sqft. The properties will not exceed 3-storeys		531214	143209	http://tdcplanningsearch.tandridge.gov.uk/Planning/Planning/Planning?reference=2019-548-EIA			Permitted 30/04/19
65	Tandridge District Council	2019/169	Use of land as a Thai Buddhist Centre along with the construction of disabled ramps; minor alterations to an existing access off Cophorne Bank and provision of 6 car parking spaces	3.92	532240	140294	http://tdcplanningsearch.tandridge.gov.uk/Planning/Planning/Planning?reference=2019-169		N	Permitted 21/03/2019
66	Tandridge District Council	2018/2567	Approval of reserved matters (namely, appearance, landscaping, layout and scale) for the development of 51 dwellings following the grant of outline planning permission on appeal under ref: 2014/1809	4.31	531045	143264	http://tdcws01.tandridge.gov.uk/ArcusPlanning/Planning/Planning?reference=2018/2567		N	Permitted 24/05/2019
67	Tandridge District Council	2017/687	Change of use of land to allow for the formation of one polo pitch and one practice polo pitch; together with associated engineering works, vehicular access and landscaping		533773	144567	http://tdccomweb.tandridge.gov.uk/Planning/dialog.page?org.apache.shale.dialog.DIALOG_NAME=gfplanningsearch&Param=lg.Planning&SDescription=2017/1576&viewdocs=true		N	Permitted 07/11/2017
68	Tandridge District Council	2017/1782	Demolition of existing buildings. Erection of workshop and office	4.16	532791	140734	http://tdcws01.tandridge.gov.uk/ArcusPlanning/Planning/Planning?reference=2017/1782		N	Permitted on 2/08/2018
69	Tandridge District Council	2018/806	Proposed use of site, including existing buildings and structures thereon, for B1, B2 or B8 use or plant hire use or as a recycling facility, or a combination of any or all of the above uses together with the retention of the 5m high screen along part of the northern boundary.	1.7	530343	141791	http://tdccomweb.tandridge.gov.uk/Planning/dialog.page?org.apache.shale.dialog.DIALOG_NAME=gfplanningsearch&Param=lg.Planning&SDescription=2018/806&viewdocs=true		N	Permitted on 10/12/2018 - assumed under construction
Horsham District Council										
70	Horsham District Council	DC/17/1473	Reserved Matters approval sought for Layout, Appearance, Landscaping, Scale and Access (in accordance with DC/15/2813) for Phase 2B of the Kilnwood Vale development, comprising 64 dwellings with associated landscaping and parking.	6.0	523637	134725	http://snafpacc.horsham.gov.uk/AniteIM.WebSearch/Results.aspx	1	Y - Original outline application (DC/10/1612)	Permitted on 29/09/2017
71	Horsham District Council	DC/17/1993	Reserved matters application for Layout, Appearance, Landscaping, Scale and Access (following DC/15/2813) for Phase 3A of the Kilnwood Vale development, comprising 59 dwellings with associated landscaping and parking.	5.7	523889	134961	http://snafpacc.horsham.gov.uk/AniteIM.WebSearch/Results.aspx	1	Y - Original outline application (DC/10/1612)	Permitted on 18/12/2017
72	Horsham District Council	DC/16/1841	Reserved Matters approval sought for Layout, Appearance, Landscaping, Scale and Access (in accordance with DC/15/2813) for Phase 2.2 of the Kilnwood Vale development, comprising 170 dwellings with associated landscaping and parking.	5.5	N/A	N/A	http://snafpacc.horsham.gov.uk/AniteIM.WebSearch/Results.aspx	1	Y - Original outline application (DC/10/1612)	Permitted on 02/11/2016

'Other development' details

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73	Horsham District Council	DC/17/2481	Outline planning application for the development of approximately 227 dwellings (between 204 and 250 dwellings) with the construction of a new access from Calvert Link, a pumping station and associated amenity space (all matters reserved except for access).	6.3	523000	134622	http://snafpacc.horsham.gov.uk/AnitelM.WebSearch/Results.aspx	1	Y	Permitted on 04/10/2018
74	Horsham District Council	DC/18/1213	Reserved matters approval sought for Layout, Appearance, Landscaping, Scale and Access (in accordance with outline approval DC/15/2813) for Phase 3B of the Kilnwood Vale development, comprising 67 dwellings with associated landscaping and parking.	5.5	523902	135149	http://snafpacc.horsham.gov.uk/AnitelM.WebSearch/Results.aspx	1	Y - Original outline application (DC/10/1612)	Permitted - 06/09/2018
75	Horsham District Council	DC/17/1223	Reserved Matters approval sought for Layout, Appearance, Landscaping, Scale and Access (in accordance with DC/15/2813) for Phase 2C of the Kilnwood Vale development, comprising 64 dwellings with associated landscaping and parking.	6.0	523372	134907	http://snafpacc.horsham.gov.uk/AnitelM.WebSearch/Results.aspx?grdResultsSort=Application%20Ref&grdResultsSortDir=Desc	1	Y - Original outline application (DC/10/1612)	Permitted on 13/07/2016
76	Horsham District Council	DC/15/0340	Non material amendment to previously approved DC/10/1612 (Outline approval for the development of approximately 2500 dwellings, new accesses, neighbourhood centre, main pumping station, land for primary school and nursery, land for employment uses, new rail station, energy centre and associated amenity space & full planning permission for engineering operations associated with landfill remediation, the development of Phase 1 of 291 dwellings and the construction of a 3 to 6 metre high noise attenuation landform) to enable various elevation and fenestration alterations, internal arrangement changes, revised bin/cycle stores and repositioning of plots 254 and 257.	5.6	523649	135217	http://snafpacc.horsham.gov.uk/AnitelM.WebSearch/Results.aspx	1	Y - Original outline application (DC/10/1612)	Permitted on 26/06/2015
77	Horsham District Council	DC/14/2132	Outline planning application for a development of up to 95 dwellings with associated open space and landscaping with all matters reserved, except for access	4.1	523692	136668	http://snafpacc.horsham.gov.uk/AnitelM.WebSearch/Results.aspx	1	N	Refused on 12/02/2015
78	Horsham District Council	DC/13/0368	Outline application for the redevelopment of land at Rusper Road, Ifield (encompassing Summerwood, Avalon, Rose Lawn, High Trees, Budleigh, White Cottage, Ventura and Avebury) for up to 36 dwellings, together with associated access road, car parking, landscaping and open space	3.9	524327	136672	http://snafpacc.horsham.gov.uk/AnitelM.WebSearch/Results.aspx	1	N	Permitted on 31/07/2014
79	Horsham District Council	DC/18/2227	Reserved matters application for the erection of 130 dwellings for Phase 2D, 2E and 2F with associated landscaping and parking following approval of outline application DC/15/2813, relating to layout, appearance, landscaping, scale and access.	5.8	523664	134916	http://snafpacc.horsham.gov.uk/AnitelM.WebSearch/Results.aspx	1	Y - Original outline application (DC/10/1612)	Permitted 26/04/2019

Mole Valley DC

'Other development' details

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80	Mole Valley District Council	RE10/2089	The retention of the existing exploratory well site and vehicular access onto Horse Hill; the appraisal and further flow testing of the existing bore hole (Horse Hill - 1) for hydrocarbons, including the drilling of a (deviated) sidetrack well and flow testing for hydrocarbons; installation of a second well cellar and drilling a second (deviated) borehole (Horse Hill - 2) and flow testing for hydrocarbons; erection of security fencing on an extended site area; erection of acoustic/light barrier; modifications to the internal access track; installation of plant, cabins and equipment, all on some 2.08ha, for a temporary period of three years, with restoration to agriculture and woodland	2.4	525316	143598	http://www.molevalley.gov.uk/swiftlg/apas/run/WPHA_PPDETAIL.DisplayUrl?theApnID=MO/2016/1813&theTabNo=3		N	Permitted on 01/10/2016
Mid Sussex DC										
81	Mid Sussex District Council	13/04127/OUTES	Outline planning application for up to 500 homes, a primary school and doctors surgery, up to 15,500sqm employment floorspace (B1c light industry/B8 storage and distribution), public open space, allotments, associated landscaping, infrastructure (including sub stations and pumping station) and pedestrian and cycle access, with a principal vehicular access from the A264 and a secondary vehicular access from Shipley Bridge Lane with all matters reserved except for access.	2.7	530506	138843	https://pa.midsussex.gov.uk/online-applications/applicationDetails.do?keyVal=MX8I7SKT0BF00&activeTab=summary	1	Y	Permitted on 25/05/2016
82	Mid Sussex District Council	DM/18/3525	Use of land as a permanent residential site for travellers. SITE A - laying out of 10 pitches. Erection of manager's office and amenity blocks. SITE B - laying out of 3 permanent pitches. Construction of internal access roads, drainage works and landscaping. Single vehicular access to Copthorne Road to serve both sites. Provision of footpath within the highway verge along Copthorne Road.	3.3	530976	138541	https://pa.midsussex.gov.uk/online-applications/applicationDetails.do?activeTab=externalDocuments&keyVal=PE7QG4KT0DA00	1	N	Permitted on 25/02/2019
83	Mid Sussex District Council	14/04662/OUT	Demolition of existing buildings associated with Holly Farm and the Hollywood Holiday Camp site and redevelopment of the site so as to accommodate 45 dwellings together with associated new access road, car parking, landscaping and open space.	2.9	530752	138730	https://pa.midsussex.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=NH1EYCKT07Z00	1	N	Permitted on 21/07/2015
84	Mid Sussex District Council	DM/15/4711	The phased development of approximately 600 dwellings (Use Class C3), (including affordable housing), 48 bed care facility (Use Class C2), Community building (Use Class D1), cafe (Use Class A3) and retail (Use Class A1), up to 1 form-entry primary school (Use Class D1), hard/soft landscaping including a noise bund/fence, infrastructure provision, creation of accesses and car parking.	7.0	526700	133178	https://pa.midsussex.gov.uk/online-applications/applicationDetails.do?keyVal=NYDCZGKT04L00&activeTab=summary	1	Y	Permitted 28/11/2016
West Sussex CC										
85	West Sussex County Council	WSCC/040/17/BA	Temporary permission for exploration and appraisal comprising the flow testing and monitoring of the existing hydrocarbon lateral borehole along with site security fencing, the provision of an enclosed testing flare and site restoration		531033	129250	https://westsussex.planning-register.co.uk/Planning/Display/WSCC/040/17/BA	1	N	Permitted on 10/01/2018 - assumed under construction
86	West Sussex County Council	WSCC/053/16/CR	Erection of a rail fed concrete batching plant, with associated ancillary structures and facilities, including HGV and car parking		528680	139074	https://westsussex.planning-register.co.uk/Planning/Display/WSCC/053/16/CR	1	N	Permitted on 01/11/2016 - assumed completed
87	West Sussex County Council	WSCC/032/19	Construction and operation of a sludge cake reception building and sludge cake loading tunnel/building.		528947	120699	https://westsussex.planning-register.co.uk/Search/Results	1	N	Permitted 02/04/2019

'Other development' details

ID	Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from project (km)	Easting	Northing	Application	Tier	Is EIA Required	Status (under construction, permitted, but not implemented, submitted and not determined)
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Tier 2: DCO Applications & TWAOs

88			Heathrow Expansion Project	40.0				2		Scoping report issued in 2018. DCO application to be made in 2020
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Tier 3 - Local Plan Allocations (Adopted)

89	Crawley Borough Council	Land at Rowley Farm (Not Safeguarded)	Employment for 1.25 hectare site	0.5	527809	139922		3			Reigate and Banstead Borough Council
90	Crawley Borough Council	Land at Rowley Farm	Employment - 45.75 hectare site is of sufficient size to provide some 91,500 sqm for shops space, 183,000 sqm for business space, 91,500 sqm for office space.	0.5	527809	139922		3			Crawley Borough Council
91	Crawley Borough Council	Southways (Potential Intensification) Site Two	Employment - Planning Agent/Promoter View: The site adjoins Southways Business Park to the north which is in the same ownership and where there is an implemented permission for 2 new office buildings (ref: CR/2013/0008/192). Site 2 could be incorporated as an extension providing further office/employment floorspace and would utilise the existing vehicular access to the permitted office buildings to the north. The site is available now. Infrastructure is available via the existing Southways site and the development company is able to fund and develop a commercial scheme.	0.7	526899	139533		3			Mole Valley District Council
92	Crawley Borough Council	Southways (Potential Intensification) Site One (Brookfield Nursery)	Employment - The site is situated within the safeguarded area on land identified to accommodate airport expansion, as per the case submitted by Gatwick Airport Limited to the Airports Commission. The site is currently operating as Brookfield Nursery. It is situated in countryside beyond the Built Up Area Boundary and within the Upper Mole Farmlands Rural Fringe landscape character area, and impact in terms of environmental designation constraints and design & access would need to be considered. Planning Agent/Promoter View: Further evidence is anticipated at the submission Local Plan stage.	0.7	527044	139524		3			Tandridge District Council
93	Crawley Borough Council	27 Land at Little Dell Farm (Safeguarded)	Employment - Capacity exists for development up to 6,000 sqm	1.1	526709	139153		3			Mid Sussex District Council
94	Crawley Borough Council	Hydehurst and Windyridge Farms (Not Safeguarded)	Employment - 14 hectare site is of sufficient size to provide some 50,000 sqm of employment space with 1,000 jobs. It could accommodate a variety of employment-related uses, including business.	1.2	527753	139252		3			Horsham District Council
95	Crawley Borough Council	Hydehurst and Windyridge Farms (Safeguarded)	Employment - The 14 hectare site is of sufficient size to provide some 50,000 sqm of employment space with 1,000 jobs.	1.2	527753	139252		3			
96	Crawley Borough Council	Gatwick Green Promoted Land	Employment - 58.7 hectare site is of sufficient size to provide some 30,250 sqm for shops space, 60,500 sqm for business space, 30,250 sqm for office space.	1.2	529837	141580		3			
97	Crawley Borough Council	Land at Jersey Farm	Employment - 8.12 hectare site is of sufficient size to provide some 16,240 sqm for shops space, 32,480 sqm for business space, 16,240 sqm for office space.	1.3	526473	138956		3			



'Other development' details

ID	Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from project (km)	Easting	Northing	Application	Tier	Is EIA Required	Status (under construction, permitted, but not implemented, submitted and not determined)
98	Crawley Borough Council	First Choice House, London Road	Housing - 94 units	1.3	527058	139000		3		
99	Crawley Borough Council	Land adjacent to Steers Lane	1 Phase (25/26) - 75 units	1.3	529463	139568		3		
100	Crawley Borough Council	Astral Towers/The White House, Betts Way (marketed as Nova)	Employment - The site is currently cleared and vacant with planning permission (CR/2012/0034/FUL) for erection of a new office building comprising 11,362 square metres of office floorspace with a site area of 2.7 hectares	1.4	526962	138891		3		
101	Crawley Borough Council	SERGO West, Manor Royal	Employment - Site is cleared and vacant. Planning permission, subject to legal agreement, for erection of two office buildings, a four and a half storey decked car park, a single storey decked car park and surface car parking with landscaping and new access from private roads linking to Fleming Way and London Road. 2.1 hectare site is of sufficient size to provide some 16,173 sqm for business space, 16,173 sqm for office space.	1.5	527094	138807		3		
102	Crawley Borough Council	Elekta	Employment - 2.1 hectare site is of sufficient size to provide some 16,173 sqm for business space, 16,173 sqm for office space.	1.5	527184	138773		3		
103	Crawley Borough Council	Forge Wood	9 Phases 50 (18/19), 150 (19/20), 200 (20/21), 200 (21/22), 200 (22/23), 200 (23/24), 125 (24/25), 125 (25/26), 38 (26/27) - total 1288 housing units	1.6	529495	139377		3		
104	Crawley Borough Council	Forge Wood 2A	2 Phases 35 (16/17), 55 (17/18) - total of 90 housing units	1.6	529495	139377		3		
105	Crawley Borough Council	Forge Wood 1A	total of 204 housing units	1.6	529495	139377		3		
106	Crawley Borough Council	Forge Wood 1C	total of 50 housing units	1.6	529495	139377		3		
107	Crawley Borough Council	Forge Wood 3A	3 Phases 33 (17/18), 129 (18/19), 63 (19/20) - total of 225 housing units	1.6	529495	139377		3		
108	Crawley Borough Council	E2 Crawley Business Quarter	Employment - Site is cleared and vacant, with planning permission for erection of a four-storey office building (CR/2014/0352/FUL refers). Development has commenced and is well progressed. Site removed from trajectory. 1.43 hectare site which is of sufficient size to provide some 11,525 sqm for business space, 11,525 sqm for office space.	1.6	527442	138714		3		
109	Crawley Borough Council	Thales, Gatwick Road	Employment - Hybrid application approved subject to legal agreement. Full application for Parcel 2; 1 x 4 storey, 6,720 sq.m B1(a) building (including 3,544 sqm Sui Generis). Outline application for Parcel 1 (2 x B1(a) buildings totalling 13,840sq.m) and Parcel 3 (3 x A1 and A3/A5 buildings totalling 1,025 sq.m). Assumes 78.8% of site area (4.1ha) is included in trajectory (after taking into account non B class uses) Total site area of 2.18 hectares which is of sufficient size to provide some 3,796 sqm for shops space, 14,302 sqm for business space, 4,282 sqm for office space.	1.9	527094	138352		3		
110	Crawley Borough Council	Northwood Park	Employment - 0.8 hectare site which is of sufficient size to provide some 10,960 sqm for business space, 10,960 sqm for office space.	2.0	528358	138667		3		

'Other development' details

ID	Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from project (km)	Easting	Northing	Application	Tier	Is EIA Required	Status (under construction, permitted, but not implemented, submitted and not determined)
111	Crawley Borough Council	Land to the south east of Heathy Farm, Balcombe Road	1 Phase (26/27) for 75 housing units.	2.2	529795	138958		3		
112	Crawley Borough Council	Tinsley Lane	2 Phases (60 19/20 and 60 20/21) for a total of 120 housing units.	2.2	528420	138402		3		
113	Crawley Borough Council	116-138 London Road	2 Phases (32 22/23 and 32 23/24) for a total of 64 housing units.	2.3	526977	137973		3		
114	Crawley Borough Council	Former GSK Site	Employment - The site is cleared with planning permission for 2 x B8 data storage buildings, associated external plant, HV sub-station, future siting of prefabricated data storage building and associated plant. 6.59 hectares with 25,317 sqm available for business space.	2.4	527781	138015		3		
115	Crawley Borough Council	Former GSK Site	Employment - The site is cleared with planning permission (Reserved Matters) for design, appearance and layout of 4 buildings to include 2 data storage halls, 1 business hub building, comprising café at ground floor with offices above and an emergency power building together with associated car parking, servicing arrangements and landscaping. Building 1 provides 13,431 sqm B8. Building 2 provides approx 1521 sqm B1a and 19391 sqm B8. Building 3 provides 2696 sqm plant (not counted on trajectory). Building 4 provides approximately 1433 sqm B1a and 87 sqm cafe - total of 7 hectares.	2.4	527781	138015		3		
116	Crawley Borough Council	21, 25, 27 and 29 Tushmore Lane	2 Phases (30 23/24 and 33 24/25) - total of 63 housing units	2.4	527208	137884		3		
117	Crawley Borough Council	Stone House, London Road	1 Phase (19/20) - total of 111 housing units	3.0	526932	137226		3		
118	Crawley Borough Council	Fairfield House, West Green Lane	Total of 92 housing units	3.3	526258	136941		3		
119	Crawley Borough Council	County Buildings	2 Phases (25 19/20 and 25 20/21) - total of 50 housing units	3.4	527320	136913		3		
120	Crawley Borough Council	Land north of Boulevard	1 Phase (21/22) - total of 50 housing units	3.4	527033	136858		3		
121	Crawley Borough Council	Town Hall and Boulevard Car Park	Employment - 1.23 hectare site which is of sufficient size to provide some 14,695 sqm for business space, 14,695 office space.	3.4	527156	136852		3		
122	Crawley Borough Council	11 The Boulevard	185 housing units.	3.4	527036	136833		3		
123	Crawley Borough Council	15 - 29 Broadway	1 Phase (19/20) total of 78 housing units.	3.6	526932	136667		3		
124	Crawley Borough Council	Southern Counties (27-45) ffield Road	2 Phases 116 (17/18) 100 (18/19) - total of 216 housing units.	3.6	526511	136640		3		
125	Crawley Borough Council	Telford Place/ Haslett Avenue	1 Phase (19/20) - total of 99 housing units.	3.8	527292	136459		3		
126	Crawley Borough Council	Crawley Station and Car Park	3 Phases (90 19/20, 87 20/21, 131 21/22) - total of 308 housing units.	3.9	527000	136317		3		
127	Crawley Borough Council	Zurich House, East Park	1 Phase (19/20) - total of 59 housing units.	3.9	526908	136292		3		
128	Crawley Borough Council	Oakhurst Grange	2 Phases (27 17/18 and 28 18/19) - total of 55 housing units.	4.1	526311	136103		3		
129	Crawley Borough Council	Breezehurst Drive Playing Fields	2 Phases (32 18/19 and 33 19/20) - total of 65 housing units.	5.3	524777	135107		3		

'Other development' details

ID	Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from project (km)	Easting	Northing	Application	Tier	Is EIA Required	Status (under construction, permitted, but not implemented, submitted and not determined)
130	Crawley Borough Council	Land adjacent to Desmond Anderson	2 Phases (28, 18/19 and 72, 19/20) - total of 100 housing units.	5.4	526963	134808		3		
131	Crawley Borough Council	Ifield Community College	3 Phases 21 (16/17) 92 (17/18) 80 (18/19) - total of 185 housing units.	3.6	525379	136747		3		
132	Mid Sussex District Council	East of Pease Pottage	Housing - approximatly 600 housing units.	6.9	526809.0	133318.0		3		
133	Reigate and Banstead Borough Council	Land west of Balcombe Road	Horely Employment Park - Strategic Employment Site - 83ha with 200,000 sqm office space.	0.4	528952	141987		3		
134	Reigate and Banstead Borough Council	Land off the Close and Haroldslea Drive	Residential allocation, up to 40 new homes, 2.4 hectare site.	1.2	529680	142225		3		
135	Reigate and Banstead Borough Council	Land at Meath Green	Residential - up to 75 new homes + open space, 9.9 hectares site.	2.4	527222	144199		3		
136	Reigate and Banstead Borough Council	Land at Bonehurst Road	95 homes could be delivered over an 18 month period, 5 hectare site.	2.8	528367	144868		3		
137	Reigate and Banstead Borough Council	Perrywood Buisness Park	Employment - Mixed Use 7ha site with 24,890 sqm buisness space, 52 units.	4.4	528831	146322		3		
138	Reigate and Banstead Borough Council	Land at Dovers Farm	Housing Site - up to 100 units on 6ha site	6.2	525956	147746		3		
139	Reigate and Banstead Borough Council	East Surrey Hospital	Employment - 24 hectare land.	6.3	528514	148158		3		
140	Reigate and Banstead Borough Council	Land at Sandcross Lane	Thakeham Homes - 260 housing units on a 16.1 hectare site.	7.2	525136	148534		3		
141	Reigate and Banstead Borough Council	Land west of Copyhold Works and Former Copyhold Works	Employment - 17.2 hectare site for 210 units.	8.3	529095	150188		3		
142	Reigate and Banstead Borough Council	Reading Arch Road/ Brighton Road North	Employment - 1.94 hectare site with 4,000 sqm for office space.	8.5	527917	150188		3		
143	Reigate and Banstead Borough Council	Salfords Industrial Estate	Employment - 24.8 hectare site with 77,965 sqm buisness space.	3.9	528425	145893		3		
144	Reigate and Banstead Borough Council	RNIB College, Philanthropic Road	20 (18/19), 20 (19/20), 21 (20/21) - total of 61 housing units.	7.7	528724.0	149478.0		3		
145	Tandridge District Council	Land at Plough Road and Redehall Road, Smallfield	160 residential units, 5 hectare site.	3.6	532038	143032		3		
146	Tandridge District Council	Land North of Plough Road, Smallfield	120 residential units, 9.2 hectare site.	4.0	532241	143436		3		
147	Tandridge District Council	Cophall Farm, Copthorne	8 hectare site.	4.3	532880	140719		3		
148	Tandridge District Council	Hobbs Industrial Estate, Felbridge	22 hectare site.	7.4	536003	141243		3		

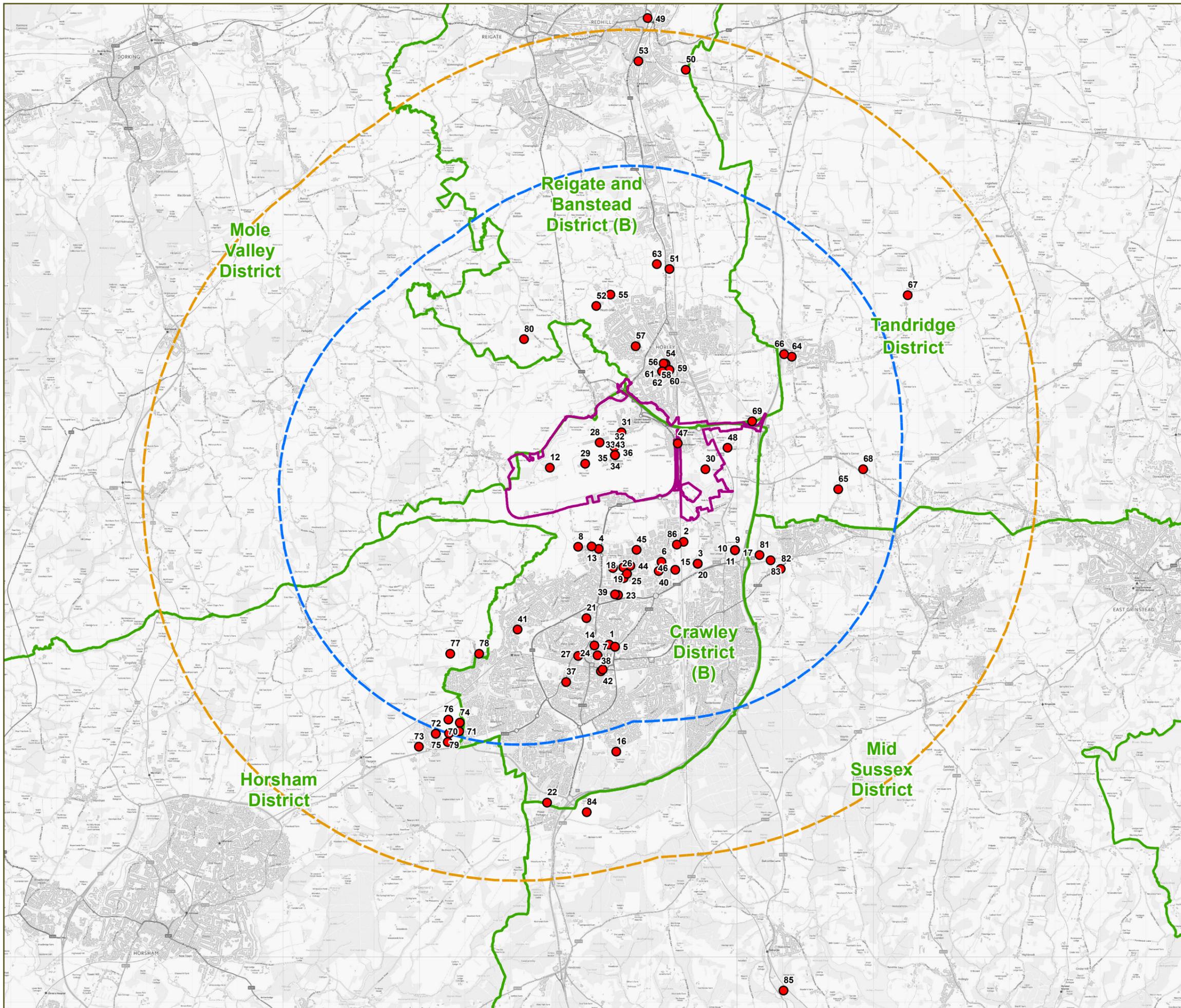
'Other development' details

ID	Local Authority	Application Reference	Applicant for 'other development' and brief description	Distance from project (km)	Easting	Northing	Application	Tier	Is EIA Required	Status (under construction, permitted, but not implemented, submitted and not determined)
149	Horsham District Council	West of Crawley	Housing/Mixed Development Sites (Policy CP8): WB1 , 2500 Houses West of Bewbush Area Action Plan	6.7	521976	135454		3		
150	Horsham District Council	North West Horsham	Employment Sites (Policy CP11): AL14	9.7	517260	134557				
151	Horsham District Council	North of Horsham	Horsham Strategic Location 2500 Homes Mixed Use, 246ha	10.0	518749	133814		3		
152	Mole Valley District Council	Land north of Rosemary Lane	Housing - 150 housing units, 5.12 hectare site.	1.4	524405.0	141304.0		3		
153	Mole Valley District Council	Land east of Ifield Road	Housing - approximatly 150 housing units, 9 hectare site with 5 hectares developable.	1.4	524176.0	140511.0		3		

Cumulative Assessment Figure 1: Tier 1 developments – ‘initial’ long list

Key

- Tier 1
- District Council Boundary
- Project Scoping Boundary
- 5Km Buffer
- 8Km Buffer



DOCUMENT		
Gatwick DCO		
DRAWING TITLE		
Tier 1 developments – ‘initial’ long list		
DATE		
September 2019		
ORIENTATION	DRAWING NO.	REVISION
	FIGURE 1	For Scoping Issue
	DRAWN BY	PM / CHECKED BY
	DH	MG



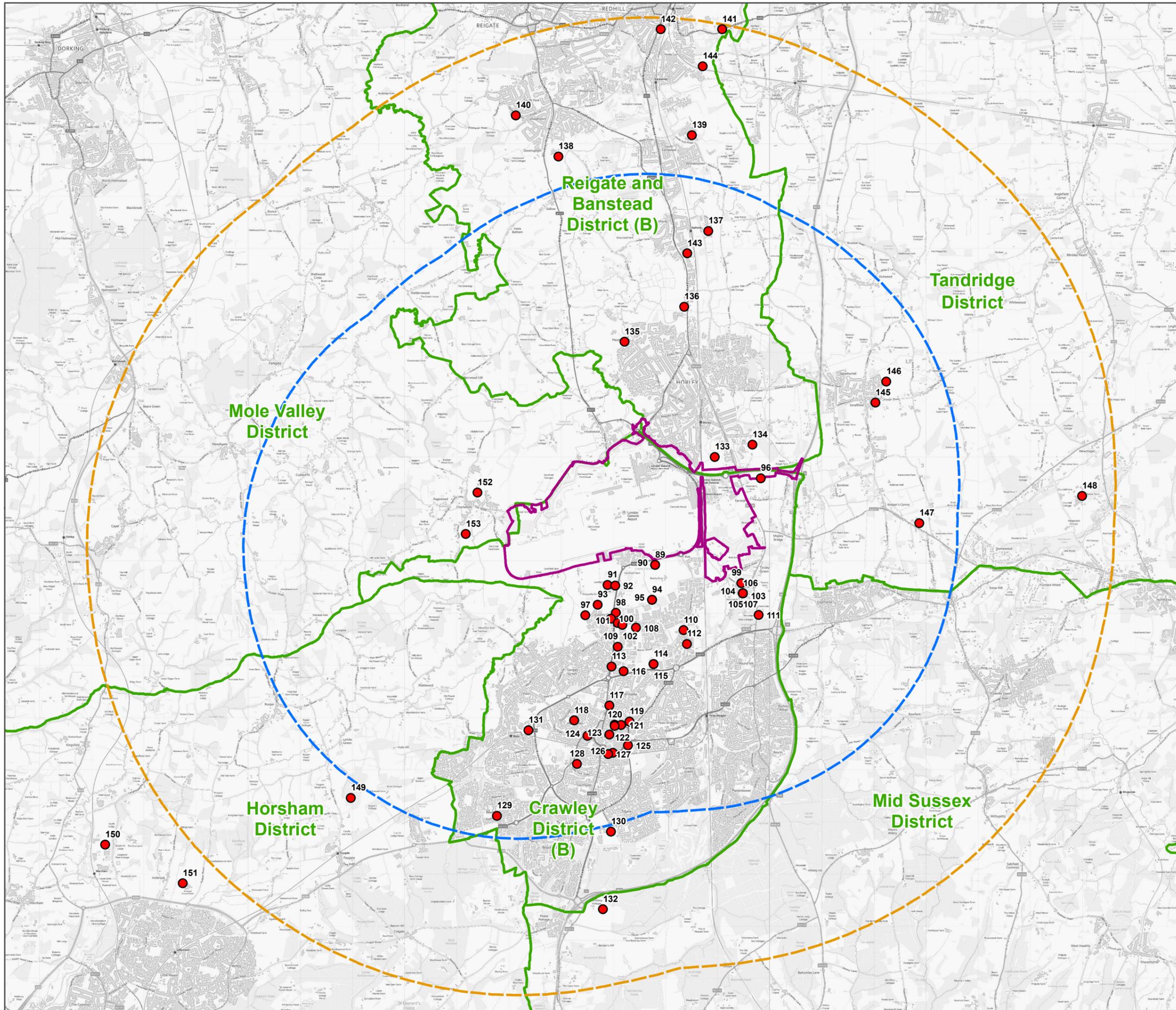
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Cumulative Assessment Figure 2: Tier 3 developments – 'initial' long list

Key

- Tier 3
- District Council Boundary
- Project Scoping Boundary
- 5Km Buffer
- 8Km Buffer



DOCUMENT		
Gatwick DCO		
DRAWING TITLE		
Tier 3 developments – ‘initial’ long list		
DATE		
September 2019		
ORIENTATION	DRAWING NO.	REVISION
	FIGURE 2	For Scoping Issue
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Appendix 7.16.1 Transboundary Screening

1 Transboundary Screening

Screening Criteria	Comments
<p>Characteristics of the Project. Size. Use of natural resources. Production of waste. Pollution and nuisances. Risk of accidents. Use of technologies.</p>	<p>Gatwick Airport is served by a single main runway. The airport also has a further runway, which is located north of the main runway and which is only available for use when the main runway is closed. This runway is known as ‘the standby runway’ or ‘the northern runway’.</p> <p>The Project proposes alterations to move the centreline of the existing northern (standby) runway north by 12 metres to form a realigned northern runway which, along with the lifting of the current restrictions on its use, would enable dual runway operations in accordance with international standards.</p> <p>It is anticipated that by 2038 this could increase airport capacity up to approximately 74 million passengers per annum (mppa), compared to a maximum potential capacity based on existing facilities of 61 mppa within the same timescale. This represents an increase of approximately 13 mppa.</p> <p>A range of natural resources would be indirectly required for the Project as a consequence of the manufacture of the necessary materials, eg the constituents of concrete. However, natural resources which would be directly used by the Project during construction would be limited to those typical of construction projects, eg soils used during earthworks, aggregate and bentonite used in excavation and foundation works, wood and gypsum used in the construction of buildings and structures, ecological resources displaced by the project, and hydrocarbon fuels.</p> <p>During operation, use of natural resources would be limited to those currently used by Gatwick airport operation, eg fuels and water. The use of these natural resources would not directly impact other EEA states. Nevertheless, during the detailed design stage measures would be explored to design out waste, eg using site won materials for earthworks and minimising construction vehicle trips. Construction measures would also be implemented to minimise wastes sent to landfill. Waste management during operation would also seek to minimise waste, including consumption of resources and therefore ultimately reducing exploitation of natural resources. It is proposed that a waste management strategy, including a Site Waste Management Plan, would be produced and included as a technical appendix to the ES/PEIR. The waste strategy would follow the principles of the waste hierarchy and also the proximity principle to manage wastes close to the source of generation. On this basis, the priority would be to manage wastes generated from the Project in the UK wherever practicable.</p> <p>The Project would result in the loss of some agricultural land, but this is not of international value.</p> <p>The Project would not result in any land take from international designated nature conservation sites. The Project would not result in any land take in other EEA states. Ecological effects in the locality will be assessed specifically throughout the EIA process and mitigation will be implemented, where practicable and appropriate.</p> <p>As stated above, the Project is predicted to increase passenger throughput from 61 mppa to 74 mppa by 2038, which would result in an increase in passenger air transport movements. In addition to this, the Project is predicted to increase the number of cargo movements. Overall, the number of plane movements from the Gatwick Airport would increase as a result of the Project, resulting in possible air quality and noise impacts at the departure and landing airports. However, the number of flights landing from Gatwick at airports in other European states would be controlled through the existing consents in place at each European airport.</p> <p>Emissions as a result of construction and operation of the Project would include greenhouse gasses, which have the potential to contribute to climate change. This would be assessed throughout the EIA process, as is the case for other UK airport proposals. The Project does not have any characteristics that would require a different approach to that adopted for other UK airport proposals.</p> <p>The potential for accidents and disasters will be considered throughout the EIA process – such effects are identified within the scoping report and primarily relate to potential effects at the airport itself, or associated with takeoff and landing. No significant transboundary effects are considered likely.</p> <p>Technology used as a part of the construction of the Project, and for its operation, is commensurate to similar projects and unlikely to result in any transboundary effects.</p> <p>Based on the above, significant transboundary effects can be ruled out for the majority of the above. The potential effects that will be considered further throughout this note are effects arising from noise and air quality, effects on climate change and effects on migratory species.</p>
<p>Location of development (including existing use) and geographical area. Existing use. Distance to another EEA state. Area of impact in EEA state.</p>	<p>Gatwick Airport is located in the county of West Sussex between the towns of Crawley and Horley in the south east of England. The airport’s two passenger terminals (North Terminal and South Terminal) are directly served by the M23 motorway spur off the M23, which runs approximately 1.7 km to the east of the airport. The A23 (London Road) runs in a north-south direction adjacent to the eastern boundary of the Airport. The airport sits on the London to Brighton mainline railway. Gatwick Airport’s railway station is located at South Terminal, and there is a direct transit link to North Terminal.</p> <p>Gatwick Airport is served by a single main runway. The airport also has a further runway, which is located to the north of the main runway and which is only available for use when the main runway is closed. This runway is known as ‘the standby runway’ or ‘the northern runway’.</p> <p>The closest EEA state to the Project located approximately 130 km to the south east. The maximum zone of influence for environmental effects arising from the Project identified at scoping stage is 20 km from the Project (impacts to designated sites). Therefore, impacts originating from the Project site or in relation to land take are unlikely to affect EEA states.</p> <p>There are several European designated sites within 20 km of the Project: Ashdown Forest SAC and SPA and Mole Gap to Reigate Escarpment SAC. Ashdown Forest SPA is designated for the European nightjar <i>Caprimulgus europaeus</i> and the Dartford warbler (<i>Sylvia undata</i>). The European nightjar is a migratory species.</p> <p>Ashdown Forest SAC is designated for its wet and dry heath habitat. No species have been identified as a primary reason for the selection of this site, although it is noted that the site does support assemblages of European nightjar and Eurasian hobby <i>Falco subbuteo</i>, both of which are migratory birds. These birds migrate over EEA states to their winter ranges in southern Africa.</p> <p>Mole Gap to Reigate Escarpment SAC is designated for its grassland, scrub and wooded habitats, with great crested newts and Bechstein’s bats listed as qualifying features (although not a primary reason for designation).</p> <p>The geographic location of other EEA states is somewhat irrelevant for environmental impacts derived from planes, eg air quality and noise impacts at destination airports in EEA states. Nevertheless, air quality impacts as a result of emission from planes at cruising altitudes are not likely as any pollutant would disperse to concentrations which would not be significant to air quality receptors. Similarly, planes at cruising altitudes would not cause significant noise effects for noise sensitive receptors due to the intervening distance.</p>

Screening Criteria	Comments
	The area of impact for climate change is the wider climate.
Environmental importance. Environmental value of areas affected. Capacity of natural environment.	European nightjar and Eurasian hobby are migratory species, who also use habitats in other countries – these birds migrate over EEA states to their winter ranges in southern Africa. The value of these species is high. Noise and air quality transboundary impacts would be limited to those areas surrounding airports receiving increased numbers of flights following increased operational capacity at Gatwick Airport. The receptors affected would include a range in sensitivity. Climate change as a result of anthropomorphic release of greenhouse gases is a global phenomenon. According to the Institute of Environmental Assessment and Management (IEMA) 2017 guidance “Environmental Impact Assessment Guide to: Assessing Greenhouse Gas Emissions and Evaluating their Significance”, global climate is sensitive enough that any emission of greenhouse gases would be significant.
Potential impacts and carrier pathways.	The EIA assessment process will consider whether there is any potential for impacts on migratory species supported by Ashdown Forest SPA and SAC to be affected by air quality emissions to habitat, should any significant changes in traffic flows arise close to designated sites as a result of the Project. Air quality receptors at destination airports would be impacted by emissions released from arriving planes. Similarly, arriving planes may impact noise sensitive receptors as a result of engine noise during land and ground manoeuvres. Climate change effects would be as a result of increased greenhouse gas emissions as a result of construction and operation phases exacerbating the Greenhouse effect in the atmosphere.
Extent. Geographical area/affected population.	Deposition of pollutants from traffic (to habitat) occurs within a limited distance from any road affected by a significant increase in traffic flow. Air quality impacts will be modelled and assessed within a 11 km by 10 km grid centred on Gatwick Airport, while noise from flights will also be assessed in vicinity of Gatwick Airport. Therefore, impacts may be possible at similar distances from destination airports in EEA states. As stated above, climate change is a global issue and therefore has the potential to affect all EEA states.
Magnitude. Likely magnitude of the change.	The potential for effects on European designated sites and species supported by them will be considered throughout the EIA process and a screening process will be undertaken in consultation with Natural England to determine whether an appropriate assessment under the Habitats Regulations is required. The effect of the Project on European designated sites will be considered following the method set out in the Planning Inspectorate Advice Note Ten: Habitats Regulations Assessment Relevant to Nationally Significant Infrastructure Projects. This will be presented either as a No Significant Effects Report or (if Appropriate Assessment is required following screening) as a Habitats Regulations Assessment Report. The consenting process under the Habitats Regulations would mean that consent cannot be granted if the Project were to result in any significant effect at Ashdown Forest SAC/SPA. It is not anticipated that there would be any change in the population of migratory birds in EEA states (particularly as the European nightjar and Eurasian hobby migrate to Africa) and therefore a significant transboundary effect is not anticipated. Air quality and noise impacts as a result of increased air traffic at airports in other EEA states would be minor in the context of existing air traffic at these airports. In addition, the applicable EEA state of the destination airports would have been consented under the relevant planning systems, including the airports’ planned maximum capacity. Therefore, the increased air traffic from Gatwick Airport would be within the destination airports planned maximum capacity and any air quality or noise impacts would have already been assessed as part of the consenting processes and considered acceptable for development to proceed. Due to the global nature of climate change impacts, transboundary impacts will be included within the climate change chapter of the Environmental Statement. Therefore, the magnitude of transboundary impacts will be identified within the climate change chapter.
Probability. Likelihood under normal circumstances or exceptional circumstance (accidents and disasters).	Impacts on migratory species are unlikely, given the distance of the European designated sites from the airport, the distance over which any changes in traffic would result in any effect on air quality (and therefore habitat) and the regulatory regime in place to protect European designated sites. Nevertheless, as set out above, a screening process will be undertaken and the application for development consent will be accompanied by either a No Significant Effects Report or (if Appropriate Assessment is required following screening) a Habitats Regulations Assessment Report. Air quality and noise impacts from operational air traffic do occur. However, as set out above, the effect of these impacts will be taken into account in the planning regimes of the relevant EEA states and would be controlled through existing limits on the consents for each airport in terms of the number of/timing of flights and use of flight paths. Therefore, no significant transboundary effects for air quality or noise are likely. Impacts to the global climate will be reported in further detail as part of the ongoing EIA process for the Project.
Duration. Temporary, short-term or long-term. Phase of occurrence.	Air quality and noise impacts would only occur in transboundary states during operation, and as such would be long term. Effects on climate change and ecological designated sites will be considered for both the construction and operational phases.
Frequency. Temporal pattern.	Any effects on designated sites would be as a result of any changes in traffic flow along roads close to the designated sites, whether during peak construction or during the operational phase. Air quality and noise impacts at destination airports would correlate to flights arriving from Gatwick. Climate change impacts would be considered throughout both the construction and operation phases.
Reversibility. Reversible or irreversible.	As stated above, noise impacts at the destination airports would be assessed. If the Project was to go ahead a reduction in the number of flights to the applicable airport would reverse the impact. This is also true of air quality impacts although the consequence would not be as instantaneous. Climate change impacts are not reversible in the short term.
Cumulative impacts. Other major developments.	The scoping report identifies other developments in the locality which may cause cumulative impacts. A list of ‘other developments’ to be considered within a cumulative assessment will be identified and the combined effects of the Project with the ‘other developments’ will be assessed within the ES. No cumulative impacts are likely to cause significant effects in EEA states.

Screening Criteria	Comments
Conclusion.	This screening exercise has identified no significant transboundary effects that would be unique to Gatwick Airport. Nevertheless, the potential for air quality effects on European designated sites (and any migratory species they support) will be considered throughout the assessment process in order to ensure that significant effects do not occur. Effects on climate change will be reported within the ES, as set out within this scoping report and in accordance with the process adopted for other proposed development at UK airports.

Appendix 9.1.1

Justification to Support the Scoping out of Aspects and Matters

1 Justification to Support the Scoping out of Aspects and Matters

1.1 Introduction

1.1.1 The Planning Inspectorate Advice Note Seven (2017) explains the EIA process set out in the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, as amended, including procedures for EIA scoping. Advice Note Seven sets out that *'suitable justification to support the scoping out of aspects and matters should include information to address the following questions:*

1. *Is there an impact pathway from the Proposed Development to the aspect/matter?*
2. *Is the aspect/matter sensitive to the impact concerned?*
3. *Is the impact likely to be on a scale that may result in significant effects to the aspect/matter?*
4. *Could the impact contribute cumulatively with other impacts to result in significant effects to the aspect/matter?*
5. *Is there a method of avoidance or mitigation that would reduce the impact on the aspect/matter to a level where significant effects would not occur?*
6. *Is there sufficient confidence in the avoidance or mitigation method in terms of deliverability and efficacy to support the request?*
7. *Is there empirical evidence available to support the request?*
8. *Do relevant statutory consultees agree with the request?*
9. *Have you had regard to (a) relevant National Policy Statement(s) (NPS) and specifically any requirement stated in the NPS(s) in respect of the assessment of this aspect/matter?*

1.1.2 Table 1 below sets out the responses to these questions for each aspect proposed to be scoped out of the EIA process. Table 2 sets out the responses to these question for environmental topics proposed to be scoped out of the EIA process.

Table 1: Individual aspects proposed to be scoped out of the EIA process

<i>Aspect proposed to be scoped out</i>	<i>Impact Pathway</i>	<i>Aspect sensitivity</i>	<i>Scale of impact</i>	<i>Cumulative effect</i>	<i>Mitigation</i>	<i>Mitigation deliverability and efficacy</i>	<i>Empirical evidence</i>	<i>Consultee position</i>	<i>Airports National Policy Statement (NPS) requirements</i>
<i>Historic Environment</i>									
<i>Effects on buried archaeology within the Gatwick airfield and existing hardstanding areas during the operational phase.</i>	Effects on buried archaeology would occur during construction as it is during this phase that ground disturbance, including excavation and tracking of vehicles would occur. No further groundworks are proposed during the operational phase and no new areas would be affected by operational activities including vehicle movements. Therefore, no further effects on buried archaeology would occur during operation of the Project, and there is no impact pathway during operation.	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	Effects on archaeological assets will be assessed in line with the requirement of the Airports NPS as part of the assessment of the construction phase of the Project.
<i>Effects arising from changes within settings of designated and non-designated heritage assets in urbanised areas of Horley and Crawley during construction and operation.</i>	Intervisibility between heritage assets within Horley and Crawley and the Project.	The heritage assets present have varying sensitivities, with the most sensitive being Grade 1 listed buildings and Scheduled Monuments.	The settings of these heritage assets are already urban. The addition of the Project would not change this. Therefore, the scale of impact would be 'no change'. No significant effects are therefore likely to occur.	The setting of these assets would remain urban - no cumulative effects are anticipated.	None required	n/a	Existing urban context.	No consultation undertaken at this stage.	Those heritage assets not within the urbanised areas of Horley and Crawley will be assessed in line with the requirement of the Airports NPS.
<i>Landscape, townscape and visual resources</i>									
<i>Effects on landscape / townscape character and views outside the ZTV (excluding tranquillity effects).</i>	All landscapes and townscapes located within the 5km study area but outside of the ZTV and all visual receptors within these locations are proposed to be scoped out of the assessment (except for assessment of tranquillity effects) as the Project would not be visible from these locations and no change to views or character would occur. No impact pathway.	n/a	None	n/a	None required	n/a	See ZTV (Figure 7.2.2)	No consultation undertaken at this stage.	The Airports NPS specifically requires applicants to assess "aviation activity", visual impacts and nationally and locally designated landscapes. Aviation activity will be assessed within the ZTV for landscape/character and views and tranquillity will be specifically assessed

Aspect proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
									over a wider study area during operation.
<i>Effects on landscape / townscape character and views beyond 5 km (excluding tranquillity effects).</i>	A preliminary proposed ZTV has been prepared. The ZTV indicates that the vast majority of land that may be potentially intervisible with development at Gatwick Airport lies within 5 km of the Project site boundary. Based on the ZTV, all landscapes, townscapes and visual receptors located outside of a 5 km radius of the Project site boundary are proposed to be scoped out of the assessment (except for the assessment of tranquillity – see below).	The more sensitive nationally designated landscapes in vicinity of the Project, but beyond 5 km, include the High Weald AONB and Surrey Hills AONB. Other receptors are likely to be less sensitive.	Beyond 5 km there would be limited intervisibility or visual influence and views would be influenced by many intervening features in closer proximity to the receptor (see Figure 7.2.2). Distance would limit the scale of impacts such that it would not be of a scale that significant effects could occur.	Due to the distance from the Project significant cumulative effects are unlikely.	n/a	n/a	See ZTV (Figure 7.2.2)	No consultation undertaken at this stage.	The Airports NPS specifically requires applicants to assess “aviation activity”, visual impacts and nationally and locally designated landscapes. Aviation activity will be assessed within 5 km for landscape/character and views and tranquillity will be specifically assessed over a wider study area during operation.
<i>Effects on landscape tranquillity beyond wider study area.</i>	A wider study area coinciding with overflying aircraft at height profiles up to 7,000 feet has been identified to assess effects on landscape tranquillity and visual receptors as a result of overflying aircraft. This study area has been defined using guidance within the Civil Aviation Authority CAP1616 for how tranquillity effects should be assessed. It captures overflying aircraft following established Noise Preferential Routes (NPRs) and arrival flight paths, where significant effects on tranquillity due to an intensification of existing noise or visual impacts may occur. Receptors within the landscape outside of these NPRs and routes have been scoped out of the assessment as there are no proposed changes to routing and therefore no new areas would be overflown (and no impact pathway for tranquillity is likely).	n/a	None	n/a	None required	n/a	CAP1616 – which identifies 7,000 ft threshold.	No consultation undertaken at this stage.	The Airports NPS specifically requires tranquillity effects in relation to people’s enjoyment of the natural environment and recreational facilities. This is addressed by the proposed approach.
<i>Effects on seascapes.</i>	The West Sussex coastline is approximately 35 km from the Project site and outside of the proposed study areas. The coastline is sufficiently far	n/a	None	n/a	None required	n/a	Distance and ZTV (See Figure 7.2.2).	No consultation undertaken at this	The Airports NPS does not specifically require applicants to assess

Aspect proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
	from the Project that there is no impact pathway.							stage.	seascape.
<i>Ecology and nature conservation</i>									
<i>Direct habitat loss effects within the boundary of designated sites.</i>	No habitat loss would occur within any of the identified designated sites, at European, national or local level. Therefore, no impact pathway would exist.	n/a	None	n/a	None required	n/a	See location of designated sites on Figures 7.3.1 and 7.3.2.	No consultation undertaken at this stage.	The Airports NPS requires assessments to set out any likely significant effects on designated sites. The proposed approach would include assessment of other likely significant effects to designated sites, as outlined in Section 7.3.
<i>Effects of dust and changes in water quality at European designated sites.</i>	The closest European site is Ashdown Forest Special Area of Conservation (SAC)/Special Protection Area (SPA), located approximately 12 km to the south east of the Project site and no European designated sites are hydrologically linked to the project site. Therefore, no impact pathway would exist.	n/a	None	n/a	None required	n/a	Distance, no hydraulic linkages.	No consultation undertaken at this stage.	The Airports NPS requires assessments to set out any likely significant effects on designated sites. The proposed approach would include assessment of other likely significant effects to designated sites, as outlined in Section 7.3.
<i>Effects on species absent from the study area or where there is no potential for significant effects to arise.</i>	If species are not present there is no impact pathway. All receptors which have the potential to receive significant effects have been included in the assessment.	n/a	None	n/a	None required	n/a	Species present identified through desk study and surveys.	No consultation undertaken at this stage.	The Airports NPS requires assessment of protected species. Species present within the study have been identified and will be assessed.
<i>Geology and ground conditions</i>									
<i>Effects on designated geological sites.</i>	There are no geological Site of Special Scientific Interest (SSSIs) or Local Geological Site (LGS) within 1 km of the site. The underlying Weald clay formation is likely to be of low permeability and would therefore limit the potential for the off-site migration of any potential contaminants (if	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS requires assessments to set out any likely significant effects on sites of geological importance. No significant effects to designated geological

Aspect proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
	present). Therefore, there is not considered to be a viable pathway to any geological SSSIs or LGS.								sites are anticipated.
<i>Water environment</i>									
<i>Effects on flooding from tidal/coastal sources.</i>	The watercourses that flow through the study area are the River Mole and its tributaries. The River Mole is ultimately a tributary of the River Thames. The confluence of the River Mole and the River Thames is upstream of the tidal extent of the Thames at Teddington Lock. The airport is approximately 35 km north of the nearest coastline and ground levels are generally above 55 m above ordnance datum. Therefore, there is no pathway for tidal and coastal flooding.	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS requires consideration of flood risk. Other sources of flood risk will be considered as part of the assessment.
<i>Effects on public water supplies from groundwater (other than one extraction from the Upper Tunbridge Wells Sand, as set out in Section 7.5).</i>	No public water supplies from groundwater occur within the study area and the nearest Source Protection Zone is over 8 km away, in a different and separate hydrogeological unit and would not therefore be affected. There would be no impact pathway (with the exception one licensed supply extracting groundwater from the Upper Tunbridge Wells Sand approximately 2 km to the east, which is proposed to be included within the assessment).	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS requires consideration of water resources. Effects relating to licenced abstraction and public water supplies are proposed to be scoped into the assessment (with the one exception set out in this table and Section 7.5).
<i>Air quality</i>									
<i>Generation of dust and particulate matter – effects on human and ecological receptors during operation.</i>	Generation of dust would be associated with construction activities. It is not anticipated that there would be any dust/particulate matter generating activities during the operation of the Project. The operational phase would form part of the overall Gatwick Airport operation. No impact pathway exists during the operational phase.	n/a	None	n/a	None required	n/a	IAQM guidance (IAQM, 2014) sets out requirement for assessment for construction and demolition.	No consultation undertaken at this stage.	The Airports NPS requires consideration of dust effects. Effects resulting from the generation of dust during construction (including any scenarios where construction and operational activities

Aspect proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
									overlap) are proposed to be assessed.
<i>Emissions of odours during construction.</i>	It is not anticipated that any odorous materials will be excavated or used during the construction phase. Any emissions of odorous materials would be controlled through the CoCP, such that they would not have a significant impact on amenity. Therefore, no impact pathway exists.	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS requires consideration of odour effects. Odour effects during the operational phase will be assessed. No significant odour effects during the construction phase are anticipated.
<i>Pollutants other than NO₂ and particulate matter listed in the Air Quality Standards Regulations 2010 (amended in 2016).</i>	Pollutants released into the air as a result of the Project have the potential to impact sensitive receptor.	Concentrations of these pollutants have not been identified in the local authority review and assessments as likely to exceed their respective air quality standards. Therefore, the sensitivity of local authority areas is relatively low.	The Defra TG16 guidance notes that the only relevant pollutants for road traffic and airports are NO ₂ and particulate matter. Therefore, emissions of other regulated pollutants are very unlikely to be significant.	n/a	None required	n/a	Defra TG16 guidance notes that the only relevant pollutants for road traffic and airports are NO ₂ and particulate matter.	No consultation undertaken at this stage.	The Airports NPS requires consideration of air quality. The proposed approach assesses air quality related to NO ₂ and particulate matter.
<i>Effects related to jettisoning of fuel from aircraft.</i>	The jettisoning of fuel from aircraft is only undertaken in emergency situations when an aircraft is required to undertake an emergency landing, and jettisoning of fuel will usually occur over water and at high altitude in order to vaporise the fuel and facilitate dispersion.	Variable	Frequency, dispersion and altitude would mean the impact on receptors would be negligible.	Due to the very infrequent nature of fuel jettisoning significant cumulative effects are not anticipated.	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS does not require consideration of jettisoning of fuel.
<i>Noise and vibration</i>									
<i>Effects on designated 'quiet areas'.</i>	No 'Quiet Areas' designated within Local Plans or Neighbourhood Development Plans as Local Green Spaces or areas identified as Quiet Areas through implementation of the	n/a	None	n/a	None required	n/a	Local Plan and Neighbourhood Development Plans	No consultation undertaken at this	The Airports NPS does not refer to Quiet Areas.

<i>Aspect proposed to be scoped out</i>	<i>Impact Pathway</i>	<i>Aspect sensitivity</i>	<i>Scale of impact</i>	<i>Cumulative effect</i>	<i>Mitigation</i>	<i>Mitigation deliverability and efficacy</i>	<i>Empirical evidence</i>	<i>Consultee position</i>	<i>Airports National Policy Statement (NPS) requirements</i>
	Environmental Noise (England) Regulations 2006 have been identified that could be affected by the Project. Therefore, no impact pathway exists.							stage.	
<i>Ground noise effects from Auxiliary power units (APUs).</i>	APUs may be used by planes while on the ground within the airport. The noise generated by the APUs may impact noise sensitive receptors.	There are a range of noise sensitive receptors in the vicinity of Gatwick Airport.	It is rare for an aircraft to use the APU whilst on any of the stands as ground power is generally available. The sound power of a taxiing jet aircraft is typically in the region of 130 – 140 dB whilst the sound power of an APU is typically around 115 dB. Both sources operating together creates a maximum increase of 0.1 dB to the overall sound power. Therefore, the impact on receptors would be negligible and significant effects are not expected.	Due to small scale of any impacts, significant cumulative effects are unlikely.	None required	n/a	n/a	No consultation undertaken at this stage.	An assessment of noise impacts will be undertaken in line with the requirements of the Airports NPS.
<i>Vibration from construction and operational activities.</i>	Construction works and operational activities within the airport would be sufficiently far from off site noise sensitive receptors that no pathway for vibration impacts on offsite receptors is likely to exist.	n/a	None	n/a	n/a	n/a	Distance between construction works and nearest receptor.	No consultation undertaken at this stage.	An assessment of noise impacts will be undertaken in line with the requirements of the Airports NPS.
<i>Vibration effects from operational road traffic.</i>	Vibration from operational road traffic on the roads to be altered by the Project is expected to be below the scoping thresholds set out in the Design Manual for Roads and Bridges (DMRB) (0.3 mm/s peak particle velocity), road surfaces will be maintained in good condition and the nearest houses to the Project works are approximately 50 metres from the carriageway. Therefore, operational	n/a	Below threshold	Due to distance, no contribution to any significant cumulative effect is likely.	Road surfaces will be maintained in good condition	Normal highway maintenance procedures.	DMRB scoping threshold.	No consultation undertaken at this stage.	An assessment of other noise impacts will be undertaken in line with the requirements of the Airports NPS.

Aspect proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
	traffic vibration is proposed to be scoped out of the assessment.								
<i>Climate Change</i>									
<i>Vulnerability of the Project from sea level rise.</i>	The watercourses that flow through the study area are the River Mole and its tributaries. The River Mole is ultimately a tributary of the River Thames. The confluence of the River Mole and the River Thames is upstream of the tidal extent of the Thames at Teddington Lock. The airport is approximately 35 km north of the nearest coastline and ground levels are generally above 55 m above ordnance datum. Therefore, there is no pathway for tidal and coastal flooding. Therefore, no impact pathway exists.	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS requires consideration of climate change adaptation. However, no significant effects relating to sea level rise are anticipated. Climate change allowances for other types of flooding are considered within the assessment.
<i>GHG emissions from the Climb, Cruise, Descent (CCD) stages for inward flights only (i.e. landing at Gatwick) and flights taking off and landing at other airports.</i>	There is no internationally agreed way of allocating international aviation CO ₂ emissions to individual countries. However, the United Nations Framework Convention on Climate Change (UNFCCC) provides a recommended approach which is to allocate aviation emissions to the country of departure. Therefore, it is proposed that climb, cruise, decent (CCD) stages for inward flights only (i.e. landing at Gatwick) are scoped out of the assessment.							No consultation undertaken at this stage.	The Airports NPS requires consideration of GHG emissions. For aircraft departing Gatwick these effects have been scoped in (see section 7.9).
<i>Socio-economic Effects</i>									
<i>Effect of the Project on foreign direct investment (FDI) and trade.</i>	Assessment of FDI and trade is beyond the scope of this Project.	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS does not indicate that trade and FDI should be assessed as an environmental effect.
<i>Effects on population.</i>	The operation of the Project is not likely to result to an increase in local population. The employment opportunities of the Project are likely to be filled by people already living in the local area.	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS requires the effect of developments on the population's health. Health impacts are considered in Section

Aspect proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
									7.11.
<i>Effects on property value</i>	The value of properties is sensitive to a number of external drivers. It is not likely that significant effects on property value attributable to the Project would occur.	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS provides a basis for compensation for the loss of value of a property, however, no such effects are considered likely.
<i>Health and wellbeing</i>									
<i>Effects on local health care capacity during operational phase.</i>	It is likely that the majority of the workforce would originate from within the region, with no material change in demography or associated health care requirements. Therefore, there would be no health effects arising from population change (and consequent demand for health services) during the operational phase of the Project.	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS requires consideration of “public services” in relation to health. However, no significant effects are anticipated during operation.
<i>Effects on health and wellbeing arising from changes in electromagnetic interference.</i>	Low-frequency magnetic fields can induce circulating currents within the human body.	Human receptors are considered highly sensitive.	Given that electricity supply infrastructure for the Project will be below Department of Energy and Climate Change 2012 guidelines ($\leq 132\text{kV}$) and substations will not be accessible to the public. No impact pathways for exposure levels is likely to occur.	No contribution to any significant cumulative effect is likely.	n/a	n/a	Department of Energy and Climate Change 2012	No consultation undertaken at this stage.	Electromagnetic impacts not specifically discussed in the Airports NPS.
<i>Effects on health and wellbeing arising from major accidents, fuel storage, changes to Public Safety Zones, and international communicable diseases.</i>	Major accidents (including relating to fuel storage and changes to Public Safety Zones) will be considered in the Major Accidents and Disasters technical appendix. International travellers may carry communicable diseases to the UK. The potential risk from international communicable disease transmission is currently managed through a process	n/a	None	No cumulative effects are anticipated.	No new procedures required	n/a	n/a	No consultation undertaken at this stage.	Effects on health and wellbeing arising from international communicable diseases are not specifically required in the Airports NPS.

Aspect proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
	that extends well beyond an individual airport and the influence of the UK planning regime. The Project will not require any change to existing procedures in place and there would therefore be no new impact as a result of the Project.								
<i>Health risks from pests.</i>	Airports can provide habitat for various species. If not properly managed, these species can cause collision hazards.	Pests may result in operational hazards which have the potential to cause accidents endangering human health. Therefore, sensitivity would be considered high.	Variable.	Cumulative effects are not considered likely.	All of the components of the Project would include pest prevention and control design features and, once operational, the Project would be maintained accordingly alongside existing pest control programmes and initiatives.	Already delivered effectively for current operations.	Existing airport procedures	No consultation undertaken at this stage.	The Airports NPS outlines how pests should be considered. However, with mitigation in place no significant effects are anticipated.
<i>Health effects from light.</i>	The potential effects on health associated with construction related light pollution is largely associated with annoyance, reduced nightscape amenity value, and may impact sleep.	Variable	Light impact would be insufficient to quantify any measurable risk to public health. Therefore, no significant effects are anticipated.	Cumulative effects are not considered likely.	The Lighting Strategy will seek to balance the lighting required to ensure the health and safety of staff and facilitate environmentally sound operations at the site, whilst limiting the impact of light pollution from artificial light.	Measures would be line with relevant guidance and therefore achievable.	n/a	No consultation undertaken at this stage.	The Airports NPS requires the consideration of light pollution in relation to health. No significant health effects are anticipated but visual effects associated with lighting will be scoped into the Landscape, Townscape and Visual Resources assessment in the PEIR/ES.
<i>Health and wellbeing of the workforce.</i>	The health and wellbeing of workers at Gatwick Airport during the construction and operational phase would be managed in accordance with existing procedures and would be regulated by the Health and Safety at Work Act and therefore is outside the scope of the assessment. Any effects on construction and operational workers arising from major accidents and disasters will be considered as part of the assessment of Major Accidents and Disasters (see Section 7.14).							No consultation undertaken at this stage.	The Airports NPS does not require any specific consideration of health impacts to the workforce.
<i>Agricultural Land Use and Recreation</i>									
<i>Effects on common land and allotments.</i>	There are no such resources within the study area or proximate to it that are likely to be affected by the Project. And therefore, no impact pathway has	n/a	None	n/a	None required	n/a	n/a	No consultation undertaken at this	The Airports NPS does not require any specific consideration of common land and

Aspect proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
	been identified.							stage.	allotments. The NPS does require consideration of open space which is proposed to be scoped in the assessment.
<i>Major accidents and disasters</i>									
Those aspects scoped into consideration for major accidents and disasters is laid out in Appendix 7. 14.1 Scoping outcomes for potential MA&D events.									
<i>Waste</i>									
Waste arising from the extraction, processing and manufacture of the construction materials and components are outside of the scope of this assessment. Detailed design information on specific construction materials will not be available within the timeframe of the EIA process. However, the specification and procurement of construction materials will follow the principles within the Sustainability Strategy and will take into account the relevant requirements of BREEAM.								No consultation undertaken at this stage.	The Airports NPS does not require the consideration of waste. The PEIR and ES will consider waste in line with the requirements of the NPS.

Table 2: Topics proposed to be scoped out of the EIA process

Topic proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
Planning Policy Context	All relevant policy will be referenced and considered within the topic sections of the PEIR/ES. No impact pathway associated with a separate planning policy chapter exists.							No consultation undertaken at this stage.	The Airports NPS requires relevant planning policy is considered by the applicant. Relevant policy will be considered by each individual topic.
Material Assets	Material assets are in practice considered across a range of topic areas within an ES, in particular the socio-economic and historic environment chapters. These topics are proposed to be included within the PEIR/ES.							No consultation undertaken at this stage.	The Airports NPS refers to the issues identified in the EIA Directive. Material assets will be considered across a range of topics scoped in to the assessment.

Topic proposed to be scoped out	Impact Pathway	Aspect sensitivity	Scale of impact	Cumulative effect	Mitigation	Mitigation deliverability and efficacy	Empirical evidence	Consultee position	Airports National Policy Statement (NPS) requirements
Radiation and Heat	The Project does not include any additional or unusual sources of radiation. Changes in the provision of power as part of the Project would be operated in line with existing regulatory and permitting procedures. Therefore, no impact pathways exist and no effects are expected.	n/a	n/a	n/a	n/a	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS does not require any specific consideration radiation and heat.
Daylight, Sunlight and Microclimate	Due to the nature of the Project, no over shadowing of neighbouring receptors would occur. In addition, the scale of the project is such that no microclimate effects would be possible, e.g. high winds induced by building shapes. Therefore, there are no impact pathways.	n/a	n/a	n/a	n/a	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS does not require any specific consideration daylight, sunlight and microclimate.
Decommissioning Effects	Although some elements of the Project would have a defined design life, it is proposed that all elements would be subject to continued maintenance/replacement in line with the management of the airport as a whole. The Project, once operational, would form part of a permanent airport. Therefore, any resultant effects will be assessed as part of the operational phase assessment. As a consequence, there is no pathway for decommissioning effects.	n/a	n/a	n/a	n/a	n/a	n/a	No consultation undertaken at this stage.	The Airports NPS requires that decommissioning should be considered.
Airspace Change Process	Future Airspace Strategy Implementation (FASI) South which addresses existing constraints and allow for future growth in air transport is outside the scope of this Project. As a result, the EIA process will be undertaken based on current flightpath information.							No consultation undertaken at this stage.	The Airports NPS does not require specific assessment of airspace. An assessment of changes in the use of existing Noise Preferential Routes will be included in the Noise and Landscape, Townscape and Visual Resources assessment in the PEIR/ES.

1.2 References

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Civil Aviation Authority (CAA) (2017a) CAP 1616: Airspace Design: Guidance on the regulatory process for changing airspace design including community engagement requirements (CAP1616). [Online] Available at: <https://publicapps.caa.co.uk/docs/33/CAP1616E2interactive.pdf>

Department for Environment, Food and Rural Affairs (Defra) (2018) Local Air Quality Management Technical Guidance TG16. [Online] Available at: <https://laqm.defra.gov.uk/documents/LAQM-TG16-February-18-v1.pdf>

Department of Energy and Climate Change (DECC) (2012) Power Lines: Demonstrating compliance with EMF public exposure guidelines - A voluntary Code of Practice. [Online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/37447/1256-code-practice-emf-public-exp-guidelines.pdf