Gatwick Airport Northern Runway Project

Environmental Statement
Appendix 6.2.3: Scoping Responses and Location in ES

Book 5

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1 Scoping Responses and Location in ES

1.1 General

1.1.1 This document forms **ES Appendix 6.2.3: Scoping Responses and Location in ES** of the Environmental Statement (ES) prepared on behalf of Gatwick Airport Limited (GAL) for the proposal to make best use of Gatwick Airport's existing runways and infrastructure (referred to within this report as 'the Project').

1.2 Purpose

1.2.1 In September 2019, GAL submitted a Scoping Report to the Planning Inspectorate, which described the scope and methodology for the Environment Impact Assessment (EIA) process being undertaken to provide an assessment of any likely significant effects and, where necessary, to determine suitable mitigation measures for the construction and operational phases of the Project. It also described those topics or sub-topics which are proposed to be scoped out of the EIA process and provided justification as to why the Project would not have the potential to give rise to significant environmental effects in these areas. The Scoping Report is provided in **ES Appendix 6.2.1: Scoping Report** (Doc Ref. 5.3)

1.2.2 Following consultation with the statutory bodies, the Planning Inspectorate (on behalf of the Secretary of State) provided a Scoping Opinion on 11 October 2019. The Scoping Opinion is provided in **ES Appendix 6.2.2: Scoping Opinion** (Doc Ref. 5.3).

1.2.3 This document sets out details of the overarching points raised by the Planning Inspectorate in the Scoping Opinion dated October 2019. This includes points raised in Sections 1, 2, 3 and 4.16 of the Scoping Opinion and the response to these/location in which information can be found within the ES. Details of the responses to topic-specific matters covered in Section 4.1 to 4.15 of the Scoping Opinion are provided in Chapters 7 to 20 of the ES and for waste in **ES Appendix 5.3.2: CoCP Annex 5 -Construction Resources and Waste Management Plan** (Doc Ref. 5.3) and for major accidents and disasters in **ES Appendix 5.3.4: Major Accidents and Disasters** (Doc Ref. 5.3).

Table 1.2.1: Summary of Scoping Responses

PINS Reference	Details	How/where addressed in ES
1.1.14	An assessment under The Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations) may be required. This assessment must be co-ordinated with the EIA in accordance with Regulation 26 of the EIA Regulations. The Applicant's Environmental Statement (ES) should therefore be co-ordinated with any assessment made under the Habitats Regulations.	The EIA has been undertaken with due regard for the Habitats Regulations. **ES Appendix 9.9.1: Habitat Regulations Assessment Report** (Doc Ref. 5.3), presents the assessment undertaken in relation to the Habitats Regulations.
1.2.3	The final ES should demonstrate consideration of the points raised by the consultation bodies. It is recommended that a table is provided summarising the applicant's responses from the consultation bodies and how they are, or are not, being addressed in the EIA.	This appendix provides a summary of how the 'general' comments in the Scoping Opinion have been addressed while each of the topic chapters (Chapters 7-20) provides a summary table of points raised by the Planning Inspectorate during scoping relating to that topic and how these are addressed in the ES. Each topic chapter also provides tables identifying relevant comments raised during the two statutory consultations (Autumn 2021 and Summer 2022) and how they have been taken into account in the ES. Also consultation and engagement with statutory and non-statutory stakeholders undertaken throughout the EIA process, such as with Topic Working Groups, is identified in the topic chapters.
2.3.1/2	The ES should include a description of the Proposed Development. Specific information on the characteristics of elements in the Proposed Development should be set out in the ES, including the location of existing buildings/facilities and clarification on what will be retained and how existing structures will co-exist with the Proposed Development.	The description of the components of the Project that forms the basis of the environmental assessment is set out in **ES Chapter 5: Project Description** (Doc Ref. 5.1). The location of existing buildings/facilities and a description of the future baseline are provided in **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1) and the associated figures.
2.3.3	Detailed information is requested on the specifications of proposed CARE facility including the type of waste managed, the throughput, methods of processing and relevant outputs.	**ES Chapter 5: Project Description** (Doc Ref. 5.1) of the ES sets out the description of the proposed central airfield maintenance and recycling (CARE) facility.

PINS Reference	Details	How/where addressed in ES
2.3.4	The ES must include details of how elements of the Proposed Development are to be delivered within the DCO and to relevant design detail.	The description of the Project upon which the environmental assessment is based is set out in **ES Chapter 5: Project Description** (Doc Ref. 5.1). A Code of Construction Practice (CoCP) is also provided (see **ES Appendix 5.3.2: Code of Construction Practice** (Doc Ref. 5.3). This forms the basis of implementation of mitigation and monitoring measures during construction. **ES Appendix 5.2.3: Mitigation Route Map** (Doc Ref. 5.3) identifies the mitigation measures that form part of the Project and the way in which they would be secured.
2.3.5	The description of the Proposed Development provided in the ES must be sufficiently certain to meet the requirements of the EIA Regulations. This requires the inclusion of a description of all components including reference to the location, alignments and dimensions of each individual element, including maximum heights, design parameters and Limits of Deviation (LoD) (if required).	The description of the Project upon which the environmental assessment is based is set out in **ES Chapter 5: Project Description** (Doc Ref. 5.1).
2.3.6	Detailed information requested on the North and South terminal junction access improvements, including any land take associated with the North terminal junction improvements.	A description of the proposed surface access improvements is included in **ES Chapter 5: Project Description** (Doc Ref. 5.1). Consultation with National Highways and local highway authorities has informed the design.
2.3.7	The ES should include a quantification of the total temporary and permanent land take at Riverside Garden Park affected by the Proposed Development and a description of any proposed mitigation.	Details are provided in **ES Chapter 19: Agricultural Land Use and Recreation** (Doc Ref. 5.1).
2.3.8	The Scoping Report refers to a “satellite Airport Fire Service” (AFS) facility but fails to describe where any such a facility will be located. The ES should describe any such facility (if required) and clearly explain its proposed location.	A description of the proposed satellite AFS is included in **ES Chapter 5: Project Description** (Doc Ref. 5.1). This would be located to the south of the main runway (as shown in **ES Figure 5.2.1a** (Doc Ref. 5.2)).
2.3.9	The description of the Proposed Development should explain the Proposed Development’s relationship to other proposed/ consented projects.	A description of already consented projects at Gatwick Airport is provided in Section 4.4 Future Baseline of **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1). Details of other proposed and approved developments, in the context of the cumulative effects assessment of the Project together with other developments, are provided in **ES Chapter 20: Cumulative Effects and Inter-relationships** (Doc Ref. 5.1) and **ES Appendix 20.4.1 Cumulative Effects Assessment Long and Short List** (Doc Ref. 5.3).
2.3.10	A clear description of any additional foul water treatment facilities either within the airport boundary or adjacent to the existing Crawley Sewage Treatment Works on land owned by the Applicant. The effects of this should assessed in the ES.	A description of the proposed water treatment plant is included in **ES Chapter 5: Project Description** (Doc Ref. 5.1) and has been assessed as part of the Project in each topic chapter of the ES (where relevant), including **ES Chapter 11: Water Environment** (Doc Ref. 5.1).
2.3.11	Provide details of the reasonable alternatives studied and the reasoning for the selection of the chosen option(s), including a comparison of the environmental effects. This should specifically address all of the scenarios presented by the Applicant in the Scoping Report. The ES should also give consideration to the prospect of a ‘no development’ and ‘no growth scenario’ for comparative purposes and in support of the justification for the Proposed Development.	A description of the main alternatives considered is provided in **ES Chapter 3: Alternatives Considered** (Doc Ref. 5.1). This includes the consideration of three scenarios. Details of the likely changes in passenger numbers in the absence of the Project are provided in **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1) and **ES Appendix 4.3.1: Forecast Data Book** (Doc Ref. 5.3).
2.3.14/15	Note that where flexibility is required within the design, parameters should not be so wide ranging as to represent different developments. Design parameters to be clearly defined in the application for development consent and accompanying ES.	The Project subject to assessment is described in in **ES Chapter 5: Project Description** (Doc Ref. 5.1).
2.3.20	The Scoping Report seeks to scope out the Airspace Change Process entirely from the ES. The Inspectorate does not consider that the Airspace Change Process is, in itself, an aspect or matter that can be scoped out from the ES. Instead, the Inspectorate considers that the ES methodology should be compatible with the methodological approaches outlined in the Civil Aviation Authority (CAA) CAP 1616 and CAP 1616a3 documents to ensure consistency and continuity	In order to determine whether an airspace change is required to enable dual runway operations at Gatwick, GAL submitted a Statement of Need within the scope of CAP 1616 to the CAA on 11 November 2019. This set out details of the Project. In December 2020, the CAA issued its decision (Decide Gateway): *‘The CAA has completed the Decide Gateway Assessment and is satisfied that the change sponsor has met the requirements of the Airspace Change Process. The CAA approves the*

PINS Reference	Details	How/where addressed in ES
	between the Proposed Development and Airspace Change process assessments. The ES should explain how the methodologies used for the assessment of the Proposed Development are compatible with the CAP methodologies.	*implementation of this airspace change proposal.'* See **ES Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.1).
3.1.2	The ES should be based on the Scoping Opinion in so far as the Proposed Development remains materially the same as the Proposed Development described in the Applicant's Scoping Report.	This appendix and each of the topic chapters of the ES and the cumulative effects assessment (Chapters 7-20) describe how the assessment has been based on the Scoping Opinion. Whilst refinements to the detailed design have occurred during the EIA process and as a result of consultation, it is considered that the Project remains materially the same as that described in the Scoping Report.
3.1.4 and 3.3.18	Any mitigation relied upon for the purposes of the assessment should be explained in detail, with an explanation of its effectiveness and impact on residual effects. The ES should also address how any mitigation proposed is secured, with reference to specific DCO requirements or other legally binding agreements and whether relevant consultees agree on the adequacy of the measures proposed.	**ES Chapter 5: Project Description** (Doc Ref. 5.1) and the topic chapters of the ES (Chapters 7-19) identify the embedded mitigation measures that have been assessed as part of the Project. The topic chapters provide details of these measures and the resulting residual effects. **ES Appendix 5.2.3: Mitigation Route Map** (Doc Ref. 5.3) provides an overview of the mitigation included as part of the Project and how these measures would be secured.
3.2.2	In order to assist the decision-making process, a recommendation is made to use tables to complete the following: ▪ to demonstrate how the assessment has taken account of the Scoping Opinion; ▪ to identify and collate the residual effects after mitigation for each of the aspect chapters, including the relevant interrelationships and cumulative effects; ▪ to set out the proposed mitigation and/ or monitoring measures including cross-reference to the means of securing such measures (eg a DCO requirement); ▪ to describe any remedial measures that are identified as being necessary following monitoring; and ▪ to identify where details are contained in the Habitats Regulations Assessment (HRA report) (where relevant), such as descriptions of European sites and their locations, together with any mitigation or compensation measures, are to be found in the ES.	▪ Information on how the ES has taken into account the Scoping Opinion has been presented in this appendix and in each of the topic chapters and the cumulative effects chapter (Chapters 7-20), as well as within key appendices (including **ES Appendix 5.3.2: CoCP Annex 5 -Construction Resources and Waste Management Plan** (Doc Ref. 5.3) and **ES Appendix 5.3.4: Major Accidents and Disasters** (Doc Ref. 5.3)). ▪ Effects are presented in tables at the end of each topic chapter (Chapters 7 to 19) and a further summary of the likely significant effects is provided in **ES Chapter 21: Summary of Effects** (Doc Ref. 5.1) and cumulative effects and inter-relationships are identified in **ES Chapter 20: Cumulative Effects and Inter-relationships** (Doc Ref. 5.1). ▪ Proposed mitigation and/ or monitoring measures and details of how they would be secured are compiled in **ES Appendix 5.2.3: Mitigation Route Map** (Doc Ref. 5.3). ▪ Details of any monitoring measures are described in the topic chapters where relevant. ▪ **ES Appendix 9.9.1: Habitat Regulations Assessment Report** (Doc Ref. 5.3) presents the assessment dedicated to achieving compliance with the Habitat Regulations. **ES Chapter 9: Ecology and Nature Conservation** (Doc Ref. 5.1) provides the assessment for ecological matters including mitigation measures.
3.3.3/4	Include a description of the baseline scenarios with and without implementation of the development based on available environmental information and scientific knowledge. The introductory or concluding chapters of the ES should set out a holistic summary of the various scenarios considered.	The predicted passenger growth and air transport movements in the absence of the Project are set out in **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1) and **ES Appendix 4.3.1 Forecast Data Book** (Doc Ref. 5.3). Baseline conditions relevant to each topic are set out in topic Chapters 7-19. Details of assessment scenarios, including sensitivity testing, are set out in **ES Chapter 6: Approach to the Environmental Assessment** (Doc Ref. 5.1).
3.3.5	The description of the Proposed Development should explain the Proposed Development's spatial and temporal relationship to other projects, stating which works have been assessed and whether they form part of the DCO application or whether certain assumptions or reliance is otherwise placed on their delivery. Where these works do not specifically form part of the DCO application, the ES should ensure that they are adequately assessed as part of the baseline (and future baseline) conditions or within the cumulative effects assessment where significant effects are likely to occur.	Section 4.4 Future Baseline of **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1) identifies other developments currently consented or under construction within Gatwick but subject to separate existing consents that form part of the future baseline (in the absence of the Project). The works described in **ES Chapter 5: Project Description** (Doc Ref. 5.1) form part of the proposed development unless specified. Other developments with potential for cumulative effects with the Project are identified in **ES Chapter 20: Cumulative Effects and Inter-relationships** (Doc Ref. 5.1).

PINS Reference	Details	How/where addressed in ES
3.3.6	The ES should clearly define the future baseline and explain the extent to which the growth in passenger numbers are associated with and/or reliant upon other consents and assumptions. The ES should also set out any additional consents needed to enable the growth.	**ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1) presents details of the future baseline (section 4.4) and predicted future changes in passenger and cargo throughput (section 4.3). Further details are presented in **ES Appendix 4.3.1: Forecast Data Book** (Doc Ref. 5.3).
3.3.8	Timescales of the surveys which underpin the technical assessments are requested. For clarity, this information should be provided either in the introductory chapters of the ES (with confirmation that these timescales apply to all chapters), or in each aspect chapter.	The topic chapters (Chapters 7-19) provide the details of topic specific surveys undertaken to support each assessment, including details of their timing. Further details are provided in supporting appendices for some topics (such as Ecology and Nature Conservation for which **ES Appendix 9.6.2: Ecology Survey Report** (Doc Ref. 5.3) provides the survey report).
3.3.9	Zones of Influence (ZoI) of the Proposed Development should be described to determine the extent of study areas and receptors which have the potential to be affected. Study areas should be defined with regard to relevant aspect specific guidance and where arbitrary distances or professional judgement is relied upon in defining them, this should be explained, and justification provided (including reference to agreement with relevant consultation bodies).	Each topic chapter, including for cumulative effects, (Chapters 7-20) presents the specific ZoI and/or study areas for that assessment in the methodology section.
3.3.10	ES to include a chapter setting out the overarching methodology for the assessment, which clearly distinguishes effects that are 'significant' from 'non-significant' effects (the Scoping Report does not define the level(s) of effect that would be determined as ‘significant’). Any departure from that overarching methodology in applying these definitions should be described in the individual aspect assessment chapters as relevant.	The general EIA methodology is presented in Chapter 6: Approach to the Environmental Assessment. Each individual topic assessment chapter (Chapters 7-19) also contains a section detailing the specific methodologies for that topic with clear parameters to define a 'significant' and 'non-significant' effect.
3.3.11	The aspect chapters will need to carefully present how the reported levels of significance are derived (in a general sense and on a receptor-by-receptor basis) where the matrix based approach leads to a judgement as to the outcome between two potential descriptors.	The general EIA methodology is presented in Chapter 6: Approach to the Environmental Assessment. The methodology section of each individual topic chapter (Chapters 7-19) contains information regarding the determination of significance for that technical discipline.
3.3.12	The ES should include details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Chapter 6: Approach to the Environmental Assessment presents the general assumptions and limitations within the assessment such as in relation to project parameters and the establishment of a future baseline. Each individual topic chapter (Chapters 7-19) also contains a section detailing the specific assumptions and uncertainties relating to that assessment.
3.3.13	The extent to which each of the assessment years account for variability in the potential opening date of Heathrow’s third runway should be clearly set out and assessed (using sensitivity analysis where relevant).	Given the continuing uncertainty surrounding Heathrow third runway, it is considered that the most robust assumption to adopt, is to assume that a third runway does not come forward at Heathrow. This has been explained further in **ES Appendix 4.3.1: Forecast Data Book** (Doc Ref. 5.3). Heathrow third runway has however been considered for potential cumulative effects in the event it was to come forward and a separate assessment has been undertaken for this scenario as a sensitivity test to the main cumulative assessment (see **ES Chapter 20: Cumulative Effects and Inter-relationships** (Doc Ref. 5.1)).
3.3.14	Include a detailed phasing plan against which aspect chapters have based their assessment, and it should describe how the predicted rates of growth in air traffic movements (ATMs) fit in with the demand and delivery of the various components of the Proposed Development.	The indicative construction programme of the construction works to be undertaken and reasoning for it is detailed in section 5.3 of **ES Chapter 5: Project Description** (Doc Ref. 5.1) with further detail in **ES Appendix 5.3.3 Indicative Construction Sequencing** (Doc Ref. 5.3).
3.3.15	Clear explanation of what constitutes a ‘temporary’ effect. The ES should explain this with regards to the duration of effect and the proposed construction phasing.	A definition of temporary is not provided within the EIA Regulations. For the purposes of this assessment, it is defined as an effect that occurs for a limited period of time (ie is not permanent), as explained in **ES Chapter 6: Approach to the Environmental Assessment** (Doc Ref. 5.1). The duration of each temporary effect has been considered using the terms short, medium and long term, as described in ES **Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.1).

PINS Reference	Details	How/where addressed in ES
3.3.16	The EIA Regulations require an estimate, by type and quantity, of expected residues and emissions. Specific reference should be made to water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases, where relevant.	Estimates of expected residues and emissions are provided in **ES Chapter 5 Project Description** (Doc Ref. 5.1); **ES Appendix 5.2.2: Operational Lighting Framework** (Doc Ref. 5.3); **ES Appendix 5.3.1: Buildability Report** (Doc Ref. 5.3); **ES Appendix 5.3.2: CoCP Annex 5 -Construction Resources and Waste Management Plan** (Doc Ref. 5.3); **ES Chapter 11: Water Environment** (Doc Ref. 5.1) ; **ES Chapter 10: Geology and Ground Conditions** (Doc Ref. 5.1); **ES Chapter 14: Noise and Vibration** (Doc Ref. 5.1); **ES Chapter 15: Climate Change** (Doc Ref. 5.1); and **ES Chapter 19 Agricultural Land Use and Recreation** (Doc Ref. 5.1).
3.3.17	The air quality assessment should take into account any proposals from relevant Environment Act 1995 Directions and how this may affect the Proposed Development during both construction and operation.	The air quality assessment takes into account the existing Air Quality Management Areas (AQMA) in the area where necessary and reviews all local policy including the Air Quality Action Plans (see **ES Appendix 13.2.1 Summary of Local Planning Policy – Air Quality** (Doc Ref. 5.3)) for the ES.
3.3.19/20	Clarification should be provided in relation to proposed mitigation areas, the 'Environmental Bund' and mitigation and enhancement at Riverside Garden Park.	Details of the proposed mitigation areas are provided within **ES Chapter 5: Project Description** (Doc Ref. 5.1) and in **ES Chapter 8: Landscape, Townscape and Visual Resources** (Doc Ref. 5.1) and **ES Chapter 9: Ecology and Nature Conservation** (Doc Ref. 5.1). Details of effects on the Riverside Garden Park are set out **ES Chapter 19: Agricultural Land Use and Recreation** (Doc Ref. 5.1).
3.3.21	Supporting technical documents such as an earthworks strategy, a lighting strategy, surface water drainage strategy and Code of Construction Practice (CoCP) should be included as part of the Application documents. These must be sufficiently detailed, and cross referred to as part of the ES to inform the assessments and understanding of mitigation measures.	A Code of Construction Practice is provided at **ES Appendix 5.3.2: Code of Construction Practice** (Doc Ref. 5.3) that has been informed by the topic assessments. This includes information about construction lighting and also provides Construction Resources and Waste Management Plan (see **ES Appendix 5.3.2: CoCP Annex 5 -Construction Resources and Waste Management Plan** (Doc Ref. 5.3). Details of the drainage strategy are provided in **ES Chapter 5: Project Description** (Doc Ref. 5.1), **ES Chapter 11: Water Environment** (Doc Ref. 5.1) and **ES Appendix 11.9.6: Flood Risk Assessment** (Doc Ref. 5.3). **ES Appendix 5.2.2: Operational Lighting Framework** (Doc Ref. 5.3) provides the Operational Lighting Framework..
3.3.22	Description and assessment (where relevant) of the likely significant effects resulting from accidents and disasters applicable to the Proposed Development. Any risk assessment used to inform this assessment must be in line with European and national legislation and provide details of measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	**ES Appendix 5.3.4: Major Accidents and Disasters** (Doc Ref. 5.3) provides the results of the assessment of the risks associated with the Project with respect to potential major accidents and disasters. It includes details of the vulnerability of the Project to a potential accident or disaster and assesses significant effects resulting from the risks to human health, cultural heritage or the environment including any measures that will be employed to prevent and control significant effects.
3.3.25	Description and assessment (where relevant) of the likely significant effects the Proposed Development has on the climate (for example having regard to the nature and magnitude of greenhouse gas (GHG) emissions) and the vulnerability of the project to climate change. Where relevant, the ES should describe and assess the adaptive capacity that has been incorporated into the design of the Proposed Development. This may include, for example, alternative measures such as changes in the use of materials or construction and design techniques that will be more resilient to risks from climate change.	The assessment of the Project's resilience to climate change and the In-combination Climate Change Impacts are provided in **ES Chapter 15: Climate Change** (Doc Ref. 5.1). The assessment of effects of greenhouse gas (GHG) emissions on the global atmosphere is provided in **ES Chapter 16: Greenhouse Gases** (Doc Ref. 5.1).
3.3.27	Schedule 4 Part 5 of the EIA Regulations requires a description of the likely significant transboundary effects to be provided in an ES. The Scoping Report has not indicated whether the Proposed Development is likely to have significant impacts on another European Economic Area (EEA) State (Reg 32).	A transboundary screening is provided at **ES Appendix 6.2.5: Transboundary Screening Matrix** (Doc Ref. 5.3) and have also been provided at the scoping stage and in the Preliminary Environmental Information Report. The screening identifies that significant effects on other EEA States are not likely, therefore a transboundary assessment has been scoped out of the EIA process.
3.3.32	A reference list detailing the sources used for the descriptions and assessments must be included.	Each chapter and accompanying appendices within the ES identifies the references that have been used.
4.16.1	The Inspectorate agrees that a separate sustainability chapter is not required.	No action required.

PINS Reference	Details	How/where addressed in ES
4.16.2	The Inspectorate agrees that a separate consideration of material assets is not required.	No action required.
4.16.3	The Inspectorate agrees that a separate consideration of radiation effects is not required (and that where relevant these can be considered within the major accidents and disasters assessment). The ES should consider effects from increased heat (including 'heat island' effects) such as from thermal emissions from increased ATMs and heating and power plant where significant effects are likely to occur.	Effects associated with increased heat are addressed in **ES Chapter 15: Climate Change** (Doc Ref. 5.1) and an Urban Heat Island Assessment is provided in **ES Appendix 15.5.2: Urban Heat Island Assessment** (Doc Ref. 5.3).
4.16.4	The Inspectorate agrees that a separate consideration of sunlight/daylight is not required. As the operational air quality assessment findings were unknown at that stage (in particular effects of the increased ATMs, road traffic and biomass boiler on local air quality) the Inspectorate considers that where significant effects are likely to occur (as may be demonstrated by the emerging air quality assessment) microclimatic effects should be assessed within the ES.	Microclimatic effects are addressed in the In-Combination Climate Impact (ICCI) assessment within **ES Chapter 15: Climate Change** (Doc Ref. 5.1).
4.16.5	Effects in relation to decommissioning to be considered within the ES.	An explanation as to why decommissioning effects are scoped out are set out in section 6.2 of **ES Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.1). No further action required
4.16.6	This is about the Air Change Process and the Inspectorate's comment has been considered in section 2.3 of the Scoping Opinion.	This has been addressed in 2.3.20 above.

2 Glossary

2.1 Glossary of Terms

Table 2.1.1: Glossary of Terms

Term	Description
AFS	Airport Fire Service
ATM	Air Traffic Movement
CAA	Civil Aviation Authority
CARE	Central Airfield Maintenance and Recycling Enclosure
CoCP	Code of Construction Practice
DCO	Development Consent Order
EEA	European Economic Area
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited
LoD	Limits of Deviation
ZoI	Zone of Influence