



Gatwick Airport Northern Runway Project

Statement of Common Ground Between Gatwick Airport Limited and Reigate and Banstead Borough Council

Book 10

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1 Introduction

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in support of the examination phase for the proposed Gatwick Northern Runway Project (NRP). The Application was made by Gatwick Airport Limited (the Applicant) to the Secretary of State for the Department for Transport (the Secretary of State) pursuant to Section 37 of the Planning Act 2008 (PA 2008).
- 1.1.2 The Application comprises alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. It also includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable an increase in the airport's passenger throughput capacity. This includes substantial upgrade works to certain surface access routes which lead to the airport. A full description of the Proposed Development is included in **ES Chapter 5: Project Description** (Doc Ref. 5.1).
- 1.1.3 SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be considered during the Examination. The purpose and possible content of SoCG is detailed in the Department for Communities and Local Government's guidance entitled 'Planning Act 2008: examination of applications for development consent' (2015), stating:
- "A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."*
- 1.1.4 The SoCGs between the Applicant and the local authorities comprises several documents, to which this document is one. The Statement of Commonality provides details of the structure and status of the SoCG between all the relevant Interested Parties, including the local authorities. Naturally, the level of detail across the suite of SoCG varies to reflect the nature and complexity of the matter, as well as the position between the parties.
- 1.1.5 This document solely relates to matters between the Applicant and Reigate and Banstead Borough Council. A summary of the meetings and correspondence that has taken place between the parties is detailed in **Appendix 1** of this document.
- 1.1.6 The engagement between the parties across the breadth of matters is ongoing. Therefore, the SoCG is an evolving document and the detailed wording within it is still being discussed in detail between the parties. Future iterations will be submitted at each deadline; and both parties reserve the right to supplement the matters identified discussions progress, to ensure it is comprehensive and up to date.
- 1.1.7 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties, and where agreement has not (yet) been reached, and is presented in a tabular form. This SoCG does not seek to replicate information that is available elsewhere, either within the Application and/or Examination documents, referring out where

appropriate. The terminology used within the SoCG to reflect the status between the parties is either:

- “Agreed” to indicate where a matter has been resolved to the satisfaction of the parties.
- “Not Agreed” to indicate a final position where parties cannot agree.
- “Under discussion” to indicate where matters are subject of on-going discussion with the aim to either resolve or refine the extent of disagreement between the parties.

1.1.8 It can be assumed that any matters not specifically referred to in Section 2 of this SoCG are not of material interest or relevance to Reigate and Banstead Borough Council; and therefore, have not been the subject of any discussions between the parties. As such, those matters should be assumed to be agreed, unless otherwise raised in due course by any of the parties.

2 Current Position

2.1. Agricultural Land Use and Recreation

2.1.1 **Table 2.1** sets out the position of both parties in relation to matters.

Table 2.1 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no issues relating to the baseline for this topic in this Statement of Common Ground.					
Assessment Methodology					
There are no issues relating to the assessment methodology for this topic in this Statement of Common Ground.					
Assessment					
2.1.3.1	Riverside Gardens Park	Detailed tree and vegetation Removal Report. Updated position (Deadline 1): Welcome the additional work but would need to assess the tree surveys.	Tree/woodland/scrub loss and proposed planting is quantified in ES Chapter 9 Ecology and Nature Conservation. Opportunities to replant the road corridor are constrained by guidance within DMRB LD117 Landscape Design, the Manual of Contract Documents for Highways Works, Major Projects and DMRB Asset Data Management Manual Volume 13. Additional tree surveys have been undertaken. Further details will be shared with RBBC once available. Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.	ES Chapter 9 Ecology and Nature Conservation [APP-034] ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment (Doc Ref. 5.3) ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement (Doc Ref. 5.3)	Under discussion
2.1.3.2	Balcombe Road to Peeks Brook Lane Access Route	A new access road to a new highway drainage pond off Peeks Brook Lane is proposed (See Document 809 Book 4 Rights of Way and Access), will result in further tree and vegetation loss, and will edge into countryside land to the north at Rough's Corner. Updated position (Deadline 1): Welcome the additional work but would RBBC would want to assess the tree surveys.	Additional tree surveys have been undertaken. Further details will be shared with RBBC once available. Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.	ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment (Doc Ref. 5.3) ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement (Doc Ref. 5.3)	Under discussion

<p>2.1.3.3</p>	<p>Riverside Gardens Park</p>	<p>It is not clear that the proposed replacement land to be provided under article 40 (special category land) of the dDCO [AS-004] is appropriate as there is no assessment of the qualitative amenity, its purpose, or future management.</p> <p>Updated position (Deadline 1): We note that oLEMP is still in outline and would look forward to reviewing the next iteration.</p>	<p>The Statement of Reasons in paragraphs 10.1.9 – 10.1.26 explains that:</p> <p><i>10.1.19 The proposed areas of the replacement open space significantly exceed the area of public open space permanently lost. In total, approximately 1.95 ha of replacement land would be provided compared to a loss of approximately 1.16 ha. This provides an increase of approximately 0.79 ha (68%) of open space available to local communities.</i></p> <p><i>10.1.20 The areas of replacement open space provided greatly exceed in quantity the land permanently acquired from each of Church Meadows and Riverside Garden Park (including the small parcel south of the A23 Brighton Road) individually. At Riverside Garden Park (including the aforementioned small parcel) a loss of 1.03 ha is replaced by 1.43 ha. In Church Meadows a loss of 0.13 ha is replaced by 0.52 ha.</i></p> <p><i>10.1.21 The proposed locations of the areas of replacement open space are the closest available parcels of land to those areas that would be permanently lost. The proposed replacement open space considers access and connectivity with the existing areas of open space with pedestrian connections and NCR21.</i></p> <p><i>10.1.22 The proposals include the provision of a pedestrian and cyclist ramp close to the River Mole to provide a new access into the northern part of Riverside Garden Park. This would enable the public to enter and enjoy the full extent of the open space rather than having to follow the existing narrow footway alongside the A23 London Road before entering the park at the existing access further south.</i></p> <p><i>10.1.23 The areas of replacement open space would be available to the communities that the existing open space currently serves, including local residents, airport staff and visitors in locations as close as possible to the current provision.</i></p> <p><i>10.1.24 The replacement open space at Car Park B would provide large areas of accessible open space providing enhanced access to the Sussex Border Path and would include areas of woodland planting, similar to the nature of the wooded southern edge of Riverside Garden Park that would be permanently lost, as well as additional elements that reflect the nature and quality of the wider area of Riverside Garden Park including scrub and ground cover planting and open grassed areas for recreational use. As the landscaping develops over time, this would provide areas of open space that would be similar in nature to the central areas of</i></p>	<p>Statement of Reasons [AS-008]</p>	<p>Under discussion</p>
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			<p>Riverside Garden Park and more accessible and usable than much of the area lost, the majority of which falls within the highways boundary and contains highways ditches and wooded embankments together with an isolated piece of land that can only be accessed via a steep bank from the A23 Brighton Road.</p> <p>10.1.25 The replacement open space at Church Meadows is currently used to support a livestock-based farming enterprise. The current grassland use of the replacement land would enable the early establishment of a usable and attractive space, similar to the existing area of Church Meadows. The implementation of planting proposals in accordance with the principles set out in the ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan (Doc Ref. 5.3) would further enhance the quality of the replacement open space as the landscaping develops.</p> <p>10.1.26 The replacement land is therefore land which is not less in area than the open space land to be acquired and is no less advantageous to the persons, if any, entitled to rights of common or other rights, and to the public. It therefore satisfies section 131(4) and the definition in section 131(12) of the 2008 Act.</p>		
Mitigation and Compensation					
2.1.4.1	Riverside Garden Park	<p>Mitigation of land take and impact on Riverside Gardens Park.</p> <p>Updated position (Deadline 1): We welcome the opportunity to discuss the proposed landscaping planting proposals and reach an agreement.</p>	<p>The majority of the vegetation that would be removed as part of the surface access improvements of the A23 would be scrub and small to medium sized trees. Reinstatement of scrub and tree planting (illustrative designs for landscape mitigation are included in the Outline LEMP), where possible and in accordance with guidelines in Highways England, DMRB LD117 Landscape Design, the Manual of Contract Documents for Highways Works, Major Projects and Highways England, DMRB Asset Data Management Manual Volume 13, will become sufficiently mature within approximately 10 years to mitigate visual and townscape impacts and reduce levels of effect to a level that is no longer significant.</p> <p>The details of landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and this is secured in Requirement 8 of the Draft DCO.</p>	<p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan [APP-113 to APP-116]</p> <p>Requirement 8 of the Draft DCO (Doc Ref. 2.1)</p>	Under discussion
2.1.4.2	Construction Impacts	<p>Code of Construction Process needs to include measures to ensure that construction works along Riverside Gardens Park are contained against the road and highways drainage channel. Needs to include measures where accidental damage to trees and fabric of park are harmed.</p>	<p>The ES Appendix 5.3.1 Buildability Report Part A and Part B provide an overview of the indicative potential construction methodologies for the Gatwick NRP works. Additionally, ES Appendix 8.8.1, the Outline Landscape and Ecology Management Plan, offers further insights into the management of landscape and ecology within the scheme's boundaries.</p>	<p>ES Appendix 5.3.1 Buildability Report – Part A [APP-079]</p> <p>ES Appendix 5.3.1 Buildability Report</p>	Under discussion

		<p>Updated position (Deadline 1): RBBC welcome the proposed preparation of the Construction Environmental Management Plan and Construction Method Statement which RBBC would want assess.</p>	<p>GAL will prepare Construction Environmental Management Plan and Construction Method Statement during the detailed design and pre-construction stages. These documents will include strategies to prevent accidental damage to trees and maintain the overall integrity of Riverside Gardens Park as outlined in CoCP.</p>	<p>– Part B Part 1 [APP-080]</p> <p>ES Appendix 5.3.1 Buildability Report – Part B Part 2 [APP-081]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Parts 1 to 4 [APP-113 to APP-116]</p> <p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p>	
2.1.4.3	Footpaths/cycle route 360 beside London Brighton Railway Line and associated bridge works.	<p>These paths will be closed during the widening of the A23 bridge over the railway lines. Due to the scale of works proposed it essential that a north south pedestrian/ cycle route is retained close by and that the routes are fully restored.</p> <p>Updated position (Deadline 1): We would welcome the opportunity to participate in reviewing each implementation plan.</p>	<p>Paragraph 19.9.25 of the ES confirms that the temporary closure of West Sussex 355_1Sy/Surrey 355a would not take place at the same time as the temporary closure of NCR 21 to ensure that the connectivity of both NCR 21 and the Sussex Border Path can be maintained during the construction period.</p> <p>The Public Rights of Way Management Strategy, secured as requirement 22 in the Draft DCO states at paragraph 1.1.3 that “detailed PRow implementation plans for individual PRow would be developed prior to the commencement of construction. Detailed PRow implementation plans would be in general alignment with the PRow Management Strategy for the Project and subject to approval by the relevant Local Planning Authority (LPA).” The Local Authority would therefore be consulted on and approve the plan for each implementation plan.</p>	<p>ES Chapter 19 Agricultural Land Use and Recreation [APP-044]</p> <p>ES Appendix 19.8.1: Public Rights of Way Management Strategy [APP-215]</p> <p>Draft DCO (Doc Ref. 2.1)</p>	Agreed
2.1.4.4	Cycle Route NCP21	<p>The route under the A23 will be closed during the road/ bridge works. Alternative north south safe cycle and pedestrian routes must be maintained throughout the closure along with effective communications by the proposer and their contractors. Before re-opening the route should be relayed on the approaches and through the tunnel to encourage more use and an awareness campaign should be run on the reopening, by the proposer.</p> <p>Updated position (Deadline 1): We would welcome the opportunity to participate in reviewing the plan.</p>	<p>This issue has been responded to at Row 1.10 of Table 1 of Appendix 1.</p> <p>Paragraph 19.9.25 of the ES confirms that the temporary closure of West Sussex 355_1Sy/Surrey 355a would not take place at the same time as the temporary closure of NCR 21 to ensure that the connectivity of both NCR 21 and the Sussex Border Path can be maintained during the construction period.</p> <p>The Public Rights of Way Management Strategy states at paragraph 1.1.3 that “detailed PRow implementation plans for</p>	<p>ES Chapter 19 Agricultural Land Use and Recreation [APP-044]</p> <p>ES Appendix 19.8.1: Public Rights of Way Management Strategy [APP-215]</p>	Agreed

			<p>individual PRoW would be developed prior to the commencement of construction. Detailed PRoW implementation plans would be in general alignment with the PRoW Management Strategy for the Project and subject to approval by the relevant Local Planning Authority (LPA).”</p> <p>The Local Authority would therefore be consulted on and approve the plan for each implementation plan. secured through DCO requirement 22 in Schedule 2 of the Draft DCO.</p>		
2.1.4.5	Riverside Gardens Park	<p>Riverside Garden Park is an important local amenity which will be fundamentally harmed for 25-30 years. Located in the Zone 6 Surface Access Corridor and shown on the Special Category Land Plans [AS-016], the Project will remove an important tree and vegetation barrier between Riverside Garden Park and the A23 as part of the proposed road widening, River Mole, and London Brighton Railway line bridge works. To date only outline proposals, included in the oLEMP [APP-113], and relating to the edge of Riverside Gardens and the widened A23 Brighton Road have been provided. It is important that the visual amenities and sense of tranquillity found in the park today are eventually restored and that the Council has a role in consenting this.</p> <p>Updated position (Deadline 1): Our concerns relate to the timing of when we would view and agree the planting proposals. We continue to disagree on the maturity age of 10 years as we consider that some of the planting will still be only juvenile in the case of the trees.</p>	<p>The majority of the vegetation that would be removed as part of the surface access improvements of the A23 would be scrub and small to medium sized trees. Reinstatement of scrub and tree planting (illustrative designs for landscape mitigation in Appendix 8.8.1 Outline LEMP), where possible and in accordance with guidelines in Highways England, DMRB LD117 Landscape Design, the Manual of Contract Documents for Highways Works, Major Projects and Highways England, DMRB Asset Data Management Manual Volume 13, will become sufficiently mature within approximately 10 years to mitigate visual and townscape impacts and reduce levels of effect to a level that is no longer significant.</p> <p>The details of landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as a DCO requirement in Schedule 2.</p>	<p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Parts 1 to 4 [APP-113 to APP-116]</p> <p>Draft DCO (Doc Ref. 2.1)</p>	Not Agreed
2.1.4.6	Riverside Gardens Park	<p>Moreover, this site has archaeological interest and it is unclear how Car Park B would be integrated into Riverside Gardens Park if there is a significant archaeological find and what alternatives might be made available.</p> <p>Updated position (Deadline 1): Welcome the protection of any potential archaeological remains that may be found but still unclear what would happen in the event of a significant find.</p>	<p>In the event that significant archaeological remains are identified within the northern part of Car Park B, a suitable programme of archaeological investigation would be agreed with the appropriate archaeological advisors to Surrey CC and then implemented, as secured through Requirement 14 of the Schedule 2 Requirements.</p> <p>The area would then be available for environmental mitigation purposes. In the event that the archaeological remains are of a level of significance such that preservation in situ is required, an engineering design would be prepared that would ensure the protection of the archaeological remains whilst allowing the establishment of the environmental mitigation measures.</p>	<p>Draft DCO (Doc Ref. 2.1)</p>	Under discussion
2.1.4.7	Church Meadows	<p>This site would be lost for recreational uses and fundamentally harmed during the surface access works. The proposed mitigation is only indicative and includes a footbridge over the River Mole. We are concerned who will maintain the Meadows after completion of the works. The D&AS [APP253] includes a pond on the Meadows on the Reigate side of the River Mole. We have not found this in other documents and clarity is sought along regarding this proposal, as is a maintenance programme.</p>	<p>The construction of the highway improvements at Longbridge Roundabout would affect the southern edge of Church Meadows. The area to the north of the highway works would remain available for use as open space during the construction period.</p> <p>A corridor of land on the western side of Church Meadow is also included within the DCO, but this land would be required only for access to construct the proposed bridge over the River Mole to link</p>	<p>Draft DCO (Doc Ref. 2.1)</p> <p>ES Chapter 19: Agricultural Land Use and Recreation [APP-044]</p>	Under discussion

		<p>Updated position (Deadline 1): We welcome the clarity with reference to the pond but details are still missing before this matter can be agreed.</p>	<p>the replacement open space to the existing area of Church Meadows.</p> <p>ES Chapter 19 Paragraph 19.9.50 assesses that “the effect on Church Meadows during construction is assessed to be of medium term temporary moderate adverse significance. This is considered to be significant in terms of the EIA Regulations”</p> <p>The delivery of the replacement open space is secured in Part 5 of the draft Development Consent Order Paragraph 40 [AS-004]</p> <p><i>Special category land 40.—(1) On the exercise by the undertaker of the Order rights, the special category land identified in Part 1 of Schedule 10 (special category land to be permanently acquired and for which replacement land is provided) is not to vest in the undertaker until the undertaker has acquired the replacement land (to the extent not already in its ownership) and an open space management plan has been submitted to, and approved in writing by, the relevant planning authority.</i></p> <p><i>2) The open space management plan submitted under paragraph (1) must be in general accordance with the outline landscape and ecology management plan.</i></p> <p><i>(3) On the requirements of paragraph (1) being satisfied, the special category land identified in Part 1 of Schedule 10 is to vest in the undertaker (or any specified person) and be discharged from all rights, trusts and incidents to which it was previously subject.</i></p> <p><i>(4) The undertaker must implement the open space management plan approved by the relevant planning authority under paragraph (1) and on the date on which the replacement land is laid out and provided in accordance with that plan, the replacement land is to vest in the persons in whom the special category land specified in paragraph (1) was vested on the date of the exercise of the Order powers (if the replacement land is not already owned by those persons) and is to be subject to the same rights, trusts and incidents as attached to the special category land.</i></p> <p><i>(5) In this article— “Order rights” means rights and powers exercisable over the special category land by the undertaker under article 27 (compulsory acquisition of land) and article 28 (compulsory acquisition of rights and imposition of restrictive covenants); “outline landscape and ecology management plan” means the document certified as such by the Secretary of State</i></p>		
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			<p>under article 51 (certification of documents, etc.); and “specified person” means a person other than the undertaker for whose benefit the replacement land or rights are being acquired.</p> <p>The concept designs for the areas of replacement open space will therefore be developed in accordance with the principles provided in the Landscape and Ecological Management Plan and in consultation with Surrey County Council and Reigate and Banstead Borough Council to agree the open space management plan for the replacement areas.</p> <p>Following the provision of the open space replacement land in accordance with the agreed management plan, the area of land would be vested in the occupants of the current areas of open space.</p>		
2.1.4.8	London-Brighton Railway/ A23 Bridge works	<p>The closure of the north south footpaths 355a and 360 and footbridge over the London – Brighton railway line to the north of the A23 Brighton Road will impact users of 362a (shown on the Rights of Way and Access Plans [APP-018]). Moreover, Table 4.1.1 of the Public Rights of Way Management Strategy [APP-215] does not include the period when the footpath will be shut, only the duration. It is considered important that one of the north south footpaths including NRP21 remains open during the construction phase to enable Horley workers to access the airport by foot or bicycle without having to take a 25 minute detour to the east or west. On the restoration of the footpaths after the works paragraph 4.1.1 refers to surfaces being restored to “a suitable condition”. However, this is too vague, and all footpath restorations should be agreed with the appropriate local authority to ensure the footpath is useable following the works. We also note that the footbridge to the north of the main railway line A23 bridge works is included in the dDCO but it is unclear how this will be used as an access point for works related use. This is of concern as the alley way passes between residential properties in The Crescent and multiple works associated vehicles parking in The Crescent would cause issues for local residents.</p> <p>Updated position (Deadline 1): RBBC would welcome the opportunity to assess the PRow implementation plans.</p>	<p>The footbridge over the London to Brighton railway line to the north of the A23 is not proposed to be closed during the construction period.</p> <p>Table 4.1.1 of the Public Rights of Way Strategy does provide the construction works where the diversion would be required and the approximate duration of these works, based on the preliminary highway design.</p> <p>The Public Rights of Way Management Strategy states at paragraph 1.1.3 that “detailed PRow implementation plans for individual PRow would be developed prior to the commencement of construction. Detailed PRow implementation plans would be in general alignment with the PRow Management Strategy for the Project and subject to approval by the relevant Local Planning Authority (LPA).”</p> <p>The Local Authority would therefore be consulted on and approve the plan for each implementation plan.</p>	<p>ES Chapter 19 Agricultural Land Use and Recreation [APP-044]</p> <p>ES Appendix 19.8.1: Public Rights of Way Management Strategy [APP-215]</p>	Agreed
2.1.4.9	Land ownership at Riverside Gardens Park and Church Meadows	<p>We have concerns about proposals that impact our land ownership at Riverside Gardens Park and Church Meadows and as regards the extent, condition and usage restrictions of the replacement land to be offered.</p> <p>Updated position (Deadline 1): RBBC welcomes the additional information provided but agreement with RBBC property on the value of</p>	<p>The Statement of reasons paragraphs 10.1.9 – 10.1.26 explains that:</p> <p><i>10.1.19 The proposed areas of the replacement open space significantly exceed the area of public open space permanently lost. In total, approximately 1.95 ha of replacement land would be</i></p>	<p>Statement of Reasons [AS-008]</p>	Under discussion

		<p>the land will still be required, along with future commitments by GAL to the maintenance and management of the replacement plots as well as the boundary treatments where land has been allocated for highways alterations.</p>	<p><i>provided compared to a loss of approximately 1.16 ha. This provides an increase of approximately 0.79 ha (68%) of open space available to local communities.</i></p> <p><i>10.1.20 The areas of replacement open space provided greatly exceed in quantity the land permanently acquired from each of Church Meadows and Riverside Garden Park (including the small parcel south of the A23 Brighton Road) individually. At Riverside Garden Park (including the aforementioned small parcel) a loss of 1.03 ha is replaced by 1.43 ha. In Church Meadows a loss of 0.13 ha is replaced by 0.52 ha.</i></p> <p><i>10.1.21 The proposed locations of the areas of replacement open space are the closest available parcels of land to those areas that would be permanently lost. The proposed replacement open space considers access and connectivity with the existing areas of open space with pedestrian connections and NCR21.</i></p> <p><i>10.1.22 The proposals include the provision of a pedestrian and cyclist ramp close to the River Mole to provide a new access into the northern part of Riverside Garden Park. This would enable the public to enter and enjoy the full extent of the open space rather than having to follow the existing narrow footway alongside the A23 London Road before entering the park at the existing access further south.</i></p> <p><i>10.1.23 The areas of replacement open space would be available to the communities that the existing open space currently serves, including local residents, airport staff and visitors in locations as close as possible to the current provision.</i></p> <p><i>10.1.24 The replacement open space at Car Park B would provide large areas of accessible open space providing enhanced access to the Sussex Border Path and would include areas of woodland planting, similar to the nature of the wooded southern edge of Riverside Garden Park that would be permanently lost, as well as additional elements that reflect the nature and quality of the wider area of Riverside Garden Park including scrub and ground cover planting and open grassed areas for recreational use. As the landscaping develops over time, this would provide areas of open space that would be similar in nature to the central areas of Riverside Garden Park and more accessible and usable than much of the area lost, the majority of which falls within the highways boundary and contains highways ditches and wooded embankments together with an isolated piece of land that can only be accessed via a steep bank from the A23 Brighton Road.</i></p>		
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			<p>10.1.25 The replacement open space at Church Meadows is currently used to support a livestock-based farming enterprise. The current grassland use of the replacement land would enable the early establishment of a usable and attractive space, similar to the existing area of Church Meadows. The implementation of planting proposals in accordance with the principles set out in the ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan (Doc Ref. 5.3) would further enhance the quality of the replacement open space as the landscaping develops.</p> <p>10.1.26 The replacement land is therefore land which is not less in area than the open space land to be acquired and is no less advantageous to the persons, if any, entitled to rights of common or other rights, and to the public. It therefore satisfies section 131(4) and the definition in section 131(12) of the 2008 Act.</p>		
Other					
2.1.5.1	Church Meadows	<p>Restoration - The Design and Access Statement 8.3.9.4 includes a pond but this is excluded from other documents.</p> <p>Updated position (Deadline 1): RBBC welcome the clarification. However this needs to be confirmed once Longbridge Roundabout attenuation pond location has been agreed.</p>	<p>There is no pond proposed in the existing area of Church Meadows. The attenuation pond for the highway improvements at Longbridge roundabout is situated to the north east of the roundabout in existing agricultural grass. The attenuation features is included in the Surface Access Highways Plan – General Arrangements as part of the Preliminary Design and does not form part of the proposed replacement open space provision.</p>	Surface Access Highways Plans – General Arrangements – For Approval [APP-020]	Under discussion
2.1.5.2	Proposal to gift this land to RBBC to replace lost sections of Church Meadows and Riverside Gardens.	<p>Agreement will be needed with RBBC on the redesign and planting of the car park along with suitable access both for users and maintenance purposes before it is signed across to RBBC.</p> <p>Updated position (Deadline 1): The gifting of the land will need to be supported by a planting scheme agreed with RBBC, along with contributions to maintenance and management of the additional space.</p>	<p>Yes, there would need to be agreement with RBCC on the detailed design of the replacement open spaces before it is handed over to RBBC. Article 40 of the Draft DCO requires an open space management plan to be submitted and approved by the relevant local planning authority which must be in general accordance with the outline LEMP.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion
2.1.5.3	Key detail missing	<p>Need detail of the ramp including new vegetation and linkages with existing paths and delivery timescales.</p> <p>Updated position (Deadline 1): RBBC welcome the opportunity to be consulted on the details of the ramp and proposed planting but given that so many development types have been included in the DCO, we consider that this element should be included as it will provide a vital link.</p>	<p>The detailed design for the ramp into Riverside Garden Park would be developed post DCO consent as part of the detailed design of the Highways works secured through DCO Requirement for Surface Access Works included in Table 12.8.1. of ES Chapter 12 [APP-037], based on the preliminary design and would be subject to consultation with the RBBC.</p>	Surface Access Highways Plans – General Arrangements – For Approval [APP 020]	Under discussion
2.1.5.4	Railway Line Footbridge north of A23 Bridge works	<p>Concern that the alleyway from The Crescent and footbridge will be used as point of access during A23 Railway Line bridge widening works.</p>	<p>ES Appendix 5.3.2, CoCP Annex 3 - Outline Construction Traffic Management Plan, Section 6.4, outlines the use of local roads during construction works.</p>	ES Appendix 5.3.2 Code of Construction Practice – Annex 3	Under discussion

		<p>Updated position (Deadline 1): Welcome preparation of CTMP though we would still like to review the document before this can be agreed. We welcome the aims of the plan in terms of minimizing impacts to residents and the rental scheme.</p>	<p>Gatwick Airport Limited (GAL) and its contractors will prepare a detailed Construction Traffic Management Plan (CTMP) that will specify measures to effectively manage construction-related traffic disruptions. This plan aims to minimize the impact on residents, road users, and airport operations. Additionally, agreements through local authority land rental schemes will be established before the commencement of construction.</p>	<p>– Outline Construction Traffic Management Plan [APP-085]</p>	
2.1.5.5	Riverside Gardens Park	<p>The proposed extension to the east of Riverside Gardens into a relandscaped/ replanted Car Park B as part of a land swap will need to be agreed with the Council, in accordance with the Requirements.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>Yes, there would need to be agreement with RBCC on the detailed design of the replacement open spaces before it is handed over to RBCC. Article 40 of the Draft DCO requires an open space management plan to be submitted and approved by the relevant local planning authority which must be in general accordance with the outline LEMP.</p>	<p>Draft DCO (Doc Ref. 2.1)</p>	<p>Agreed</p>
2.1.5.6	Riverside Gardens Park	<p>It would also seem that the transfer would not be until the highways works are completed and construction workers accommodation removed.</p> <p>Updated position (Deadline 1): Noted but any agreement should take full account of RBCC's views.</p>	<p>The replacement open space cannot be established in advance of the loss of the fringe of land in Riverside Garden Park as the northern part is required as a construction compound and the other areas will be required for construction access to carry out the construction works to the carriageway in the vicinity of the Airport Way railway bridge. However, the loss of the land on the southern fringe of the park, which mainly comprises the highway embankment, would not restrict the continued use of the main recreational space in the park, with the main access to the park from Crescent Way and car parking facilities maintained throughout the construction period.</p> <p>There would need to be agreement with RBCC on the detailed design of the replacement open spaces before it is handed over to RBCC. Article 40 of the Draft DCO requires an open space management plan to be submitted and approved by the relevant local planning authority which must be in general accordance with the outline LEMP.</p>	<p>Draft DCO (Doc Ref. 2.1)</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Parts 1 to 4 [APP-113 to APP-116]</p>	<p>Under discussion</p>
2.1.5.7	Riverside Gardens Park	<p>One element that has not been addressed in the extension to Riverside Gardens Park is the access over the culvert (which is a very steep climb) and access for maintenance from Horley. We are concerned that by putting these details into a subsequent decision-making process contained in the requirements planting solutions could be weakened if development consent is granted.</p> <p>Updated position (Deadline 1): Noted but still seek agreement on final scheme.</p>	<p>The preliminary design of the proposed footway link over Gatwick Stream Culvert and the Airport Way Walking/Cycling Subway under between Riverside Garden Park and the replacement open recreational space in Car Park B has been designed in accordance with DMRB CD 143 'Designing for walking, cycling and horse-riding'. For gradients of walking routes, CD 143 states that the Department of Transport's 'Inclusive Mobility' guidance shall be used. Section 4.3 of 'Inclusive Mobility' stating that if a level route is not feasible, then gradients should not exceed 1 in 20" (i.e. 5%). Developing a suitable longitudinal gradient was a key factor in the design of the proposed alignment across the side slope of the</p>	<p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Parts 1 to 4 [APP-113 to APP-116]</p>	<p>Under discussion</p>

			Airport Way highway embankment. At this stage a maximum gradient of approx. 5% is envisaged for this route. In addition to the provision of a suitable longitudinal gradient, the proposed footway route within the footprint of the existing highway embankment avoids the extension of existing culverts or the introduction of new culverts/crossings over Gatwick Stream and minimises the impacts to Gatwick Stream by avoiding modifications to the banks of the existing channel.		
2.1.5.8	Riverside Gardens Park	<p>Similarly, the proposed cycle/ pedestrian ramp into Riverside Gardens would need to be agreed along with soft landscaping and linkages with the cycle path network. It is unclear what signage would be provided, details of the ramp are needed, as is information about how and when it would be softened by vegetation.</p> <p>Updated position (Deadline 1): Noted but unclear what would happen should LPA not agree LEMP.</p>	ES Appendix 8.8.1: Outline LEMP sets the overarching vision for the Project. Figures 1.2.4 to 1.2.15 show Surface Access Landscape Proposals and Annex 4 shows Surface Access Tree Survey and Tree Protection Plans. The obligations within the outline LEMP will be secured through a requirement in the Draft DCO. A LEMP for individual parts of the Project will be submitted to and approved by the LPA before work commences. These LEMPs will be in general accordance with the principles in the outline LEMP.	<p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Parts 1 to 4 [APP-113 to APP-116]</p> <p>Draft DCO (Doc Ref. 2.1)</p>	Under discussion
2.1.5.9	Riverside Gardens Park	<p>At this stage we consider the lighting of the cycle path through Riverside Gardens would be problematic due to the presence of bats. This would reduce the use of the route in the evenings and at night.</p> <p>Updated position (Deadline 1): Noted.</p>	The NRP preliminary design does not include additional lighting of existing routes through Riverside Garden Park, taking into account the nature of bat activity through this area.	n/a	Agreed

2.2. Air Quality

2.2.1 Table 2.1 sets out the position of both parties in relation to matters.

Table 2.2 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
2.2.1.1	2047 assessment scenario (AQA5 in tracker)	<p>The 2047 base and with development scenario need to be modelled in full.</p> <p>In 2038 over 50 % of the NOx pollution at some sites on the Horley Gardens Estate is due to the airport, and in practice is likely to be higher still given the model does not reflect the falling levels of pollution from background sources. Therefore the airport is the dominant significant local source in 2038.</p> <p>Based on the emissions inventory the airport will see an overall increase in emissions of 4.3% between 2038 and 2047 with a 7.9 % increase in aviation emissions (the dominant pollution source of the airport component) over this period. Given the airport is both the dominant local source of pollution and emissions are increasing between 2038 and 2047 this needs to be modelled to understand the impact of the rising emissions on the local community.</p> <p>Updated position (Deadline 1): It is noted that air quality should improve beyond 2038. However, it is our understanding that the ANPS requires a full assessment of the airport at full capacity.</p> <p>Also on the Horley Hardens Estate in 2038 road traffic (air port and non airport) is not the main source of emissions by some margin, unlike Aircraft and APU emissions.</p>	<p>An assessment of 2047 has been included in ES Chapter 13: Air Quality with an emissions inventory (Table 13.10.8), including aircraft and road vehicle emissions. The air quality assessment concludes that no significant effects for air quality are anticipated for 2047. Between 2038 and 2047 a number of predicted improvements to air quality would be expected to occur as a result of national efforts to reduce emissions and also as a result of the project.</p> <p>Background concentrations are expected to reduce between 2038 and 2047 and vehicle emissions would continue to reduce. Road traffic is the main source of emissions likely to result in an impact from the project due to the proximity of road sources to sensitive receptors, compared with aircraft emissions. Therefore, despite the uncertainty of predicting emissions for a future year of 2047, it has been concluded that the 2047 future year is not at risk of resulting in a significant impact to air quality.</p>	ES Chapter 13 Air Quality [APP-038].	Under discussion
Assessment Methodology					
2.2.2.1	Use of the Sussex air guidance (AQA2 in tracker)	<p>No provision of the webTAG calculation of the damage cost of the road traffic pollution. Para 13.12.6 in Chapter 13 states the costs associated with air pollution are considered under the Socio-Economic Effects of Chapter 17. However, these cost calculations do not appear to be in chapter 17.</p> <p>The local authorities had agreed that for the road traffic element the TAG damage cost approach was acceptable for calculating the air quality cost rather than the method in the Sussex Air Guidance. (Jan 23).</p> <p>Updated position (Deadline 1): It is noted that an appraisal of air quality damages has been presented in Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment (APP-251). It is also noted that</p>	<p>This approach taken for the ES is consistent with the principles of the Clean Air Strategy and guidance set out in the Sussex Guidance; it follows requirements for EIA and NPSs; and provides detailed commitments for suitable measures to be secured through the DCO.</p> <p>Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment includes the TAG assessment identifying the air quality damage costs of the Project.</p> <p>Table 13.4.1 of ES Chapter 13: Air Quality considers the Sussex Guidance.</p>	<p>Table 7.2.1 of ES Needs Case Appendix 1 – National Economic Impact Assessment [APP-251]</p> <p>Table 13.4.1 and Section 13.9 of ES Chapter 13 Air Quality [APP-038]</p>	Under discussion

		<p>measures to mitigate air quality have been identified. It is understood from the December TWG air quality meeting that an AQAP will be produced by GAL. Within this AQAP it is requested that GAL demonstrate how the overall monetary disbenefits identified will be redressed by the measures proposed.</p> <p>As a matter of clarification it is noted that road traffic NO_x and PM_{2.5} Other on-site operations are predicted to improved, can GAL outline the source of this improvement?</p>	<p>ES Chapter 13: Air Quality has indicated that there are no significant effects as a result of the Project and the Project is not predicted to impact compliance with the air quality standards.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>Updated position (Deadline 1): GAL will provide a draft Outline AQAP to the LAs by 26th March (to align with Deadline 2), with the intention of submitting an Outline AQAP into the Examination in due course taking account of any feedback from the LAs.</p>		
<p>2.2.2.2</p>	<p>Ultrafines Health Assessment (AQA 11 in tracker)</p>	<p>The health impact assessment of ultrafine particles understates the potential health impact as it appears to assume exposure is correlated to PM_{2.5} exposure.</p> <p>At this stage clarification is needed on what assumptions have been made in relation to correlations between ultrafine particle concentrations and PM_{2.5} concentrations in the qualitative health assessment of ultrafines, especially in relation to the aviation derived ultrafines component.</p> <p>Updated position (Deadline 1): Assumption around proportional changes in modelled PM_{2.5} acting as a potential indicator of the proportionatal change in aviation related ultrafines is considered flawed, and likely to significantly underestimate avation UFP impact, and thus potential health impact.</p>	<p>ES Chapter 18: Health and Wellbeing sets out the assessment of population health effects associated with ultra fine particulates in Section 18.8, paragraph 18.8.67 to 18.8.85. The assessment explains the state of epidemiological understanding on the extent to which UFPs are likely to affect health outcomes for populations near airports. The current evidence is that there is not a large effect size. The health assessment is conservative, the likely population health effects reflect current scientific understanding and are therefore not understated. Monitoring is supported by the health assessment (see paragraph 18.8.85). It is noted that road traffic is also a source of UFPs, and the assessment takes this into account, the clarification here focuses on the aviation component of UFPs. The health assessment (paragraph 18.8.83) is very careful to explain that PM_{2.5} concentrations are only being used as an indicator for the likely scale of change in UFPs and that UFPs have volatile and non-volatile components. It is relevant that the qualitative assessment is framed within the narrow confines of considering scales of changes due to the Project (not general correlations between PM_{2.5} and UFP ambient concentrations). It is agreed that PM_{2.5} is not a direct proxy for UFP. It is also agreed that UFP particle numbers would be expected to be much higher than those for PM_{2.5} and have different dispersion characteristics. This is taken into account. However, both UFPs and PM_{2.5} are predominantly of common origin (combustion engine operation) and in broad scale of effect terms both UFP and PM_{2.5} changes are related to the Project changes in a similar way (e.g. changes in air traffic movements). Currently there is only quantitative predictions for the PM_{2.5} concentration changes. PM_{2.5} concentrations are therefore a pragmatic indicator of scale of change as one factor that informs the qualitative assessment in the absences of recognised assessment methodologies for quantifying UFP concentrations. The</p>	<p>Section 18.8 of ES Chapter 18: Health and Wellbeing [APP-043]</p>	<p>Under discussion</p>

			<p>professional judgement has also had regard to the scientific literature and WHO guidance on UFPs as discussed in ES Chapter 18. It is considered unlikely, given the common source of PM_{2.5} and UFPs in question (e.g. air traffic movements) that the relative scales of change in these two pollutants would be wholly different. The health assessment has taken a precautionary approach to assessing UFPs, including assuming that they have non-threshold effects. It has also carefully considered the emerging literature on UFPs, which do not indicate large effect sizes. The health assessment conclusion that the project change is likely to be associated with a minor adverse population health effect is aligned with current scientific understanding of UFP epidemiology.</p>		
2.2.2.3	Modelling 2029 to 2032	<p>The separation of construction and operational assessments over the period 2029 to 2032 is likely to result in an underestimation of the ‘true’ pollutant concentrations experienced by residents during this period.</p> <p>For residents of the Horley Gardens Estate there is rapid growth in aviation pollution between 2029 and 2032, while construction traffic is likely to be elevated throughout this period and not just in 2029.</p> <p>There is no information in either the air quality chapter or the Surface Access Commitments document of how air quality data will be reviewed to check that changes are not more adverse than predicted, nor what measures would be taken if a significant adverse deterioration was monitored.</p> <p>Updated position (Deadline 1): A key part of this concern is around the modelled scenarios assessed. It is welcomed that GAL propose to provide further information at the next air quality TWG. This matter will remain under discussion until this TWG has been held.</p>	<p>Traffic modelling has been undertaken for two construction scenarios, airfield construction and surface access (highways) construction. Further detail is contained in the Transport Assessment. The construction scenarios assume the peak construction traffic flows applied to the first year of airfield (2024) and surface access (2029) construction which is a conservative assumption since emissions and background concentrations are anticipated to improve in future years.</p> <p>As set out in paragraph 13.5.53 of ES Chapter 13: Air Quality, the 2029 surface access construction scenario represents years 2029-2032, during which there will be an overlap with the operation of the Project. The 2029 surface access construction scenario is a combined scenario considering the contribution from both construction and operational traffic over this period to represent a realistic worst case assessment.</p> <p>GAL proposes to set out the model scenarios and provide that summary at TWGs to be arranged for Q1 2024.</p> <p>The assessment of air quality is measured against the relevant air quality standards. The draft Section 106 agreement includes commitment to monitoring of air quality at current and proposed monitoring sites against relevant air quality standards. Results will be reported to local authorities.</p> <p>Future air quality concentrations will be monitored and reported to the local authorities and the draft Section 106 agreement commits to the continuation of measures designed to improve air quality.</p>	<p>Transport Assessment [AS-079]</p> <p>ES Chapter 13 Air Quality [APP-038]</p> <p>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4)</p>	Under discussion

			<p>Updated position (Deadline 1): GAL has set out the model scenarios within Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4).</p>		
2.2.2.4	Separation of construction and operational assessments over the period 2029 to 2032	<p>The separation of construction and operational assessments over the period 2029 to 2032 is likely to result in an underestimation of the 'true' pollutant concentrations experienced by residents during this period.</p> <p>Updated position (Deadline 1): A key part of this concern is around the modelled scenarios assessed. It is welcomed that GAL propose to provide further information at the next air quality TWG. This matter will remain under discussion until this TWG has been held.</p>	<p>Traffic modelling has been undertaken for two construction scenarios, airfield construction and surface access (highways) construction. Further detail is contained in Report 7.4 of the Transport Assessment. The construction scenarios assume the peak construction traffic flows applied to the first year of airfield (2024) and surface access (2029) construction which is a conservative assumption since emissions and background concentrations are anticipated to improve in future years.</p> <p>As set out in paragraph 13.5.53 of ES Chapter 13: Air Quality, the 2029 surface access construction scenario represents years 2029-2032, during which there will be an overlap with the operation of the Project. The 2029 surface access construction scenario is a combined scenario considering the contribution from both construction and operational traffic over this period to represent a realistic worst case assessment.</p> <p>GAL proposes to set out the model scenarios and provide that summary at TWGs to be arranged for Q1 2024.</p> <p>The assessment of air quality is measured against the relevant air quality standards. The draft Section 106 agreement includes commitment to monitoring of air quality at current and proposed monitoring sites against relevant air quality standards. Results will be reported to local authorities.</p> <p>Updated position (Deadline 1): GAL has set out the model scenarios within Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4).</p>	<p>ES Report 7.4 Transport Assessment [AS-079]</p> <p>ES Chapter 13 Air Quality [APP-038]</p> <p>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4)</p>	Under discussion
2.2.2.5	Lack of modelling for 2047	<p>The lack of modelling for the 2047 assessment year with and without development i.e. when the airport is at full capacity.</p> <p>Updated position (Deadline 1): It is noted that air quality should improve beyond 2038. However, it is our understanding that the ANPS requires a full assessment of the airport at full capacity.</p> <p>Also on the Horley Hardens Estate in 2038 road traffic (air port and non airport) is not the main source of emissions by some margin, unlike Aircraft and APU emissions.</p>	<p>An assessment of 2047 has been included in ES Chapter 13: Air Quality with an emissions inventory (Table 13.10.8), including aircraft and road vehicle emissions. The air quality assessment concludes that no significant effects for air quality are anticipated for 2047. Between 2038 and 2047 a number of predicted improvements to air quality would be expected to occur as a result of national efforts to reduce emissions and also as a result of the project.</p> <p>Background concentrations are expected to reduce between 2038 and 2047 and vehicle emissions would continue to reduce. Road</p>	<p>ES Chapter 13 Air Quality [APP-038].</p>	Under discussion

			traffic is the main source of emissions likely to result in an impact from the project due to the proximity of road sources to sensitive receptors, compared with aircraft emissions. Therefore, despite the uncertainty of predicting emissions for a future year of 2047, it has been concluded that the 2047 future year is not at risk of resulting in a significant impact to air quality.		
2.2.2.7	Reporting of the webTAG assessment	<p>There appears to be no reporting of the webTAG assessment - specifically the air quality costs associated with the development.</p> <p>Updated position (Deadline 1): It is noted that an appraisal of air quality damages has been presented in Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment (APP-251). It is also noted that measures to mitigate air quality have been identified. It is understood from the December TWG air quality meeting that an AQAP will be produced by GAL. Within this AQAP it is requested that GAL demonstrate how the overall monetary disbenefits identified will be redressed by the measures proposed.</p> <p>As a matter of clarification it is noted that road traffic NO_x and PM_{2.5} Other on-site operations are predicted to improved, can GAL outline the source of this improvement?</p>	Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment includes the TAG assessment identifying the air quality damage costs of the Project.	ES Needs Case Appendix 1 – National Economic Impact Assessment [APP-251]	Under discussion
Assessment					
2.2.3.1	Impacts on AQMA in Horley	<p>The Council's key concerns in relation to air quality and the proposed development at Gatwick centre primarily on the potential impacts on the existing air quality management area (AQMA) in Horley, including the Horley Gardens Estate, and also properties to the north of the M23 spur road within the borough, during both the construction and operational phases of the Project.</p> <p>Updated position (Deadline 1): A key part of this concern is around the modelled scenarios assessed. It is welcomed that GAL propose to provide further information at the next air quality TWG. This matter will remain under discussion until this TWG has been held.</p>	<p>Noted.</p> <p>A summary of impacts within AQMAs and at sensitive receptors is discussed and reported in Section 13.10 of ES Chapter 13: Air Quality for all construction and operation scenarios. Maximum concentrations at AQMAs are summarised and presented in the results appendices.</p> <p>ES Chapter 13: Air Quality has indicated that there are no significant effects as a result of the Project and the Project is not predicted to impact compliance with the air quality standards.</p> <p>Updated position (Deadline 1): GAL has set out the model scenarios within Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4).</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Appendix 13.9.1 Parts 1 to Part 6 [APP-162 to APP-167]</p> <p>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4)</p>	Under discussion
2.2.3.2	Impacts on AQMA in Horley	<p>The airport also has an impact on the Council's AQMA in Hooley on the A23 in the north of the borough.</p> <p>Updated position (Deadline 1): A key part of this concern is around the modelled scenarios assessed. It is welcomed that GAL propose to provide</p>	<p>Noted.</p> <p>A summary of impacts within AQMAs and at sensitive receptors is discussed and reported in Section 13.10 of ES Chapter 13: Air Quality for all construction and operation scenarios. Maximum</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Appendix 13.9.1 Parts 1 to Part 6</p>	Under discussion

		<p>further information at the next air quality TWG. This matter will remain under discussion until this TWG has been held.</p>	<p>concentrations at AQMAs are summarised and presented in the results appendices.</p> <p>ES Chapter 13: Air Quality has indicated that there are no significant effects as a result of the Project and the Project is not predicted to impact compliance with the air quality standards.</p> <p>Updated position (Deadline 1): GAL has set out the model scenarios within Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4).</p>	<p>[APP-162 to APP-167]</p> <p>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4)</p>	
2.2.3.3	Impact of the pollutants – nitrogen dioxide, and particulate pollution	<p>The main concerns centre on the impact of the pollutants – nitrogen dioxide, and particulate pollution (PM10 and PM2.5), and with nitrogen dioxide the tendency for the overall fall in pollution exposure to mask underlying limited falls or even increases in the airport contribution to residents’ exposure to nitrogen dioxide.</p> <p>Updated position (Deadline 1): A key part of this concern is around the modelled scenarios assessed. It is welcomed that GAL propose to provide further information at the next air quality TWG. This matter will remain under discussion until this TWG has been held.</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related pollutants and sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils.</p> <p>ES Chapter 13: Air Quality contains details of how the future baseline has been assessed and how predicted growth has influenced the future baseline. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and data.</p> <p>ES Chapter 13: Air Quality has indicated that there are no significant effects as a result of the Project and the Project is not predicted to impact compliance with the air quality standards.</p> <p>Updated position (Deadline 1): GAL has set out the model scenarios within Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4).</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4)</p>	Under discussion
2.2.3.4	Ultrafine particulates	<p>The Council also has very significant concerns about residents’ exposure within the Horley AQMA to ultrafine particles (UFP). This issue was first flagged to the airport back in 2012, concerns were raised again with the airport in 2019 following a university and council research programme and is in line with DEFRA advice issued in 2022 that, ‘In addition to NO2, there is growing evidence of the health impacts associated with Ultra-Fine Particulates (UFP) linked to airport activities’.</p> <p>Updated position (Deadline 1): As discussed above concerns remain around how the change in ultrafine exposure due to aviation emissions has been assessed i.e. the assumption around proportional changes in modelled PM2.5 acting as a potential indicator of the proportionatal change in aviation related ultrafines is considered flawed, and likely to significantly underestimate aviation UFP impact, and thus potential health impact.</p>	<p>Section 13.9 of ES Chapter 13: Air Quality details commitments made to mitigate air quality impacts following best practice. Commitments include the continuation of monitoring at current sites and future proposed monitoring, to be secured under the draft Section 106 agreement entered in relation to the Project.</p> <p>In addition to monitoring key pollutants GAL commits to participating in national aviation industry body studies of UFP emissions at airports including those reviewing how monitoring could be undertaken, as discussed in the Health and Wellbeing assessment.</p> <p>ES Chapter 18: Health and Wellbeing sets out the assessment of population health effects associated with ultra fine particulates in Section 18.8, paragraph 18.8.67 to 18.8.85. The assessment</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Chapter 18: Health and Wellbeing [APP-043]</p>	Under discussion

			explains the state of epidemiological understanding on the extent to which UFPs are likely to affect health outcomes for populations near airports. The current evidence is that there is not a large effect.		
2.2.3.5	Health impact of UFP	<p>The health impact assessment of UFP understates the potential health impact as it appears to assume exposure is correlated to PM2.5 exposure – which is not the case, especially in the vicinity of an airport.</p> <p>Updated position (Deadline 1): RBBC comments relate to health impact assessment of ultrafines as discussed above i.e. the assumption around proportional changes in modelled PM2.5 acting as a potential indicator of the proportionatal change in aviation related ultrafines is considered flawed, and likely to significantly underestimate aviation UFP impact, and thus potential health impact.</p> <p>Important to note that current monitoring does not look at UFP.</p>	<p>Section 13.9 of ES Chapter 13: Air Quality details commitments made to mitigate air quality impacts following best practice. Commitments include the continuation of monitoring at current sites and future proposed monitoring, to be secured under the draft Section 106 agreement entered in relation to the Project.</p> <p>In addition to monitoring key pollutants GAL commits to participating in national aviation industry body studies of UFP emissions at airports including those reviewing how monitoring could be undertaken, as discussed in the Health and Wellbeing assessment.</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Chapter 18: Health and Wellbeing [APP-043]</p>	Under discussion
Mitigation and Compensation					
2.2.4.1	Monitoring (Conventional) (AQA1 in action tracker)	<p>The commitment to funding the council's monitoring needs to be to 2047 or 389 000 movements whichever occurs later and then after this period subject to review, not 2038 as in the current document.</p> <p>Reason:</p> <p>The airport based on the emissions inventory will see an overall increase in emissions of 4.3% between 2038 and 2047 with a 7.9 % increase in aviation emissions (the dominant local pollution source) over this period, given pollution levels from the airport are actively increasing over this period monitoring using type approved monitoring needs to remain in place.</p> <p>This is in line with the council's final action tracker:</p> <p>AQA 1 in action tracker: Continued funding of RG1, RG2(6) and RG3 sites on an annual basis, and also capital replacement (every 10 years RG1 and RG3 and every 7 years RG2) of these sites as per current s106 agreement, with an appropriate CPI uplift every 5 years, out to a minimum of 2047.</p> <p>Funding of the CBC owned monitor.</p> <p>Updated position (Deadline 1): Further discussions on operational monitoring and the S106 are proposed to resolve this matter, given agreement proposed in Feb 2024 in effect only funds monitoring to 2038 on current timecales, and not to airport at full capacity.</p>	<p>The assessment in Section 13.9 of ES Chapter 13: Air Quality summarises the operational phase air quality monitoring, including the continuation of monitoring at location LGW3, as well as at three permanent sites to be jointly run by the local authorities.</p> <p>Monitoring commitments will be secured under the draft Section 106 agreement to be entered in relation to the Project.</p> <p>The draft Section 106 agreement commits to funding of monitoring at three existing local authority stations and the continuation of monitoring at Gatwick airport monitoring site.</p>	<p>ES Chapter 13 Air Quality [APP-038]</p>	Under discussion

<p>2.2.4.2</p>	<p>Monitoring Ultrafines (AQA1 in action tracker)</p>	<p>Para 13.9.19 p.65 GAL commits to participating in national aviation industry body studies of UFP emissions at airports including those reviewing how monitoring could be undertaken. The council has no issue with GAL participating in national schemes but this does little to address the impact of ultrafines on the local community, and how concentrations are changing as a result of rapid growth from the DCO and thus the potential health impact on the local community. Therefore, there is a need to fund in full the monitoring of ultrafine particles on the Horley Gardens Estate examining both particle size and particle number to the same standard as that used on the UK national network. The funding needs to continue to 2047 or until the airport reaches 386,000 total movements – whichever occurs later. AQA1 in action tracker Funding of ultrafine particulate monitoring at the RG1 site (particle counts and size distribution) using equipment as used on the national UPF network. Annual running costs plus capital replacement on a 10 year basis out to a minimum of 2047.</p> <p>Updated position (Deadline 1): This response does not address the request for involvement of GAL in undertaking or funding in full local ultrafine particulate monitoring.</p>	<p>Section 13.9 of ES Chapter 13: Air Quality details commitments made to mitigate air quality impacts following best practice. Commitments include the continuation of monitoring at current sites and future proposed monitoring, to be secured under the draft Section 106 agreement entered in relation to the Project.</p> <p>In addition to monitoring key pollutants GAL commits to participating in national aviation industry body studies of UFP emissions at airports including those reviewing how monitoring could be undertaken, as discussed in the Health and Wellbeing assessment.</p>	<p>Section 13.9 of ES Chapter 13 Air Quality [APP-038]</p> <p>Section 18.8 of ES Chapter 18: Health and Wellbeing [APP-043] “Health and wellbeing effects from changes to air quality” paragraphs 18.8.67 to 18.8.86.</p>	<p>Under discussion</p>
<p>2.2.4.3</p>	<p>Air Quality Action Plan – Operational (AQA3 in tracker)</p>	<p>The mitigation and enhancement measures that are planned as part of the operational phase of the project for air quality need to be clearly set out as an action plan.</p> <p>At present it simply refers to the carbon action plan, but it is unclear which of these measures are intended to benefit air quality, nor is any indication given as to the likely reduction such measures are likely to deliver either in terms of emissions or concentrations.</p> <p>The current approach appears contrary to what was agreed in the topic working group of 16th Jan 23, when it was stated: GAL will include an Air Quality Action Plan in addition to the mitigation sections in the ES, and also the draft action plan presented to the LAs in the topic working group on 21/10/22.</p> <p>AQA 3 in action tracker</p> <p>The key recommendation is for the applicant to prepare a robust Air Quality Mitigation Plan to mitigate and/or offset the airport and airport traffic related emissions.</p> <p>Updated position (Deadline 1): This response does not align with the commitment provided by GAL in the December 2023 Air Quality TWG to provide an AQAP. Please can GAL confirm this response is out of date.</p>	<p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation and are included in the Code of Construction Practice, to be secured under the requirements of the DCO.</p> <p>The Carbon Action Plan sets out outcomes that GAL is committing to deliver for key airport operational and construction emissions sources. Commitments on surface access emissions are set out in ES Appendix Surface Access Commitments.</p> <p>Measures and monitoring commitments will be secured via the DCO and updated draft Section 106 agreement. The commitments will provide suitable monitoring to allow for the local authorities to carry out their LAQM requirements.</p> <p>Updated position (Deadline 1): GAL will provide a draft Outline AQAP to the LAs by 26th March (to align with Deadline 2), with the</p>	<p>Section 13.9 of ES Chapter 13 Air Quality [APP-038]</p> <p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p> <p>ES Appendix 5.4.2: Carbon Action Plan [APP-091]</p> <p>ES Appendix 13.8.1: Air Quality Construction Period Mitigation [APP-161]</p> <p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p>	<p>Under discussion</p>

			intention of submitting an Outline AQAP into the Examination in due course taking account of any feedback from the LAs.		
2.2.4.4	Air Quality Action Plan – Construction Dust Management Plan / Monitoring (AQA4 in tracker)	<p>Dust management plan needs to be provided. While some elements of the plan may be site specific there is no reason why a draft version of the plan cannot be shared at this stage.</p> <p>Updated position (Deadline 1): It is understood that a final DMP can not yet be provided, but an outline or draft DMP can be prepared. This is still requested.</p>	<p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation (APP-161) and are included in the Code of Construction Practice (APP-082), to be secured under the requirements of the DCO.</p> <p>Paragraph 2.2.7 of the CoCP sets out that Construction Dust Management Plans (CDMP) will be prepared in accordance with the CoCP (APP-082).</p> <p>Management plans will be prepared for specific areas of the Project to reflect any site-specific conditions or measures to mitigate dust impacts (set out in para 5.8.2 of the CoCP).</p> <p>The CDMPs will be prepared for approval by the relevant local planning authority prior to construction works commencing, as confirmed in paragraph 5.8.2 of the CoCP.</p> <p>Updated position (Deadline 1): A note explaining the draft Outline CDMP will be shared with CBC for comment by 26th March (to align with Deadline 2), with the intention of submitting the note into the Examination in due course taking account of any feedback received.</p>	<p>ES Appendix 13.8.1: Air Quality Construction Period Mitigation [APP-161]</p> <p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p>	Under discussion
2.2.4.5	Air Quality Action Plan – Construction Emissions Management (Traffic/ NRMM)	<p>A commitment needs to be made to only use on road vehicles that meet the London Low Emission Zone standards– and for NRMM equipment to meet London’s ‘Low Emission Zone’ for Non-Road Mobile Machinery standards with equipment meeting Stage IV requirements from 2024, and stage V from 2030. The current wording refers to ‘encourage’ rather than it being a mandatory requirement. Given the proposed project has a construction period extending over 14 years it needs to be using the lowest emission equipment available for the type of plant being used.</p> <p>Updated position (Deadline 1): It is still requested that all plant and construction traffic achieve the standards requested.</p>	<p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation. This explains that all on-road vehicles will comply with the requirements of the London Low Emission Zone and the London Non-Road Mobile Machinery standards, where practicable, which is appropriate when considering availability of equipment, specialist kit and non-discrimination of local suppliers.</p> <p><i>This item is included in the construction-related table. Please refer to Row 4.5 in Table 4: Construction.</i></p> <p>Updated position (Deadline 1): The Code of Construction Practice has been updated and will be submitted at Deadline 1 including a requirement for the London Low Emission Zone.</p>	<p>ES Appendix 13.8.1: Air Quality Construction Period Mitigation [APP-161]</p> <p>ES Appendix 5.3.2: Code of Construction Practice (Doc Ref. 5.3)</p>	Under discussion
2.2.4.6	Dust management plan	The lack of a dust management plan for the construction phases of the Project.	Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in	ES Appendix 13.8.1: Air Quality	Under discussion

		<p>Updated position (Deadline 1): It is understood that a final DMP can not yet be provided, but an outline or draft DMP can be prepared. This is still requested.</p>	<p>Section 5.8 of the ES Appendix Construction Period Mitigation and are included in the Code of Construction Practice, to be secured under the requirements of the DCO.</p> <p>Paragraph 2.2.7 of the CoCP sets out that Construction Dust Management Plans (CDMP) will be prepared in accordance with the CoCP.</p> <p>Management plans will be prepared for specific areas of the Project to reflect any site-specific conditions or measures to mitigate dust impacts (set out in para 5.8.2 of the CoCP).</p> <p>The CDMPs will be prepared for approval by the relevant local planning authority prior to construction works commencing, as confirmed in paragraph 5.8.2 of the CoCP.</p> <p>Updated position (Deadline 1): A note explaining the draft Outline CDMP will be shared with CBC for comment by 26th March (to align with Deadline 2), with the intention of submitting the note into the Examination in due course taking account of any feedback received.</p>	<p>Construction Period Mitigation [APP-161]</p> <p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p>	
2.2.4.7	Air quality action plan	<p>The lack of an air quality action plan in the air quality section, or any quantification of the emission reduction such measures might produce.</p> <p>Updated position (Deadline 1): This response does not align with the commitment provided by GAL in the December 2023 Air Quality TWG to provide an AQAP. Please can GAL confirm this response is out of date.</p>	<p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation and are included in the Code of Construction Practice, to be secured under the requirements of the DCO.</p> <p>The ES Appendix Carbon Action Plan (APP-091) sets out outcomes that GAL is committing to deliver for key airport operational and construction emissions sources. Commitments on surface access emissions are set out in ES Appendix Surface Access Commitments (APP-090).</p> <p>Measures and monitoring commitments will be secured via the DCO and updated draft Section 106 agreement. The commitments will provide suitable monitoring to allow for the local authorities to carry out their LAQM requirements.</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p> <p>ES Appendix 5.4.2: Carbon Action Plan [APP-091]</p> <p>ES Appendix 13.8.1: Air Quality Construction Period Mitigation [APP-161]</p> <p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p>	Under discussion

			<p>Updated position (Deadline 1): GAL will provide a draft Outline AQAP to the LAs by 26th March (to align with Deadline 2), with the intention of submitting an Outline AQAP into the Examination in due course taking account of any feedback from the LAs.</p>		
2.2.4.8	Monitoring of UFP	<p>The lack of any plans to undertake long term residential real time monitoring of UFP, both number and size distribution, using equipment used on the UK national network. This is particularly disappointing given the significant exposure of residents on the Horley Gardens estate.</p> <p>Updated position (Deadline 1): This response does not address the request for involvement of GAL in undertaking or funding in full local ultrafine particulates monitoring.</p>	<p>Section 13.9 of ES Chapter 13: Air Quality details commitments made to mitigate air quality impacts following best practice. Commitments include the continuation of monitoring at current sites and future proposed monitoring, to be secured under the draft Section 106 agreement entered in relation to the Project.</p> <p>In addition to monitoring key pollutants GAL commits to participating in national aviation industry body studies of UFP emissions at airports including those reviewing how monitoring could be undertaken, as discussed in the Health and Wellbeing assessment.</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Chapter 18: Health and Wellbeing [APP-043]</p>	Under discussion
2.2.4.9	Monitoring costs	<p>The local authority real time (NOx, PM, ozone) and diffusion tube monitoring needs to be funded (revenue and capital replacement costs) to 2047 or 389,000 movements i.e. to full capacity, and not 2038 with reviews, as currently proposed.</p> <p>Updated position (Deadline 1): Further discussions on operational monitoring and the S106 are proposed to resolve this matter as current (Feb 2024) do not address funding to full capacity i.e. 2047 and appear to have omitted ozone.</p>	<p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>Commitments include the continuation of monitoring at location LGW3, as well as at three permanent sites to be jointly run by the local authorities.</p> <p>Monitoring commitments and a commitment to engage with UK wide airport UFP monitoring studies will be secured under the draft Section 106 agreement to be entered in relation to the Project.</p>	<p>ES Chapter 13 Air Quality [APP-038]</p>	Under discussion
Other					
There are no other issues relevant to this topic in this Statement of Common Ground.					

2.3. Capacity and Operations

2.3.1 Table 2.3 sets out the position of both parties in relation to matters.

Table 2.3 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>Please see the joint Statement of Common Ground prepared in relation to Capacity and Operations (Doc Ref. 10.1.18).</i>					

2.4. Climate Change

2.4.1 Table 2.4 sets out the position of both parties in relation to matters.

Table 2.4 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
Assessment Methodology					
2.4.2.1	Time periods considered for climate change projections are not far enough into the future to represent the worst case scenario.	<p>The most distant time period chosen for assessment was 2040-2069 (2060s) (paragraph 15.5.2 of ES Chapter 15 Climate Change), however, some asset components are assumed to be operational in perpetuity. These climate change projections are not adequately far enough into the future to represent the worst case scenario.</p> <p>Updated position (Deadline 1): It is acknowledged that the Applicant did undertake a thorough climate data gathering exercise sufficient to inform the assessment and meet planning requirements.</p>	<p>The most distant time period chosen for the assessment was 2050-2079 (2060s), not 2040-2069. This time period was selected to represent a reasonable worst-case scenario at the highest resolution that is available. The UKCP18 12km projections used within the assessment do not go beyond 2080. This dataset also include a range of useful variables to support the assessment (e.g. the number of hot days). The probabilistic projections do not contain these variables. In addition to this, it is recommended by the Met Office that consistency is maintained between the time periods used within an assessment. The most pessimistic RCP scenario was also employed to provide an indication of potential worst-case scenario conditions. Climate projections up to 2100 are used in ES Chapter 12: Traffic and Transport and ES Chapter 11: Water Environment in accordance with DMRB guidance.</p>	<p>ES Chapter 12: Traffic and Transport [APP-037]</p> <p>ES Chapter 11: Water Environment [APP-036]</p>	Agreed
2.4.2.2	Lack of consideration of storm events.	<p>Storm events are not considered sufficiently in this assessment. Risk 21 could be extended to include storm events (i.e. extreme rainfall, thunder, lightning and wind), resulting in delays to aircraft take-off and landing. Furthermore, we suggest the likelihood rating is too low and the description of 'As likely as not' is more appropriate. Evidence of this risk already occurring this year can be found online: https://www.bbc.com/news/uk-england-sussex65875840</p> <p>Updated position (Deadline 1): Response from the Applicant noted. The matter raised is considered to be adequately addressed. No further comment.</p>	<p>Storm events are considered through the inclusion of extreme rainfall (increased probability of extreme weather events (Risks 2, 13-15 in Appendix 15.8.1 Climate Change Resilience Assessment) and high winds (risks 18-21 in Appendix 15.8.1 Climate Change Resilience Assessment) within the assessment. The risks associated with these hazards have been assessed as medium. Additional information on changes in wind speeds can be found in Chapter 15 (Paragraph 15.5.28). Reductions in wind speeds are anticipated in winter and summer. Quantitative data on changes in lightning across the UK are not provided by UKCP18 at the 12km scale. A summary of the Met Office findings for changes in lightning flash rate across the UK is provided in Chapter 15 (Paragraph 15.5.27) which suggests that Gatwick can expect lightning frequency to increase during summer and spring and decrease during autumn. Risks 22 and 23 in ES Appendix 15.8.1 Climate Change Resilience Assessment provide information on the potential impacts, existing mitigation measures and risks associated with increased lightning strikes.</p>	<p>Risks 2, 13-15, 18-23 in Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]</p> <p>Paragraph 15.5.27 and 15.5.28 of ES Chapter 15 Climate Change [APP-040]</p>	Agreed

2.4.2.3	Lack of consideration of wildfire	<p>Wildfire is not mentioned as a possible climate hazard impacting the airport's operation. Wildfires in the surrounding area, in particular the smoke they generate, can impact airport operations, e.g. flights can be delayed, or certain planes may have to be diverted. Refer to following incident: https://www.express.co.uk/news/uk/1653913/Gatwickairport-fire-smoke-runway-flights-wildfire-heatwavedrought</p> <p>Updated position (Deadline 1): It is acknowledged that the Applicant will add in additional information on wildfires, as new data has since become available.</p>	<p>Additional data is now available for wildfire that was not available at the time of submission of the DCO application, GAL will put more detail about wildfire in the SoCG.</p>	n/a	Agreed
2.4.2.4	Lack of consideration of fog	<p>Risks associated with fog were not included in the risk assessment. Fog can impact visibility and the ability to perform day to day airport operations. Adequate consideration should be given to this in the risk assessment.</p> <p>Updated position (Deadline 1): It is acknowledged that the Applicant will add in additional information on fog.</p>	<p>GAL will put more detail about fog in the SoCG of which there will be one combined one for climate change.</p>	n/a	Agreed
2.4.2.5	Insufficient detail on the climate change impact on critical airport equipment and infrastructure.	<p>Consideration to be given to how climate change could impact critical equipment and infrastructure e.g. power, telecommunications as well as the embedded and additional mitigations to reduce this risk. For example, flooding or storm events impact critical power equipment causing a power outage. What redundancy is in place for this?</p> <p>Updated position (Deadline 1): It is acknowledged that the Applicant has given consideration to the impact climate change could have on 'critical equipment and infrastructure', with subsequent mitigation measures being put in place, as well as consideration being given when new/upgraded products are required.</p> <p>It is acknowledged that the Applicant does not have the exact design of power and telecommunications equipment, but it's assumed that the appropriate mitigation measures identified will be applied to critical equipment.</p>	<p>Electronic equipment is considered within the climate change resilience assessment (Appendix 15.8.1 Climate Change Resilience Assessment (APP-187)). Risks 6, 9 and 24 make reference to electronic equipment and the mitigation measures that are in place to ensure it remains operational. This equipment is designed to current temperature ranges based on existing standards and will be updated as part of business as usual operations. New/upgraded products would be sourced based on the latest available design standards.</p> <p>Risk 12 also highlights how HVAC equipment is designed to cope with extreme cold temperatures.</p> <p>Risk 15 highlights risks associated with flooding of electrical equipment and mechanical operating mechanisms. The FRA sets out a Flood Resilience Statement and a Surface Access Drainage Strategy to increase flood storage capacity at site and reduce flood risk for all assets including electrical equipment. Power and telecommunications is incorporated within electronic equipment. At present, the exact design of power and telecommunications equipment is unknown and therefore the equipment was grouped into 'electronic equipment'. It is assumed that the appropriate mitigation measures identified will be applied to critical equipment.</p>	<p>ES Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]</p>	Agreed
2.4.2.6	Climate variables	<p>There was a lack of consideration of a number of climate variables including storm events, wildfire and fog, which is a key omission in the Climate Change Resilience Assessment. The applicant should give further</p>	<p>Storm events are considered through the inclusion of extreme rainfall (increased probability of extreme weather events (Risks 2, 13-15 in ES Appendix 15.8.1 Climate Change Resilience</p>	<p>Risks 2, 13-15, 18-23 in Appendix 15.8.1 Climate Change</p>	Agreed

		<p>consideration to the risks associated with these variables and include them in the report where appropriate.</p> <p>Updated position (Deadline 1): It is acknowledged that the Applicant will update the SoCG with the newly available data.</p>	<p>Assessment) and high winds (risks 18-21 in ES Appendix 15.8.1 Climate Change Resilience Assessment) within the assessment. The risks associated with these hazards have been assessed as medium. Additional information on changes in wind speeds can be found in Chapter 15 (Paragraph 15.5.28). Reductions in wind speeds are anticipated in winter and summer. Quantitative data on changes in lightning across the UK are not provided by UKCP18 at the 12km scale. A summary of the Met Office findings for changes in lightning flash rate across the UK is provided in Chapter 15 (Paragraph 15.5.27) which suggests that Gatwick can expect lightning frequency to increase during summer and spring and decrease during autumn. Risks 22 and 23 in Appendix 15.8.1 Climate Change Resilience Assessment provide information on the potential impacts, resilience measures and risks associated with increased lightning strikes.</p> <p>GAL will put more detail about fog in the Statement of Common Ground (SoCG) of which there will be one combined one for climate change.</p> <p>Additional data is now available for wildfire that was not available at the time of submission of the DCO application, GAL will put more detail about wildfire in the SoCG.</p>	<p>Resilience Assessment [APP-187]</p> <p>Paragraph 15.5.27 and 15.5.28 of ES Chapter 15 Climate Change [APP-040]</p>	
Assessment					
2.4.3.1	Identification of construction risks is limited.	<p>Construction risks identified (refer Table 15.8.5 of ES Chapter 15 Climate Change) are limited and could be addressed in more detail e.g. flooding of site or construction compounds causing health and safety issues, damage to equipment and/or impacts to the construction programme and resulting cost increases.</p> <p>Updated position (Deadline 1): Whilst more detail could be added to the construction impacts identified, the Applicant's assessment of construction impacts does constitute a robust assessment that meets the planning requirements and the work undertaken is consistent with the relevant local council's policies regarding climate change.</p>	<p>In addition to the information provided in Table 15.8.5 of ES Chapter 15 Climate Change, further information on the identified construction risks is provided in Table 2.1.1 of Appendix 15.8.1 Climate Change Resilience Assessment. These risks consider the impact of the increased numbers of extremely hot days and the range of risks covered by the increased probability of extreme weather events including heatwaves and flooding. However, appropriate mitigation measures are in place to mitigate these hazards and risks. These are detailed within the ES Appendix 5.2.3: Code of Construction Practice which details the methods in place to ensure construction can be sustained during adverse weather events. Several design measures are included to reduce the risk associated with flooding (e.g. avoiding temporary buildings and operation-critical building systems being in flood risk zones. This is to ensure that the delivery of the project will comply with appropriate environmental and health and safety legislation. The Gatwick Operations Adverse Weather Plan will also support continued construction during adverse weather events.</p>	<p>Tables 15.8.5 of ES Chapter 15 Climate Change [APP-040]</p> <p>Table 2.1.1 of Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]</p> <p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p>	Agreed

<p>2.4.3.2</p>	<p>Identification of construction risks is limited</p>	<p>Construction risks identified are limited and could be addressed in more detail e.g. flooding of site causing health and safety issues, damage to equipment and/or construction programme impacts and resulting cost increases. Regarding Risk 7, there is a concern that the impacts could be more severe than just delays in fuelling i.e. reaching flashpoint of aviation fuel on extreme hot days could lead to combustion. Also given it has been suggested that there may be hydrogen usage for low emissions vehicles during construction and potentially hydrogen storage / fuelling capabilities during operation, the climate risk around this should be more thoroughly explored.</p> <p>Updated position (Deadline 1): Whilst more detail could be added to the construction impacts identified, the Applicant's assessment of construction impacts does constitute a robust assessment that meets the planning requirements and the work undertaken is consistent with the relevant local council's policies regarding climate change.</p> <p>It is acknowledged that the Applicant has sufficient existing controls in place to combat the risk of fuel combustion.</p>	<p>In addition to the information provided in Table 15.8.5 of ES Chapter 15 Climate Change, further information on the identified construction risks is provided in Table 2.1.1 of ES Appendix 15.8.1 Climate Change Resilience Assessment. This risk consider the impact of the increased numbers of extremely hot days and the range of risks covered by the increased probability of extreme weather events including heatwaves and flooding. However, appropriate mitigation measures are in place to mitigate these hazards and risks. These are detailed within the ES Appendix 5.2.3: Code of Construction Practice which details the methods in place to ensure construction can be sustained during adverse weather events. Several design measures are included to reduce the risk associated with flooding (e.g. avoiding temporary buildings and operation-critical building systems being in flood risk zones. This is to ensure that the delivery of the project will comply with appropriate environmental and health and safety legislation. The Gatwick Operations Adverse Weather Plan will also support continued construction during adverse weather events.</p> <p>This risk is aligned with the most recent ARP3 report for Gatwick Airport. The existing procedures that are in place at Gatwick to minimise the risk of fuel combustion during hot weather will also take place during future operation. The airport will continue to adhere to the Airport Fire Service aspects embedded within Gatwick's Heat Plan, as set out in the Airside Operations Adverse Weather Plan (GAL, 2021) as required by the CAA regulations.</p>	<p>ES Chapter 15 Climate Change [APP-040]</p> <p>Table 2.1.1 of Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]</p> <p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p>	<p>Agreed</p>
<p>2.4.3.3</p>	<p>Inconsistency and lack of detail in some climate impact statements.</p>	<p>The climate impact statements (Table 15.8.5 and Table 15.8.6 of ES Chapter 15 Climate Change) are lacking in consistency in in that some are missing an 'impact'. They have a cause, an 'event' but no end 'impact'. This end result is what should determine the consequence rating and could have led to an underestimation of risk.</p> <p>The impact statements are lacking in consistency in that some are missing an 'impact'. They have a cause and an 'event' but no end 'impact'. This end result is what should determine the consequence rating and may be why no risks are rated higher than a medium</p> <p>Updated position (Deadline 1): Whilst there are different approaches to undertaking climate change risk assessments, and further detail and clarity around impact statements would be helpful, the Applicant's assessment of operational impacts does however constituent a robust assessment that meets the planning requirements and the work undertaken is consistent with the relevant local council's policies regarding climate change.</p>	<p>The anticipated impacts of climate change are provided for all risks identified within the CCRA. In Chapter 15 of the ES (Climate Change) this is included within Tables 15.8.5 and 15.8.6 within the 'Climate Change Impact' column and in ES Appendix 15.8.1 (Climate Change Resilience Assessment) within Table 2.1.1 in the 'Climate Change Impact' column. Risk ratings would not change following a clarification of specific impacts and therefore no material impact on the assessment will arise.</p>	<p>Tables 15.8.5 and 15.8.6 of ES Chapter 15 Climate Change [APP-040]</p> <p>Table 2.1.1 of Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]</p>	<p>Agreed</p>

Mitigation and Compensation					
2.4.4.1	Lack of identification of additional mitigation / adaptation measures.	<p>Whilst the Applicant may not have assessed any of the risks as 'significant', the identification of further mitigation or adaptation measures is an omission in the report. Further adaptation measures e.g. design decisions or operational management measures should be noted and communicated with an indication of who is responsible and timing. For example, Appendix 5.3.2 lists a number of 'options for climate resilience measures' which should also be included in this report.</p> <p>Updated position (Deadline 1): It is acknowledged that the Applicant has outlined adequate mitigation and adaptation measures for the project in the report and appendixes, in addition to referencing existing policies and plans in place at GAL.</p>	<p>Further adaptation measures are not formally identified (under the heading of 'further mitigation') as no significant risks were identified within the assessment which would require mitigation that is not already embedded within the Project. However, mitigation measures are included within relevant chapters/documents. The Code of Construction Practice includes an overview of relevant mitigation measures. This document is referenced within Chapter 15 of the ES (Climate Change). The Gatwick Airside Operations Adverse Weather Plan (GAL, 2021) sets out additional measures that should be followed during other extreme weather events. The Outline Climate Resilience Design Principles captured within the Design and Access Statement detail how elements of the design have been developed to account for climate change adaptation and would be implemented at the time of construction.</p> <p>A summary of mitigation measures/commitments can be found in the Mitigation Route Map.</p> <p>Additionally, several mitigation measures are already embedded within the project. These are detailed within Table 15.8.4 and 15.9.1 in Chapter 15 of the ES (Climate Change).</p>	<p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p> <p>ES Chapter 15 Climate Change [APP-040]</p> <p>Design and Access Statement Volume 5 [APP-257]</p> <p>ES Appendix 5.2.3 Mitigation Route Map [APP-078]</p>	Agreed
2.4.4.2	Mitigation measures should be proposed to reduce the impact of UHI effect.	<p>The UHI Assessment states that 'mitigation of UHI is essential to ensure future resilience as the climate changes' and that that project could 'exacerbate the increase in UHI effect' but does not propose the implementation of any specific mitigation measures, e.g. additional vegetation or water bodies could be proposed at this stage to minimise impacts.</p> <p>Updated position (Deadline 1): It is acknowledged that the Applicant will monitor UHI. It's also recommended that where feasible and appropriate additional UHI mitigation measures are incorporated.</p>	<p>This statement in Paragraph 3.2.3 of Appendix 15.5.2 Urban Heat Island Assessment is not specific to the project, but refers to the UHI effect in urban centres more generally. The specific evaluation for the project is included in Section 3.3 'Evaluation of the Project'. It is not expected that the Project could create a new UHI effect. However, increased impervious surface cover and buildings alongside projected climate change-induced increases in temperature could exacerbate the increase in the UHI effect.</p> <p>It is noted in Paragraph 3.3.2 of ES Appendix 15.5.2: Urban Heat Island Assessment that the risks associated with the UHI effect (which were assessed as medium) should be monitored.</p>	<p>ES Appendix 15.5.2 Urban Heat Island Assessment [APP-186]</p>	Agreed
2.4.4.3	Lack of identification of additional mitigation / adaptation measures. (Same concern as with the main report i.e. Chapter 15 Climate Change)	<p>Whilst the Applicant may not have assessed any risks as 'significant', the identification of further mitigation or adaptation measures is an omission in the report. Further adaptation measures e.g. design decisions or operational management measures to increase resilience should be noted and communicated with an indication of who is responsible and timing of implementation.</p>	<p>Further adaptation measures are not formally identified (under the heading of 'further mitigation') as no significant risks were identified within the assessment which would require mitigation that is not already embedded within the Project. However, mitigation measures are included within relevant chapters/documents. The Code of Construction Practice (ES Appendix 5.3.2) includes an overview of relevant mitigation measures. This document is referenced within Chapter 15 of the ES (Climate Change). The</p>	<p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p> <p>ES Chapter 15 Climate Change [APP-040]</p>	Agreed

		<p>Updated position (Deadline 1): It is acknowledged that the Applicant has outlined mitigation and adaptation measures for the project in the report and appendixes, in addition to referencing existing policies and plans in place at GAL.</p>	<p>Gatwick Airside Operations Adverse Weather Plan (GAL, 2021) sets out additional measures that should be followed during other extreme weather events. The Outline Climate Resilience Design Principles captured within the Design and Access Statement detail how elements of the design have been developed to account for climate change adaptation and would be implemented at the time of construction.</p> <p>An additional summary of mitigation measures/commitments made in relation to mitigation can be found in the Mitigation Route Map.</p> <p>Additionally, several mitigation measures are already embedded within the project. These are detailed within Table 15.8.4 and 15.9.1 in Chapter 15 of the ES (Climate Change).</p>	<p>Design and Access Statement Volume 5 [APP-257]</p> <p>Appendix 5.2.3 Mitigation Route Map [APP-078]</p>	
<p>Other</p>					
<p><i>There are no other matters relevant to this topic in this Statement of Common Ground.</i></p>					

2.5. Construction

2.5.1 Table 2.5 sets out the position of both parties in relation to matters.

Table 2.5 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.5.1.1	Air Quality Action Plan – Construction Emissions Management (Traffic/ NRMM)	<p>A commitment needs to be made to only use on road vehicles that meet the London Low Emission Zone standards– and for NRMM equipment to meet London's 'Low Emission Zone' for Non-Road Mobile Machinery standards with equipment meeting Stage IV requirements from 2024, and stage V from 2030. The current wording refers to 'encourage' rather than it being a mandatory requirement. Given the proposed project has a construction period extending over 14 years it needs to be using the lowest emission equipment available for the type of plant being used.</p> <p>Updated position (Deadline 1): It is still requested that all plant and construction traffic achieve the standards requested. See row 2.2.4.5.</p>	<p>The commitments are detailed in the Environmental Statement (ES) Appendix 5.4.2, Carbon Action Plan.</p> <p>ES Appendix 5.3.2, 'Code of Construction Practice Annex 3 - Outline Construction Traffic Management Plan', should be read in conjunction with this document.</p>	<p>ES Appendix 5.3.2 Code of Construction Practice Annex 2 – Outline Construction Workforce Travel Plan [APP-084]</p> <p>ES Appendix 5.4.2 Carbon Action Plan [APP-091]</p>	Under discussion
2.5.1.2	Access road from the South Terminal Roundabout Works Compound to Balcombe Road	<p>The Council did not know about the proposed access road from the South Terminal Roundabout Works Compound to Balcombe Road until the application documents were published, which is disappointing. In any event, this will encourage more vehicles to use residential Balcombe Road unless no left turn from the site is enforced. The proposed access road will be subject to embankment works and the diversion of a culvert at the Balcombe Road end which would need to be taken into account.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>Section 6.4 Local Roads of the Outline Construction Traffic Management Plan restricts construction vehicles from using local roads.</p> <p>It is anticipated that certain exceptions to this general approach will be provided where use of these roads are required, including:</p> <ul style="list-style-type: none"> local suppliers: suppliers based within the local area may need to use these roads to deliver materials or services to the Project construction compounds and worksites. Allowing these entities to use local roads ensures that these local businesses can continue to operate effectively and contribute to the construction process; emergency cases: in situations that present immediate risk or danger, such as a medical emergency or a critical construction issue, construction vehicles may need to use local roads. This exception ensures that emergency services can respond as quickly as possible when necessary; and Section 6-5 construction activity happening on the local roads: certain construction activities such as the replacement of structures (i.e., Balcombe Road Bridge) may require the use of local roads for the transport of heavy machinery, materials or personnel. In these instances, the use of local roads are essential to complete the construction tasks. 	<p>ES Appendix 5.3.2 Code of Construction Practice Annex 2 – Outline Construction Workforce Travel Plan [APP-084]</p>	Under discussion

			<p>The proposed access road, extending from the South Terminal Roundabout Compound to Balcombe Road, is vital for reducing construction traffic associated with the replacement of the Balcombe Road Bridge and the embankment widenings.</p> <p>This route reduces the use of the Balcombe Road section and utilizes the southern part of Balcombe Road south of the bridge from M23 Junction 9 and South Terminal Roundabout Compound.</p>		
2.5.1.3	Car Park B Works Compound	<p>We understand that two storey accommodation will be used to house 40 construction workers on site.</p> <p>Updated position (Deadline 1): Noted but require details of welfare uses to ensure not likely to impact on nearby residential properties.</p>	<p>The welfare compound is proposed to be set up at the south part of Car Park B as explained in ES Appendix 5.3.1 Buildability Report Part A.</p>	ES Appendix 5.3.1 Buildability Report Part A [APP-079]	Under discussion
2.5.1.4	South Terminal Roundabout Works compound	<p>This compound will block future redevelopment of the RBBC Local Plan Development Management Plan site policy HOR09. Whilst a compound will be required for the Highway construction works, we consider that this should be relocated to another location away from the Site Allocation. Failing that the longevity of the compound's existence should be reduced to support the site's delivery and more detail provided on the compound.</p> <p>Updated position (Deadline 1): Whilst we note the provision of an access corridor from Balcombe Road, the presence of a South Terminal Roundabout Works compound at T1 would stymie the Horley Strategic Business Park delivery.</p>	<p>A 10-metre access corridor has been established from the northern edge of the NRP's Order Limits to facilitate access to the west side from Balcombe Road for future RBBC developments.</p> <p>A detailed delivery programme will be developed during the detailed design and pre-construction stages.</p>	n/a	Under discussion
2.5.1.5	Construction works access from South Terminal Junction Works Compound via Balcombe Road	<p>Balcombe Road is a narrow predominantly residential road.</p> <p>Updated position (Deadline 1): Noted but key issue remains on location of South Terminal Roundabout work compound T1.</p>	<p>The proposed access road, extending from the South Terminal Roundabout Compound to Balcombe Road, is important for reducing construction traffic associated with the replacement of the Balcombe Road Bridge and the embankment widening at Balcombe Road.</p> <p>This route reduces the use of the Balcombe Road section and utilises the southern end of Balcombe Road from M23 Junction 9 and South Terminal Roundabout Compound.</p>	n/a	Under discussion
2.5.1.6	Code of Construction Practice	<p>The Code of Construction Practice lacks detail. Of particular concern are the two proposed works compounds in Reigate & Banstead at Car Park B and north of the South Terminal Roundabout. More detail on the layouts, access, massing, construction worker accommodation, what is being stored on site and for how long, perimeter treatments and the location and size/ height of the concrete batching plant at the South Terminal Roundabout Compound should be included in the Code of Construction Practice rather than being relegated to a post approval decision. In addition, the South Terminal Compound will back onto the proposed</p>	<p>Arup prepared a study regarding STR Compound. They have met with National Highways to discuss the impact of the construction works to STR on 29th November.</p> <p>A 10-metre access corridor has been established from the northern edge of the NRP's Order Limits, facilitating access to the west side from Balcombe Road for future RBBC developments</p> <p>The developer would be able to access their land without impact by NRP construction works from Balcombe Road.</p>	<p>ES Appendix 5.3.1 Buildability Report Part A [APP-079]</p> <p>ES Appendix 5.3.1 Buildability Report Part B Part 1 [APP-080]</p>	Under discussion

		<p>Horley Business Park site and is likely to make the site less attractive for investment for as long as the compound is present.</p> <p>Updated position (Deadline 1): Noted but does not fully address issue raised.</p>	<p>Section 5.3 of ES Appendix 5.3.1 The Buildability Report Part A and Part B (Surface Access) provides additional information on the construction methodology and staging for airside, landside and surface access projects.</p>	<p>ES Appendix 5.3.1 Buildability Report Part B Part 2 B [APP-081]</p>	
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2.6. Cumulative Effects and Interrelationships

2.6.1 Table 2.6 sets out the position of both parties in relation to matters.

Table 2.6 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
Assessment Methodology					
<i>There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.</i>					
Assessment					
2.6.3.1	Not agreed with the assessment that 'cumulative effects are not relevant'	We understand that a conclusion may be drawn that cumulative impacts from nearby projects maybe be 'insignificant', but we disagree with the statement that 'An assessment of cumulative effects is not relevant'. For example, nearby projects could exacerbate the urban heat island impact of the project or increase the impact of flooding to the site or access to the site.	The Zone of Influence considered within the cumulative effects assessment was the project site boundary for the CCR assessment. This does not include nearby projects therefore it was not relevant to assess the potential impact of additional projects on the UHI. The UHI effect was found to be low and therefore it would be unlikely that any nearby development would exacerbate this.	n/a	Not Agreed
Mitigation and Compensation					
<i>There are no issues relating to the mitigation and compensation for this topic within this Statement of Common Ground.</i>					
Other					
<i>There are no other issues relating to this topic within this Statement of Common Ground.</i>					

2.7. Draft DCO and Explanatory Memorandum

2.7.1 Table 2.7 sets out the position of both parties in relation to matters.

Table 2.7 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.7.1.1	Schedule 11	<p>Schedule 11 to the dDCO [AS-004] sets out the procedure for approvals, consents and appeals; however, paragraph 3 (fees) is blank. The Explanatory Memorandum [AS-006] says Schedule 11 “will provide for the payment of fees in respect of the discharge of requirements on a basis to be set out in this Schedule”. The Applicant should provide its fee proposal as soon as possible.</p> <p>Updated position (Deadline 1): Noted – continued discussion is welcomed.</p>	<p>Schedule 11 (procedures for approvals, consents and appeals) is now complete, other than the placeholder in paragraph 3 (fees). GAL is happy to continue discussions on the most appropriate way forward as regards the Council's fees arising from the proposed development.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion

2.8. Ecology and Nature Conservation

2.8.1 Table 2.8 sets out the position of both parties in relation to matters.

Table 2.8 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
2.8.1.1	Bat roost surveys of trees have not been undertaken	<p>The ecology chapter for the ES states: 'A total of 43 trees within the surface access improvements boundary were identified as having bat roost potential and of these 36 would be lost. They comprised nine with High roost potential, 28 with Medium roost potential and six with Low roost potential'. No bat roost surveys of 'high' or 'medium' trees proposed for removal have been carried out to inform the baseline and impact assessment. This contravenes policy in relation to protected species. ODPM circular 06/2005 states: 'The presence of a protected species is a material consideration when a planning authority is considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat..... It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted'. Given that rare species of bats have been recorded roosting within the application site (informed by radio tracking surveys), these surveys are required to inform impacts and mitigation / compensation for roosting bats.</p> <p>Updated position (Deadline 1): The roost surveys are required before determination.</p>	<p>Extensive radio tracking of rare bat species during baseline surveys (as set out in ES Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys) did not identify any roosts of these species within the areas of woodland to be cleared to enable the Project.</p> <p>This means there is a high degree of confidence that no significant roost of rare bat species would be impacted by the Project. Notwithstanding this, further survey work, including with respect to bats, to inform any mitigation necessary will be undertaken pre commencement.</p>	<p>ES Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys Part 1 [APP-131]</p> <p>ES Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys Part 2 [APP-132]</p>	Under discussion
2.8.1.2	Bat roost surveys	<p>Bat roost surveys of trees is required.</p> <p>Updated position (Deadline 1): Noted but the roost surveys are required before determination.</p>	<p>Bat roost surveys will be completed prior to the commencement of construction to inform the bat licence. These are required to ensure compliance with the relevant legislation protecting bats.</p>	n/a	Under discussion
2.8.1.3	Phase 1 Habitat Survey	<p>Regarding baseline information, the Phase 1 Habitat Survey identified in the Ecology Survey Report [APP-953] should have extended beyond the Project site boundary to identify wildlife corridors and potential enhancement opportunities in the surrounding landscape.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>The scope of the surveys undertaken to inform the Project was agreed with Natural England during pre-submission consultation. This included the Phase 1 Habitat Survey.</p>	n/a	Agreed

Assessment Methodol					
2.8.2.1	BNG baseline assessment methodology	<p>The BNG baseline has been calculated excluding those areas of the site which will not be impacted by the proposals (i.e airfield grassland). This is a nonstandard approach and it is assumed that this approach has been adopted so that net gain can be achieved from a lower baseline value (i.e. net gain is easier to achieve as baseline value is lower).</p> <p>Updated position (Deadline 1): Noted.</p>	<p>The approach to the BNG baseline was discussed extensively with both Natural England and the Biodiversity Working Group. There are extensive areas of habitats that are not impacted by the construction of the Project but have been included within the Order Limits to reflect the existing airport boundary and make clear that such land, forming part of the operational airport, remains subject to (as well as benefitting from) the powers and controls secured by the DCO. As set out in Natural England's RR, the area impacted should be used as the baseline for the BNG assessment. This is in line with other DCO applications such as Luton Airport Expansion.</p> <p>GAL are committed to delivering biodiversity net gain through the Project and have worked extensively with stakeholders to ensure this is incorporated.</p>	n/a	Agreed
2.8.2.2	Need to adopt a landscape scale approach to assessing and addressing ecological impacts	<p>Ecological impacts will extend beyond the Project Site boundary with potential impacts on bat populations, riparian habitats downstream of the airport and the spread of non-native aquatic species. Disturbance and habitat severance within the airport, including the removal of woodland, trees and scrub along the A23, will impact the functioning of wildlife corridors, notably bat commuting routes both within the Site and the wider landscape. Maintenance of habitat connectivity across the airport and wider landscape remains a concern. Ecological impacts will extend beyond the Project site boundary and therefore the Applicant should adopt a landscape scale approach to assessing and addressing ecological impacts, including the need to provide off site mitigation, compensation and BNG.</p> <p>Updated position (Deadline 1): We consider that this is not a landscape approach and requires further work.</p>	<p>As set out in paragraph 9.4.9 <i>et seq.</i> of Chapter 9 Ecology and Nature Conservation of the ES, the potential for ecological impacts beyond the DCO limits was recognised through the extension of the survey work beyond the limits, where necessary (bats, GCN, riparian mammals etc.).</p> <p>As such, the impact assessment has considered impacts outwith the DCO limits, where there is the potential for such impacts to occur.</p> <p>The impacts of the Project on habitat connectivity have been considered within Section 9 of Chapter 9 Ecology and Nature Conservation of the ES. This concluded that, although there would be nowhere that connectivity would be completely removed, there were areas where it would be reduced due to the loss of woodland. This was assessed as being of moderate adverse significance until the replacement planting matured sufficiently when this was reduced below the threshold of significance.</p> <p>The long-term maintenance of habitat connectivity both across the airport and between the airport and the wider landscape as a result of the Project has been a key driver of the overall Ecology Strategy, as set out in the oLEMP.</p> <p>Opportunities to create enhanced corridors beyond the confines of the existing airport boundary have included those at Brook Farm and Longbridge Roundabout, as set out in the oLEMP (Appendix 8.8.1 of the ES).</p>	<p>ES Chapter 9 Ecology and Nature Conservation [APP-034]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Parts 1 to 4 [APP-113 to APP-116]</p>	Under discussion

Assessment					
2.8.3.1	The extent of loss of mature broadleaved woodland (and other habitats)	<p>It is not clear from the application document how much woodland is being lost and how much is being enhanced / replanted. The same is true for other habitats. The ecology chapter for the ES does not quantify the amount of loss or compensation. A reference is made to these figures being included in Biodiversity Net Gain (BNG) assessment however this information is not clear within the BNG report (screenshots of the BNG metric have been provided but this is difficult to navigate and is difficult to review). The impact assessment should quantify the loss to accurately describe the impact. In addition, this information would aid with understanding and transparency. The Biodiversity Net Gain (BNG) metric should be supplied in Excel format.</p> <p>Updated position (Deadline 1): Welcome the sharing of the BNG metric. However the Ecology chapter still needs to quantify losses, enhancements and creation in order to assess impacts. This is in line with CIEEM EIA guidelines. BNG does not replace existing legal protections and policy for ecology.</p>	<p>Habitat loss and gain are described in the BNG metric. The BNG Metric can be supplied in Excel format, if required. This provides a breakdown of the loss/gain of the different habitats</p> <p>Bat roost surveys will be completed prior to the commencement of construction to inform the bat licence. These are required to ensure compliance with the relevant legislation protecting bats..</p>	ES Appendix 9.9.2: Biodiversity Net Gain Statement [APP-136]	Not Agreed
2.8.3.2	Redesign of Drainage systems and ecological impacts	<p>Significant changes to the drainage systems are proposed with significant engineering solutions however how ecology will be affected by sediment build up, flood overspill and pollution control measures.</p> <p>Updated position (Deadline 1): Noted.</p>	The impact of the construction and operation of the various drainage interventions is considered within paragraphs 9.9.72 <i>et seq.</i> , 9.9.266 <i>et seq.</i> and 9.9.339 <i>et seq.</i> of Section 9 Chapter 9 Ecology and Nature Conservation of the ES.	ES Chapter 9 Ecology and Nature Conservation [APP-034]	Under discussion
2.8.3.3	Tree and vegetation buffer between the A23/M23 Spur	<p>The scheme will have a detrimental impact on a tree and vegetation buffer that exists between the A23/ M23 Spur and neighbouring areas in Reigate and Banstead.</p> <p>Updated position (Deadline 1): Noted but require full details of planting.</p>	The Project has been designed to retain as much of this screen as practicable and will replace those trees lost in the first season after completion of the works.	n/a	Under discussion
Mitigation and Compensation					
2.8.4.1	Lack of information on reptile and great crested newt (GCN) mitigation	<p>The ecology chapter for the ES states that reptile and GCN mitigation will involve translocation to receptor sites and where relevant, European Protected Species Licences would be applied for post DCO consent. However, no detailed information is provided for the reptile and GCN mitigation strategy, for example:</p> <ul style="list-style-type: none"> Where are the receptor sites? Reference is made to Longbridge Roundabout, Museum fields and other mitigation areas but there is no detail as to which one of these has been chosen to be the receptor locations for reptiles and GCN. No methodology or timings information for the mitigation strategies. 	<p>A Ghost GCN licence is being produced and will be agreed with Natural England as part of the SoCG process. This will include details of mitigation, as necessary, designed according to the Great Crested Newt Mitigation Guidelines (English Nature 2001). The mitigation principals for GCN would include fencing and pitfall trapping, if necessary, or habitat manipulation and clearance under Ecology Clerk of Works (ECoW). Receptor sites will be chosen as appropriate for the population being translocated. Options could include within Brook Farm or the existing biodiversity areas within the Gatwick Estate.</p> <p>Mitigation strategy for reptiles will be defined following pre-commencement surveys. As per Table 9.8.1 of Chapter 9 Ecology</p>	ES Chapter 9 Ecology and Nature Conservation [APP-034]	Not Agreed

		<p>Whilst it is appreciated that this is outline consent, an outline mitigation strategy is still required for reptiles and GCN.</p> <p>Updated position (Deadline 1): The information provided in response should be included within the submission documentation. It is unclear whether residual impacts have been assessed appropriately without having an outline mitigation strategy in place.</p>	<p>and Nature Conservation, in areas where small populations are identified, if appropriate, habitat manipulation will be used to encourage animals to move out of the construction zone.</p> <p>If larger populations are found, or if habitat manipulation is not considered appropriate due to the isolation of the habitat to be cleared, areas will be fenced with reptile-proof fencing and subject to an appropriate period of trapping with animals moved to a receptor site suitable for the location animals are being moved from. The location of the receptor site will depend on where the population is located and will be determined during detailed design. Examples of options for receptor sites could include grassland along the River Mole and Gatwick Stream corridors or within Brook Farm.</p> <p>Timings of mitigation with respect to both GCN and reptiles would be in accordance with best practice (i.e. when animals are active between March and October), in appropriate weather conditions.</p>		
2.8.4.2	No compensation provided for loss of ponds	<p>The ecology chapter states that no replacement ponds will be provided within the application site due to airport airstrike safety. This is fully justified however, it is not understood why off-site provision of new ponds has not been considered.</p> <p>Updated position (Deadline 1): The response does not clarify why pond provision could not be considered offsite and also whether small wildlife ponds would increase risk of bird strike?</p>	<p>Although there are no formal wildlife ponds proposed, there are considerable areas of new wetland habitat associated with the Project, including within Museum Field and as part of the surface water management along the A23. Although this is not like for like mitigation, such features will provide a similar water source for wildlife.</p>	n/a	Not Agreed
2.8.4.3	Additional opportunities for biodiversity enhancement	<p>Many potential opportunities for biodiversity enhancement, both within and outside the Site, were never explored. For example, conversion of 'amenity grassland' currently present on road verges and roundabouts within the Site to wildflower grassland through reduced mowing and/or re-seeding with wildflowers, and the improved management of Gatwick Stream.</p> <p>Updated position (Deadline 1): Noted but further discussion needed.</p>	<p>Opportunities for biodiversity enhancement as part of the Project have been explored for the road network being modified along the A23, where practicable. The landscape design for the internal road network has not yet been completed. The option for the inclusion of reduced mowing management methods will be considered as part of that process.</p> <p>Opportunities to create enhanced corridors beyond the confines of the existing airport boundary have included those at Brook Farm and Longbridge Roundabout, as set out in the oLEMP (Appendix 8.8.1 of the ES).</p>	n/a	Under discussion
2.8.4.4	Security of long term positive management of the two biodiversity areas managed by GAL, the North West Zone (NWZ)	<p>The North West Zone (NWZ) and Land East of the Railway Line (LERL) are of considerable biodiversity value and key components of the ecological network. Any loss or degradation could have significant impacts on the effectiveness and viability of the proposed mitigation areas. ES Ch.</p>	<p>The NWZ will be included within the LEMP for the River Mole works and the LERL within the LEMP for the works in that area.</p> <p>Requirement 8 of the dDCO sets out that appropriate LEMPs for these areas are to be produced, based on the oLEMP. This places</p>	Draft DCO (Doc Ref. 2.1)	Under discussion

	and Land East of the Railway Line (LERL)	<p>9 Section 9.6.172 states that 'Positive work through the GAL Biodiversity Action Plan (BAP) is likely to continue ...'.</p> <p>Updated position (Deadline 1): To be agreed subject to revision of the oLEMP to clarify this point.</p>	a legal obligation on GAL to undertake the management proposed which will, in turn, protect these areas.		
2.8.4.5	Gatwick Greenspace partnership	<p>The Planning Statement refers to the Gatwick Greenspace Partnership 'GAL works closely with Gatwick Greenspace, which benefits people, wildlife and the countryside. Gatwick Greenspace is one of the Sussex Wildlife Trust's Living Landscape projects and works across 200 square kilometres of countryside between Horsham, Crawley, Horley, Reigate and Dorking. Its aim is to inform, educate and involve a diverse range of people and work with local landowners including the Forestry Commission, the Wildlife Trusts and the Woodland Trust, plus local authorities to support them in managing their land more sustainably and in partnership with others. GAL has supported the Gatwick Greenspace Partnership with the introduction of an Assistant People and Wildlife Officer overseeing habitat management and coordinating volunteers who help maintain and improve the 75 hectares of woodland, grassland and wetland around the airport. As part of this Project, it is proposed to continue to support this initiative via the new NRP Section 106 Agreement'.</p> <p>Updated position (Deadline 1): Noted subject to s106 agreement on this matter.</p>	RBBC's request is noted. Details of the S106 will be circulated as they evolve.	n/a	Under discussion
2.8.4.6	oLEMP and CoCP	The oLEMP and Code of Construction Practice (CoCP) [APP-082] lack critical detail on outline methodology for tree protection and ancient woodland buffer zones, along with tree protection plans.	As set out in Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES sets out that ' <i>Protective fencing, in accordance with BS 5837, would be erected around these features to prevent access by people, materials or machinery</i> '. Full details of the location of tree protection and associated buffer zones for ancient woodland will be set out in the CoCP and associated tree protection plans.	ES Chapter 9 Ecology and Nature Conservation [APP-034]	Agreed
2.8.4.7	Great Crested Newts	<p>More detail is required on proposed receptor sites and outline mitigation for reptiles and Great Crested Newts.</p> <p>Updated position (Deadline 1): The information provided in response should be included within the submission documentation. It is unclear whether residual impacts have been assessed appropriately without having an outline mitigation strategy in place.</p>	A Ghost GCN licence is being produced and will be agreed with Natural England as part of the SoCG process. This will include details of mitigation, as necessary, designed according to the Great Crested Newt Mitigation Guidelines (English Nature 2001). The mitigation principals for GCN would include fencing and pitfall trapping, if necessary, or habitat manipulation and clearance under Ecology Clerk of Works (ECoW). Receptor sites will be chosen as appropriate for the population being translocated. Options could include within Brook Farm or the existing biodiversity areas within the Gatwick Estate.	ES Chapter 9 Ecology and Nature Conservation [APP-034]	Not Agreed

			<p>Mitigation strategy for reptiles will be defined following pre-commencement surveys. As per Table 9.8.1 of Chapter 9 Ecology and Nature Conservation, in areas where small populations are identified, if appropriate, habitat manipulation will be used to encourage animals to move out of the construction zone. If larger populations found, or if habitat manipulation is not considered appropriate due to the isolation of the habitat to be cleared, areas will be fenced with reptile-proof fencing and subject to an appropriate period of trapping with animals moved to a receptor site suitable for the location animals are being moved from. The location of the receptor site will depend on where the population is located and will be determined during detailed design. Examples of options for receptor sites could include grassland along the River Mole and Gatwick Stream corridors or within Brook Farm.</p> <p>Timings of mitigation with respect to both GCN and reptiles would be in accordance with best practice (i.e. when animals are active between March and October), in appropriate weather conditions.</p>		
Other					
<i>There are no other issues relevant to this topic within this Statement of Common Ground.</i>					

2.9. Forecasting and Need

2.9.1 **Table 2.9** sets out the position of both parties in relation to matters.

Table 2.9 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>Please see the joint Statement of Common Ground prepared in relation to Forecasting and Need (Doc Ref. 10.1.18).</i>					

2.10. Geology and Ground Conditions

2.10.1 Table 2.10 sets out the position of both parties in relation to matters.

Table 2.10 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Geology and Ground Conditions within this Statement of Common Ground.</i>					

2.11. Greenhouse Gases

2.11.1 Table 2.11 sets out the position of both parties in relation to matters.

Table 2.11 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
Assessment Methodology					
2.11.2.1	GHG emissions from airport buildings and ground operations in the ES [TR020005] (Table 16.4.1) does not appear to include maintenance, repair, replacement or refurbishment emissions.	<p>The scope of the GHG emissions from airport buildings and ground operations does not appear to cover maintenance, repair, replacement or refurbishment emissions. This would under account operational GHG emissions. It is not clear what is captured under “other associated businesses”.</p> <p>Updated position (Deadline 1): Under the IEMA GHG Assessment methodology used in the ES, the Applicant must update the assessment to evidence that exclusions are <1% of total emissions and where all such exclusions total a maximum of 5%.</p> <p>Additionally, GAL should recognise the potential impact of emissions stemming from airport operations at least qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>The methodology for the assessment was structured to follow the ANPS classification of emissions into four categories, and the assessment of Construction impacts was limited within the ES to those impacts prior to opening. The assessment was not seeking to provide a Whole Life Carbon assessment of the Project - a point explicitly noted within the ES.</p> <p>Maintenance and repair of the newly constructed elements within the Project will be required. A full life cycle carbon assessment would seek to quantify this over a defined study period, which would likely extend beyond the 2050 assessment period (which is used based on assessing risk to UK achieving carbon targets). Within the timescales between opening year (2029) and the end of the assessment year (2050) it is considered unlikely that maintenance, repair, replacement, and refurbishment GHG emissions would be so great as to materially change the assessment of operational emissions. The mitigation set out in the Carbon Action Plan, specifically regarding to employing PAS2080 as a Carbon Management System, would necessitate GAL adopting a whole life carbon approach in the management and mitigation of emissions from Modules B2-B5 as part of their wider carbon management approach.</p> <p>Regarding terminology of “associated businesses” in Table 16.4.1 of ES Chapter 16 Greenhouse Gases seeks to include other operations within the boundary of the Application that generate waste during typical operations of the airport.</p>	<p>ES Appendix 5.4.2 Carbon Action Plan [APP-091]</p> <p>Table 16.4.1 of ES Chapter 16 Greenhouse Gases [APP-041]</p>	Not Agreed
2.11.2.2	In the Cumulative Effects Section 16.10 of the ES [TR020005], no assessment of cumulative UK airport expansion emissions has been considered on how this will impact the UK's net zero trajectory.	The UK's eight biggest airports plan to increase to approximately 150 million more passengers a year by 2050 relative to 2019 levels . This Figure is not up to date as Gatwick is proposing to increase its operating capacity to 80.2 million passengers per annum, which would make the total Figure >150 million more passengers a year by 2050 relative to 2019 levels. As discussed above, airport expansion, demand management, and reliance on nascent technology are three key areas raised by the CCC that could jeopardise the UK's net zero trajectory. A significant increase of >150 million passengers will greatly increase the	<p>It is for government to respond, annually, to the reports of the CCC. In its most recent report (2023), the Government Response included the following:</p> <p>“We will monitor progress against our emissions reduction trajectory on an annual basis from 2025, with a major review of the Strategy and delivery plan every five years. The first major review will be in 2027, five years after publication of the Strategy in 2022.</p>	n/a	Agreed

		UK's cumulative aviation emissions, which may have significant consequences on the UK's net zero trajectory.	<p>The Jet Zero Strategy sets out details on how the aviation sector can achieve net zero without government intervening directly to limit aviation growth. DfT analysis shows that in all modelled scenarios we can achieve our net zero targets by focusing on new fuels and technology, rather than capping demand, with knock-on economic and social benefits.</p> <p>If we find that the sector is not meeting the emissions reductions trajectory, we will consider what further measures may be needed to ensure that the sector maximises in-sector reductions to meet the UK's overall 2050 net zero target."</p> <p>The NRP application accords with government policy. As set out in the Government's Response, aviation expansion (explicitly including the NRP) will not compromise the Government's commitment to the UK's net zero trajectory.</p>		
2.11.2.3	No consideration is provided in the ES around the risk of the Jet Zero Strategy and the impact this would have on the significance of the assessment.	Group for Action on Leeds Bradford Airport and Possible submitted a judicial review in October 2022 of the UK Aviation Jet Zero strategy. The CCC has consistently stated that the Government needs to "implement a policy to manage aviation demand as soon as possible" 4 .The GHG Assessment does not acknowledge any of these concerns and risks of the Jet Zero strategy, which the GHG Assessment hinges on.	<p>The intention is not to obscure any modelling results. The methodology adopted has sought to identify likely, reliable, and considered sources for decarbonisation trends across each aspect of the assessment for the period out to 2050. The IEMA Guidance on Assessing GHG Emissions and Evaluating their Significance specifically notes (P19) that it is appropriate to adopt multiple GHG emissions factors for activities where these are expected to change over time and refers to several UK Government documents as appropriate sources of information to derive these.</p> <p>The Jet Zero strategy sets out a range of these potential rates of trend (on efficiency, SAF, and novel aircraft technologies) and these rates (based on the High Ambition scenario forming the basis of UK Government strategy and commitments) have been used to model the future emissions from aircraft.</p> <p>It is not for the applicant or for the examination to assess risks on the basis that government policy will fail.</p> <p>It is apparent that government is committed to its net zero target and to closely monitoring aviation and other trajectories to ensure compliance.</p>	n/a	Agreed
2.11.2.4	It is not clear if carbon calculations were carried out during the construction lifecycle stage in the ES [TR020005] for well-to-tank (WTT) emissions.	Excluding WTT is non-compliant with the GHG Protocol Corporate Accounting Standard, referenced in the GHG ES Methodology [TR020005] in Section 16.4.18 where scope 3 emissions were included. This also contradicts the GHG ES Methodology [TR020005] referenced under Section 16.4.24.	The assessment does not seek either to develop a Corporate Reporting Account (which is informed by the GHG Corporate Protocol Standard) nor a Whole Life Carbon Appraisal for the Project - the methodology has been developed to allow for the assessment of impact, and doing this within the context of the contextualisation exercise that forms part of the assessment. It is not debated that Well-to-tank emissions arise in the supply chain for	n/a	Not agreed

		<p>Updated position (Deadline 1): GAL should recognise the potential impact of emissions stemming from airport operations at least qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>fuels and methodologies for estimating these (as an uplift to direct emissions) are well established.</p> <p>However, the approach adopted is based on the assessment process which is contextualising emissions against a) the UK carbon budget and b) the Jet Zero Strategy. The context for Jet Fuel usage is specifically challenging due to the proportion of this fuel that is imported from outside the UK (approximately 70% in recent years¹) and as a result WTT emissions would predominantly fall outside the scope of the UK carbon budgets and the Net Zero commitment. Additionally the aviation strategy set out in Jet Zero does not include WTT within the main emissions calculation methodology. For these reasons WTT has been excluded from the aviation impact assessment. For consistency across the assessment methodology it has also been removed from other aspects of the GHG assessment.</p> <p>Ref 1: https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes</p>		
2.11.2.5	The RICS distances were referenced in Table 4.1.1 of the ES [TR020005] for the average material haulage distances. However, the RICS transport distances were not applied comprehensively	Currently, only 100km was considered for construction-related A4 emissions, which is not in alignment with the recommended RICS transport distances. Furthermore, no global shipping emissions were considered as part of the GHG assessment, which is not in alignment with the RICS global transport scenario. This therefore under accounts the construction transport emissions.	RICS Whole Life Carbon Assessment for the Built Environment Vol 1 was used to develop an estimated transport distance for bulk materials and used the parameters for locally manufactured materials (50km by road) and nationally manufactured materials (300km) in an estimated 80:20 ratio - resulting in an average value of 100km for each unit of material transported. At this stage the likely sourcing of materials is not known but the majority of materials (by weight) are likely to be sourced within the UK due to the large costs associated with transporting these large distances - particularly as this part of the assessment process relates to construction of airfield works where the majority of materials are imported fill, asphalt, concrete, and GSB. Assessment of the buildings emissions impact, and the Highways elements, are calculated using an alternative method that does not make use of this average 100km transport distance figure. On this basis the 100km is considered a reasonable assumption within the assessment methodology.	ES Appendix 16.9.1 Assessment of Construction Greenhouse Gas Emissions [APP-191]	Agreed
2.11.2.6	In Table 2.1.1 it is confirmed that the carbon calculations do not include well to-tank (WTT) emissions, which is not aligned to the GHG Protocol Standard mentioned	Not accounting for WTT is non-compliant with the GHG Protocol Corporate Accounting standard (referenced in the GHG ES Methodology [TR020005] in Section 16.4.18). This also contradicts the GHG ES Methodology [TR020005] referenced under Section 16.4.24. Updated position (Deadline 1): GAL should recognise the potential impact of emissions stemming from airport operations at least	The assessment does not seek either to develop a Corporate Reporting Account (which is informed by the GHG Corporate Protocol Standard) nor a Whole Life Carbon Appraisal for the Project - the methodology has been developed to allow for the assessment of impact, and doing this within the context of the contextualisation exercise that forms part of the assessment. It is not debated that Well-to-tank emissions arise in the supply chain for	n/a	Not Agreed

	<p>in the GHG ES Methodology [TR020005].</p>	<p>qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>fuels and methodologies for estimating these (as an uplift to direct emissions) are well established.</p> <p>However, the approach adopted is based on the assessment process which is contextualising emissions against a) the UK carbon budget and b) the Jet Zero Strategy. The context for Jet Fuel usage is specifically challenging due to the proportion of this fuel that is imported from outside the UK (approximately 70% in recent years¹) and as a result WTT emissions would predominantly fall outside the scope of the UK carbon budgets and the Net Zero commitment. Additionally the aviation strategy set out in Jet Zero does not include WTT within the main emissions calculation methodology. For these reasons WTT has been excluded from the aviation impact assessment. For consistency across the assessment methodology it has also been removed from other aspects of the GHG assessment.</p> <p>Ref 1: https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes</p>		
<p>2.11.2.7</p>	<p>In Section 1.2.1, it is not clear if carbon calculations are carried out for maintenance, repair, replacement or refurbishment emissions</p>	<p>Maintenance, repair, replacement or refurbishment emissions are not indicated to be scoped in the GHG ABAGO assessment. These emission sources could potentially account for a significant portion of the ABAGO emissions.</p> <p>Updated position (Deadline 1): Under the IEMA GHG Assessment methodology used in the ES, the Applicant must update the assessment to evidence that exclusions are <1% of total emissions and where all such exclusions total a maximum of 5%.</p> <p>Additionally, GAL should recognise the potential impact of emissions stemming from airport operations at least qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>The methodology for the assessment was structured to follow the ANPS classification of emissions into four categories, and the assessment of Construction impacts was limited within the ES to those impacts prior to opening. The assessment was not seeking to provide a Whole Life Carbon assessment of the Project - a point explicitly noted within the ES.</p> <p>Maintenance and repair of the newly constructed elements within the Project will be required. A full life cycle carbon assessment would seek to quantify this over a defined study period, which would likely extend beyond the 2050 assessment period (which is used based on assessing risk to UK achieving carbon targets). Within the timescales between opening year (2029) and the end of the assessment year (2050) it is considered unlikely that maintenance, repair, replacement, and refurbishment GHG emissions would be so great as to materially change the assessment of operational emissions. The mitigation set out in the ES Appendix 5.4.2 Carbon Action Plan [APP-091], specifically regarding to employing PAS2080 as a Carbon Management System, would necessitate GAL adopting a whole life carbon approach in the management and mitigation of emissions from Modules B2-B5 as part of their wider carbon management approach.</p> <p>Regarding terminology of “associated businesses” in Table 16.4.1 of ES Chapter 16 Greenhouse Gases [APP-041] seeks to include</p>	<p>ES Appendix 5.4.2 Carbon Action Plan [APP-091]</p> <p>Table 16.4.1 of ES Chapter 16 Greenhouse Gases [APP-041]</p>	<p>Not Agreed</p>

			other operations within the boundary of the Application that generate waste during typical operations of the airport.		
2.11.2.8	It is not clear how or if Applicant converted CO2 emissions from aircraft to CO2e.	It is not clear if the Applicant undertook a conversion from CO2 to CO2e as this would impact the aviation emissions by around a 0.91% increase BEIS (2023)6 . Therefore, if not accounted for, this would increase aviation GHG emissions by approximately 48,441 tCO2e in 2028 in the most carbon-intensive year where 5.327 MtCO2e was estimated to be released (Table 5.2.1).	The modelling process estimated fuel consumption from aviation, and that this was then converted to estimated tCO2e using the appropriate conversion factor. All aviation emissions within the ES are reported to reflect tonnes of carbon dioxide equivalent (tCO2e).		Agreed
2.11.2.9	In Aviation methodology well-to-tank (WTT) emission sources are not confirmed to be accounted for which is against the GHG Protocol Standard mentioned in the GHG ES Methodology [TR020005].	<p>Not accounting for WTT is non-compliant with the GHG Protocol Corporate Accounting standard, referenced in the GHG ES Methodology [TR020005] in Section 16.4.18 where scope 3 emissions were included. Furthermore, this also contradicts the GHG ES Methodology [TR020005] referenced under Section 16.4.24.</p> <p>This would result in an underestimation of the GHG emissions associated with aviation since a 20.77% (BEIS, 20237) uplift would be required on all aviation emissions. Therefore, this would result in 1,106,530tCO2e not being accounted for in 2028 (the most carbon-intensive year), where 5.327 MtCO2e was estimated to be released (Table 5.2.1).</p> <p>Updated position (Deadline 1): GAL should recognise the potential impact of emissions stemming from airport operations at least qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	<p>The assessment does not seek either to develop a Corporate Reporting Account (which is informed by the GHG Corporate Protocol Standard) nor a Whole Life Carbon Appraisal for the Project - the methodology has been developed to allow for the assessment of impact, and doing this within the context of the contextualisation exercise that forms part of the assessment. It is not debated that Well-to-tank emissions arise in the supply chain for fuels and methodologies for estimating these (as an uplift to direct emissions) are well established.</p> <p>However, the approach adopted is based on the assessment process which is contextualising emissions against a) the UK carbon budget and b) the Jet Zero Strategy. The context for Jet Fuel usage is specifically challenging due to the proportion of this fuel that is imported from outside the UK (approximately 70% in recent years¹) and as a result WTT emissions would predominantly fall outside the scope of the UK carbon budgets and the Net Zero commitment. Additionally the aviation strategy set out in Jet Zero does not include WTT within the main emissions calculation methodology. For these reasons WTT has been excluded from the aviation impact assessment. For consistency across the assessment methodology it has also been removed from other aspects of the GHG assessment.</p> <p>Ref 1: https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes</p>	n/a	Not Agreed
2.11.2.10	Legislation, Policy and Guidance	The Applicant has not considered all the latest up-to-date guidance with PAS2080:2023, and the latest IPCC AR6 report not referred to. PAS2080:2023 emphasises decisions and actions that reduce whole-life carbon more than PAS2080:2016 referred to in the report. The AR6 report considers many new updates concerning GHG Assessment, which should be reviewed as detailed in the Council's PADSS.	The ES was submitted in July 2023, with the updated PAS2080 published in March 2023. The modelling and assessment of impact was complete prior to March 2023, and whilst GAL is considering the update, it is not expected that the update will materially affect the assessment or the conclusions drawn from the assessment.	n/a	Agreed
Assessment					

2.11.3.1	Overly optimistic reliance on new technologies to reduce carbon emissions in the aviation sector	Carbon emission reductions are linked to the introduction of low carbon aircraft and reliance on biofuels in the aviation sector.	The assessment acknowledges the inherent uncertainty around the pathway, and the range and degree of measures, that will be employed to achieve the UK Government's commitments within Jet Zero. The Jet Zero Strategy explicitly acknowledges that the route to 2050 cannot be fully prescribed at this point as it will depend on a range of factors, including rates of progress across a range of technologies. However, in the Strategy the UK Government commits to ongoing periodic reviews of progress against the Jet Zero Strategy, and commits to deploy sufficient alternative or additional measures and mechanisms to ensure the Jet Zero Strategy outcome is achieved.	n/a	Agreed
2.11.3.2	The ES [TR020005] fails to consider the risks raised by the CCC's expert advisory panel, which warns that the UK jet zero policy is noncompliant with the UK's net zero trajectory. Therefore, the conclusion of ES is not in alignment with the IEMA (2022) GHG Assessment Guidance.	<p>The CCC, in their latest progress in reducing emissions publication (June 2023) and previous publications, raised serious concerns over the UK Jet Zero policy as summarised in Page 267, 'Airport expansion' bullet point of the latest report²</p> <p>The GHG aviation methodology has resulted in a lack of transparency with regard to the emissions relative to the without Project Scenario since by 2047, there will be an increase of around 60,922 Annual Aircraft Movements as presented in Table 3.7.1 of the ES [TR020005]. The GHG Assessment conceals the emissions by applying emissions reductions from the Jet Zero High Ambition scenario.</p> <p>Therefore, based on the 'high risk' of the Jet Zero High Ambition Scenario not being achieved, emissions from the Project will be significantly higher than the baseline scenario. Hence, based on the advice from the CCC, it would suggest that the expansion of the GAL airport and increase in demand is not in line with the UK's net zero trajectory.</p>	<p>The intention is not to obscure any modelling results. The methodology adopted has sought to identify likely, reliable, and considered sources for decarbonisation trends across each aspect of the assessment for the period out to 2050. The IEMA Guidance on Assessing GHG Emissions and Evaluating their Significance specifically notes (P19) that it is appropriate to adopt multiple GHG emissions factors for activities where these are expected to change over time and refers to several UK Government documents as appropriate sources of information to derive these.</p> <p>The Jet Zero strategy sets out a range of these potential rates of trend (on efficiency, SAF, and novel aircraft technologies) and these rates (based on the High Ambition scenario forming the basis of UK Government strategy and commitments) have been used to model the future emissions from aircraft.</p>	n/a	Agreed
2.11.3.3	Summary	<p>In summary, the GHG Assessment fails to consider the risks of the Jet Zero Aviation Policy and how this could compromise the UK's net zero trajectory in alignment with the concerns raised to the UK Government by the CCC and in the judicial review.</p> <p>Additionally, the GHG Assessment does not assess the cumulative impact of the Project in the context of the eight of the biggest UK airports planning to increase to approximately 150 million more passengers a year by 2050 relative to 2019 levels.</p>	It is considered within the assessment that Jet Zero, and the underlying modelling carried out by UK Government as part of this, provides a more comprehensive cumulative assessment of aviation emissions than could be carried out by the Applicant. This is noted in ES Paragraph 16.10.4 that references the IEMA Guidance noting that "The inappropriateness of undertaking a cumulative appraisal (other than by contextualising against Carbon Budgets) is reflected in the IEMA guidance. This guidance notes that 'effects from specific cumulative projects...should not be individually assessed, as there is no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other'."	n/a	Agreed

2.11.3.4	GHG Assessment	<p>Overall, the Greenhouse Gases Assessment documented in ES Chapter 16: Greenhouse Gases [APP-041] is not considered a comprehensive Greenhouse Gas (GHG) Assessment since it does not adequately assess the impact of the Project in relation to carbon. A number of fundamental issues that need to be addressed to ensure carbon has been effectively assessed.</p> <p>Updated position (Deadline 1): Under the IEMA GHG Assessment methodology used in the ES, the Applicant must update the assessment to evidence that exclusions are <1% of total emissions and where all such exclusions total a maximum of 5%.</p> <p>Additionally, GAL should recognise the potential impact of emissions stemming from airport operations at least qualitatively for the sake of transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p>	Noted, however the specific issues referenced have not been identified.	n/a	Not Agreed
<p>Mitigation and Compensation</p>					
<p>There are no issues relating to mitigation and compensation for this topic within this Statement of Common Ground.</p>					
<p>Other</p>					
2.11.5.1	UK Climate Change Committee (CCC) Progress in reducing emissions report, published in June 2023.	<p>The Climate Change Committee (CCC) plays a crucial role in monitoring the UK's progress towards its legally binding carbon budgets and emissions reduction targets under the Climate Change Act 2008. The latest CCC Progress Report (2023) identified their main concerns and criticisms of the current UK Aviation climate change policy and risks to achieving net zero. See Page 267, 'Airport expansion' bullet point of the latest report1.</p> <p>Updated position (Deadline 1): We acknowledge the Applicant's assessment has been undertaken with consideration to the Jet Zero high ambition trajectory and that this trajectory is representative of government's current 'budget' for aviation to contribute to net zero. On this basis it could be considered to align with the approach set out by IEMA.</p>	<p>It is for government to respond, annually, to the reports of the CCC. In its most recent report (2023), the Government Response included the following:</p> <p><i>"We will monitor progress against our emissions reduction trajectory on an annual basis from 2025, with a major review of the Strategy and delivery plan every five years. The first major review will be in 2027, five years after publication of the Strategy in 2022.</i></p> <p><i>The Jet Zero Strategy sets out details on how the aviation sector can achieve net zero without government intervening directly to limit aviation growth. DfT analysis shows that in all modelled scenarios we can achieve our net zero targets by focusing on new fuels and technology, rather than capping demand, with knock-on economic and social benefits.</i></p> <p><i>If we find that the sector is not meeting the emissions reductions trajectory, we will consider what further measures may be needed to ensure that the sector maximises in-sector reductions to meet the UK's overall 2050 net zero target."</i></p> <p>The NRP application accords with government policy. As set out in the Government's Response, aviation expansion (explicitly including the NRP) will not compromise the Government's commitment to the UK's net zero trajectory.</p>	n/a	Agreed

2.11.5.2	REGO	<p>Purchasing Renewable Energy Guarantee of Origin (REGO) certificates does not mean that GAL will receive 100% renewable electricity. In reality, on low wind and solar energy generation days, much of the electricity supplied on green energy tariffs still comes from fossil fuel production. Consequently, GAL cannot rely upon REGO certificates to justify its zero carbon commitment.</p> <p>Updated position (Deadline 1): Aligned with SECR, GAL's reporting should clearly delineate the distinction between market-based emission factor reporting and localised values for REGOs. This clarity is essential to identify the extent of potential residual emissions stemming from electrical energy use.</p>	<p>The methodology for the assessment was structured to follow the ANPS classification of emissions into four categories, and the assessment of Construction impacts was limited within the ES to those impacts prior to opening. The assessment was not seeking to provide a Whole Life Carbon assessment of the Project - a point explicitly noted within the ES.</p> <p>Maintenance and repair of the newly constructed elements within the Project will be required. A full life cycle carbon assessment would seek to quantify this over a defined study period, which would likely extend beyond the 2050 assessment period (which is used based on assessing risk to UK achieving carbon targets). Within the timescales between opening year (2029) and the end of the assessment year (2050) it is considered unlikely that maintenance, repair, replacement, and refurbishment GHG emissions would be so great as to materially change the assessment of operational emissions. The mitigation set out in the ES Appendix 5.4.2 Carbon Action Plan [APP-091], specifically regarding to employing PAS2080 as a Carbon Management System, would necessitate GAL adopting a whole life carbon approach in the management and mitigation of emissions from Modules B2-B5 as part of their wider carbon management approach.</p>	ES Appendix 5.4.2 Carbon Action Plan [APP-091]	Not Agreed
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2.12. Health and Wellbeing

2.12.1 Table 2.12 sets out the position of both parties in relation to matters.

Table 2.12 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
Assessment Methodology					
2.12.2.1	Health impact methodology	<p>We consider that the health impact methodology used in ES Chapter 18: Health and Wellbeing [APP-043], which focuses on wider areas, fundamentally misses the harm local people immediately adjacent to the widened A23 will suffer once the tree and vegetation line is removed. The methodology defined in document ES Appendix 18.4.1: Method Statement for Health and Wellbeing [APP-205] does not include a definition or map of the 'local' area and as a result the outputs from the assessment are misleading.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>ES Chapter 18: Health and Wellbeing defines the study areas in Section 18.4, paragraph 18.4.8. Paragraph 18.4.10 explains that the 'site-specific' population relates to the most localised effects close to sources. This is a much smaller area than the local study area. Paragraph 18.4.13 lists the wards (small administrative areas) that comprise the site-specific study area. The assessment in Section 18.8 considers the relevant localised impacts within the site-specific study area, including due to vegetation loss near the A23. For example, paragraphs 18.8.430, 18.8.436 and 18.8.442 discuss specific dwellings affected by lighting and visual changes. ES Chapter 18 paragraph 18.4.9 explains that the health assessment uses the study areas to define the sensitivity of the population, which paragraph 18.4.13 explains has been determined to be 'high' for all vulnerable groups in the site-specific study area (the highest rating on the methodology). The health assessment has considered the potential for localised impacts within the relevant study areas.</p>	ES Chapter 18: Health and Wellbeing [APP-043]	Agreed
Assessment					
2.12.3.1	Impact on open space	<p>Riverside Garden Park and Church Meadows are the only publicly accessible open spaces in southern Horley where people can exercise and enjoy nature, which is good both for physical and mental wellbeing. Physical and mental wellbeing is missing from the effects on the local population listed in paragraph 18.11.9 of ES Chapter 18: Health and Wellbeing [APP-043].</p> <p>Updated position (Deadline 1): Noted</p>	<p>It is absolutely agreed that physical and mental wellbeing outcomes are very important outcomes in relation to impacts to Riverside Garden Park and Church Meadows. ES Chapter 18: Health and Wellbeing sets out the assessment of lifestyle factors as a determinant of health in Section 18.8, paragraph 18.8.310 to 18.8.360. That section specifically considers effects to Riverside Garden Park and Church Meadows and discusses physical and mental wellbeing outcomes. Paragraph 8.11.9 is a summary of the determinants of health relevant to the local study area, it is agreed that within the determinant of health titled 'lifestyle factors' physical and mental wellbeing are relevant health outcomes. There is not a gap in the assessment.</p>	ES Chapter 18: Health and Wellbeing [APP-043]	Agreed
Mitigation and Compensation					
<i>There are no issues relating to the mitigation and compensation for this topic within this Statement of Common Ground.</i>					
Other					

2.12.5.1	Equality Impact Assessment	<p>It appears that an Equality Impact Assessment (EqIA) has not been undertaken for the Project. This is surprising given the range of impacts it would have on different groups. An EqIA is needed to help ensure that that individuals are not being disadvantaged or discriminated against during the construction or operation phases of the proposal.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>ESChapter 18: Health and Wellbeing, Table 18.3.2 notes that “The ES health assessment considers inequalities. An equality impact assessment relates to the public sector equality duty under the Equality Act 2010. This is not a duty of the applicant.”</p> <p>ES Chapter 18: Health and Wellbeing includes specific mitigation targeted to relevant vulnerable population groups to reduce health inequalities and avoid inequitable health outcomes. See Table 18.7.1 and paragraph 18.11.22.</p>	<p>ES Chapter 18: Health and Wellbeing [APP-043]</p>	Agreed
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2.13. Historic Environment

2.13.1 Table 2.13 sets out the position of both parties in relation to matters.

Table 2.13 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
Assessment Methodology					
<i>There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.</i>					
Assessment					
2.13.3.1	Impact of the A23 London Road/River Mole bridge and road widening on the Listed St Bartholomew’s Church and conservation area and historic Church Meadows	Relates to the visual impacts of the works on the listed church and conservation area. Updated position (Deadline 1): Noted but detailed design required to agree with local authorities.	Alternatives have been considered and the land take proposed is the minimum required for the construction of the highways improvements at that location. As set out at paragraph 7.9.110 of ES Chapter 7, the programme of environmental mitigation at Church Meadows would eventually result in a minor beneficial effect in respect of the Church Lane (Horley) Conservation Area. This is due to the increased public access and the provision of information boards.	ES Chapter 7: Historic Environment [APP-032]	Under discussion
Mitigation and Compensation					
<i>There are no issues relating to the mitigation and compensation for this topic within this Statement of Common Ground.</i>					
Other					
<i>There are no other issues related to this topic within this Statement of Common Ground.</i>					

2.14. Landscape, Townscape and Visual

2.14.1 Table 2.14 sets out the position of both parties in relation to matters.

Table 2.14 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no other issues relating to the baseline in this Statement of Common Ground.					
Assessment Methodology					
There are no other issues relating to the assessment methodology in this Statement of Common Ground.					
Assessment					
2.14.3.1	Landscape & Townscape	<p>We note that ES Chapter 8 Landscape, Townscape and Visual Resources [APP-033] states that the removal of vegetation on the edge of the A23 would result in major adverse effects for users of the informal footpath at Riverside Garden Park. We would consider it will take around 25 to 30 years for cleared trees and vegetation to regrown mature tree line, exceeding the 2047 projections referred to the supporting documentation. This will have a major adverse effect on the local community's enjoyment of the space for more than a generation, but no mitigation has been proposed for the intervening period. This must be addressed.</p> <p>Updated position (Deadline 1): The issue is that there will be a reduction in the vegetation and green buffer along the A23 Brighton Road. Some of the trees that would be removed are juvenile but we are still unclear what exactly is being removed. Clarity is still needed along with the tree survey.</p>	<p>The majority of the vegetation that would be removed as part of the surface access improvements of the A23 would be scrub and small to medium sized trees. Reinstatement of scrub and tree planting (illustrative designs for landscape mitigation are shown in the Outline LEMP), where possible and in accordance with guidelines in Highways England, DMRB LD117 Landscape Design, the Manual of Contract Documents for Highways Works, Major Projects and Highways England, DMRB Asset Data Management Manual Volume 13, will become sufficiently mature within approximately 10 years to mitigate visual and townscape impacts and reduce levels of effect to a level that is no longer significant.</p> <p>The details of landscape planting proposals will be agreed in consultation with the relevant authorities should the DCO be granted and will be secured as Requirement 8 of the draft DCO in Schedule 2.</p>	ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Parts 1 to Part 4 [APP-113 to APP-116]	Under discussion
Mitigation and Compensation					
2.14.4.1	Landscape & Townscape	<p>The Outline Landscape and Ecology Management Plan (oLEMP) [APP113] lacks detail on landscape protection measures, mitigation for ecology, heritage, drainage and visual impacts. The zonal approach adopted is considered too vague and the document as worded would not give the local planning authority adequate control to safeguard these impacts during the construction the Project.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>The Outline LEMP sets the overarching vision for the Project. Land within the DCO boundary has been divided into broad landscape/ecology zones within the outline LEMP, based on existing character which has informed the objectives for future detailed design and management. The obligations within the outline LEMP will be secured through a Requirement 8 of the draft DCO. A LEMP for individual parts of the Project will be submitted to and approved by the LPA before work commences. These LEMPs will be in general accordance with the principles in the outline LEMP. The outline LEMP describes the design and maintenance operations and includes reference to BS:3998: Recommendations for tree work and BS 7370-4: Grounds maintenance.</p> <p>The Arboricultural Association Standard Conditions of Contract and Specification for Tree Works. Annex 4 includes Tree Removal and</p>	<p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Parts 1 to Part 4 [APP-113 to APP-116]</p> <p>ES Appendix 5.3.1 Code of Construction Practice (Doc Ref. 5.3)</p>	Under discussion

			<p>Protection Plans for the surface access proposals including location and standard specification of tree protection fences.</p> <p>Appendix 5.3.2 CoCP sets out general methodologies and mitigation measures.</p> <p>Further work is currently being undertaken to identify all important trees and hedgerows that are likely to be impacted by the development. Additional tree surveys have been undertaken. Work is ongoing to complete Arboricultural Impact Assessments. The outcome of this work will inform further work to quantify data to inform a response to RBBC.</p> <p>The Applicant is happy to discuss these issues further during the TWG process and as the ongoing work to address the issues is progressed.</p>		
<p>Other</p>					
<p><i>There are no other issues relating to topic in this Statement of Common Ground.</i></p>					

2.15. Major Accidents and Disasters

2.15.1 Table 2.15 sets out the position of both parties in relation to matters.

Table 2.15 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Major Accidents and Disasters within this Statement of Common Ground.</i>					

2.16. Noise and Vibration

2.16.1 Table 2.16 sets out the position of both parties in relation to matters.

Table 2.16 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
Assessment methodology					
2.16.2.1	Local Planning Policy (Air Noise)	Local planning policies in relation to noise are briefly referred in sections 14.2.61 to 14.2.62 of Chapter 14 the Environmental Statement. There is no explanation of the policies, the weight given to them and how they have influenced the design, assessment of impact and mitigation of the proposal. This is contrary to the 'Balanced Approach' required by UK and international policy.	The relevant planning policies relating to noise and vibration have been identified in the assessment and reference to them is made where relevant in the ES, e.g. Planning Advice Document Sussex is used to assess fixed sources of ground noise, see para 7.1.2 of ES Appendix 14.9.3. Planning policies and how they are addressed in relation to the application is principally addressed in the Planning Statement.	ES Appendix 14.9.3: Ground Noise Modelling [APP-173] Planning Statement [APP-245]	Under discussion
2.16.2.2	Threshold and scope of LOAELs and SOAELs (Air Noise)	The ES only considers the Leq metric for LOAELs and SOAELs. In doing so it makes reference to national policy. The consideration only of Leq as a metric is too narrow and other metrics should be applied to the decision processes within the project to inform impact and mitigation. In determining the LOAELs and SOAEL more recent data, including planning decisions and revised health assessment criteria need to be applied. The consideration only of the Leq metric does not represent all the effects of air noise across the borough.	The ES reports the results of noise modelling using all the metrics stated, Leq 16 hr, Leq 8 hr, N65, N60, Lden, LNight, Overflight and Lmax. LOAELs and SOAELs are defined with reference to national policy and planning decisions using the Leq 16hr and Leq 8 hr metrics because those are the metrics used in policy and these cases. At one point the council suggested a significance rating based on a Number above metric but when reviewed this was a research paper not a policy statement of guidance from a regulator. The noise modelling results, including changes in N60, N65 and Lmax contours, and overflight densities as well as Leq 16 hr and Leq 8 hr, provide a full picture of the noise changes expected from the Project.	ES Chapter 14 Noise and Vibration [APP-039]	Under discussion
2.16.2.3	Health LOAELs and SOAELs (Air Noise)	Health impact of noise (Chapter 18 – health and wellbeing) is likely to be significant under estimate of the noise impact in view of the choice of LOAELs and SOAELs.			Under discussion
2.16.2.4	Modelling Scenario (Air Noise)	Absence of a 2029 scenario modelled using 2019 ATMs i.e. 2029 noise modelling scenario is run using 284,987 ATMs to demonstrate the extent to which the airport is sharing the benefits of quieter aircraft with the local community, and to assess the health impacts of the airport growth in its totality. This data would then help inform the setting of the noise envelope on the basis of the airport is allocated 50 % of the noise improvement for its growth. Updated position (Deadline 1): Comment on overflight below is this relevant?	The ES provides forecast noise modelling for the 2019 baseline, 2029, 2032, 2038 and 2047. For each year, noise contour data is provided for primary and secondary noise metrics, for the baseline and Project case, and for two rates of fleet transition. This is sufficient to assess the likely significant effect of the project and has allowed the ES to specify the required noise mitigation in line with guidance and policy. The ES provides 48 noise contour maps for 2019, 2032, and 2038. Noise contours for 2029 and 2047 are not mapped in the ES figures	ES Chapter 14: Noise and Vibration [APP-039]	Under discussion

			<p>because noise impacts are higher in other years and shown by the population and contour area data that is provided for these years. Contours for years mapped in the ES figures and the other years have been provided to LPAs on the TWG in the online Air Noise Viewer.</p> <p>Modelling of the 2019 base year movements with the predicted 2029 fleet mix has not been undertaken because this scenario will not arise because in all future years there will be some growth in traffic.</p> <p>Figure 14.9.30 illustrates how overflights from the northern runway, which will only be departures, compare with those from the main runway. The overflight information referred to in this comment as 'missing' is presented in Figure 14.9.31 which is incorrectly titled. It should be titled <i>2018 All Airport Overflights With Project Flights (20%)</i> as listed in the Table of content and described in paragraph 14.9.146 of ES Chapter 14. The overflight data provided covers both the base and Project cases and is considered a full illustration of how the numbers of overflights is likely to increase as a result of the Project across the whole area up to 35 miles from the airport that is overflown by Gatwick flights.</p>		
2.16.2.5	Lack of ongoing research to test adequacy of proposals	<p>The ES utilises models to predict noise levels, the impacts, the locations of the impacts and inform mitigation. All decision making is based on the knowledge described in the ES at the time of the determination of the application. There are no proposals for research to improve understanding as part of an iterative development of an environmental impact and management system.</p> <p>Updated position (Deadline 1): Not clear if this is relevant to the statement made by the LA?</p>	<p>The provision of further noise mitigation during construction has been responded to previously at Row 13.40 of Table 13 in Appendix 1.</p> <p>The need to minimise the time when part of the existing noise bund will be removed before the new bund and barrier are complete has been recognised and hence has been addressed in the construction programme. Where necessary to maintain noise screening a strip of the existing bund will be left during the construction as a temporary barrier.</p>	n/a	Under discussion
2.16.2.6	Noise metrics	<p>The Council would point out that one of the key messages over the past 10 years that we have had from local residents and community groups as a consequence of various changes (Route 4) and trials (ADNID 2013) that the airport has undertaken, is that the 'average' noise metrics such as Leq metrics on their own do not adequately reflect residents' noise experience on the ground, often with an Leq metric suggesting that there are no noise issues whereas the residents find that there are. There is also support in the literature for this position especially at night as reported by the DfT in the 2017 Night Flight Restrictions at Gatwick, Heathrow and Stanstead consultation document where it stated that 'averaging metrics indicators are insufficient to fully predict sleep disturbance and sleep quality'.</p>	<p>The ES reports the results of noise modelling using a number of metrics in addition to Leq including N65, N60, Lden, LNight, Overflight and Lmax.</p> <p>The assessment follows current policy and guidance so that all air noise effects are assessed. The awakenings study provided in Appendix 14.9.2 provides additional information on sleep disturbance at night through an analysis of Lmax levels from individual aircraft throughout the night period.</p>	<p>ES Chapter 14 Noise and Vibration [APP-039]</p> <p>ES Appendix 14.9.2 Air Noise Modelling [APP-172]</p>	Under discussion

Assessment					
2.16.3.1	Impact of road traffic noise in 2047	Road traffic noise levels including the long term impact of noise (to 2047) on residents, including those within noise important areas (NIAs) in Horley and especially Longbridge Road.	The mitigation provided for road traffic noise is considered adequate including within the Noise Important Areas. A technical note on the Noise Important Areas will be provided.	n/a	Under discussion
2.16.3.2	Construction noise	Construction noise, including the proposed hours of work. Updated position (Deadline 1): This is expanded upon in the council's LIR.	Please clarify the concern.		Under discussion
Mitigation and Compensation					
2.16.4.1	Noise Envelope (Air Noise)	There are issues with all aspects of the noise envelope as currently proposed. Updated position (Deadline 1): As per 2.16.4.8, the consultation process, technology scenario used, metrics used (type and duration), noise contours used, oversight and enforcement process including the lack of local authority involvement, control mechanisms to prevent a breach, and sanctions in the event of a breach of the Envelope. There are numerous issues with the Noise Envelope, which does not meet policy requirements and is not fit for purpose.	This is a general comment, please clarify where you would suggest the noise envelope is changed and why.	n/a	Not agreed
2.16.4.2	Noise insulation	The noise insulation scheme is not sufficient to protect those who will suffer adverse effects of noise and the consequences of the installation of noise insulation. There are multiple issues with the scheme, by way of example we disagree that the thresholds of qualification are set at the correct level and for the correct parameters; consider it has no regard to overheating created as a result of the installation of noise insulation measures; disagree that once installation is complete all ongoing maintenance / running and potential replacement costs are borne by the householder / person in charge of the premises; and everyone should be eligible for the scheme whether or not they have qualified previously. Updated position (Deadline 1): NOTE overheating is NOT addressed by acoustic ventilators, which simply introduce outside air. Who picks up the replacement costs of any equipment installed. Questionable if in line with good practice. This is linked to 2.16.4.9.	The noise insulation scheme proposed was presented as 4 slides and discussed in the TWG on 4 th January 2023 and has been discussed with the TWG. i) The noise thresholds applied are in line with good practice and exceed government policy requirements. This issue has been responded to at Row 13.100 of Table 13 in Appendix 1. ii) Overheating has been addressed by the provision of acoustic ventilators to all rooms with acoustic insulation. Further details have been developed on the specification of these ventilators and this will be provided in the technical note on implementation of the scheme and shared with the TWG. This issue has been responded to at Row 13.102 of Table 13 in Appendix 1. iii) The running costs of acoustic ventilators have been discussed with the TWG and are very low particularly if only used in hot weather. iv) Everyone is eligible for the scheme whether or not they have qualified previously. This will be further clarified in a technical note on implementation of the scheme and shared with the TWG.	ES Appendix 14.9.10 Noise Insulation Scheme [APP-180]	Under discussion

2.16.4.3	Noise Barrier	<p>There is a need for a noise barrier on the A23 south of the Longbridge roundabout.</p> <p>Updated position (Deadline 1): Will be expanded in council's LIR.</p>	<p>Mitigation for road traffic noise was refined and is described in Table 14.8.4 of ES Chapter 14: Noise and Vibration. The location of potential barriers considered is shown by Figure 5.1.1: Noise Model (Scenario 1), in ES Appendix 14.9.4 Road Traffic Noise Modelling. An explanation for the reasons for the noise barriers chosen is provided at para 5.1.9 of this Appendix. RBBC was consulted when the options for a noise barrier were being considered and why it was no longer needed for the preferred road layout. A further technical note will be provided bringing together the noise assessment carried out to review all options.</p>	<p>Table 14.8.4 of ES Chapter 14 Noise and Vibration [APP-039]</p> <p>ES Appendix 14.9.4 Road Traffic Noise Modelling [APP-174]</p>	Not Agreed
2.16.4.4	Draft DCO (Noise Control)	<p>The control of air noise, by metric and operational limitation, is under-represented in the DCO including (but not exclusively) the noise envelope requirements, use of routes, night flying restrictions, limitation on passenger numbers and freight movements; and conditional slot management. For example there is no commitment in the work to a movement cap in the core night period (23:30 to 06:00) in the winter (3,250 movements), and summer (11,200 movements) periods.</p>	<p>This is a general comment and in general our responses to other comments refer. However, it should be noted that there are a wide range of noise control measures in place, as summarised in the Noise Action Plan, Section 8 of Chapter 14 of the ES and Section 4 of Appendix 14.9.2 Air Noise Modelling, that are ongoing and will continue to control noise irrespective the DCO. The Night Restrictions is an example of one of a suite of measures enforced by the DfT that are assumed to continue outside the DCO by virtue of other applicable legal regimes.</p>	<p>ES Chapter 14 Noise and Vibration [APP-039]</p> <p>ES Appendix 14.9.2 Air Noise Modelling [APP-172]</p>	Under discussion
2.16.4.5	Impact in Horley	<p>The borough is affected by air, ground, airport related road traffic, and other airport related noise sources in the south of the borough especially in Horley, including the Horley Gardens Estate, which will also be heavily affected by construction noise (and a number of other impacts) if the proposed development goes ahead.</p>	<p>These impacts have been assessed in the ES, see Chapter 14 and its associated appendices.</p>	<p>ES Chapter 14 Noise and Vibration [APP-039]</p>	Under discussion
2.16.4.6	Routes 3 and 4	<p>Elsewhere in the borough residents under and in the vicinity of the Route 4 and Route 3 departure routes from the airport – amongst the busiest routes out of the airport – are already heavily affected by aircraft noise and will see a significant increase in overflight with the proposed development.</p>	<p>These impacts have been assessed in the ES, see Chapter 14 and its associated appendices.</p>	<p>ES Chapter 14 Noise and Vibration [APP-039]</p>	Under discussion
2.16.4.7	Sharing the benefits	<p>A failure to adequately share improvements in aircraft noise with both local residents and other affected communities around the airport as it develops over the short to medium term.</p> <p>Updated position (Deadline 1): There appears to be a mis understanding of the March 23 policy statement.</p> <p>Noise envelope is based on slow transition case and there is no sharing of the benefits in the initial phases of the development.</p> <p>Unclear why there is commentary on FASI in this response (last para).</p>	<p>Paragraph 14.2.44 described how the reference to Sharing the Benefits of aircraft noise emission reduction has been removed from the government's Overarching Aviation Policy Statement in March 2023. We consulted on sharing the benefits through our Noise Envelope Group in summer 2022.</p> <p>An illustration of sharing the benefits was discussed and is reported in pages 165 to 175 of ES Appendix 14.9.9: Report on Engagement on the Noise Envelope.</p> <p>As communicated previously, GAL does not control airline fleet procurement and the airport sits within well-defined existing regulatory frameworks governing noise management, airport charges, slots and the requirement to consult on noise related actions which could be operating restrictions. Airline feedback to the</p>	<p>ES Appendix 14.9.5 Air Noise Envelope Background [APP-175]</p>	Not Agreed

			<p>Noise Envelope Group also explained that many factors can influence fleet procurement, some of which could be outside of the airlines' control. The York Aviation review of the PEIR for the Local Authorities noted 'We consider that the fleet mix assumed in the Central Case for assessment is somewhat optimistic, particularly in the early years given the deferral of aircraft orders that has occurred during the pandemic, but that the Slower Transition Case represents a robust worst case'.</p> <p>The reasons for adopting the Slower Transition Fleet noise contours areas are given in ES Appendix 14.9.5 Air Noise Envelope Background at Section 3.2.</p> <p>It is not agreed that airspace change (which is a project in its own right and subject to its own assessment) can reasonably be assessed in the ES. Moreover, the noise impacts of more carbon emissions efficient aircraft and legislative drivers for their adoption are not able to be predicted. For further information on those matters please refer to sections 6.5 and 6.6 of the Noise Envelope Document.</p>		
2.16.4.8	Noise Envelope	The Noise Envelope is not fit for purpose and the Council's concerns include: the consultation process, technology scenario used, metrics used (type and duration), noise contours used, oversight and enforcement process including the lack of local authority involvement, control mechanisms to prevent a breach, and sanctions in the event of a breach of the Envelope.	Please see the response set out in the other rows relevant to the Noise Envelope in this table.	ES Appendix 14.9.7: The Noise Envelope [APP-177]	Not Agreed
2.16.4.9	Noise Insulation Scheme	<p>The air noise insulation scheme, including the fact that it is only based on average Leq contours rather than single mode contours and is confined to Leq metrics. There are also concerns about the noise level at which the differing schemes start, a lack of measures to prevent overheating in noise insulated homes especially in the summer months at night, and that there appears to be no provision for the on-going maintenance / replacement costs of the equipment with this cost simply passed to the house / building owner.</p> <p>Updated position (Deadline 1): 2.16.4.2 for comments.</p>	<p>The noise insulation scheme proposed was presented as 4 slides and discussed in the TWG on 4th January 2023 and has been discussed with the TWG.</p> <ul style="list-style-type: none"> v) The noise thresholds applied are in line with good practice and exceed government policy requirements. This issue has been responded to at Row 13.100 of Table 13 in Appendix 1. vi) Overheating has been addressed by the provision of acoustic ventilators to all rooms with acoustic insulation. Further details have been developed on the specification of these ventilators and this will be provided in the technical note on implementation of the scheme and shared with the TWG. This issue has been responded to at Row 13.102 of Table 13 in Appendix 1. 	ES Appendix 14.9.10 Noise Insulation Scheme [APP-180]	Under discussion

			<p>vii) The running costs of acoustic ventilators have been discussed with the TWG and are very low particularly if only used in hot weather.</p> <p>viii) Everyone is eligible for the scheme whether or not they have qualified previously. This will be further clarified in a technical note on implementation of the scheme and shared with the TWG.</p>		
2.16.4.10	Compensation for nuisance	<p>There is no offer of compensation for people affected by the nuisance they are likely to experience for which they would otherwise have common law rights to apply for.</p> <p>Updated position (Deadline 1): Comment relates to air noise.</p> <p>However we note the comment <i>The DCO does not override common law rights to compensation for nuisance.</i> Which appears at odds with Article 48 of the draft DCO</p>	The Section 61 application and approval by the local authority will give the local authority opportunity to ensure best practicable means are used by the contractor to minimise noise impacts. The DCO does not override common law rights to compensation for nuisance.	n/a	Under discussion
Other					
2.16.5.1	Information provision	<p>During the DCO process for Noise GAL have refused to supply and blocked access to information that the local authorities including Reigate & Banstead have asked for to help inform the topic working group meetings that have developed this DCO submission.</p> <p>Updated position (Deadline 1): Will be discussed in LIR.</p>	GAL has facilitated the Noise Topic Working Group providing information both proactively ahead of each meeting and reactively as requested. RBBC made a series of request for noise contours and these have been provided on 8 occasions in 2021, 2022 and 2023. A version of the air noise online viewer was specifically set up for local authority access with a download facility which contains 72 sets of noise contours as shape files to allow local authorities to view them interactively in their own GIS systems. RBBS has requested Single Mode noise contours, however these have not been produced for the ES and are not available to issue. The reasons for not including single mode contours in the ES are explained in comments above.	n/a	Under discussion
2.16.5.2	Interpretation of national policy (Air Noise)	<p>The Council disagrees with the Applicant's interpretation of national policy in respect of aviation noise which appears to have influenced their approach to the work. As a result the benefits of technological improvements are not being shared sufficiently with affected communities and the total adverse impacts of noise are not being mitigated. The approach does not appear consistent with the Noise Policy Statement for England.</p> <p>Updated position (Deadline 1): Unclear why refers to HDC here as this is Reigate and Banstead.</p> <p>There appears to be a misunderstanding of the March 23 policy statement.</p> <p>As discussed at 2.16.4.7</p>	<p>This issue has been responded to previously at Row 13.75 of Table 13 in Appendix 1.</p> <p>GAL notes the Council's disagreement and would be interested to understand how the Council interpret national policy and which specific parts of GAL's interpretation it disagrees with. GAL has consulted with the TWG since August 2021, explaining our proposed methodology and emerging finds and approach to mitigation. While it is not wholly clear what aspect of policy RBBC refer to, we note that policy on sharing the benefits has been discussed at the Noise Envelope Group and our interpretation, as discussed in summer 2022 is recorded in ES Appendix 14.9.9:</p>	ES Appendix 14.9.9: Report on Engagement on the Noise Envelope [AS-023]	Not Agreed

			Report on Engagement on the Noise Envelope including in pages 165 to 175.		
2.16.5.3	Construction Noise	<p>Potential issues on various topics subject to clarification and around the working hours 'off' airport.</p> <p>Updated position (Deadline 1): This is expanded upon in the council's LIR. Linked to 2.16.5.2.</p>	Please clarify what issues.	n/a	Under discussion

2.17. Planning and Policy

2.17.1 Table 2.17 sets out the position of both parties in relation to matters.

Table 2.17 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.17.1.1	Horley Business Park	<p>Reigate & Banstead's Development Management Plan 2019 includes policy HOR9 which allocated land for use as a Strategic Business Park. This site is important to meet local employment floorspace needs and strategic employment needs in the wider area. In the north of the site a town park would be provided for the local community. The dDCO includes a works compound on the site of this policy allocation that would prevent the business park from coming forward in the next 15 years. One of the key access points onto the proposed business park will be via the South Terminal Roundabout just where the South Terminal Roundabout Works compound and concrete batching plant is proposed. Whilst there are no detailed development proposals for the site at present, the location of the works compound and bridge/ road widening works will significantly delay the delivery of the business park, detracting investment in the site and occupancy. Without the ability to bring forward the business park, as a result of the proposed compound, there exists a real risk that the local employment needs of this Borough and the wider area will not be met, causing significant harm to the local economy. We would seek that the compound be avoided or relocated, or as a minimum designed to include a northbound road access towards the business park to facilitate later works on the business park site. It is unreasonable that the dDCO will enable the dDCO promoter to benefit from new hotels and carparks on sites that could serve as an alternative highways compound whilst stifling the development of a strategically important employment site. The local plan policy is dismissed as an inconvenience and much greater scrutiny to alternative compound sites ought to be given. Government advocates a Plan led system but, in this case, the Local Plan is not being given the weight that should be afforded to it by the proposer.</p> <p>Updated position (Deadline 1): Noted.</p>	A response on the relationship between the NRP and the proposed Horley Business Park site was provided in Item 5.50 of the October 2023 Issues Trackers.	n/a	Not Agreed

2.18. Project Elements and Approach to Mitigation

2.18.1 Table 2.18 sets out the position of both parties in relation to matters.

Table 2.18 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.18.1.1	Plans and definitions	<p>A variety of definitions including the dDCO limits, limits of works, operational land and airfield boundaries are used which are confusing for both the existing and future airport boundary.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>The Applicant is undertaking a review of the project description’s terminology against the Environmental Statement and draft Development Consent Order in response to the Planning Inspectorate’s (PINS) Section 51 Advice [PD-003]. Updated documents will be submitted no later than 10 working days before the Preliminary Meeting, as per PINS request.</p> <p>Updated Position (Deadline 1): Updated version of ES Chapter 5: Project Description, the Draft DCO and the ES Project Description Figures were submitted as part of the response to Procedural Deadline A to address any inconsistencies in terminology. A Project Description Signposting Document was also submitted to set out the relationship between the documents in relation to each element of the Project proposals. These documents have since been updated to reflect Project Changes 1-3, as now accepted.</p>	<p>ES Chapter 5: Project Description (Doc Ref. 5.1)</p> <p>ES Project Description Figures [AS-135]</p> <p>Project Description Signposting Document [AS-137]</p>	Under discussion
2.18.1.2	Loss of Vegetation Barrier along A23	<p>The verdant vegetation barrier from Church Meadows, Riverside Garden Park through to the M23 junction has taken more than a generation to achieve with the result that a highly significant separation barrier has been grown between Horley and the airport along with providing a classic ‘parkway’ appearance. However, this has been omitted from the description.</p> <p>Updated position (Deadline 1): Noted. Hower details are being delayed to other documents.</p>	<p>The works to Riverside Garden Park are described in ES Chapter 5: Project Description and shown on the supporting ES Project Description Figures with further detail set out in ES Chapter 8: Landscape, Townscape and Visual Resources. ES Chapter 8 provides an assessment of the effects on landscape character and visual amenity of the permanent vegetation loss to accommodate the proposed pedestrian access ramp.</p>	<p>ES Chapter 5: Project Description (Doc Ref. 5.1)</p> <p>ES Project Description Figures [AS-135]</p> <p>ES Chapter 8: Chapter 8: Landscape, Townscape and Visual Resources [APP-033]</p>	Under discussion
2.18.1.3	The Pre-application Process	<p>The Council has engaged with GAL throughout the pre-application process, responding to consultations and participating in the topic working groups. Unfortunately, the first opportunity we had to see key pieces of information has been post submission. This was disappointing given that extensive consultation is meant to be a feature of the DCO regime and that a front-loaded approach to consultation is meant to lead to well-developed applications which are better understood by those affected by them.</p>	<p>The Consultation Report describes the pre-application consultation and engagement that was undertaken in respect of the Project. The application has since been accepted for Examination by the Planning Inspectorate, in which it was confirmed that the Applicant has complies with the pre-application procedure requirements under the Planning Act 2008.</p>	<p>Consultation Report [APP-218]</p>	Not agreed

2.18.1.4	Project Site & Description	<p>Updated position (Deadline 1): Noted</p> <p>We are concerned that the plans use a variety of definitions including the dDCO limits, limits of works, operational land and airfield boundaries which are confusing for both the existing and future airport boundary. The description of the boundaries needs to be clarified throughout the dDCO documents to ensure consistency and facilitate comparisons.</p> <p>Updated position (Deadline 1): Noted.</p>	Please refer to our response under Item 19.92 for details.	n/a	Under discussion
2.18.1.5	Project Site & Description	<p>The verdant vegetation barrier from Church Meadows, Riverside Garden Park through to the M23 junction has taken more than a generation to achieve with the result that a highly significant separation barrier has been grown between Horley and the airport along with providing a classic 'parkway' appearance. However, this has been omitted from the description. Furthermore, no clear plan has been prepared to mitigate/replace it. This omission must be addressed.</p> <p>Updated position (Deadline 1): Noted but description is missing from the project description.</p>	<p>The works to Riverside Garden Park are described in ES Chapter 5: Project Description and shown on the supporting ES Project Description Figures with further detail set out in ES Chapter 8: Landscape, Townscape and Visual Resources. ES Chapter 8 provides an assessment of the effects on landscape character and visual amenity of the permanent vegetation loss to accommodate the proposed pedestrian access ramp.</p> <p>Updated Position (Deadline 1): Updated version of ES Chapter 5: Project Description, the Draft DCO and the ES Project Description Figures were submitted as part of the response to Procedural Deadline A to address any inconsistencies in terminology. A Project Description Signposting Document was also submitted to set out the relationship between the documents in relation to each element of the Project proposals. These documents have since been updated to reflect Project Changes 1-3, as now accepted.</p>	<p>ES Chapter 5: Project Description (Doc Ref. 5.1)</p> <p>ES Project Description Figures [AS-135]</p> <p>ES Chapter 8: Landscape, Townscape and Visual Resources [APP-033]</p> <p>ES Chapter 5: Project Description (Doc Ref. 5.1)</p> <p>ES Project Description Figures [AS-135]</p> <p>Project Description Signposting Document [AS-137]</p>	Not Agreed
2.18.1.6	The proposed A23 London Road Bridge	<p>A major impact will be the increased width of the new A23 London Road bridge of about 22 metres and associated road widening, including the introduction of segregated footpaths and cycle tracks on both sides of the road, part of which will cut into the historic Church Meadows. The width of the bridge combined with a loss of grass verges on the Reigate side will be a move away from the vestiges of a more rural appearance. We are unclear if alternative options were considered regarding the impact of a wider bridge over the A23 London Road.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>ES Chapter 3: Alternatives Considered and its supporting figures and appendices details the process that was undertaken of considering and assessing alternatives during the Project design process. The assessment criteria is set out in Table 3.4.1 of ES Chapter 3 and the results of the appraisal processes are contained in ES Appendix 3.5.1.</p> <p>Specifically in respect of options for the A23 London Road, this is reported in ES Appendix 3.5.2: North Terminal Roundabout Options Development and which was subject to the Summer 2022 Consultation.</p>	<p>ES Chapter 3: Alternatives Considered [APP-028]</p> <p>ES Chapter 3 Alternatives Considered Figures [APP-049]</p>	Under discussion

				ES Appendix 3.5.1 Options Appraisal Tables [APP-073]	
2.18.1.7	Design and Access Statement	<p>GAL’s aspirations to become a more global airport is not matched by the quality of the proposed. Details of the built elements is minimal and lacks ambition. The Design and Access Statement [APP-253] (D&AS) lacks a cohesive vision, ignores Government aims to ‘Build Beautiful’ and removes important landscape softening features. Despite relying on a growing number of passengers, no significant design improvements are proposed other than larger handling facilities. Instead, the start to finish customer experience should be revisited. Controlling design by Requirement risks missing key opportunities to form a more integrated design solution to the proposal and using this approach could result in a poorer quality design solution than currently indicated.</p> <p>Updated position (Deadline 1): The Design and Access Statement principles are not the same as a detailed scheme and as a result as things stand there remains the probability that the end result could result in poor design outcomes.</p>	<p>We disagree. GAL is committed to delivering a high quality designed scheme. The scheme design is set out in detail through the Design and Access Statement with a series of design principles (contained in Appendix A1 of the DAS) to be secured to ensure a high quality final design.</p> <p>The ability to achieve and good design was also considered through the process of considering and assessing alternatives that led to the final Project design. This is set out in ES Chapter 3: Alternatives Considered and its supporting figures and appendices.</p>	<p>Appendix A1 of the Design and Access Statement: Volume 5 [APP-257]</p> <p>ES Chapter 3: Alternatives Considered [APP-028]</p> <p>ES Chapter 3 Alternatives Considered Figures [APP-049]</p>	Not Agreed
2.18.1.8	Associated development	<p>It is not clear how certain Works (for instance, hotels and commercial space) fall within the scope of the DCO regime. An explanation should be provided.</p> <p>Updated position (Deadline 1): Noted. However the inclusion of hotels and commercial space could result in other consequences such as additional car parking.</p>	<p>An explanation of hotel and office provisions as Associated Development within the Project was provided at the Planning TWG in November 2022 justified against the Planning Act 2008 and Government’s supporting guidance, and no subsequent queries were raised by the LAs. A response was also provided on this against Item 3.93 in the October 2023 versions of the Issues Trackers.</p>	n/a	Not Agreed
2.18.1.9	Community fund	<p>We note that there is a proposal to merge the four community/ environmental funds into a single entity, however the details on this proposal are extremely limited and this should be agreed with funding and scale of allocations to different areas affected by the proposal as part of the Project mitigation.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>GAL will issue a draft of the Section 106 Agreement in connection with the NRP to the local authorities, including proposed arrangements for community funds. GAL looks forward to receiving initial feedback on the first draft and continuing engagement with the parties to ensure a final, signed version has been submitted by the close of the examination.</p>	n/a	Under discussion

2.19. Traffic and Transport

2.19.1 Table 2.1 sets out the position of both parties in relation to matters.

Table 2.19 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
2.19.1.1	Mode share baseline	<p>However, data provided in Tables 8.6.2 (landside passenger two-way rail demand and mode share) and 8.6.3 (landside passenger two-way bus/coach demand and mode share) of the Transport Assessment [APP258] paint a different picture. The data shows that, in 2029, the 24hr future baseline for public transport mode share (comprising rail mode share (42%) and bus/coach mode share (7%)) would be 49%. The 24hr future baseline for public transport mode share with the Project (comprising rail mode share (43%) and bus/coach mode share (8%)) would be 51%. (The Council acknowledges that the latter figure would be 52% by 2032). Targets for staff are also missed.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>The mode shares reported in Tables 8.6.2 and 8.6.3 of the Transport Assessment are the results from the strategic transport modelling work for a busy summer day, as described in paragraph 8.6.5. The SACs committed mode shares are annualised (paragraph 4.2.1 of the SACs), and as set out in paragraph 8.6.7 of the Transport Assessment, the annual average mode shares are estimated to be higher than the busy summer day. Seasonal variation of the data is described in Section 8.1 of the Transport Assessment.</p>	<p>Transport Assessment [AS-079]</p> <p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p>	Under discussion
Assessment Methodology					
There are no issues related to the assessment methodology for this topic in this Statement of Common Ground.					
Assessment					
2.19.3.1	Impacts on Horley	<p>Regarding modelling, the Council supports Surrey County Council's view that the modelling has been too heavily biased towards Crawley rather than Horley and the wider area to the north. The proposal will introduce more traffic to the Horley area and would aggravate existing congestion points in Reigate and Redhill.</p>	<p>The transport modelling covers a large area which includes all roads in neighbouring Districts including Horley and Reigate and Redhill, as indicated in Diagram 5.3.3 of the Transport Assessment.</p> <p>Horley forms part of the analysis of Performance Area A as set out in section 6.12 & Figure 30 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment, while Reigate and Redhill are in Performance Area B.</p>	<p>Transport Assessment [AS-079]</p> <p>Sections 6.12 of Annex B: Strategic Transport Modelling Report of the Transport Assessment [APP-260]</p>	Under discussion
2.19.3.2	Impact of road widening and bridge works on local residents and businesses	<p>The road widening and associated bridge works, particularly around Longbridge Roundabout and up to the M23 Junction 8, will particularly impact residents and businesses in the south of Horley.</p>	<p>Preliminary construction staging and indicative proposed temporary traffic management has been developed to minimise the impact to residents and businesses where feasible, this is documented in the Environmental Statement - Appendix 5.3.1 Buildability Report Part A and Part B and the Environmental Statement - Appendix 5.3.2, Construction Practice Annex 3 – Outline Construction Traffic Management Plan.</p>	<p>ES Appendix 5.3.1 Buildability Report Part A [APP-079].</p> <p>ES Appendix 5.3.1 Buildability Report Part B, Part 1 [APP-080].</p> <p>ES Appendix 5.3.2 Construction Practice Annex 3 –</p>	Under discussion

				Outline Construction Traffic Management Plan [APP-085] .	
Mitigation and Compensation					
2.19.4.1	Proposed Surface Access Interventions	<p>Surface Access Commitments (SAC) Interventions include:</p> <ul style="list-style-type: none"> Financial support for enhanced regional express bus or coach services and local bus services; Funding to support local authorities in implementing additional parking controls or in enforcement action against unauthorised off-airport passenger parking sites; Charges for car parking and forecourt access to influence passenger travel choices; Introducing measures to discourage single occupancy private vehicle use by staff, incentivise active travel use and increase staff public transport discounts; Use of the Sustainable Transport Fund to support sustainable transport initiatives; and <p>Provision of a Transport Mitigation Fund to support additional measures should these be needed as a result of growth related to the Airport.</p> <p>Updated position (Deadline 1): The importance of this funding cannot be underestimated in the move towards public transport for users of the airport. Some routes will take several years to build patronage and will need support during that period.</p>	<p>The funding of the committed bus and coach interventions will be subject to discussions with operators at the time.</p> <p>GAL is committed to using parking charges to influence air passenger travel choices and to achieve the mode share commitments. GAL needs to be able to retain flexibility to review and amend its parking charges in response to progress against the mode share commitments and to anticipated parking demand at different times of year.</p> <p>Further information is being prepared on the application of these measures in support of the Surface Access Commitments.</p>	ES Appendix 5.4.1: Surface Access Commitments [APP-090]	Under discussion
2.19.4.2	Ability to achieve modal shift	<p>The proposal will increase airport capacity in the early morning slots. However, for most passengers checking in before 7pm – 2 to 2.5 hours before their departure there is only very limited public transport.</p> <p>Updated position (Deadline 1): Noted but concrete proposals are needed.</p>	<p>The need for early morning and evening services is already recognised by GAL and bus operators, as set out in paragraph 11.2.9 of the Transport Assessment, as well as the benefit of strengthening weekend services. GAL has worked with Metrobus to develop an extensive, 24-hour, local bus network. GAL routinely liaises with public transport operators to explore service improvements, whether separately or as part of discussions with the Transport Forum Steering Group and wider Gatwick Transport Forum.</p>	Chapter 11 of Transport Assessment [AS-079]	Under discussion
2.19.4.3	Surface Access Commitments	<p>RBBC seeks staged growth.</p>	<p>We have carefully considered the approach to growth and surface access commitments. We are confident that the commitments we are making and the way in which they are structured are appropriate in the context of the anticipated rate of growth which is forecast for dual runway operations at the airport.</p>	n/a	Under discussion
2.19.4.4	Ensure Texaco Petrol Station on A23 can remain operational during construction process with	<p>To support viability of petrol station and service it provides to drivers and the local community.</p> <p>Updated position (Deadline 1): Need details.</p>	<p>Access to/from the petrol station and the service it provides will be maintained during construction of the proposed Longbridge Junction Works. Details on access arrangements will be confirmed</p>	n/a	Under discussion

	vehicles able to turn into the site from both south and northbound carriageways. Access by pavement should be retained for pedestrians as important path for local communities		with relevant stakeholders in advance of construction after the DCO has been granted.		
2.19.4.5	Retention of Woodroyd Avenue garages access	Behind the Texaco petrol station on the A23 are a row of garages off Woodroyd Avenue adjacent to the blocks of flats. The proposer is seeking to use this route as an access point to the works on the two River Mole Bridges. This route is also used for access to the garages and the large bins associated with the blocks of flats. Updated position (Deadline 1): Need details.	Access to/from existing garages and waste facilities at this location will be maintained during the construction. Details on access arrangements will be confirmed with relevant stakeholders in advance of construction after the DCO has been granted.	n/a	Under discussion
2.19.4.6	Retention of Woodroyd Avenue garages access	There is concern about the proposed use of the service road running between the garages to the south off Woodroyd Avenue located between the petrol station and the blocks of flats. The service road is used to access the bin store associated with the flats by the Council's waste and recycling vehicles. We are unclear how the access will be maintained for non-Project works traffic and other users. We also seek clarity on the access road which is sought through the dDCO and its long term maintenance. Updated position (Deadline 1): Losing this access will require repositioning of the bin store and suitable access route which the proposer will need to discuss with the Council's Waste and Recycling Team.	The service road providing access to/from existing garages and waste facilities at this location will be maintained during the construction. Details on access arrangements will be confirmed with relevant stakeholders in advance of construction after the DCO has been granted. The service road will be utilised for access to the construction site for the proposed improvements to Longbridge Junction, within the DCO the land is being sought as Temporary Possession during construction and with the Acquisition of Rights for Minor works, including protective works, access or utility divisions. Temporary modifications to the junction onto Woodroyd avenue are anticipated to be required to ensure that the access is suitable for use by construction vehicles.	Land Plans - For Approval, sheet 1 of 7 [AS-015] Draft DCO (Doc Ref. 2.1)	Not Agreed
2.19.4.7	Access to Woodroyd Avenue	Until now the Applicant has made no mention of the land take requirements around the entrance to Woodroyd Avenue from the A23 London Road and permanent acquisition of rights. Woodroyd Avenue is a key point of access for the local communities living in this part of south Horley. It is vital that this route is kept open to all throughout the works.	The entrance to Woodroyd Avenue from the A23 Brighton Road will be maintained during construction of the proposed Longbridge Junction Works. Detailed phasing of the temporary traffic management arrangements during construction will be developed in advance of construction after the DCO has been granted. Land Acquisition in this location is to facilitate the proposed improvement works at Longbridge Junction, which impacts the junction of the A23 Brighton Road with Woodroyd Avenue, including modifications to the existing footway and bus stop provision at this location.	n/a	Under discussion
2.19.4.8	Sustainable transport mode share	We are concerned that GAL appear to have proposed a less ambitious sustainable transport mode share target than previous documents aimed	For business as usual operations, the targets set out in our Decade of Change strategy and our current ASAS remain in place and we	Transport Assessment [AS-079]	Under discussion

		<p>for and that efforts to meet them in a business-as-usual scenario have been neglected.</p> <p>In GAL's document Second Decade of Change (2023), it is reported that "By 2030, Gatwick aims to achieve 60% passenger and staff travel to the airport by public transport and zero and ultra-low emissions journey modes." This 60% target applies to both passengers and staff separately, with the following detailed targets:</p> <ul style="list-style-type: none"> 52% of passenger journeys by public transport by 2030, with remaining journeys by zero and ultra-low emission modes; and 48% of staff journeys by public transport, shared travel and active travel by 2030; with remaining journeys by zero and ultra-low emission modes. <p>We would like to understand (i) why the targets in the Second Decade of Change and the dDCO application (both published in 2023) are now just aspirational and not consistent with the Surface Access Commitments (SAC) and (ii) what will be required to meet those targets in the future baseline and scheme scenarios in specific years.</p>	<p>will continue to work to achieve those prior to the opening of the Project.</p> <p>The range of interventions to improve sustainable travel has been tested to inform the mode share commitments reported in the Application. The SAC also includes a section on our further aspirations, which includes more ambitious mode share targets which we will be working towards, but we have set the committed mode shares explicitly to ensure that the core surface access outcomes set out in ES Chapter 12: Traffic and Transport and in the Transport Assessment are delivered. Further clarification is sought as to why the commitments are not considered ambitious.</p> <p>For business as usual operations, the targets set out in our Decade of Change strategy and our current ASAS remain in place and we will continue to work to achieve those prior to the opening of the Project.</p> <p>The mode share commitments reported in the Application are those which we are committed to achieve through the interventions set out in the SAC document. The SAC also includes a section on our further aspirations, which includes more ambitious mode share targets which we will be working towards, but we have set the committed mode shares explicitly to ensure that the core surface access outcomes set out in ES Chapter 12: Traffic and Transport and in the Transport Assessment are delivered.</p>	<p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p> <p>ES Chapter 12 Traffic and Transport [AS-076].</p>	
2.19.4.9	Alternative set of commitments	The Council would like GAL to propose an alternative set of commitments that follow the principle of staged growth, such as those being pursued by Luton Airport in their DCO application. These commitments would prevent growth until interim surface access commitments had been met and thus ensure that sustainable travel was at the heart of Gatwick's growth, rather than a target after growth.	We have carefully considered the approach to growth and surface access commitments. We are confident that the commitments we are making and the way in which they are structured are appropriate in the context of the anticipated rate of growth which is forecast for dual runway operations at the airport.	n/a	Not Agreed
2.19.4.10	Improvements to rail service	Rail will be key to supporting modal shift, but no new rail proposals are included in the application, just a few minor service frequency improvements that are already planned and are separate to the Project.	The assessment for the Project shows that there is no significant adverse impact on rail services which requires mitigation. The assessment highlights that rail services are typically busiest northbound towards London in the morning peak, and southbound towards Gatwick in the afternoon peak. In general, the greatest increases in patronage related to the Project will be in the counter-peak direction.	Transport Assessment [AS-079]	Not Agreed
2.19.4.11	Rail service improvements	Rail service improvements should be targeted for the very early morning and late night rail services to the west and east to enable air passengers	The assessment for the Project shows that there is no significant adverse impact on rail services which requires mitigation. The need for early morning and evening services is recognised by GAL and	Transport Assessment [AS-079]	Under discussion

		and staff to access the airport using public transport in time for the additional morning and late evening flights planned by the Applicant. Updated position (Deadline 1): Not addressing the matter.	rail and bus operators, as set out in paragraph 11.2.9 of the Transport Assessment, as well as the potential for strengthening weekend services.		
2.19.4.12	Modal car shift commitment	The annualised modal car shift commitment described in paragraph 12.8.10 of ES Chapter 12: Traffic and Transport [AS-076] will have limited effect at driving modal shift change from private cars to public transport. The use of action plans will postpone genuine improvements and it is only the introduction of aircraft slot controls that will ensure change.	The SAC document includes commitments to the mode share outcomes, alongside commitments to a range of interventions which will lead to the achievement of those outcomes. The SACs set out the monitoring strategy which is in keeping with the existing process for monitoring ASAS targets and the development of Actions Plans in consultation with the Transport Forum Steering Group.	ES Appendix 5.4.1: Surface Access Commitments [APP-090]	Under discussion
2.19.4.13	Surface Access Commitments	The Surface Access Commitments [APP-090] include funding to support local authorities in implementing additional parking controls or in enforcement action against unauthorised off-airport passenger parking sites. Whilst this is welcome, it is unclear exactly what and when such support will become available and how access to funding will be made.	Further information is being prepared on the application of these measures in support of the Surface Access Commitments.		Under discussion
2.19.4.14	Active travel infrastructure	The Council considers that the Active Travel infrastructure proposed is unsatisfactory, especially considering the ambitious sustainable mode share targets set. The Council has previously highlighted support for a new direct north south cycle route from Horley through Riverside Gardens, over the proposed signalised North Terminal A23 junction leading to the North Terminal as a means to improve Active Travel rather than the more circuitous route via Longbridge Roundabout. This route would help support GAL's objective to achieve their sustainable mode share targets.	The proposed introduction of a pedestrian crossing provision at the new A23 London Road signal controlled junction at North Terminal seeks to minimise environmental impacts to Riverside Garden Park through the provision of an upgraded footway connection to the existing access into the park, east of the proposed junction. The provision of the new pedestrian crossing at this location takes account of journey time considerations for pedestrians travelling between southern Horley and the airport. The new more direct route for pedestrians is expected to lead to an increased proportion of staff travelling by foot from this area. The design proposals don't preclude potential future provision of a shared-use path connection to / from the park, noting that it may not be considered desirable by all park users/project stakeholders for additional cyclists to travel through the middle of the park between the existing car park and the junction as opposed to on route around the edge of the park such as NCR 21. The proposed cross section of the widened central reserve on A23 London Road at the staggered crossing and the proposed footway link on the western side of North Terminal Link have been future proofed to enable potential future upgrade to shared-use path provision. The footway connection into Riverside Garden Park on the eastern side of A23 London Road would need to be widened to accommodate a section of shared-use path resulting in increased footprint impacts in the	n/a	Under discussion

			<p>park.</p> <p>The route is proposed as pedestrian only as cyclists are anticipated to prefer to travel between Horley and the airport either via the new active travel path connection between Longbridge Roundabout and North Terminal Roundabout on the western side of A23 London Road or via the existing NCR 21 route (including the A23 London Road subway) to South Terminal.</p> <p>The introduction of a pedestrian only crossing will reduce the number of pedestrians present on NCR21 and the Longbridge to South Terminal cycle track, reducing the potential opportunity for conflict between users.</p>		
Other					
There are no other issues relevant to this topic in this Statement of Common Ground.					

2.20. Socio-Economics and Economics

2.20.1 Table 2.20 sets out the position of both parties in relation to matters.

Table 2.20 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no issues relevant to the baseline for this topic in this Statement of Common Ground.					
Assessment Methodology					
There are no issues relevant to the assessment methodology for this topic in this Statement of Common Ground.					
Assessment					
2.20.3.1	Overstatement of the wider, catalytic, and national level economic benefits of the NRP.	The methodology used to assess the catalytic employment and GVA benefits of the development is not robust, leading to an overstatement of the likely benefits in the local area. The national economic impact assessment is derived from demand forecasts which are considered likely to be optimistic and fails to properly account for potential displacement effects, as well as other methodological concerns.	<p>Catalytic impacts refers to the economic activity of firms that are not in the indirect or induced footprint of the airport choosing to locate near the airport because of the connectivity that it offers. The catalytic effect is derived as a residual from total net impacts and footprint impacts. Total net impacts are estimated on the basis of an elasticity relationship we have derived between air traffic and local employment. This elasticity relationship represents a net relationship as it accounts for the net increase in local employment generated by an increase in air traffic.</p> <p>The assessment of national impacts follows DfT's TAG (at the time of submission) and assesses costs and benefits from the scheme where possible given the available data and information at the time of submission. While this type of assessment is not required for private-sector schemes, we use TAG welfare analysis as it is considered a useful framework to assess and present the economic impacts (costs and benefits) of the Project that are additional at the national level. Benefits included in the Net Present Value calculations exclude impacts that would potentially</p>	n/a	Under discussion

			<p>double-count benefits (e.g. trade benefits are quantified but not included in the NPV).</p> <p>We are arranging a technical working group meeting to address these issues in early January 2024.</p>		
2.20.3.2	Employment Growth and housing	<p>Inconsistency of housing availability and affordability for future airport employees. In Reigate & Banstead. affordability ratio last year was 14.38. This was increasing demand for private rental housing which itself was under stress. These factors do not appear to have been factored into the local growth scenario and raises questions on local employment growth in the borough from the new jobs at Gatwick particularly as many of the new jobs will be low value. Economic impacts need to consider housing affordability.</p> <p>Updated position (Deadline 1): The local housing market is currently under significant stress, particularly in the affordable rented sector.</p>	<p>The likelihood of workers living in affordable housing is assessed in the Housing and Population Study.</p> <p>This shows that the proportions being delivered are higher than the proportion of demand from workers.</p> <p>In addition, many of the workers will already be resident in the area so will not constitute new housing demand.</p> <p>The analysis concludes that the potential tenure demands associated with the Project are unlikely to have any impact on affordable housing demands beyond what is already emerging or being planned for.</p>	ES Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201]	Not Agreed
2.20.3.3	Wider economic benefits	<p>The wider economic benefits of the proposed development have been overstated due to the failure to adequately distinguish the demand that could be met at Gatwick from the demand which could only be met at Heathrow and the economic value that is specific to operations at Heathrow. The methodology by which the wider catalytic impacts in the local area has been assessed is not robust and little reliance can be placed on this assessment.</p>	<p>Catalytic impacts refers to the economic activity of firms that are not in the indirect or induced footprint of the airport choosing to locate near the airport because of the connectivity that it offers. The catalytic effect is derived as a residual from total net impacts and footprint impacts. Total net impacts are estimated on the basis of an elasticity relationship we have derived between air traffic and local employment. This elasticity relationship represents a net relationship as it accounts for the net increase in local employment generated by an increase in air traffic.</p> <p>The assessment of national impacts follows DfT's TAG (at the time of submission) and assesses costs and benefits from the scheme where possible given the available data and information at the time of submission. While this type of assessment is not required for private-sector schemes, we use TAG welfare analysis as it is considered a useful framework to assess and present the economic impacts (costs and benefits) of the Project that are additional at the national level. Benefits included in the Net Present Value calculations exclude impacts that would potentially double-count benefits (e.g. trade benefits are quantified but not included in the NPV).</p> <p>We are arranging a technical working group meeting to address these issues in early January 2024.</p>	n/a	Under discussion

2.20.3.4	Assessment of Population and Housing Effects	<p>Appendix 17.9.3: Assessment of Population and Housing Effects [APP201] identifies an existing labour shortage in Reigate & Banstead using both Cambridge Econometrics and Experian forecasting. (Tables 5.2.1 and 5.2.4). Whilst it has been forecasted that there could be c800 new jobs associated with the Project in Reigate & Banstead, this does not take account of housing affordability. In 2023 average house prices in the Borough were the equivalent of 14.38 times average local income. We are concerned that many of the long term jobs will be low value which means that many of the new employees will require more affordable housing than that available in the borough and may have to rely on housing support. This will be further aggravated by the current growing dependency on private rental accommodation, which is already under extreme pressure in the borough, including in Horley. These factors have not been considered by the Applicant in the needs case.</p> <p>Updated position (Deadline 1): The local housing market is currently under significant stress, particularly in the affordable rented sector.</p>	<p>The likelihood of workers living in affordable housing is assessed in the Housing and Population Study.</p> <p>This shows that the proportions being delivered are higher than the proportion of demand from workers.</p> <p>In addition, many of the workers will already be resident in the area so will not constitute new housing demand.</p> <p>The analysis concludes that the potential tenure demands associated with the Project are unlikely to have any impact on affordable housing demands beyond what is already emerging or being planned for.</p>	<p>ES Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201]</p>	Not Agreed
Mitigation and Compensation					
2.20.4.1	Lack of Implementation Plan	<p>An implementation plan with robust monitoring is needed to ensure that local communities are benefitting from having an enlarged Gatwick on their doorstep.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>Agreed that an Implementation Plan is required. We intend to draft an Implementation Plan in partnership with local authorities that responds to these points.</p>	n/a	Under discussion
2.20.4.2	Require Implementation Plan	<p>Required to assess that local communities will benefit first from Gatwick Growth.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>The Implementation Plan will be drawn up in partnership with local authorities and will include targeting of areas and groups.</p>	n/a	Under discussion
2.20.4.3	Need for Agreed monitoring requirements	<p>To assess outcomes from economic growth.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>The Implementation Plan will include monitoring.</p>	n/a	Under discussion
2.20.4.4	ESBS	<p>Appendix 17.8.1 The Employment, Skills and Business Strategy [APP-198] has deferred key issues to an Implementation Plan (Para 4.2.2). While GAL have highlighted the economic benefits of the scheme, there is no definitive set of proposals, targets, or monitoring of change included in the dDCO or control documents. A detailed Implementation Plan should be prepared to ensure that the local communities most impacted by the environmental impacts created by the scheme have the most to gain economically. This should include targeted employment skills training and recruitment, and enhanced procurement opportunities for local businesses. At present there is no certainty that economic benefits will be delivered locally.</p>	<p>Please refer to ES Appendix 17.8.1 Employment, Skills and Business Strategy for details.</p> <p>The Implementation Plan will include more specific detail on the objectives, initiatives and activities, targets, milestones, implementation processes and partners, including how objectives will be met at the local level. The approach to monitoring and evaluation of actions and impacts will be included. GAL recognises that the skills, employment and business growth and productivity fields are dynamic and fast-moving in terms of national and local policy responses, skill needs and demands and technological changes. The project will be delivered over a period</p>	<p>ES Appendix 17.8.1 Employment, Skills and Business Strategy [APP-198]</p>	Under discussion

		<p>Updated position (Deadline 1): Noted.</p>	<p>of 15+ years. Thus, the strategy and implementation plan will need to incorporate capacity for the projects and associated targets and outcomes to flex and change in response effectively to changing circumstances as required</p> <p>The ESBS Implementation Plan will describe how GAL will collaborate with partners to define and implement a clear regional 'identity' and promotion strategy. Initial scoping research, informed by a partner workshop, has just completed and the recommendations will inform the Implementation Plan.</p> <p>The S106 will secure the requirement for GAL to produce Implementation Plans and set out how much funding will be made available by GAL to support the implementation of the ESBS.</p>		
<p>Other</p>					
<p><i>There are no other issues relevant to this topic in this Statement of Common Ground.</i></p>					

2.21. Waste and Materials

2.21.1 Table 2.21 sets out the position of both parties in relation to matters.

Table 2.21 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Waste and Materials in this Statement of Common Ground.</i>					

2.22. Water Environment

2.22.1 Table 2.22 sets out the position of both parties in relation to matters.

Table 2.22 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
Assessment Methodology					
There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.					
Assessment					
2.22.3.1	Increased flood risk to Longbridge Road	Adjacent to confluence of Gatwick Stream, River Mole and Highways drainage channel are houses in Longbridge Road which risk being flooded. Not clear if proposer's on airport flood control measures would reduce flood impact along Longbridge Road. Updated position (Deadline 1): Noted – subject to Environment Agency Assessment	Hydraulic modelling undertaken to inform the Flood Risk Assessment as detailed in Annexes 2-5 of the Flood Risk Assessment demonstrates that the Project would not increase flood risk to other parties. Mapping shows reduction of flooding depths by approximately 10-50mm for a number of properties on Longbridge Road for the 1% (1 in 100) AEP Event plus 40% uplift for climate change.	ES Appendix 11.9.6 Flood Risk Assessment [APP-147] ES Appendix 11.9.6 Flood Risk Assessment Annexes 1-2 [APP-148] ES Appendix 11.9.6 Flood Risk Assessment Annexes 3-6 [APP-149]	Under discussion
2.22.3.2	Impact of drainage design	It is unclear what the impact of the drainage design and engineering solutions will be on ecology, including sediment build up, flood overspill, and pollution control measures. Updated position (Deadline 1): Noted.	The impact of the scheme on drainage, ecology and water is fully assessed in the ES.	ES Chapter 11: Water Environment [APP-036] ES Chapter 9 Ecology and Nature Conservation [APP-034]	Under discussion
2.22.3.3	Balcombe Road to Peeks Brook Lane	The embankment works will result in significant loss of tree cover extending the length of the current footpath, according to the Special Category Land Plans [AS-016]. A new access road to a new highway drainage pond off Peaks Brook Lane is proposed (see the Rights of Way and Access Plans [APP-018]). This will result in further tree and vegetation loss and will edge into countryside land to the north at Rough's Corner. This area is already at risk from flooding but it is unclear what measures will be included to ensure that the future access road and footpath will not become flooded.	The proposed maintenance access track off Peeks Brook Lane is to provide access to/from an existing surface access highways drainage pond (National Highways Pond 8-5). The proposed access is to replace the existing access point from the hard shoulder of M23 Spur, which is to be removed as part of the scheme proposals for safety reasons. The access track falls outside the extents of Flood Zones 2 and 3 published by the Environment Agency. In the existing situation a section of Footpath 367 lies within the extent of Flood Zone 2. However, no permanent changes are	ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan - Part 1 [APP-113]	Under discussion

		<p>Updated position (Deadline 1): Noted – subject to Environment Agency Assessment.</p>	<p>proposed to the alignment of the existing Footpath 367. No further flood mitigations are proposed at this location.</p> <p>Mitigation planting proposals for the surface access highway works are illustrated in Drawings 1.2.4 to 1.2.15 which can be found in ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan - Part 1.</p>		
Mitigation and Compensation					
2.22.4.1	River Mole and Car Park Y works	<p>In the Planning Statement [APP-245] reference is made to the proposed flood risk mitigation. However, it is not clear how the timing of the River Mole works (Work No.39) and Car Park Y attenuation tank (Work No.30(a)) will be secured; similarly, it is not clear where the culverts and syphons are secured. This is of particular concern in that whilst the highway drainage strategy would reduce flows to the River Mole and the Gatwick Stream, until those works are in place there will be an increased risk to properties in Longbridge Road which have already experienced flooding.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>As reported in the Flood Risk Assessment the Project will not increase flood risk to other parties for its lifetime taking the predicted impact of climate change into account.</p> <p>Requirement 23 of the draft DCO states that GAL will prepare a flood compensation delivery plan ahead of their construction at Museum Field and Car Park X for approval by the relevant planning authority in consultation with the Environment Agency. The plan will set out the timing of the proposed FCAs in relation to the construction of Project works that encroach onto the floodplain, to ensure no increase in fluvial flood risk to other parties.</p> <p>Works associated with the River Mole, including the construction of culverts and syphons, are secured within Work No. 39 part (b) of the draft DCO.</p> <p>WE13 and WE14 in the Mitigation Route Map state that the airfield and noise mitigation feature syphons are secured by the Design Principles in Appendix 1 of the Design and Access Statement Volume 5, which are in turn secured by Requirement 4 of the draft DCO.</p>	<p>Para 7.2.5 of ES Appendix 11.9.6: Flood Risk Assessment [APP-147]</p> <p>ES Appendix 5.2.3 Mitigation Route Map [APP-078]</p> <p>Design and Access Statement Volume 5 Appendix A1 [APP-257]</p> <p>Draft DCO (Doc Ref. 2.1)</p>	Agreed
Other					
2.22.5.1	Realignment of culvert	<p>The Council is concerned about the lack of detail on the realignment of the culvert to the northwest side of the M23 spur bridge, something which needs to take place for the bridge widening works.</p> <p>Updated position (Deadline 1): Noted.</p>	<p>The existing bridge at Balcombe Road is a two-span bridge. The existing highway is located under the eastern span. There is an existing ditch adjacent to Balcombe Road underneath the western bridge span.</p> <p>The bridge is proposed to be replaced with a single-span bridge of narrower overall span. Therefore, the ditch is proposed to be culverted as PR-CU1, partially located underneath the proposed footway on the western side of Balcombe Road.</p> <p>PR-CU1 is proposed to be adopted by WSCC and the detailed design of the culvert will be developed in accordance with WSCC LLFA Culvert Policy. This strategy was presented to LLFA drainage</p>	<p>Surface Access Highways Plans - General Arrangements [APP-020]</p>	Under discussion

			specialists on 17th November 2022, and through subsequent technical engagement and design reviews.		
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3 Signatures

3.1.1 The above SoCG is agreed between the following:

<p>Duly authorised for and on behalf of Gatwick Airport Limited, The Applicant</p>	<p>Name</p>
	<p>Job Title</p>
	<p>Date</p>
	<p>Signature</p>
<p>Duly authorised for and on behalf of Reigate and Banstead Borough Council</p>	<p>Name</p>
	<p>Job Title</p>
	<p>Date</p>
	<p>Signature</p>

Appendix 1: Record of Engagement Undertaken

Date	Form of Correspondence	Details
13 February 2019	In-Person Meeting	TWG on DCO Application
7 March 2019	In-Person Meeting	NRP update given to Gatwick Officers Group
8 May 2019	In-Person Meeting	TWG on NRP update
5 June 2019	In-Person Meeting	NRP update given to Gatwick Officers Group
20 August 2019	In-Person Meeting	TWG on Land Environment
21 August 2019	In-Person Meeting	TWG on Surface Access and Transport
28 August 2019	In-Person Meeting	TWG on Air Quality, Carbon and Climate Change, and Major Accidents and Disasters
28 August 2019	In-Person Meeting	TWG on Economics and Employment
29 August 2019	In-Person Meeting	TWG Meeting on Noise
3 September 2019	In-Person Meeting	Technical Officers Group Meeting
18 September 2019	In-Person Meeting	Health Stakeholder Group Meeting
26 September 2019	In-Person Meeting	TWG on MAAD
27 November 2019	In-Person Meeting	TWG on Consultation Update
27 January 2020	In-Person Meeting	TWG Air Quality, Carbon and Climate Change and MAAD
30 January 2020	In-Person Meeting	TWG Economics and Employment
3 February 2020	In-Person Meeting	TWG on Land Based Topics
4 February 2020	In-Person Meeting	TWG on Surface Access
5 February 2020	In-Person Meeting	TWG on Noise
6 February 2020	In-Person Meeting	TWG on Water Environment
26 February 2020	In-Person Meeting	TWG on Consultation Update
27 July 2021	Virtual Meeting – MS Teams	TWG on Surface Access
29 July 2021	Virtual Meeting – MS Teams	TWG Landscape, Visual and Land and Water Environment
3 August 2021	Virtual Meeting – MS Teams	TWG on Economy, Employment, Housing and Health
4 August 2021	Virtual Meeting – MS Teams	TWG on Health and Wellbeing
5 August 2021	Virtual Meeting – MS Teams	TWG on Land Use and Recreation, Geology, Heritage, and Ecology
12 August 2021	Virtual Meeting – MS Teams	TWG on Air Quality, Carbon and Climate Change, and MAAD
16 March 2022	Virtual Meeting – MS Teams	TWG on Post Consultation Update
4 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
10 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land and Water Environment
11 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
12 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Mitigation update and Design)
16 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ & Soc-Econ
17 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport

25 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Forecasting & Capacity)
07 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
09 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land and Water Environment
14 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ & Soc-Econ
15 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
20 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health & MAAD
21 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
28 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
29 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water Environment
5 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Mitigation Update and Design)
7 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ & Soc-Econ
14 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
26 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
27 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health & MAAD
8 August 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast & Capacity)
16 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast & Capacity)
26 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water Environment
27 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
28 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ
3 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon & Climate Change
4 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health
14 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
19 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning A (Mitigation Update & Design)
21 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
31 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
1 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
2 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ
7 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon & Climate Change
8 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health
8 November 2022	Virtual Meeting – MS Teams (Recorded)	Biodiversity Sub-Group Meeting
10 November 2022	Virtual Meeting – MS Teams	Minerals Scoping meeting with WSCC/SCC

18 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ (mop up session)
23 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning A (Mitigation Update & Design)
24 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast & Capacity)
29 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
30 November 2022	Virtual Meeting – MS Teams (Recorded)	LLFA/GAL meeting on FRA and River Mole culvert
2 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
5 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
6 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
8 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon & Climate Change
12 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Major Accidents & Disasters
14 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise (Noise Envelope)
14 December 2022	Virtual Meeting – MS Teams (Recorded)	Biodiversity Sub-Group Meeting
14 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ
4 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
10 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
16 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
17 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Mitigation Update and Design)
18 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon
19 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Health and MAAD
31 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
8 February 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
9 February 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
7 March 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast and Capacity)
13 March 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Air-Quality
14 March 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast and Capacity)
10 November 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Transport (Highways)
11 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Greenhouse Gases
12 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Employment Skills & Business Strategy
13 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
15 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Transport (Post-COVID Modelling)
20 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Noise

9 February 2024	Virtual Meeting – MS Teams (Recorded)	TWG on Ops and Capacity
15 February 2024	Virtual Meeting – MS Teams (Recorded)	TWG on Catalytic Impacts Assessment
15 February 2024	Virtual Meeting – MS Teams (Recorded)	TWG on Needs and Forecasting