



Gatwick Airport Northern Runway Project

Statement of Common Ground Between Gatwick Airport Limited and Crawley Borough Council – Tracked Version

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 Crawley 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 [relevant](#) deadline; and both parties reserve the right to supplement the matters identified as 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 Crawley Borough Council; and therefore, have not been the subject of any discussions between the parties, or have been previously discussed and addressed through the DCO process. 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 agricultural land use and recreation matters.

Table 2.1 Statement of Common Ground – Agricultural Land Use and Recreation Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	GAL 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					
2.1.3.1	Quality of and impacts upon existing recreational routes affected by the DCO works during and post construction	<p>Lack of detail on the impacts on existing recreational routes as result of the works and the measures proposed to protect users (e.g., lorry routing, dust, damage to surfacing). Lack of detail or acknowledgement of potential opportunities to enhance and improve these routes for benefit of local community and for promotion of active travel.</p> <p>Updated position (Deadline 1): These paragraphs, if referenced from the Issues Tracker, refer principally to improvements around Riverside Gardens and replacement Sussex Border path as a direct consequence of the project works. CBC remains concerned about the impacts on other recreational routes. Refer to LIR for further detail.</p> <p>PROW strategy - needs further detail refer to LIR.</p> <p>Updated Position (Deadline 3): Further detail is set out in Section 11 of the West Sussex LIR (11.22- 11.25,11.28, 11.30)</p> <p>Updated Position (Deadline 5): Applicant’s Technical Note: Active Travel Provision Details [Appendix A to REP1-065] demonstrates the lack of any provision for enhancements to the poor quality PROW network connecting to the south of the airport apart from the provision of a new footpath immediately south of the motorway spur which will not be of benefit to Crawley residents accessing the airport. Paragraph 2.2.5 states that improvements to NCR 21 as it passes beneath the South Terminal are part of business as usual investment but no commitment is made to specific additional enhancements to this key route, or others, in order to support the Surface Access Commitments, particularly Commitment 4 of at least 15% of airport staff journeys originating within 8km of the Airport to be made by active modes. The Applicant has not considered the requests in the West Sussex LIR [REP1-068]. The Council’s position is</p>	<p>Substantial active travel infrastructure improvements are proposed as part of the surface access works for the scheme as summarised above and as illustrated in Figure 12.6.2 in the ES Traffic and Transport Figures and the Surface Access Highways Plans – General Arrangements. These proposals have been developed with due consideration of the guidance set out in LTN 1/20 and the relevant LCWIPs including the Reigate and Banstead LCWIP (May 2022) and Crawley LCWIP (2021) as well as due consideration of the site context, usage numbers, broader active travel connectivity and route corridors and environmental considerations.</p> <p>With respect to the proposed active travel path connection between Longbridge Roundabout, North Terminal Roundabout and South Terminal (located on the western side of A23 London Road), the proposed solution comprises predominantly segregated path provision between Longbridge Roundabout and North Terminal Roundabout (with the exception of over the A23 London Road River Mole bridge) and shared use provision between North Terminal Roundabout and South Terminal.</p> <p>Segregated provision north of North Terminal Roundabout was considered to be warranted for a number of reasons including anticipated relatively high volumes of pedestrians travelling on this route between Car Park Y and North Terminal.</p> <p>The proposals for surface access improvements reflect refinements made following consultation responses and engagement with National Highways and local highway authorities regarding junction layouts and active travel routes for pedestrians and cyclists. ES Chapter 5: Project Description, Section 5.2.109 describes the improvements to Longbridge Junction and the A23 London Road, including provision of Active Travel. The Longbridge Roundabout</p>	<p>Para 4.4.7 of ES Appendix 19.8.1 Public Rights of Way Management Strategy [APP-215REP2-009]</p> <p>Paragraphs 19.6.28-19.6.42 of ES Chapter 19 Agricultural Land Use and Recreation [APP-044]</p> <p>Section 19.8 and Paragraphs 19.9.18 to Paragraph 19.9.32 of ES Chapter 19 Agricultural Land Use and Recreation [APP-044]</p> <p>Rights of Way and Access Plans – For Approval [APP-018][REP3-013]</p> <p>ES Traffic and Transport Figures [APP-059]</p>	<p>Under discussion Not Agreed</p>

		<p>set out most recently in paragraph 2.80 of the West Sussex Authorities comments to submissions made at Deadline 3 [REP4-042]</p>	<p>layout is shown in the ES Appendix 5.2.1: Surface Access General Arrangement Plans.</p> <p>In respect of the Sussex Border Path, the proposed temporary diversions of PROW routes during construction have been developed to maintain safety for PROW users during construction. Additional details in relation to the management of temporary PROW diversions is set out in Section 4 of the Environmental Statement Appendix 19.8.1: Public Rights of Way Management Strategy. Further details in relation to the temporary diversion provisions will be developed in consultation with the local authorities through the construction stage post-DCO consent.</p> <p>A PROW management strategy document, secured as a Requirement in the Draft DCO has been produced as part of the ES at Appendix 19.8.1 Public Rights of Way Management Strategy. The strategy describes the approach to managing the impacts on PROW because of the construction and operation of the Project to reduce disruption to users (as far as possible).</p> <p><u>Updated Position (April 2024):</u></p> <p>In relation to the provision of Active Travel as part of the Project.</p> <p>Appendix A to the Deadline 1 Submission - The Applicant's Response to Actions from Issue Specific Hearing 4: Surface Transport [REP1- 065] provides details of the active travel provision provided as part of the Project.</p> <p>In relation to the management of PROW during construction:</p> <p>The ES Appendix 19.8.1: Public Rights of Way Management Strategy [REP2-009] at paragraph 1.1.3 states that "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)". This is secured by DCO Requirement 22. The Strategy identifies the definitive PROW likely to be affected by the Project, including Footpath 359-sy and 360-sy, where PROW implementation plans would be likely to be required. Pentagon Field is proposed to be used for the deposition of spoil from excavations within the Project and will then be restored to grassland which can be returned to its former agricultural use. During the works to deposit spoil, management measures may be required, in accordance with the principles in the PROW strategy, to ensure that</p>	<p>Surface Access Highways Plans – General Arrangements [APP-020]</p> <p>The Applicant's Response to Actions from Issue Specific Hearing 4: Surface Transport [REP1- 065]</p>	
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			<p>access to Footpath 359sy remains throughout the construction period.</p> <p>Footpath 360sy would be subject to a PRow implementation plan during the construction of the project as identified in Table 4.4.1 or the PRow Strategy, where a temporary stopping up and diversion of this route would be required in association with the construction of the highway works to accommodate the widening of the railway bridge for the additional third lane for Airport Way westbound. Whilst considered unlikely, if an additional management measure (a managed crossing) is required in relation to the management of this footpath during works to construct the pumping station to the east of the railway, these can be accommodated as part of the implementation plan for this footpath that would be agreed with the LPA.</p>		
2.1.3.2	Replacement open space	<p>It is not clear the replacement open space land to be provided under article 40 (special category land) of dDCO, is appropriate. There is no assessment of the qualitative amenity benefit nor clarity on its function, purpose, use or management.</p> <p>Updated position (Deadline 1): Qualitative concerns remain. Discussion and agreement on the future management and timing of provision is sought, in conjunction with the Surrey authorities as part of the overall provision of replacement open space.</p> <p>Updated position (Deadline 5): CBC consider there is sufficient information provided to understand the proposed delivery and maintenance of the southern part of Car Park B (which is the portion within the Borough Boundary) as open space. Subject to delivery and long term maintenance of the land being secured with appropriately worded provisions in the dDCO and OLEMP the wording of which is still under discussion, this point could be resolved. It is left 'under discussion' as the northern part of Car Park B is within Reigate and Banstead and it is understood that wider open space discussions are ongoing as is dialogue on the wording and provisions of Article 40.</p>	<p>The Statement of Reasons, paragraphs 10.1.19 – 10.1.26 explains that:</p> <ul style="list-style-type: none"> 10.1.19 <i>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> 10.1.20 <i>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> 10.1.21 <i>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> 10.1.22 <i>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</i> 	<p>Statement of Reasons [AS-008]</p> <p>Draft Development Consent Order [REP3-006]</p> <p>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP3-031 – REP3-036][REP3-031, REP3-033,REP3-035]</p> <p>Draft Section 106 Agreement [REP2-004]</p>	Under discussion

			<p>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.</p> <ul style="list-style-type: none"> • 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. • 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. • 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. • 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><u>Updated Position (April 2024):</u></p>		
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			<p>Article 40 of version 6.0 of the draft Development Consent Order [REP3-006] submitted at Deadline 3 requires an Open Space Delivery Plan to be submitted before the loss of any existing open space, which includes a timetable for the submission of the Landscape and Ecology Management Plans for the replacement land and a timetable for the laying out of the replacement land as open space.</p> <p>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan Version 3 submitted at Deadline 3 [REP3-013] sets the overarching vision for the Project. The LEMPs for areas of replacement open space, including management and maintenance arrangements will be submitted to and approved by the LPA before work commences as set out within Requirement 8(1) of the draft DCO. These LEMPs are required to be substantially in accordance with the principles in the outline LEMP.</p> <p>The draft Section 106 Agreement [REP2-004] proposes funding arrangements for the maintenance of the Church Meadows open space replacement area. The Car Park B replacement open space will be maintained by the Applicant in accordance with the LEMP.</p>		
Mitigation and Compensation					
2.1.4.1	Appropriateness and adequacy of the proposed open space and recreation provision	<p>Car Park B - Whether location is appropriate and lack of detail on the quality amenity benefit, function purpose, use and management.</p> <p>Updated position (Deadline 1): Please see LIR for further information.</p> <p>Updated Position (Deadline 3): Further detail is set out in Section 11 of the West Sussex LIR (Car Park B 11.29 and Museum Field 11.26).</p> <p>Updated Position (Deadline 5) Car Park B – see comments in above in response to 2.1.3.2 Museum Museum Field – Concerns remain [see REP4-066], [REP3-135 – page 45] and [REP1-068] - chapter 11 (as referenced above).</p>	<p>The area of land around Museum Field does not form part of the proposed replacement open space. The areas of replacement open space are described in ES Chapter 19 Agricultural Land Use and Recreation, paragraphs 19.9.39 – 19.9.50.</p> <p>However, it is proposed that the public would have access to the area of landscape and ecological mitigation from the existing permissive access route along the west bank of the River Mole.</p> <p>In relation to the outline Landscape and Ecology Management Plan (oLEMP) for the Project, the obligations within this document are secured through a Requirement in the Draft DCO. Before work can commence on any part of the Project, a landscape and ecology management plan (LEMP) for that part must be submitted to and approved by the local planning authority. Those LEMPs must be in general accordance with the principles in the oLEMP.</p> <p>Updated Position (April 2024)</p> <p>In relation to Car Park B North and South, the development of the detailed design and management of these areas:</p> <p>Article 40 of version 6.0 of the draft Development Consent Order (Doc Ref.2.1) submitted at Deadline 3 requires an Open Space</p>	<p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan [APP-116] [REP3-031, REP3-033, REP3-035]</p> <p>Draft Development Consent Order [REP3-006]</p> <p>ES Chapter 19 Agricultural Land Use and Recreation [APP-044]</p>	Under discussion

			<p>Delivery Plan to be submitted before the loss of any existing open space, which includes a timetable for the submission of the Landscape and Ecology Management Plans for the replacement land and a timetable for the laying out of the replacement land as open space.</p> <p>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan Version 3 submitted at Deadline 3 [REP3-013] sets the overarching vision for the Project. The LEMPs for areas of replacement open space, including management and maintenance arrangements will be submitted to and approved by the LPA before work commences as set out within Requirement 8(1) of the draft DCO. These LEMPs are required to be substantially in accordance with the principles in the outline LEMP.</p> <p>The draft Section 106 Agreement [REP2-004] proposes funding arrangements for the maintenance of the Church Meadows open space replacement area. The Car Park B replacement open space will be maintained by the Applicant in accordance with the LEMP.</p> <p>In respect of Museum Field and access to it:</p> <p>The land to the west of the River Mole including Museum Field is proposed as an area of ecological and landscape mitigation. The outline designs for the area include informal public access to this area through a new link from the existing permissive footpath route along the River Mole. The commitment to the provision of this footpath route is included at paragraph 4.4.2 of Appendix 8.8.1 oLEMP submitted at Deadline 3 [REP3-013]. This ecological and landscape mitigation area is not being proposed to be provided as a designated area of open space. Designated areas of open space are proposed in areas adjacent to the Church Meadows and within Car Park B North and South.</p> <p>The current permissive route located on the western bank of the River Mole acts as a rural footpath to walk south along the river and is used regularly by walkers and dog walkers who enjoy views across the River Mole and the wider Gatwick airfield. Access to this route can be gained from the Sussex Border Path which also runs along the western bank of the River Mole.</p> <p>The Applicant did review the possibility of providing a pedestrian access to the north western part of the ecological area which borders the Horley Road from the pavement footpath which connects to Charlwood Village. However, the winding nature of the road compromises sight lines in this location and, together with the</p>		
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			<p><u>proximity to the change in speed limit, does not make for a safe pedestrian crossing either where the paved path currently terminates or indeed to either side of this location. In order to create a safe and compliant crossing with good sight lines, it is likely that removal and re-alignment to portions of existing hedgerows and movement of utility poles would be required. A bridge would also be required across the highways ditch on the south side of the road. The location of the 30mph speed limits might also have to be moved further east towards Brook Farm. The Applicant also considered that an unintended consequence of providing the connection could be that people wanting to access the area would park their cars on the pavement or soft verge, which would again be undesirable, reduce amenity to existing residents, affect access to their driveways, and overall be unsafe.</u></p>		
2.1.4.2	Museum Field	<p>Updated position (Deadline 1): Museum Field – quality of provision/ usability of space and connectivity with surroundings. Please see LIR for further information.</p> <p>Updated position (Deadline 5): Museum Field – Concerns remain [see REP4-066], [REP3-135 – page 45] and [REP1-068] - chapter 11. A footpath link direct onto Horley road is still considered beneficial to allow public access to the land.</p>	<p>It is proposed that the public would have access to the area of landscape and ecological mitigation from the existing permissive access route along the west bank of the River Mole.</p> <p>The obligations within the outline Landscape and Ecology Management Plan (oLEMP) are secured through a requirement in the Draft DCO. Before work can commence on any part of the Project a landscape and ecology management plan (LEMP) for that part must be submitted to and approved by the local planning authority. Those LEMPs must be in general accordance with the principles in the oLEMP.</p> <p>Updated Position (April 2024):</p> <p>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan Version 3 [REP3-013] also identifies the proposals for the Museum Field Mitigation Area Section 4.4.3 to include “<i>the provision of new recreational routes around the proposed flood compensation area... to enhance local public access opportunities.</i>”</p> <p>The Applicant did review the possibility of providing a pedestrian access to the north western part of the ecological area which borders the Horley Road from the pavement footpath which connects to Charlwood Village. However, the winding nature of the road compromises sight lines in this location and, together with the proximity to the change in speed limit, does not make for a safe pedestrian crossing either where the paved path currently terminates or indeed to either side of this location. In order to create a safe and compliant crossing with good sight lines, it is likely that removal and re-alignment to portions of existing hedgerows and movement of</p>	<p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan [APP-116] [REP3-031, REP3-033, REP3-035]</p> <p>Draft Development Consent Order [REP3-006] (Doc Ref. 2.1)</p>	<p>Under discussion Not Agreed</p>

			<p>utility poles would be required. A bridge would also be required across the highways ditch on the south side of the road. The location of the 30mph speed limits might also have to be moved further east towards Brook Farm. The Applicant also considered that an unintended consequence of providing the connection could be that people wanting to access the area would park their cars on the pavement or soft verge, which would again be undesirable, reduce amenity to existing residents, affect access to their driveways, and overall be unsafe.</p>		
2.1.4.3	Pentagon Field	<p>It is not clear how the negative impacts on paths near Pentagon Field from soil deposition would be mitigated during the construction phase.</p> <p>Updated position (Deadline 1): It is unclear where this reference document is as it is not the issues tracker or APP-215.</p> <p>This matter is addressed in detail in the LIR</p> <p>Updated position (Deadline 5): - These concerns overlap with the PRow matters and wider uncertainties CBC has relating to the management and appearance of the site. These matters are not considered to be adequately addressed see LV1.2 [REP4-067] and 2.4 in [REP4-042]</p>	<p>Pentagon Field is proposed to be used for the deposition of spoil from excavations within the Project and will then be restored to grassland which can be returned to its former agricultural use.</p> <p>During the works to deposit spoil, management measures may be required, in accordance with the principles in the PRow Management Strategy, to ensure that access to Footpath 359sy remains throughout the construction period.</p> <p>Updated Position (April 2024):</p> <p>The ES Appendix 19.8.1: Public Rights of Way Management Strategy [REP2-009] at paragraph 1.1.3 states that “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)”. This is secured by DCO Requirement 22. The Strategy identifies the definitive PRow likely to be affected by the Project, including Footpath 359sy, where PRow implementation plans would be likely to be required.</p> <p>The PRow Implementation plans would includes measures such as fencing and signage to be included in relation to specific routes together with the monitoring of the routes and management measures during the construction period.</p>	<p>ES Appendix 19.8.1: Public Rights of Way Management Strategy [REP2-009APP-215]</p>	Under discussion
<p>Other</p> <p><i>There are no other matters relevant to this topic in this Statement of Common Ground.</i></p>					

2.2. Air Quality

2.2.1 Table 2.2 sets out the position of both parties in relation to air quality matters.

Table 2.2 Statement of Common Ground – Air Quality Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
2.2.1.1		<p>Gatwick Airport Limited (GAL) sets out in paragraph 3.7.7 of their Response to Deadline 3 Submissions [REP4-031] that the air quality matters submitted by the Joint Local Authorities at Deadline 3 (Appendix A) [REP3-117] will be responded to by Deadline 5. This Appendix of air quality queries prepared by AECOM included a wide range of technical matters, including baseline air quality.</p>	<p>Updated position (Deadline 5): The Applicant has provided a response to the air quality matter submitted by the JLAs at Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant’s Response to Deadline 4 Submissions (Doc Ref. 10.38). The Applicant will respond at Deadline 6 to the JLAs’ review submitted at Deadline 4 [REP4-053].</p>	<p>Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant’s Response to Deadline 4 Submissions (Doc Ref. 10.38)</p>	
Assessment Methodology					
2.2.2.1	Air Quality and Emissions Mitigation Guidance for Sussex	<p>The applicant has not clearly demonstrated regard to the Sussex Air Quality and Emissions Mitigation Guidance or the Defra air quality damage cost guidance in assessing air quality impacts and mitigation measures. The health/damage costs are not included in the DCO documents despite confirmation from the applicant that they would be undertaking a TAG (Transport Analysis Guidance) assessment which would identify the air quality damage costs of the Project. The underlying rationale of the Sussex Guidance is to quantify health damage costs associated with the transport emissions from the proposed development (NO2, M10/2.5) in order to offset these damages to protect human health. This approach is in line with the principals of Defra’s Clean Air Strategy.</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.</p> <p>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. However, until the ExA accept the proposed changes, the LPAs are only able to comment on the DCO and documentation as submitted. As a matter of clarification it is noted that road traffic NOX and PM2.5 Other on-site operations are predicted to improved, can GAL outline the source of this improvement?</p>	<p>The 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 mitigation 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>The air quality assessment (APP-038) 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 (APP-038) 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>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> <p>Section 13.9 of ES Chapter 13: Air Quality [APP-038]</p> <p>Schedule 1 and Appendix 5 of the Draft Section 106 Agreement [REP2-004]</p>	Under discussion

Updated Position (Deadline 3): The approach taken by the Applicant is not consistent with the principles of the Sussex Guidance, (local Policy ENV12) to address the impact of emissions from the development at a local level proportionate to the value of the damage to health.

Additional mitigation measures to address local air quality impacts, proportionate to damage costs of the scheme to be provided in accordance with the Sussex Guidance. The proposed mitigation to be provided through an Air Quality Action Plan secured by s.106 agreement, or a control document by Requirement in the Draft DCO.

Updated Position (Deadline 5): The Joint Local Authorities have submitted detailed reviews of the Air Quality Action Plan [REP2 -004]. Please see REP4-053 for this detailed review. Without a response from GAL further progress cannot be made. It is anticipated that further progress can be made before the next Examination Deadline.

The JLAs response at D4 [REP4-042 para 2.34- 2.38] also discusses how the AQAP fails to address local air quality effects in line with the Air Quality and Emissions Mitigation Guidance for Sussex (the “Sussex Guidance”).

The purpose of the Sussex Guidance is to assess the health impacts from the additional emissions associated with the development and to provide mitigation a local level proportionate to the value of the damage to health.

The Applicant doesn’t accept that any additional Project related mitigation is necessary because they have not identified significant impacts. This approach is not consistent with the principles of the Sussex Guidance, which aims to offset the health effects of non-threshold pollutants irrespective of the significance assessment. The JLAs have addressed this point in their D4 response [REP4-042 para 2.39- 2.43]

A Response from GAL on these D4 submissions is awaited to progress discussions.

Updated Position (April 2024): The Applicant has provided a draft air quality action plan (AQAP) at Appendix 5 of Deadline 2 Submission – Draft Section 106 Agreement [REP2-004]. The document sets out measures and monitoring commitments related to air quality and odour management to be undertaken by GAL which are secured under the DCO and s106 Agreement.

Updated position (Deadline 5):
The Applicant will respond at Deadline 6 to the JLAs’ review submitted at Deadline 4 [REP4-053].

<p>2.2.2.2</p>	<p>Uncertainty and Controlled Growth</p> <p>Updated Position (Deadline 3): Surface Access Commitments and Controlled Growth</p>	<p>There is insufficient information and a lack of sensitivity testing to clearly demonstrate how differing levels of modal shift attainment could impact future air quality predictions.</p> <p>CBC has concerns over whether the modal shift can be achieved, and if this is not achieved what the air quality effects may be.</p> <p>Updated position (Deadline 1): The applicant response has not provided sensitivity testing in relation to air quality. Therefore, uncertainty remains for air quality as to how sensitive predictions presented are to the success of mode shift. Additionally, whilst there are provisions to monitor mode shift it is unclear what actions would be taken if mode shift was not identified, what air quality triggers would be used and what control measures would be applied.</p> <p>Updated Position (Deadline 3): CBC continues to have concerns that there are no effective control measures in place to restrict growth if mode share targets are not achieved. Air quality impacts have been calculated based on the Applicants target surface access parameters, if these targets are not achieved then the predicted air quality and emissions impacts for the Project will be under reported.</p> <p>To ensure that surface access commitments are met for mode share, and that air quality is not compromised by unchecked traffic growth, CBC consider that a controlled growth approach, which would restrict growth until mode share targets for surface access are met, should be adopted by the Applicant.</p> <p>Updated Position (Deadline 5): The Joint Local Authorities have submitted detailed reviews of the Air Quality Action Plan [REP2 -004]. Please see REP4-053 for this detailed review. Without a response from GAL further progress cannot be made. It is anticipated that further progress can be made before the next Examination Deadline.</p>	<p>The mode share commitments within the Surface Access Commitments (SACs) document represent the position GAL is confident it can achieve, based on the modelling of mode choice and transport network operation. Further details are provided in Chapter 7 of the Transport Assessment.</p> <p>The range of interventions to improve sustainable travel has been tested to inform the mode share commitments reported in the Application.</p> <p>The SAC also includes a section on GAL's further aspirations, which includes more ambitious mode share targets which it will be working towards, but it has set the committed mode shares explicitly to ensure that the core surface access outcomes set out in Environmental Statement are delivered. The SAC contains measures to monitor and ensure that the mode commitments are met.</p> <p>Conservative assumptions have also been built into the air quality assessment to reduce uncertainty in any future scenario such as background values being frozen to 2030 and no improvements in aircraft emissions being accounted for in the air quality modelling.</p> <p>The assessment of air quality is measured against the relevant air quality standards. The draft Section 106 Agreement includes commitments 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): A sensitivity test with the conservative assumption that there are no improvements in emissions beyond 2030 has been provided a Deadline 1, within Appendix F of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4).</p> <p>GAL will provide a draft Outline AQAP to the LAs by 26th March (to align with Deadline 2), with the intention of submitting the Outline AQAP into the Examination in due course taking account of the LAs feedback.</p> <p>Updated Position (April 2024): The Applicant has provided a draft air quality action plan (AQAP) at Appendix 5 of Deadline 2 Submission – 10.11 Draft Section 106 Agreement [REP2-004]. The document sets out measures and monitoring commitments related to air quality and odour management to be undertaken by GAL which are secured under the DCO or s106 Agreement.</p>	<p>ES Chapter 7 Transport Assessment [AS-079]</p> <p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p> <p>ES Chapter 13 Air Quality [APP-038]</p> <p>Appendix F of the Supporting Air Quality Technical Notes to the SoCGs ([REP1-050] Doc Ref. 10.4).</p> <p>Schedule 1 and Appendix 5 of the Draft Section 106 Agreement [REP2-004]</p> <p>Section 5, Issue Specific Hearing 2 [REP1-057]</p> <p>Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant’s Response to Deadline 4 Submissions (Doc Ref. 10.38)</p>	<p>Under discussion</p>
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			<p>The Applicant refers to its submissions on the principle of managed growth, in Section 5 of its Written Summary of Oral Submissions from Issue Specific Hearing 2 [REP1-057].</p> <p>Updated position (Deadline 5): The Applicant has provided a response to the air quality matter submitted by the JLAs at Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant’s Response to Deadline 4 Submissions (Doc Ref. 10.38). The Applicant will respond at Deadline 6 to the JLAs’ review submitted at Deadline 4 [REP4-053].</p>		
2.2.2.3	Assessment Scenarios (including 2047 Full Capacity)	<p>The scenarios assessed in Chapter 13 of the ES (Listed para13.5.23) do not provide a realistic worst-case assessment. This is particularly the case for those scenarios where both construction and operational activities are underway at the same time, but the assessment has treated them separately.</p> <p>The same concerns apply to the emissions ceiling calculations as to how realistic these are, particularly when there are construction and operational activities ongoing, and the emissions ceiling calculations treat these separately.</p> <p>In addition, there is no operational assessment for the final full-capacity assessment year of 2047, as per ANPS (para 5.33) which identifies the need to include assessment when at full capacity.</p> <p>Updated position (Deadline 1): It is welcomed that GAL propose to provide further information at the next air quality TWG. However, until the ExA accept the proposed changes, the LPAs are only able to comment on the DCO and documentation as submitted. This matter will remain under discussion.</p> <p>Updated position (Deadline 5): Gatwick Airport Limited (GAL) sets out in paragraph 3.7.7 of their Response to Deadline 3 Submissions [REP4-031] that the air quality matters submitted by the Joint Local Authorities at Deadline 3 (Appendix A) [REP3-117] will be responded to by Deadline 5. This Appendix of air quality queries prepared by AECOM included a wide range of technical matters.</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant.</p> <p>Conservative assumptions being applied in the assessment include background values being frozen to 2030 and no improvements in aircraft emissions being accounted for in the air quality modelling.</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 (AS-079). 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>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</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Chapter 7 Transport Assessment [AS-079]</p> <p>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs [REP1-050](Doc-Ref.10.4)</p> <p>Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant’s Response to Deadline 4 Submissions (Doc Ref. 10.38)</p>	Under discussion

			<p>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> <p>Section 13.10.163 of the assessment provides further detail.</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><u>Updated position (April 2024): The Applicant notes that the JLAs have provided a submission on air quality at Deadline 3. The Applicant will review this submission and respond accordingly.</u></p> <p><u>Updated position (Deadline 5): The Applicant has provided a response to the air quality matter submitted by the JLAs at Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant’s Response to Deadline 4 Submissions (Doc Ref. 10.38). The Applicant will respond at Deadline 6 to the JLAs’ review submitted at Deadline 4 [REP4-053].</u></p>		
2.2.2.4	Technical Details	<p>There are concerns that a realistic worst case has not been assessed due to insufficient information or clarity on a range of technical details in the ES and associated documents, including how modelled work using ADMS/ADMS Airports is presented.</p> <p>Updated position (Deadline 1): Engagement to date has been welcome and that GAL propose to provide further information. However, until the ExA accept proposed changes, the LPAs are only able to comment on the DCO and documentation as submitted.</p> <p>In relation to verification it is unclear where agreement on the use of 2018 was secured as the verification year.</p> <p><u>Updated position (Deadline 5):</u></p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant.</p> <p>GAL engaged with key stakeholders through the topic working groups and during such engagement, efforts were made to gain agreement with local authorities on key modelling points. Methodology transparency has been demonstrated and model files and results were provided to the TWG via email on 18th August 2023.</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Appendix 13.4.1: Air Quality Assessment Methodology [APP-158]</p> <p>ES Appendix 13.6.1 Air Quality Data and Model Verification [APP-159]</p>	Under discussion

		<p>Gatwick Airport Limited (GAL) sets out in paragraph 3.7.7 of their Response to Deadline 3 Submissions [REP4-031] that the air quality matters submitted by the Joint Local Authorities at Deadline 3 (Appendix A) [REP3-117] will be responded to by Deadline 5. This Appendix of air quality queries prepared by AECOM included a wide range of technical matters. Without a response from GAL to the technical queries further progress cannot be made. It is anticipated that further progress can be made before the next Examination Deadline.</p>	<p>Details on the Non Road Mobile Machinery (NRMM) (asphalt plant, concrete batching etc) and how it has been assessed can be found in Section 3.12 of the air quality assessment methodology.</p> <p>Details on the airport heating plant and road traffic modelling and how they have been assessed can be found in the air quality assessment methodology in ES Appendix 13.4.1.</p> <p>Full details of the model verification process are included in Section 3 within the ES Appendix 13.6.1.</p> <p>The baseline year of 2018 was selected based on traffic and monitoring data availability and was discussed and agreed to be used with the local authorities through the PEIR and at TWG meetings. This provides a reference level against which any potential changes in air quality can be assessed. Paragraph 13.5.18 of air quality assessment provides full details of the selected baseline year.</p> <p>GAL is happy to liaise with the local authorities on any further information that is requested.</p> <p>Updated position (April 2024): The Applicant would welcome an updated position or response from CBC against this SoCG item, or confirmation if this item can be marked as 'agreed' or 'no longer pursuing'.</p> <p>Updated position (Deadline 5): The Applicant has provided a response to the air quality matter submitted by the JLAs at Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant's Response to Deadline 4 Submissions (Doc Ref. 10.38). The Applicant will respond at Deadline 6 to the JLAs' review submitted at Deadline 4 [REP4-053].</p>	<p>Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant's Response to Deadline 4 Submissions (Doc Ref. 10.38)</p>	
Assessment					
<p>2.2.3.1</p>		<p>Gatwick Airport Limited (GAL) sets out in paragraph 3.7.7 of the their Response to Deadline 3 Submissions [REP4-031] that the air quality matters submitted by the Joint Local Authorities at Deadline 3 (Appendix A) [REP3-117] will be responded to by Deadline 5. This Appendix of air quality queries prepared by AECOM included a wide range of technical matters, including the assessment approaches for air quality.</p>	<p>The Applicant has provided a response to the air quality matter submitted by the JLAs at Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant's Response to Deadline 4 Submissions (Doc Ref. 10.38). The Applicant will respond at Deadline 6 to the JLAs' review submitted at Deadline 4 [REP4-053].</p>	<p>Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant's Response to Deadline 4 Submissions (Doc Ref. 10.38)</p>	

Mitigation and Compensation					
2.2.4.1	Air Quality Action Plan (AQAP)	<p>No AQAP has been provided which clearly sets out a range of measures to specifically address local air quality. Instead, the applicant has addressed air quality through the carbon action plan (CAP) and the airport surface access strategy (ASAS).</p> <p>This approach differs from discussions during 2 years of consultation where a draft AQAP was provided in the air quality TWG (21.10.22) and an AQAP was listed in item 19 of Schedule 2 (Requirements) of the draft DCO (28.04.23).</p> <p>The CAP and ASAS do not specifically or adequately address air quality mitigation measures based on health, and both lack the means to measure short-term exposure or provide monitoring to check compliance. CBC has concerns that the lack of a dedicated AQAP will undermine its ability to fulfil its own LAQM requirements and is not consistent with Defra's Air Quality Strategy.</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 out of date.</p> <p>Updated position (Deadline 5): The Joint Local Authorities have submitted detailed reviews of the Air Quality Action Plan [REP2 -004]. Please see REP4-053 for this detailed review. Without a response from GAL further progress cannot be made. It is anticipated that further progress can be made before the next Examination Deadline.</p> <p>The Legal Partnership Authorities (LPAs) comments at D4 on the ExA's Written Questions [REP4-069 AQ1.5] also discusses a number of key issues within the draft AQAP including:</p> <ul style="list-style-type: none"> The draft AQAP only refers to the carbon action plan, surface access commitments and Construction code of Practice. There is no commitment to no additional mitigation beyond that designed into the scheme or required by regulation. The applicant's assessment of significance is based solely on meeting current air quality standards, which is then used as justification for providing no additional mitigation. This approach does not take into account the latest scientific evidence relating to the health effects of non-threshold pollutants or the latest UK policy guidance which aims for reductions in pollution exposure over time and expects new developments to help facilitate 	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, taking into account embedded mitigation, no other mitigation is required as a result of the project.</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 Draft 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 the Surface Access Commitments.</p> <p>Measures and monitoring commitments will be secured via the DCO and Section 106 agreement. The commitments will provide suitable monitoring to allow for the LAs 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 intention of submitting the Outline AQAP into the Examination in due course taking account of any feedback received.</p> <p>Updated Position (April 2024): The Applicant has provided a draft air quality action plan (AQAP) at Appendix 5 of Deadline 2 Submission – 10.11 Draft Section 106 Agreement [REP2-004]. The document sets out measures and monitoring commitments related to air quality and odour management to be undertaken by GAL which are secured under the DCO and s106 Agreement.</p>	<p>Section 13.9 of ES Chapter 13 Air Quality [APP-038]</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021] (Dec-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 5.3.2: Code of Construction Practice [REP1-021] (Dec-Ref-5-3)</p> <p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p> <p>Draft Development Consent Order [REP3-006] (Dec Ref-2.1)</p> <p>Schedule 1 and Appendix 5 of the Draft Section 106 Agreement [REP2-004]</p>	Under discussion

		<p>these improvements even where significant effects are not identified.</p> <ul style="list-style-type: none"> The Applicant proposes that the AQAP would be produced 5 years after the commencement date rather than from the outset of commencement. The AQAP does not identify which measures are intended to mitigate the increased Project related pollution or include performance indicators, such as delivery timescales and level of pollution reduction expected to be delivered by these measures. <p>A Response from GAL on these D4 submissions is awaited to progress discussions.</p>			
2.2.4.2	Dust Management Plan (DMP)	<p>No DMP has been provided which clearly sets out specific mitigation measures to ensure potential adverse impacts from construction dust are avoided during all construction stages.</p> <p>Updated position (Deadline 1): It is understood that a final DMP cannot yet be provided, but an outline or draft DMP can be prepared. This is still requested.</p> <p>Version 3 Deadline 5 Response</p> <p>The Joint Local Authorities have submitted detailed reviews of the GAL Dust Management Plan [No Examination Ref]. Please see REP4-053 for this detailed review.</p> <p>-The LPAs comments at D4 on the ExA's Written Questions [REP4-069 AQ1.6] also discusses a number of key issues with the DMP that are missing or need further clarification. These include:</p> <ul style="list-style-type: none"> identifying high risk locations identifying monitoring locations dust soiling assessment techniques procedures and data sharing Suitably qualified assessors <p>Without a response from GAL to the DMP review (and any updated DMP committed to by GAL for Deadline 5 [REP4-033] further progress cannot be made. It is anticipated that further progress can be made before the next Examination Deadline.</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 13.8.1 Construction Period Mitigation and are included in the Code of Construction Practice (CoCP), to be secured under a Requirement of the Draft 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>Updated Position (April 2024): The Draft Construction Dust Management Plan (CDMP) has been shared with local authorities for comment on 26th March, considering the items set out by local authorities in the SoCG and Local Impact Reports. The Applicant looks forward to receiving the LAs comments in due course.</p> <p>Updated position (Deadline 5): The Applicant has submitted an updated version of the Construction Dust Management Strategy (Doc Ref. 5.3) into the examination at Deadline 5.</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 [REP1-021]</p> <p>Draft Development Consent Order [REP3-006] (Dec Ref. 2.1)</p> <p>ES Appendix 5.3.2: CoCP – Annex 9: Construction Dust Management Strategy (Doc Ref. 5.3)</p>	Under discussion

<p>2.2.4.3</p>	<p>Construction Traffic Management Plan (CTMP)</p>	<p>Section 6.5 of the CTMP (Restrictions and Monitoring) identifies risks associated with construction traffic utilising routes through the J10 M23 and Hazelwick Air Quality Management Areas in Crawley. Reference is made to a monitoring system that 'it is envisaged' will be developed in the full CTMP. However, no details on this monitoring system are provided to help understand how this would protect air quality. It is also unclear if the plan takes into account additional traffic associated with the natural growth of airport traffic, or additional traffic growth associated with the additional capacity already created in the first phase of construction.</p> <p>Updated position (Deadline 1): The cross reference is unclear, please can GAL confirm which document is being referred to? It is also still unclear what the monitoring system refers to nor if the traffic data used to develop the oCTMP includes the additional operational traffic from the partially open development.</p> <p>Updated position (Deadline 5): Gatwick Airport Limited (GAL) sets out in paragraph 3.7.7 of their Response to Deadline 3 Submissions [REP4-031] that the air quality matters submitted by the Joint Local Authorities at Deadline 3 (Appendix A) [REP3-117] will be responded to by Deadline 5. This Appendix of air quality queries prepared by AECOM included a wide range of technical matters, including CTMP. Without a response from GAL further progress cannot be made. It is anticipated that further progress can be made before the next Examination Deadline.</p> <p>In relation to airport growth we have reviewed the clarification paragraphs within Transport Assessment Report [APP-258] and in particular paragraph 152 which sets out:</p> <p><i>'The construction arrangements at that time have therefore been overlaid on the strategic model for the 2029 with Project scenario, as at this time the northern runway is assumed to have opened [emphasis added] and additional demand would be present on the highway network.'</i></p> <p>In this paragraph GAL appear to be stating that the operation of the northern runway forms part of the future baseline upon which Highways construction works have then been assessed. If this correct the applicant have treated part of the Project for which DCO is being sought as committed development, where permission has already been obtained.</p> <p>This is inappropriate and the Applicant should consider the effects on the road network and air quality from the Project as a whole from the combination of operational and construction activities. Specifically,</p>	<p>The purpose of the oCTMP is to set out measures to manage construction traffic during the construction of the Project. Section 6.7 of the oCTMP sets out how the construction traffic will be managed taking out of the surface access improvement works.</p> <p>The airfield and highway construction traffic has been assessed and this is set out in Chapter 15 of the Transport Assessment [AS-079]. The assessment scenarios includes airport growth in the future baseline scenario (i.e. without Project) for the airfield construction, and vehicle trips associated with the Project in the highway construction scenario.</p> <p>Updated Position (April 2024): Section 6.7 of the oCTMP [APP-085] sets out the proposed traffic management measures during the construction of the surface access improvements.</p> <p>The Applicant has provided a draft air quality action plan (AQAP) at Appendix 5 of Draft Section 106 Agreement [REP2-004]. Section 2 of the AQAP sets out measures and monitoring commitments related to the construction phase, controlled by the Code of Construction Practice (CoCP) [REP1-021] secured by Requirement 7 of the Draft DCO. The current monitoring arrangements will allow the collection of air quality concentrations in the vicinity of the airport to support the understanding of air pollution effects in the construction period. The data will be used to compare against national standards.</p> <p>In relation to the clarification on traffic data, the construction scenarios take into account airport growth. This is detailed in paragraphs 142 to 156 of the Transport Assessment Report [APP-258].</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 [REP1-021] (Doc-Ref-5.3)</p> <p>Chapter 15 of the Transport Assessment [AS-079]</p> <p>ES Appendix 5.3.2 Code of Construction Practice – Annex 3: Outline Construction Traffic Management Plan [APP-085]</p> <p>Appendix 5 of the Draft Section 106 Agreement [REP2-004]</p>	<p>Under discussion</p>
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		<p>comparing a future baseline without the operation of the northern runway against a situation where the northern runway is in operation and the Highways works are underway (i.e. the Project). This would show the change in traffic and air quality associated with the combined operational and construction effects associated with the Project that the DCO is being sought.</p> <p>Without this scenario the air quality effects of the Project in 2029 cannot be assessed and the significance of air quality effects determined. This is because the study area for the Projects combined operational and construction effects is unknown, nor have the receptors that would be affected been identified (human health or designated habitats) nor is the level of traffic change and the associated change in air quality known.</p> <p>A traffic dataset and air quality assessment update is required to appropriately consider the combined effects of the Project in 2029.</p>			
2.2.4.4	Operational Air Quality Monitoring	<p>CBC has concerns regarding the measurement accuracy of the AQ Mesh low-cost sensors which the applicant is proposing to use to monitor operational phase impacts. AQ Mesh monitors are not approved by Defra for the monitoring of air quality in line with Local Air Quality Monitoring guidelines (equivalence reference method criteria for continuous monitoring) particularly with regards to short term level exceedances. As such they are not sufficient to demonstrate compliance with air quality standards. This introduces uncertainty on how air quality will be evaluated and reported to the council, which in turn reduces transparency on the effectiveness of measures relied upon to improve air quality.</p> <p>Updated position (Deadline 1): Further discussions on operational monitoring and the S106 are proposed to resolve this matter.</p> <p>-Updated position (Deadline 5): The Applicant's updated position refers to the draft AQAP (Annex 5 in the draft s106) [REP2-004] which provides no other information or detail on the use of AQ Mesh low-cost sensors to monitor operational phase impacts. The Council's position is still that indicative monitoring data provided by low-cost sensors is not suitable for compliance monitoring. The matter remains under discussion.</p> <p>The Applicants response also refers to information on air quality monitoring secured under the Draft Section 106 Agreement, which provides no other information on the use of AQ Mesh low-cost sensors. The commitments included in the draft S106 for air quality monitoring relate only to funding for</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, taking into account embedded mitigation, no other mitigation is required as a result of the project.</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>The draft Section 106 agreement sets out the mechanism for monitoring air quality (NO₂, PM₁₀ and PM_{2.5}) and the impacts from the Proposed Development, to identify and manage any new exceedances of the National Air Quality Standards occur as a result of airport activity.</p> <p>GAL has worked with Local Authorities over many years to fund air quality monitoring to understand air quality locally. As part of the Project, a commitment will be made in the draft Section 106 agreement to the continuation of current monitoring and additional monitoring at several proposed sites (Chapter 13 Figure 13.1.12) using a mixture of monitoring types, including another DEFRA equivalent reference monitor (reference MCERTS monitor) and</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>Schedule 1 and Appendix 5 of the Draft Section 106 Agreement [REP2-004]</p>	Under discussion

		<p>RBBC's air quality monitoring stations. This matter is updated further in 2.2.4.5 below.</p>	<p>indicative MCERTS monitoring equipment to be able to monitor key pollutants of concern. Compared to current monitoring, this approach increases the spatial and temporal collection of monitoring data to allow detailed assessment of ambient air quality. The approach is considered proportionate given the cost of monitoring equipment and the results of the ES which show there are no significant effects being predicted.</p> <p>Long term effects have been assessed in the air quality assessment. Based on the monitored and modelled annual mean concentrations, the impact of NO₂, PM₁₀ and PM_{2.5} are not considered to be at risk of exceeding the short term standards as outlined in Section 13.10 of the air quality assessment. Therefore, an assessment of short term effects was scoped out. This is in line with the guidance outlined within Defra LAQM Technical Guidance (2022).</p> <p>Future air quality concentrations will be monitored and reported to the local authorities.</p> <p>Updated Position (April 2024): The Applicant has provided a draft air quality action plan (AQAP) at Appendix 5 of Deadline 2 Submission – Draft Section 106 Agreement [REP2-004]. Section 4 sets out information in relation to air quality monitoring, including commitments which are secured under the Schedule 1 of the s106 Agreement.</p>		
<p>2.2.4.5</p>	<p>Funding for Local Ambient Air Quality Monitoring</p>	<p>The ES does not specifically identify which of the existing LA continuous air quality monitoring stations on and around the airport will be funded. The LAQM process requires a LA with a major airport in its district to carry out an assessment of sensitive receptors within 1000m of the airport. Therefore CBC has an air quality monitoring station located on the eastern perimeter of the airport to provide independently measured pollution data for this assessment for Crawley residents living close to the airport who are impacted by airport emissions.</p> <p>Updated position (Deadline 1): Further discussions on operational monitoring and the S106 are proposed to resolve this matter.</p> <p>Updated position (Deadline 5):</p> <p>JLAs response submitted at D4 [REP4-042 para 2.44- 2.47] highlights continuing issues with the funding for local air quality monitoring.</p> <p>The Applicant expresses a wish to support the understanding of air pollution effects more generally in the local area by continuing its current funding for</p>	<p>The assessment in Section 13.9 of ES Chapter 13 Air Quality summarises the proposed operational phase air quality monitoring.</p> <p>The draft Section 106 agreement proposes to commit to supporting local authorities with carrying out monitoring at existing sites RG1, RG2 and RG3.</p> <p>GAL has worked with Local Authorities over many years to fund air quality monitoring to understand air quality locally. As part of the Project, a commitment will be made in the draft Section 106 agreement to additional monitoring at several proposed sites (Chapter 13, Figure 13.1.12) using a mixture of monitoring types. Compared to current monitoring, this approach increases the spatial and temporal collection of monitoring data to allow detailed assessment of ambient air quality. The approach is considered proportionate given the cost of monitoring equipment and the results of the ES which show there are no significant effects being predicted.</p>	<p>Section 13.9 of ES Chapter 13 Air Quality [APP-038].</p> <p>Schedule 1 and Appendix 5 of the Draft Section 106 Agreement [REP2-004]</p>	<p>Under discussion</p>

		<p>monitoring for the local authorities (see Applicants response SoCG 2.2.4.5 and ISH7 - Part 4, 00:16:07). However, no support is currently provided to Crawley Borough Council for air quality monitoring, and a request for funding for its monitoring station on the eastern border of the airport has been turned down by the Applicant.</p> <p>The request from the local authority meets the test for S106 to make the development acceptable. The LA has an obligation to ensure that all relevant air quality standards continue to be met, which is an ongoing obligation, and recognises that standards may change over time.</p> <p>Further discussion is required to find common ground on this matter.</p>	<p>Updated Position (April 2024):</p> <p>The Applicant has set out the funding arrangements for air quality monitoring at Schedule 1, Deadline 2 Submission – Draft Section 106 Agreement [REP2-004]. The Applicant looks forward to receiving CBC’s feedback on the draft Section 106 Agreement.</p>		
2.2.4.6	Ultrafine Particles (UFPs)	<p>The discussion on the health impacts of ultrafine particles (UFPs) from aviation sources within the ES (Chapter 18 para 18.8.66) is welcomed. However, although the applicant supports the monitoring of UFPs and commits to participating in national industry body studies of UFP emissions at airports, it is unclear if their commitments extend to supporting a local monitoring study.</p> <p>Updated position (Deadline 1): This response does not address the request for involvement of GAL in undertaking or funding local ultrafine particulates monitoring.</p> <p>Updated position (Deadline 5):</p> <p>The Applicants response to the JLAs request for local ultrafine particulates monitoring, has been considered in the draft S106 Agreement [REP2-004]. However, full funding has not been committed to, and is therefore subject to further discussion with the Applicant.</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, taking into account embedded mitigation, no other mitigation is required as a result of the project.</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>The draft Section 106 agreement sets out the mechanism for monitoring air quality (NO₂, PM₁₀ and PM_{2.5}) and the impacts from the Proposed Development, to identify and manage any new exceedances of the National Air Quality Standards occur as a result of airport activity.</p> <p>GAL has worked with Local Authorities over many years to fund air quality monitoring to understand air quality locally. As part of the Project, a commitment will be made in the draft Section 106 agreement to additional monitoring at several proposed sites (Chapter 13 Figure 13.1.12) using a mixture of monitoring types. Compared to current monitoring, this approach increases the spatial and temporal collection of monitoring data to allow detailed assessment of ambient air quality. The approach is considered proportionate given the cost of monitoring equipment and the results of the ES which show there are no significant effects being predicted.</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>Section 18.8 of ES Chapter 18: Health and Wellbeing [APP-043]</p> <p>Schedule 1 of the Draft Section 106 Agreement [REP2-004]</p>	Under discussion

			<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>Updated Position (April 2024): The Applicant has set out provisions in relation to UFPs at Schedule 1, Deadline 2 Submission – 10.11 Draft Section 106 Agreement [REP2-004]. The Applicant looks forward to receiving CBC's feedback on the draft Section 106 Agreement.</p>		
2.2.4.7	Monitoring effectiveness of CTMP and CWTP	<p>There is a lack of information on the monitoring of the effectiveness of the CTMP and CWTP to understand how any deviation from the plans will be addressed to protect air quality.</p> <p>Updated position (Deadline 1): The response does not address the initial question on how monitoring will be used to identify any deviation from the effects predicted in the ES.</p> <p>Updated position (Deadline 5): The Applicant's response refers to the draft AQAP (Appendix 5 of Draft S106 Agreement [REP2-004]) which provides no other information, detail or commitments than that included in ES Chapter 13 or the CoCP and therefore still does not address the issue</p> <p>Gatwick Airport Limited (GAL) sets out in paragraph 3.7.7 of their Response to Deadline 3 Submissions [REP4-031] that the air quality matters submitted by the Joint Local Authorities at Deadline 3 (Appendix A) [REP3-117] will be responded to by Deadline 5. This Appendix of air quality queries prepared by AECOM included a wide range of technical matters, including CTMP. Without a response from GAL further progress cannot be made. It is anticipated that further progress can be made before the next Examination Deadline.</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>The air quality assessment undertaken in 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 (April 2024): The Applicant has provided a draft air quality action plan (AQAP) at Appendix 5 of Draft Section 106 Agreement [REP2-004]. Section 2 of the AQAP sets out measures and monitoring commitments related to the construction phase, controlled by the Code of Construction Practice (CoCP) [REP1-021] secured by Requirement 7 of the Draft DCO. The current monitoring arrangements will allow the collection of air quality concentrations in the vicinity of the airport to support the understanding of air pollution effects in the construction period. The data will be used to compare against national standards.</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> <p>Appendix 5 of the Draft Section 106 Agreement [REP2-004]</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021]</p> <p>Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant's Response to Deadline 4 Submissions (Doc Ref. 10.38)</p>	Under discussion

			<p>The Applicant has provided a response to the air quality matter submitted by the JLAs at Appendix A: Response to West Sussex Joint Local Authorities – Air Quality to The Applicant’s Response to Deadline 4 Submissions (Doc Ref. 10.38). The Applicant will respond at Deadline 6 to the JLAs’ review submitted at Deadline 4 [REP4-053].</p>		
<p>2.2.4.8</p>	<p>Construction Traffic Management Plan (CTMP)</p>	<p>Section 6.5 of the CTMP (Restrictions and Monitoring) identifies risks associated with construction traffic utilising routes through the J10 M23 and Hazelwick Air Quality Management Areas in Crawley. Reference is made to a monitoring system that ‘it is envisaged’ will be developed in the full CTMP. However, no details on this monitoring system are provided to help understand how this would protect air quality. It is also unclear if the plan takes into account additional traffic associated with the natural growth of airport traffic, or additional traffic growth associated with the additional capacity already created in the first phase of construction.</p> <p>Updated position (Deadline 1): It is considered this should be covered in the Air Quality discussions, and moved to that section of the SoCG.</p> <p>Updated position (Deadline 5): The Council’s concerns regarding the risks associated with construction traffic utilising routes through the J10 M23 and Hazelwick AQMA in Crawley are not addressed by information provided in the draft AQAP as suggested by the Applicant. The information in the draft AQAP refers back to measures in the Code of Construction Practice [REP1-021]) without addressing the concerns raised by the Authorities that these measures lack sufficient detail.</p> <p>In terms of clarifying traffic growth in the future baseline and vehicle trips associated with the Project during construction and operation, the adequacy of the ES for the air quality assessment is addressed in 2.2.4.3 above.</p> <p>Gatwick Airport Limited (GAL) sets out in paragraph 3.7.7 of their Response to Deadline 3 Submissions [REP4-031] that the air quality matters submitted by the Joint Local Authorities at Deadline 3 (Appendix A) [REP3-117] will be responded to by Deadline 5. This Appendix of air quality queries prepared by AECOM included a wide range of technical matters, including CTMP. Without a response from GAL further progress cannot be made. It is anticipated that further progress can be made before the next Examination Deadline.</p>	<p>The detailed Construction Traffic Management Plan will be prepared in collaboration with Local Authorities and National Highways during the detailed design and pre-construction stages, in accordance with the Outline Construction Traffic Management Plan. This secured via Requirement 12 of the Draft DCO.</p> <p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, no mitigation is required as a result of the project.</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 a Requirement of the Draft DCO.</p> <p>Updated Position (April 2024): The Applicant has provided a draft air quality action plan (AQAP) at Appendix 5 of Draft Section 106 Agreement [REP2-004]. Section 2 of the AQAP sets out measures and monitoring commitments related to the construction phase, controlled by the Code of Construction Practice (CoCP) [REP1-021] secured by Requirement 7 of the Draft DCO. The current monitoring arrangements will allow the collection of air quality concentrations in the vicinity of the airport to support the understanding of air pollution effects in the construction period. The data will be used to compare against national standards.</p>	<p>Draft Development Consent Order [REP3-006]</p> <p>ES Appendix 5.3.2 Code of Construction Practice – Annex 3: Outline Construction Traffic Management Plan [APP-085]</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 [REP1-021] (Doc Ref. 5.3)</p> <p>ES Chapter 13 Air Quality [APP-038]</p> <p>Appendix 5 of the Draft Section 106 Agreement [REP2-004]</p>	<p>Under discussion</p>

			<p>In terms of traffic flows, please refer to the response to row 2.2.4.3 - The airfield and highway construction traffic has been assessed as set out in Chapter 15 of the Transport Assessment [AS-079]. The assessment scenarios includes airport growth in the future baseline scenario (i.e. without Project) for the airfield construction, and vehicle trips associated with the Project in the highway construction scenario.</p>		
Other					
2.2.5.1	CARE Facility	<p>There were continuous issues with odour from the current small waste incineration plant at the CARE facility until it was “mothballed” in 2020. The odour was mainly associated with the biomass fuel which produced a sweet-smelling aromatic hydrocarbon odour. There are concerns that this may be repeated at the new CARE facility which proposes to double in size.</p> <p>Updated position (Deadline 1): It is welcomed that the CARE facility will no longer include combustion sources. However, until the ExA accept the proposed changes, the LPAs are only able to comment on the DCO and documentation as submitted. Further discussion is proposed on the best practice odour controls proposed and how these will be documented and agreed.</p> <p>Updated position (Deadline 5): The Joint Local Authorities have submitted detailed reviews of the Air Quality Action Plan [REP2 -004]. Please see REP4-053 for this detailed review, including odour. Without a response from GAL further progress cannot be made. It is anticipated that further progress can be made before the next Examination Deadline.</p>	<p>ES Chapter 13: Air Quality provided an assessment of the CARE facility based on the current outline design parameters in ES Chapter 5: Project Description.</p> <p>Odour risk would be managed following best practice waste handling procedures. Following best practice methodology to contain and reduce odour effects from the facility, no significant impacts would occur.</p> <p>Notwithstanding this, the Applicant has put forward a change to the DCO Application to remove the boilers from the CARE facility (note the CARE facility will still exist in the DCO application but will be a waste sorting facility only).</p> <p>Updated Position (April 2024): The Applicant has provided a draft air quality action plan (AQAP) at Appendix 5 of Deadline 2 Submission – 10.11 Draft Section 106 Agreement [REP2-004]. The document sets out measures and monitoring commitments related to odour management to be undertaken by GAL which are secured under the DCO and Section 106 Agreement.</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Chapter 5 Project Description [REP1-016] (Doc Ref-5.1)</p> <p>Schedule 1 and Appendix 5 of the Draft Section 106 Agreement [REP2-004]</p>	Under discussion

2.3. Capacity and Operations

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

Table 2.3 Statement of Common Ground – Capacity and Operations 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 climate change matters.

Table 2.4 Statement of Common Ground – Climate Change 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					
2.4.2.1	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>Updated Position (Deadline 3): Addressed.</p> <p>Updated Position (Deadline 5): Addressed.</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 includes 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>Updated Position (Deadline 3): Addressed.</p> <p>Updated Position (Deadline 5): Addressed.</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 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 ES 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/Gatwick-airport-fire-smoke-runway-flights-wildfire-heatwave-drought</p> <p>Updated position (Deadline 1): It is acknowledged that the Applicant will update the SoCG with the newly available data.</p> <p>Updated Position (Deadline 3): Further information from the applicant to address this detail has not yet been received.</p> <p>Updated Position (Deadline 5): The 'Examination Technical Note – Climate Change 2: Wildfire and fog risks' has been reviewed and is considered to address this issue.</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 next iteration of SoCG.</p> <p>Updated position (April 2024): 'Examination Technical Note – Climate Change 2: Wildfire and fog risks' has been prepared and shared with the Local Authority as part of the Statement of Common Grounds process.</p>	n/a	Agreed Under discussion
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 update the SoCG to add in detail on fog.</p> <p>Updated Position (Deadline 3): Further information from the applicant to address this detail has not yet been received.</p> <p>Updated Position (Deadline 5): The 'Examination Technical Note – Climate Change 2: Wildfire and fog risks' has been reviewed and is considered to address this issue.</p>	<p>GAL will put more detail about fog into the next iteration of the SoCG.</p> <p>Updated position (April 2024): 'Examination Technical Note – Climate Change 2: Wildfire and fog risks' has been prepared and shared with the Local Authority as part of the Statement of Common Grounds process.</p>	ES Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]	Under discussion Agreed
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</p>	<p>In addition to the information provided in Table 15.8.5 of ES Chapter 15 Climate Change (APP-040), further information on the identified construction risks is provided in Table 2.1.1 of Appendix 15.8.1 Climate Change Resilience Assessment (APP-187). 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</p>	Table 15.8.5 of ES Chapter 15 Climate Change [APP-040] Table 2.1.1 of ES Appendix 15.8.1 Climate Change Resilience	Agreed

		<p>the planning requirements and the work undertaken is consistent with the relevant local council's policies regarding climate change.</p> <p><u>Updated Position (Deadline 3): Addressed</u></p> <p><u>Updated Position (Deadline 5): Addressed.</u></p>	<p>5.2.3: Code of Construction Practice (APP-082) 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>Assessment [APP-187]</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021] (Doc Ref-5-3)</p>	
2.4.3.2	Inconsistency and lack of detail in some climate impact statements	<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 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>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 constitute a robust assessment that meets the planning requirements.</p> <p><u>Updated Position (Deadline 3): Addressed</u></p> <p><u>Updated Position (Deadline 5): Addressed.</u></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 Appendix 15.8.1 (Climate Change Resilience Assessment) within Table 2.1.1 in the 'Climate Change Impact' column.</p> <p>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 ES Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]</p>	Agreed
2.4.3.3	Inconsistency and lack of detail in some climate impact statements	<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 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><u>Updated Position (Deadline 3): Addressed</u></p> <p><u>Updated Position (Deadline 5): Addressed.</u></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 Appendix 15.8.1 (Climate Change Resilience Assessment) within Table 2.1.1 in the 'Climate Change Impact' column.</p> <p>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>	Agreed

<p>2.4.3.4</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.</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><u>Updated Position (Deadline 3): Addressed</u></p> <p><u>Updated Position (Deadline 5): Addressed.</u></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>Table 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 5.3.2: Code of Construction Practice (REP1-021)</p>	<p>Agreed</p>
<p>2.4.3.5</p>	<p>Concerns regarding underestimation of risk.</p>	<p>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): It is acknowledged that the Applicant has sufficient existing controls in place to combat the risk of fuel combustion.</p> <p><u>Updated Position (Deadline 3): Addressed</u></p> <p><u>Updated Position (Deadline 5): Addressed.</u></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>n/a</p>	<p>Agreed</p>
<p>2.4.3.6</p>	<p>Disagree with the assessment that 'cumulative effects are not relevant'.</p>	<p>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'.</p> <p>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.</p>	<p>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.</p>	<p>ES Chapter 15 Climate Change [APP-040]</p>	<p>Agreed</p>

		<p>Updated position (Deadline 1): It is acknowledged that the Applicant did not assess for cumulative effects outside of the project site boundary, as the CCR only assessed those within this area.</p> <p>Updated Position (Deadline 3): Addressed</p> <p>Updated Position (Deadline 5): Addressed.</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): Whilst, 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, the DAS only includes indicative climate resilience design principles which are not reflected in the Control Document. Appendix 1 of the DAS.</p> <p>Updated Position (Deadline 3): Addressed</p> <p>Updated Position (Deadline 5): Addressed.</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 (Appendix 5.3.2) 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 (Appendix A1) 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 made in relation to mitigation can be found in ES Appendix 5.2.3 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 ES Chapter 15 Climate Change.</p>	<p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021] (Doc Ref. 5.3)</p> <p>Table 15.8.4 and 15.9.1 of ES Chapter 15 Climate Change [APP-040]</p> <p>Appendix A1 of the Design and Access Statement Volume 5 [APP-257]</p> <p>ES Appendix 5.2.3 Mitigation Route Map [APP-078]</p>	Not-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>Updated Position (Deadline 5): Addressed.</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. 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>Paragraph 3.2.3, Paragraph 3.3.2 and Section 3.3 of Appendix 15.5.2 Urban Heat Island Assessment [APP-186]</p>	Under discussion Agreed

			<p>Updated position (April 2024): Where feasible and appropriate, additional UHI mitigation measures could be incorporated if they are required. As stated in paragraph 6.6.5 of the Design & Access Statement – Volume 5 [REP2-036], GAL has a commitment to ensure that climate risks are not increased and climate resilience is considered throughout detailed design; this includes measures related to the UHI.</p>	<p>Design and Access Statement Volume 5 [REP2-036]</p>	
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>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>Updated Position (Deadline 5): Addressed.</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 (Appendix 5.3.2) 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 (Appendix A1) 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 Appendix 5.2.3 Mitigation Route Map (APP-078).</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 5.3.2: Code of Construction Practice [REP1-021] (Doc Ref-5-3)</p> <p>Table 15.8.4 and 15.9.1 of 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
2.4.4.4	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>Electronic equipment is considered within the climate change resilience assessment (Appendix 15.8.1 Climate Change Resilience Assessment). 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>Risks 6, 9, 12, 15, and 24 of Appendix 15.8.1 Climate Change Resilience Assessment [APP-187]</p>	Agreed

		<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>Updated Position (Deadline 3): Addressed</p> <p>Updated Position (Deadline 5): Addressed.</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>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 construction matters.

Table 2.5 Statement of Common Ground – Construction Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.5.1.1	Lack of detail on construction phasing	<p>Need for further understanding on sequencing and co-dependencies between the project elements to ensure appropriate phasing and control of the development and ensure mitigations in place.</p> <p>Updated position (Deadline 1): This matter relates to CBC concerns about controls in terms of the DCO drafting and requirements to ensure sequencing and triggers are appropriate to ensure mitigation etc.</p> <p>Updated position (Deadline 5): CBC seeks further information identifying the co-dependencies between project elements to fully understand the comprehensive phasing programme. This is also important to understand the resource implications on the council in discharging many of the detailed plans.</p>	<p>The construction phasing information provided as part of the application is appropriate to the stage of the design.</p> <p>ES Chapter 5 Project Description provides details of the elements that comprise the Project and the construction phasing. 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>Section 5.3 of ES Appendix 5.3.3 Indicative Construction Sequencing illustrates how construction will be phased.</p> <p>Further details of the programme and sequencing of the project will be developed during the detailed design and pre-construction stages of the Project.</p> <p>Updated position (April 2024): The DCO Applications' suite of control documents and the Draft DCO [REP3-006] itself contain a series of controls to manage the timing and sequencing of works where required, for instance to ensure that mitigation or protection measures are in place before relevant works commence. Please refer to the Applicant's Response to ExQ1 DCO.1.49 [REP3-089] submitted at Deadline 3 which draws out a number of examples of such controls. The production and issue of detailed plans to the relevant Planning Authority, as detailed in the DCO.1.49 response, will also be dictated by the construction programme. As such, the relevant planning authority will have sight of the construction phasing and sequencing through the receipt of these detailed plans.</p>	<p>ES Chapter 5 Project Description [REP1-016] (Doc Ref. 5.1)</p> <p>ES Appendix 5.3.1 Buildability Report Part 1 [APP-079]</p> <p>ES Appendix 5.3.3: Indicative Construction Sequencing [APP-088]</p>	Under discussion
2.5.1.2	CoCP and OCTMP	<p>Concern about the lack of detail and clarity in the CoCP and CTMP, including no information regarding the criteria when and how much contingency routes will be able to be used.</p> <p>Updated position (Deadline 1): Still a lack of detail and clarity on contingency routes, which could be required for a considerable period when works are taking place on the motorway spur, and could affect residential areas. Also, CBC cannot find information on traffic movements to Pentagon Field.</p>	<p>ES Appendix 5.3.2 CoCP Annex 3 Outline Construction Traffic Management Plan sets out the proposed approach for managing construction traffic during the construction of the Gatwick Airport Northern Runway Project (the Project).</p> <p>As stated in the oCTMP, Junction 9 of the M23 will be the main construction access point. From Junction 9, the M23 Spur leads directly to Airport Way, which serves as the entrance and exit to the airport via the South and North Terminal roundabouts.</p>	<p>ES Appendix 5.3.2 Code of Construction Practice [REP1-021] (Doc Ref. 5.3)</p> <p>ES Appendix 5.3.2 Code of Construction Practice – Annex 3: Outline Construction</p>	Under discussion

		<p><u>Updated position (Deadline 5): Concerns remain about the lack of clarity before the Examination about how contingency construction routes may be used. The criterion suggested by the Applicant at April 2024 that they could be used for “local suppliers” could potentially involve the use of local roads to the Gatwick Goods Yard which will have impacts on local residents. This will need to be carefully controlled.</u></p>	<p>As a contingency for the above primary access and to ensure resilience, Junction 10 of the M23 could be used as an alternative access. A23 London Road, A23 Brighton Road and the A2011 are other significant roads that provide connections to the airport for the construction traffic from the north and south, in the event that the primary access is impaired.</p> <p>The detailed Construction Traffic Management Plan will be prepared in collaboration with Local Authorities and National Highways during the detailed design and pre-construction stages.</p> <p><u>Updated position (April 2024):</u> The CTMP issued post DCO for review and approval by the relevant local authorities will include the following additional information:</p> <ul style="list-style-type: none"> • <u>Construction traffic routes to be used during the Project’s construction;</u> • <u>Access and egress points to each construction compounds and works areas;</u> • <u>Confirm the conditions when contingency routes will be used as part of the construction traffic routes;</u> • <u>Provide the criteria for when local roads will need to be used e.g for local suppliers, emergency situations and when construction is on the local road.</u> 	<p>Traffic Management Plan [APP-085]</p>	
2.5.1.3	OCWTP	<p>The Outline Construction Workforce Travel Plan (OCWTP), whilst promoting positive measures to influence travel behaviour, lacks detail and firm commitments. Further clarification is required.</p> <p>Updated position (Deadline 1): Further information is required to enable CBC to understand how this is to be delivered.</p> <p><u>Updated position (Deadline 5): Further certainty is required.</u></p>	<p>The construction workforce travelling to and from the Airport will be managed in accordance with a Construction Workforce Travel Plan (CWTP), which will be developed by GAL and its contractors generally during detailed design / pre-construction stage in accordance with the Outline Construction Workforce Travel Plan (oCWTP) (ES Appendix 5.3.2) in consultation with the relevant highway authority and the National Highways.</p> <p><u>Updated position (April 2024):</u> The CWTP issued for approval by the relevant local authorities will set out the detail of arrangements and measures to be put in place to</p>	<p>ES Appendix 5.3.2 Code of Construction Practice Annex 2 – Outline Construction Workforce Travel Plan [APP-084]</p>	Under discussion

			encourage workforce to use public transport, car sharing, cycling and walking.		
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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 cumulative effects and interrelationships matters.

Table 0.1 Statement of Common Ground – Cumulative Effects and Interrelationships 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					
2.6.3.1	Lack of support for the Crawley Western Multi-Modal Transport Link	<p>The Transport Assessment, shows cumulative adverse impacts on local roads, particularly within the western neighbourhoods of Crawley. GAL's support for the Crawley Western Multi-modal Transport Link is necessary to alleviate this future impact.</p> <p>Updated position (Deadline 1): Consider support for the Western Multi-modal Transport link still necessary to address cumulative impact of development within Crawley, the new strategic development West of Ifield now identified in Horsham District Council's Regulation 19 Local Plan, and the Gatwick DCO.</p> <p>Updated Position (Deadline 3): <u>It is unclear to what extent the transport impacts of the development at West of Ifield have been considered alongside the construction phase of the Project. The Authorities do not agree with this decision by the applicant and consider there is the potential for unassessed and unmitigated impacts.</u></p> <p>Updated Position (Deadline 5): <u>No update provided by the Applicant.</u></p>	<p>The future year scenarios contain infrastructure with an uncertainty level of 'near certain' or 'more than likely'. This follows TAG guidance set out in TAG unit M4 'Forecasting Uncertainty'. Development and infrastructure which is considered less certain is not included in the future year scenarios for either future baseline or with Project. This and the forecasting assumptions are summarised in Chapters 6 to 8 of the Transport Assessment and set out in detail in Chapters 6 to 8 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment.</p>	ES Chapter 7 Transport Assessment [AS-079]	Not Agreed
Mitigation and Compensation					
There are no issues relating to the mitigation and compensation for this topic within this Statement of Common Ground.					
Other					
2.6.5.1	Safeguarding for a future southern runway should be removed if the NRP is approved.	<p>Safeguarding for a potential future southern runway significantly impedes the ability of Crawley to meet its development needs for housing, employment and noise sensitive supporting infrastructure such as schools. GAL is not actively pursuing this option and, given growth through the Project continues to 2047, it would be unlikely a southern runway would be needed until around 2050.</p> <p>Updated position (Deadline 1): The Crawley Borough Local Plan 2024-2040, now subject to Main Modifications Consultation retains the majority of safeguarding for a future southern runway, whilst allocating the Strategic employment site to the east of Balcombe Road. The comment here relates to the need for future safeguarding should the NRP be approved (ie. in the next Local Plan) given the significant constraint it</p>	<p>This matter is not considered relevant to this DCO Application, instead to be dealt with via the Local Plan process.</p> <p>As set out in GAL's representations to the CBC's Local Plan examination, GAL consider that the safeguarded land is required and justified as set out in the Gatwick Airport 2019 Masterplan. We are therefore not seeking to remove, review or amend the boundary or extent of the safeguarded land.</p> <p>GAL has made representations at every stage of CBC's Local Plan preparations objecting to its proposals to allocate employment land to the east of Balcombe Road in the</p>	n/a	Not Agreed

		<p>imposes on housing and employment development in Crawley borough. This prevents economic development in the borough which could be a positive benefit from the NRP, hence it is considered relevant.</p> <p>Updated Position (Deadline 5): To reiterate, this request is in relation to the removal of safeguarding for a future review of the Crawley Borough Local Plan, not the emerging 2024-2040 Local Plan which does retain the majority of the safeguarded area and has now completed its main modifications consultation. The Inspectors' report is awaited.</p>	<p>safeguarded land. We continue to engage with CBC through the Local Plan examination.</p> <p>GAL continues to monitor Local Plan activity in host and neighbouring authorities and will make representations as and when required.</p>		
2.6.5.2	Gatwick Green Strategic Employment Location	<p>The Applicant needs to ensure that access to third party land, for this site and any other, is maintained throughout the construction period as a commitment within the Construction Management Plan.</p> <p>Updated Position (Deadline 5): REP4-107 sets out the position between the Gatwick Green Limited developers of Crawley's proposed strategic employment allocation and the Applicant. The Outline Construction Traffic Management Plan needs to include a commitment to ensuring access to third party land is maintained.</p>	<p>Updated position (April 2024): As noted above, the Crawley Borough Council Local Plan process and the proposed allocation of Gatwick Green is not considered a matter for the DCO.</p> <p>GAL are continuing their negotiations with relevant land owners/interests and will deal with each plot on a case by case basis. Any third party land interests who consider themselves to be affected by the DCO, who are not already involved in the process, should make themselves known to the Applicant.</p>		Under discussion
2.6.5.3	Capacity of Crawley Sewerage Treatment Works.	<p>The Authorities have not yet been assured by the Applicant that Thames Water has confirmed that the impact of the DCO's increased wastewater flows, together with those from planned development in the area have been taken into account.</p> <p>If upgrades to the Works are deemed necessary, there is no clarity on whether this could impact on phasing for other developments. Confirmation from Thames Water.</p> <p>Updated Position (Deadline 5): The Applicant has now notified the ExA and is consulting on a Change to the DCO to provide an on-airport foul water treatment works. CBC welcomes this in principle and will review the information with regard to the impact of these works.</p>	<p>Updated position (April 2024): Discussions between Thames Water and the Applicant are ongoing, and the Applicant has agreed to the funding of studies coordinated by Thames to confirm the headroom capacity of the receiving network and process infrastructure at Crawley and Horley. An important consideration for this will be the removal of the trade-effluent flows from the airport long-term storage lagoons which presently are treated by the Crawley Sewage Treatment Works. To date, there is no indication that Thames will be unable to upgrade its facilities to meet likely growth in the catchment within the OFWAT Asset Management Planning cycles.</p> <p>Our understanding is that Thames expect to provide the outputs from the first phase of studies, which will provide a high level assessment of the headroom available, in June. The Applicant has responded to written question WE1.8 from the ExA [REP3-105] at D3 acknowledging that it does not expect the full scope of Thames' studies to complete within the examination period. It has also stated that Thames' suggested requirement preventing airport growth arising from the Project being implemented until any necessary upgrade works to TW infrastructure had been carried out, would pose unacceptable delivery risks. Consequently, whilst the Applicant does not consider the imposition of such a requirement to be necessary or appropriate in view of the Project's proposals and TW's underlying statutory responsibility/duty to accommodate the additional domestic flows,</p>		Under discussion

			<p><u>the Applicant is now considering alternative approaches. These may include the submission of a change to the Application to include an on-airport foul water treatment works which would deal on-site with all foul flows arising from the whole airport or reaching an alternative agreement with Thames (e.g. to contribute proportionate funding to an expansion to the existing facilities, recognising the wider background growth that will also contribute to any capacity challenges, independent of the Project (or the Airport)).</u></p> <p><u>Were this change to be proposed, the Applicant will notify the ExA at the earliest opportunity following the next round of hearings. The Applicant remains hopeful that the need for such a bespoke facility will not be necessary and that TW's additional modelling will verify that sufficient capacity is available.</u></p>		
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2.7. Draft DCO and Explanatory Memorandum

2.7.1 Table 2.7 sets out the position of both parties in relation to Draft DCO and Explanatory Memorandum matters.

Table 0.2 Statement of Common Ground – Draft DCO and Explanatory Memorandum Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.7.1.1	The Council has wide-ranging concerns about the DCO.	<p>These will be shared with the Applicant in due course and set out in the Council’s LIR. A summary of the Council’s main concerns (which is not exhaustive) is set out below – A summary of the Council’s main concerns (which is not exhaustive) is set out below – the definition of “commencement” and, in particular, the implications arising from certain operations which fall outside that definition and which do not appear to be controlled (article 2(1), interpretation).</p> <p>Updated position (Deadline 1): All references in this column to the draft Development Consent Order (“dDCO”) are to Version 3.0 of the dDO [PDLA-004] dated February 2024. This column provides a summary of the Council’s position in respect of the points detailed in Table 2.7. Further detail, particularly in respect of points not addressed in Table 2.7, will be submitted at Deadline 1.</p> <p>It is noted that each of the 15 exceptions to the definition of “commencement” is either included in at least one of the following made DCOs: Sizewell C, Manston Airport, and M25 Junction 28, or “aligns with emerging drafting submitted in the Luton Airport Expansion” dDCO.</p> <p>The SoCG and Explanatory Memorandum (“EM”) [AS-006] identify precedents; however, this is not enough. For instance, it does not follow that a provision relevant to the authorisation of a nuclear-powered generating station in Suffolk or the alteration of a motorway junction in Essex is relevant to the instant project. The relevance must be explained and the inclusion of the provision justified. The same point applies to provisions based on those which are included in airport DCOs, made or otherwise.</p> <p>Advice Note Fifteen: Drafting Development Consent Orders (republished July 2018 (version 2)) is clear on this point. It states –</p> <p>“If a draft DCO includes wording derived from other made DCOs, this should be explained in the Explanatory Memorandum. <u>The Explanatory Memorandum should explain why that particular wording is relevant to the proposed draft DCO</u>, for example detailing what is factually similar for both the relevant consented NSIP and the Proposed Development. <u>It is not sufficient for an</u></p>	<p>The drafting of the definition of “commence” has advanced since the version commented upon. There are now 15 exceptions at sub-paragraphs (a) to (o) of article 2(1).</p> <p>These exceptions are all preceded by at least one of the Sizewell C (article 2), Manston Airport (article 2) or M25 J28 (article 2) DCOs or align with emerging drafting submitted in the Luton Airport Expansion application (Schedule 2, Part 1). The only additional provision is sub-paragraph (n) (establishment of temporary haul roads), which has been included as a separate limb for clarity, though the stated activity falls within the scope of other more generally worded exceptions from “commencement” in precedent DCOs (e.g. ‘construction of temporary structures’).</p> <p>As per paragraph 3.4.1 of the Explanatory Memorandum to the Draft Development Consent Order (“ExM”), it is reasonable and proportionate to include the specified exceptions to enable the efficient use of time in the construction timetable prior to the triggering of “commencement” under the DCO. All pre-commencement activities will be subject to the Code of Construction Practice and its associated management plans (see Requirement 7) and must be carried out in accordance with the Carbon Action Plan (see Requirement 21).</p> <p>The activities specified in this definition were selected to accord with precedent and as activities which can be (and, in many cases, must be) carried out early in the construction timetable. As per the ExM, the activities do not give rise to materially new or materially different environmental effects to those assessed in the ES.</p> <p>The ES assesses the environmental impacts from preparatory and construction activities for the project, and the activities captured by the exceptions to the definition of “commence” have been assessed as part of this exercise. However, given that the exceptions are categories of activities which form part of the wider preparatory and construction works timetable, there are not specific passages of the ES which can be cited in respect of each</p>	<p>Draft Development Consent Order [REP3-006]</p> <p>Paragraph 3.4.1 of the Explanatory Memorandum to the Draft Development Consent Order [AS-006]</p> <p>ES Chapter 5 Project Description [REP1-016] (Doc Ref. 5-1)</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021] (Doc Ref. 5-3)</p> <p>ES Appendix 5.4.2: Carbon Action Plan [APP-091]</p>	Under discussion

		<p><u>Explanatory Memorandum to simply state that a particular provision has found favour with the Secretary of State previously; the ExA and Secretary of State will need to understand why it is appropriate for the scheme applied for. Any divergence in wording from the consented DCO drafting should also be explained.</u> Note, though, that policy can change and develop". (Paragraph 1.5, emphasis added).</p> <p>In the light of the above, it is clear the applicant should give reasons specific to each exception being suggested, rather than seeking to rely on the generic reference to precedent made in the EM and SoCG.</p> <p>The Council notes pre-commencement activities are subject to the COCP; however, this is not clear from Requirement 7 (code of construction practice) and it should be made explicit on the face of the dDCO. The limitations of the COCP, and the Council's concerns about that document, are described elsewhere in this document.</p> <p>Paragraph 3.4.1 of the EM [AS-006] states the excluded operations "do not give rise to any materially new or materially different environmental effects to those assessed in the Environmental Statement (Doc Ref. 5.1), being either de minimis or having minimal potential for adverse effects, in line with the Planning Inspectorate's Advice Note 15". Paragraph 3.4.1 then goes on to refer to them as "low impact preparatory works".</p> <p>Certain of the excluded operations would seem capable of giving rise to significant effects and it is not clear how the dDCO restricts these works to "low impact preparatory works". To give one example, sub-paragraph (k) ("erection of temporary buildings and structures") does not place any limit on the size of the "buildings and structures" or indicate what "temporary" might mean. An explanation is needed.</p> <p>Regarding temporary exempted works generally (for instance, as well as the temporary buildings and structures already referred to, sub-paragraph (n) provides for the "establishment of temporary haul roads" and sub-paragraph (o) for the "temporary display of site notices, advertisements or information") it is not clear how these will be dealt with when they are no longer needed. Again, this needs to be made clear on the face of the dDCO.</p> <p>The Council is surprised by the applicant's conclusion that no passage from the ES can be cited in respect of any exception (noting that, to give one example, the exception could provide for a temporary building of limitless size). The Council considers this approach to pre-commencement activities to be too casual and owing to this, and the lack</p>	<p>individual exception. Certain of the pre-commencement activities which can be identified with particular certainty at this stage are described from Paragraph 5.3.8 of ES Chapter 5: Project Description.</p> <p><u>Updated position (April 2024):</u></p> <p><u>The Applicant reiterates that the approach of excepting certain construction activities from triggering "commencement" of the DCO is well precedented in made DCOs. The Council's comments on the relevance of precedent are noted, but the Applicant considers that it is useful to bring this to the ExA's attention to demonstrate where drafting approaches are commonly deployed by promoters and accepted by the Secretary of State. The justification for excepting activities from "commencement" accompanies the references to precedent in paragraph 3.4.1 of the Explanatory Memorandum to the Draft Development Consent Order [REP1-007].</u></p> <p><u>In respect of the Council's comment on the CoCP, this is already apparent on the face of the DCO. Requirement 7 specifies that "Construction of the authorised development must be carried out in accordance with the code of construction practice unless otherwise agreed with CBC" (emphasis added). There is no reference to commencement. Therefore, any part of the authorised development being carried out is subject to the CoCP. Duplicative wording in a separate location of the draft DCO is unnecessary.</u></p> <p><u>All pre-commencement activities will be subject to the CoCP and its associated management plans (see requirement 7); the written schemes of investigation for Surrey and West Sussex (see requirement 14); the carbon action plan (see requirement 21) and the flood resilience statement (see requirement 24). These control measures provide sufficient assurance that impacts of pre-commencement works will be adequately managed.</u></p>		
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2.7.1.2	The Council has wide-ranging concerns about the DCO.	Clarification of other definitions relating to various airport and boundary plans listed in the order and extent of operational land.	Many of the issues summarised in this row are addressed in Table 20 of the Issues Tracker, including at Rows 20.1, 20.3, 20.4, 20.7, 20.18, 20.26, 20.29 and 20.38. of Appendix 1.		Under discussion

		<p>Updated position (Deadline 1): The comments from GAL do not address the point made. The Council maintains its position that clarification is needed on how what is shown on the plans relates to the various definitions of the airfield boundaries, DCO limits and operational land for both the current and future Airport.</p> <p>Updated position (Deadline 5):</p> <p><u>The Council remains unclear as to extent of the operational land boundaries and would welcome a clear explanation of these.</u></p> <p><u>Turning to the concern with definitions (including works descriptions), the Council agrees with the points raised in the Legal Partnership Authorities' response to ExQ1 DCO.1.39 in both the Deadline 3 response "Responses to ExQ1" [REP3-135] and the Deadline 4 response "Comments on responses to ExQ1 – DCO and Control Docs" [REP4-062].</u></p> <p><u>CBC notes the Applicant has provided a further paper on 'Excepted Development' at Deadline 4 [REP4-030] which supplements the Applicant's Response to Deadline 2 submissions [REP3-106]. CBC will provide its response at Deadline 5.</u></p>	<p>To the extent not addressed in that table or below in the responses to the detailed concerns of other stakeholders, GAL awaits the Council's detailed comments so that it can respond fully.</p> <p>Updated position (April 2024): <u>In the draft DCO the "Order limits" are defined by reference to the Works Plans [REP3-011], which clearly show the Project redline. The "airport" is defined by reference to the airport boundary plan, currently at Appendix 1 to the Glossary [REP3-011]. In respect of operational land, the response to Action Point 9 in The Applicant's Response to Actions from Issue Specific Hearing 2: Control Documents / DCO [REP1-063] explains what constitutes the Applicant's operational land and further commentary is offered in the responses to Action Points 9 and 10 in section 5.5 of the Applicant's Response to Deadline 2 Submissions [REP3-106].</u></p> <p><u>Should the Council continue to have queries regarding any of the above, it is invited to provide sufficient detail on these such that the Applicant can respond.</u></p>		
2.7.1.3	The Council has wide-ranging concerns about the DCO.	<p>The drafting of article 3 (development consent etc. granted by Order).</p> <p>Updated position (Deadline 1): A drafting point regarding article 3(2): the EM says this paragraph is precedent in art.3(2) of the Manston Airport DCO 2022; however, while Gatwick refers to "Any enactment applying to land <u>within or adjacent</u> to the Order limits ..." Manston refers to "Any enactment applying to land <u>within, adjoining or sharing a common boundary</u> with the Order limits".</p> <p>The Council would be grateful if the applicant could confirm why it departed from the cited precedent.</p> <p>Updated Position: Deadline 5</p> <p><u>The Council notes the Applicant's position regarding the use of "adjacent"; however, it is not clear from the Applicant's answer or (say) from the Explanatory Memorandum what "adjacent to" means in practice i.e. the extent of that land adjacent to the Order limits will be affected. Can this be explained? For instance, for illustrative purposes, shown on a plan?</u></p>	<p>Several precedent DCOs contain a separate article authorising the operation and use of the authorised development – see, for example, article 7 of the Sizewell C DCO: "<i>The undertaker is authorised to operate and use the authorised development for which development consent is granted by this Order.</i>"</p> <p>In drafting article 3 of the Draft DCO, it was considered that it was clearer and more succinct to subsume the separate authorisation of operation and use into a single provision in article 3.</p>	Draft Development Consent Order [REP3-006]	Under discussion

<p>2.7.1.4</p>	<p>The Council has wide-ranging concerns about the DCO.</p>	<p>The drafting of article 6 (limit of works) which appears to allow GAL to exceed parameters beyond those assessed in the Environment Statement.</p> <p>Updated position (Deadline 1): The Council is considering this point further.</p> <p>Updated position (Deadline 5): <u>The Council maintains its position on this issue and considers (for example) the position regarding the extent of the Applicant's operational land boundary remains unclear.</u></p> <p><u>The applicant should clarify if the updated position quoted here is for this point or is a typing error and relates to the line entry above?</u></p>	<p>The drafting of article 6 has advanced since the version commented on by the Councils and is now complete.</p> <p>As above, no definition of "ancillary structures" is used in the latest draft DCO.</p> <p>Updated position (April 2024):</p> <p><u>The Applicant considers that "adjacent" is more appropriate than the wording cited in the Manston Airport Development Consent Order 2022. It is not clear to the Applicant the distinction between land "adjoining" the Order limits and land "sharing a common boundary with the Order limits" from the Manston Order. Use of "adjacent" captures enactments which affect land adjoining the Order limits and land otherwise very near to the Order limits, both of which may still (if not taking effect subject to the provisions of the Order) hinder the carrying out of the authorised development (e.g. by preventing access to the site).</u></p> <p><u>The Applicant notes that the drafting in article 3(2) of the draft DCO (including "or adjacent") is well precedented in made DCOs, including article 3(9) of the National Grid (Yorkshire Green Energy Enablement Project) Development Consent Order 2024, article 4(2) of the A66 Northern Trans-Pennine Development Consent Order 2024 and article 3(2) of the Boston Alternative Energy Facility Order 2023.</u></p>	<p>Draft Development Consent Order [REP3-006]</p>	<p>Under discussion</p>
<p>2.7.1.5</p>	<p>The Council has wide-ranging concerns about the DCO.</p>	<p>The drafting of article 9 (planning permission) and provisions in relation to existing planning conditions and future planning controls (including permitted development rights).</p> <p>Updated position (Deadline 1): To allow the Council to understand the full implications of article 9(3) and (4), the Council requests the applicant provides a full list of the existing planning permissions (including deemed planning permission) which are at issue. Once that information is provided, the Council will be better able to say whether those provisions are acceptable.</p> <p>Regarding article 9(4), who will decide what "incompatible" means and how that will be conveyed to other parties (e.g. the local planning authority)?</p>	<p>Please refer to paragraphs 4.24 – 4.28 of the ExM, which explains the rationale for article 9 in light of the recent Supreme Court decision in <i>Hillside Parks Ltd v Snowdonia National Park Authority</i> [2022] UKSC 30. Other recently submitted DCO applications make similar provision, including the draft Luton Airport Expansion DCO (article 45) and Lower Thames Crossing DCO (article 56).</p> <p>As regards the cited wording which disapplies incompatible conditions of previously granted planning permissions, similar wording features in article 45(2)(c) of the draft Luton Airport Expansion DCO.</p> <p>In response to the further queries:</p> <p>1) The drafting at article 9(1) of the draft DCO is a model provision (article 36) which is well-established in</p>	<p>Draft Development Consent Order [REP3-006]</p> <p>Paragraphs 4.24 – 4.28 of the Explanatory Memorandum to the Draft Development Consent Order [AS-006]</p>	<p>Under discussion</p>

	<p>Regarding article 9(5), the Council disagrees with the applicant's analysis that retaining permitted development rights would "allow for <u>minor works</u> to be separately consented without needing to rely on an amendment to the Order, which would be disproportionate and impractical".</p> <p>First, the Council considers the potential scope of development permitted by the provisions cited in article 9(5) cannot be dismissed as "minor works" and is unconvinced these should be retained. Second, if further development, which is not authorised by the DCO, is to take place at the airport, it should be subject to control by the local planning authority. Third, if the applicant wants the DCO to authorise yet further works, these should be included in Schedule 1 in the usual way (and their effects assessed). This approach is consistent with <i>Advice note thirteen: Preparation of a draft order granting development consent and explanatory memorandum</i> (Republished February 2019 (version 3)) which states (at paragraph 2.9) the dDCO should include the following –</p> <ul style="list-style-type: none"> • "A full, precise and complete description of each element of the NSIP, preferably itemised in a Schedule to the DCO; and • A full, precise and complete description of each element of any necessary "associated development"". <p>The retention of permitted development rights could, contrary to <i>Advice note thirteen</i>, result in a partial and incomplete description of the proposed development being included in the dDCO.</p> <p><u>Updated Position: Deadline 5</u></p> <p><u>The Council is mainly concerned with paragraphs (4) and (5), neither of which is included in the corresponding provisions of the Lower Thames Crossing or Luton draft DCOs. (See article 56 of the former [REP10-005] and article 45 of the latter [REP11- 092]).</u></p> <p><u>Article 9(4): regarding paragraph (4), the Applicant has confirmed in its answer to ExQ1 GEN1.2 [REP3-091]- "The operation of the repositioned northern runway, once implemented, would be incompatible with the restrictions on its use under the 1979 planning permission. As such, Article 9(4) would be engaged and that use restriction under the 1979 planning permission would cease to have effect". In its Deadline 4 response to this answer, the Council states the power under paragraph (4) should be limited to the identified mischief i.e. the relevant conditions of the 1979 planning permission. The Council considers there is no justification for this power, which is extraordinary for a private company, to be cast any wider.</u></p> <p><u>Article 9(5): the Council maintains the position, which has been articulated in previous submissions, that the exceptions concerning permitted development rights within article 9(5) (and requirements 4 and 10) should be removed and drafting included which provides the permitted development rights do not apply. (Please see, for example, column 6 of</u></p>	<p>numerous precedent DCOs. The drafting is by reference to section 264 of the Town and Country Planning Act 1990 ("TCPA 1990") and the effect is to ensure that permitted development rights attaching to the undertaker in relation to operational land have effect as they would do if planning permission had been granted for the authorised development. "Operational land" is defined in section 263 TCPA 1990.</p> <ol style="list-style-type: none"> 2) Sub-paragraphs (2) and (3) address legal risk arising from the <i>Hillside</i> decision and ensure that (i) the authorised development can continue to be carried out notwithstanding an incompatible planning permission and (ii) planning permissions granted and initiated prior to commencement of the authorised development under the DCO can continue to be lawfully implemented thereafter. Whether activities authorised by the DCO are taking place pre- or post-commencement do not affect these principles. 3) As above. 4) 'Incompatibility' is as discussed in the Hillside decision. A planning permission would be 'incompatible' with the development authorised by the DCO if it were physically impossible to build out both developments (e.g. due to overlapping consented structures). <p>There is no sub-paragraph (9) in article 9 of the current draft DCO and it is presumed that this point is in reference to sub-paragraphs (5) and (6) of the present drafting. These make clear that the DCO does not restrict the future exercise by the undertaker of permitted development rights. This is necessary to ensure that GAL as airport operator can continue to rely on its extant permitted development rights to facilitate the ongoing operation of the airport and allow for minor works to be separately consented without needing to rely on an amendment to the Order, which would be disproportionate and impractical.</p> <p><u>Updated position (April 2024):</u> <u>The Applicant refers to the explanation provided at paragraph 4.1.24 of its Written Summary of Oral Submissions from Issue Specific Hearing 2: Control Documents / DCO [REP1-057]. The Applicant does not consider that a prescribed mechanism is required as regards potential incompatibility dealt with by article 9(4). The question of incompatibility under article 9(4) is only likely to arise in the event that enforcement action is pursued in respect of an extant planning permission. In such circumstances, it would</u></p>	
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		<p>Appendix M to the West Sussex LIR [REP1-069], action point 10 of Legal Partnership Authorities Responses to Applicants Written Summary of Oral Submissions and Responses to Actions (from Issue Specific Hearings 1-5) [REP2-081], and paragraph 4.2 of Issue Specific Hearing 2: Control Documents and the DCO Post Hearing Submission [REP2-212].</p> <p>CBC notes the Applicant has provided a further paper on 'Excepted Development' at Deadline 4 [REP4-030]. CBC will provide its response at Deadline 5.</p>	<p>be for the defendant party to rely on article 9(4) and particularise how it affects the enforcement action in question.</p> <p>As regards article 9(5), all works forming part of the Project have been included in the Applicant's application. As per the Applicant's response to Action Point 10 in The Applicant's Response to Actions from Issue Specific Hearing 2: Control Documents / DCO [REP1-063], many of the works forming part of the DCO application could otherwise have been carried out by the Applicant under its permitted development rights. The Applicant has chosen to seek a DCO for the Project as a whole, holistically, and accepts that the Project should be controlled as a whole through the DCO and related control documents.</p> <p>However, this approach does not mean that the Applicant should be deprived of its permitted development rights over the operational airport in future if the DCO is granted, as now appears to be the Council's suggestion. The Applicant does not consider it appropriate for a DCO, which is granted in respect of a defined project which will be built out and in due course completed, to disapply permitted development rights relating to that site for the purpose of future, distinct development. The rationale for the provision by Government (under the authority of Parliament) of permitted development rights to airport operators such as the Applicant is to allow them to carry out development in support of the effective and efficient running of an airport. This rationale remains – and is indeed amplified – if this DCO is granted and the northern runway is brought into routine use.</p> <p>In any event, article 9(5) merely restates and clarifies what the Applicant considers to be the existing position at law, and the Applicant does not consider that a DCO without this wording would restrict the subsequent use of permitted development rights. However, it is considered preferable to clarify this expressly.</p>		
2.7.1.6	The Council has wide-ranging concerns about the DCO.	<p>The drafting of article 25, which concerns trees and hedgerows.</p> <p>Updated position (Deadline 1): If “the removal of hedgerows, trees and shrubs” (i.e one of the exceptions from the definition of “commence” per article 2(1)(f)) is to be controlled by article 25, the Council considers this should be made explicit in the article itself.</p>	<p>While "removal of hedgerows, trees and shrubs" is excluded from the definition of "commence" in article 2 as noted, the present article (now article 25) will still govern how these activities are carried out, article 25 providing the underlying authority for these activities.</p> <p>The wording relating to "important hedgerows" has been removed from the latest draft of article 25, following confirmation that no</p>	<p>Draft Development Consent Order [REP3-006]</p>	Under discussion

		<p>The applicant suggests that updated article 25 will refer to tree and hedge works needing to be carried out in accordance with BS 3998:2010 (or more recent industry best practice). However, the most recent dDCO [PDLA-004] does not include this (well-precedented) wording and the Council would be grateful if the applicant could explain its position.</p> <p>Paragraph 22.1 of <i>Advice Note Fifteen: Drafting Development Consent Orders</i> (Republished July 2018 (version 2)) states –</p> <p>“It is recommended that DCO Articles of this kind [i.e. which articles which provide for interference with hedgerows] are made relevant to the specific hedgerows intended for removal. To support the ExA, the Article should include a Schedule and a plan to specifically identify the hedgerows to be removed (whether in whole or in part). This will allow the question of their removal to be examined in detail. Alternatively, the Article within the DCO could be drafted to include powers for general removal of hedgerows (if they cannot be specifically identified) but this must be subject to the later consent of the local authority”.</p> <p>Article 25 is inconsistent with this recommendation: it does not include a schedule or plan, yet it seeks to remove (under article 25(5)) any obligation to secure consent. No reasonable justification is given for this inconsistency. The Council considers the hedgerow-related provisions need to be recast to make them consistent with paragraph 22.1.</p> <p><u>Updated Position (Deadline 5):</u></p> <p><u>While the Council welcome the amendments made to article 25, the Council considers they do not go far enough. The most significant omission is the need for article 25 (in accordance with the relevant guidance, Advice Note Fifteen: Drafting Development Consent Orders) to either – (i) include a schedule and a plan which identifies the hedgerows to be removed (whether in whole or in part) or (ii) make the power for general removal of hedgerows subject to local authority consent. Detailed justification and suggested amendments are included in row 31 of Appendix M [REP1-069], which the Council agrees with. The Council is also concerned by the removal from the OLEMP of the text concerning trees and awaits confirmation of how arboriculture matters will be secured in a control document. The Council requests that the Applicant confirms the position.</u></p>	<p>such hedgerows are anticipated to be affected by the proposed development.</p> <p>Defining "hedgerow" by reference to the Hedgerow Regulations 1997 is well-established in many DCO precedents, including the Sizewell C (article 81), Southampton to London Pipeline (article 42) and Manston Airport (article 34) DCOs. Including a bespoke definition would be a significant departure from precedent and is not considered to be justified.</p> <p>The drafting of article 25 has advanced since the version commented upon by the Councils. For example, article 25(1)(b) now includes "<i>or property within the authorised development</i>". GAL will carefully consider the other proposed additions and will include them in the next draft of the DCO where reasonable and justified. It is not anticipated that there will be any concerns with tree and hedge works needing to be carried out in accordance with BS 3998:2010 (or more recent industry best practice).</p> <p>By way of initial comment on the remaining suggested additions, the new proposed sub-paragraph (3) does not appear necessary because:</p> <ul style="list-style-type: none"> • it is unclear what is meant by "<i>relative bodies</i>"; • (3)(a) is not needed because authority is only conferred on the undertaker to fell or lop in the circumstances specified in sub-paragraphs (1)(a) and (b); • (3)(b) is not needed because the DCO will not obviate the need for consents required for protected species or laws related thereto; • (3)(c) is not needed because the draft DCO does not contain drafting obviating the need to obtain a felling licence and such a licence would therefore be required prior to felling; and <p>(3)(d) is not needed because the existence and protection afforded by tree preservation orders is not disturbed by the DCO (in the absence of express provision).</p> <p><u>Updated position (April 2024):</u></p> <p><u>The weight of precedent in made DCOs is for articles that authorise the removal of hedgerows within the Order limits without subsequent local authority consent. For example, article 17(6) of the A66 Northern Trans-Pennine Development Consent Order 2024, article 31(4) of the Drax Power Station Bioenergy with</u></p>		
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			<p>Carbon Capture and Storage Extension Order 2024 and article 34(4) of the Manston Airport Development Consent Order 2022 all authorise the removal of any hedgerow within the Order limits. None of these precedents refer to a plan specifically identifying hedgerows to be removed.</p> <p>The Applicant's article 25 offers greater protection than these precedents in that it provides that the undertaker may only fell, lop or remove a hedgerow if it reasonably believes it to be necessary to prevent the hedgerow from obstructing or interfering with the construction, maintenance or operation of the authorised development or related apparatus, rather than the broader precedented wording that the removal is "required". The Applicant's article 25 also offers the largely unprecedented protection that works must be carried out in accordance with BS 3998:2010, as previously requested by the Councils, and includes the standard entitlement to compensation should persons be harmed by the works authorised by the article. The Applicant therefore considers that article 25 as currently drafted is proportionate and justified and rejects the alternative articles proposed.</p>		
2.7.1.7	The Council has wide-ranging concerns about the DCO.	<p>The drafting of Part 6 (Miscellaneous and General) particularly the impact of article 46 (disapplication of legislative provisions) on drainage and article 48, which provides a defence to statutory nuisance.</p> <p>Updated position (Deadline 1): Regarding article 46 (disapplication of legislative provisions), the Council notes the need for any protective provisions will be discussed with the LLFA but also CBC Drainage Officer and updates provided where necessary. Having discussed this provision with other GOG authorities, the Council considers the drainage protective provisions secured on behalf of Surrey County Council in Part 4 of Schedule 9 to the M25 Junction 10/A3 Wisley Interchange Development Consent Order 2022 (SI 2002/549) would be an appropriate starting point. The Council would welcome the applicant's comments on this suggestion.</p> <p>Regarding article 48 (defence to statutory nuisance), article 48(1) is too wide-ranging in its application to nuisances falling within section 79(1) of the Environmental Protection Act 1990. The Council considers it should apply, like Model Provision 7, to section 79(1)(g) only.</p> <p>Article 48(2) says that compliance with the controls and measures described in the code of construction practice ("COCP") will be sufficient, but not necessary, to show that an alleged nuisance could not reasonably</p>	<p>Noted. The need for any protective provisions will be discussed with the LLFA and updates provided where necessary.</p> <p>Updated position (April 2024): In version 6.0 of the draft Development Consent Order [REP3-006] submitted at Deadline 3, the disapplication of section 23 of the Land Drainage Act 1991 in article 47 has been removed. This reflects that the Applicant only anticipates requiring ordinary watercourse consent in respect of one component of the Project, the extension to the culvert to the east of Balcombe Rd on the Haroldslea Stream. The Applicant is content for the existing regime for ordinary watercourse consent to apply in respect of this singular instance and therefore does not propose to disapply this regime or replace it with bespoke arrangements in protective provisions included in the DCO.</p> <p>The Applicant is reviewing the proposed protective provisions but, in light of the above, considers it likely that they will now be unnecessary.</p> <p>Article 49 (defence to proceedings in respect of statutory nuisance) must be viewed in the context that section 158 of the</p>	Draft Development Consent Order [REP3-006]	Under discussion

be avoided for the purposes of paragraph (1). The Council considers this provision represents an unwelcome and unnecessary fettering of the discretion of the courts in dealing with statutory nuisance cases. So far as the Council knows, it is not widely precedented and the Council is unaware of any local need for it. The applicant should be put to strict proof as to why it is needed, giving examples of other made DCOs where it would have been necessary (not just convenient) to have had it. Absent such proof, the provision should be deleted.

Notwithstanding the preceding paragraph, the COCP describes its purpose as being “the environmental management system and measures that will be in place through the construction of the Project” (paragraph 1.2.1, our emphasis) [APP-082]. However, article 48(1) also applies to the maintenance and operation of the authorised development, which would not seem to be covered by the COCP. It seems therefore that references to “maintenance and operation” in article 48(1)(a) and (b) should be deleted.

Updated Position (Deadline 5):

Article 46 (disapplication of legislative provisions): while the Council welcome the removal of the disapplication of section 23 from the dDCO [REP3-006], they do not consider that their concerns regarding drainage have been satisfactorily addressed. The Applicant states that only one component of the project will require Ordinary Watercourse Consent (“OWC”). The lead local flood authorities (“LLFAs”) consider considerably more elements will require an OWC. The LLFAs have suggested that a meeting is held with GAL and their consultants to understand these differences and to progress this issue.

Article 49 (defence to proceedings in respect of statutory nuisance): the West Sussex Authorities have provided a comprehensive explanation why this article should be amended and have set out their suggested amendments. Having considered the Applicant's answer to this question, the West Sussex Authorities maintain their position, as set out in row 39 of Appendix M to the West Sussex LIR [REP1-069]. The Council agrees with the West Sussex authorities' position.

Planning Act 2008 provides a general statutory authority for carrying out development or anything else authorised by a DCO, which serves as a defence in civil or criminal proceedings for nuisance. This general defence is expressly subject to any contrary provision made in a particular DCO (section 158(3) of the 2008 Act) and article 49 therefore caveats and details how the general defence applies in respect of the cited types of nuisance. Section 152 of the Planning Act 2008 provides for compensation to persons whose land is injuriously affected by the carrying out of works, where a defence of statutory authority in civil or criminal proceedings for nuisance is available by virtue of section 158 and article 49.

Article 49 makes clear that an order cannot be made on the basis of one of the cited types of statutory nuisance where the alleged nuisance is (i) attributable to the carrying out of the authorised development in accordance with the construction noise controls in the Control of Pollution Act 1974 (“CoPA”) or (ii) is a consequence of the authorised development that cannot be reasonably avoided. It is appropriate that an undertaker should not face a finding of statutory nuisance for carrying out development scrutinised through the examination process and consented by order of the Secretary of State in the above circumstances. Article 49 imposes a high standard on the undertaker – notably higher than section 158 of the 2008 Act itself – by referring to the CoPA processes and specifying that the nuisance must not have been reasonably avoidable. This strikes a fair balance.

The Applicant's approach in including an article regarding proceedings for statutory nuisance is well precedented and the precise selection of types of nuisance is precedented in article 38 of the M4 Motorway (Junctions 3 to 12) (Smart Motorway) Development Consent Order 2016.

In any event, the Applicant notes that many of the cited types of nuisance in the Environmental Protection Act 1990 (the “EPA”) are likely to be of limited utility against the Applicant:

- subsection (c) (fumes or gases emitted from premises so as to be prejudicial to health or a nuisance) does not apply to premises other than private dwellings (section 79(4) of the EPA);
- subsection (fb) (artificial light emitted from premises so as to be prejudicial to health or a nuisance) does not apply to artificial light emitted from an airport (section 79(5B)(a) of the EPA);

			<ul style="list-style-type: none"> • subsection (g) (noise emitted from premises so as to be prejudicial to health or a nuisance) does not apply to noise caused by aircraft (section 79(6) of the EPA); and • subsection (ga) (noise that is prejudicial to health or a nuisance and is emitted from or caused by a vehicle, machinery or equipment in a street) does not apply to noise made by traffic (section 79(6A)(a) of the EPA). <p>Further, to the extent that categories of nuisance would be applicable, these were considered in the Applicant's Statement of Statutory Nuisance [APP-265], which concluded that, taking into account the mitigation measures and controls set out in the Applicant's ES, "none of the matters of statutory nuisance addressed by the Act are predicted to arise". The Applicant is therefore unlikely to need to rely upon article 49, but it is appropriate and necessary (for the reasons immediately above) that it is available if required.</p>		
2.7.1.8	The Council has wide-ranging concerns about the DCO.	<p>The inclusion of Work Nos. 26, 27, 28 and 29 (which all concern hotels) in Schedule 1 (authorised development).</p> <p>Updated position (Deadline 1): It is not clear to the Council how these hotel-related Works are "associated development", per section 115 of the Planning Act 2008. There does not appear to be an explanation in the EM. A satisfactory explanation is needed. Moreover, the Council is concerned about the prospect of these works evading proper environmental controls, including in relation to parking and its impact on surface access. Owing to these facts, the Council considers these Works should be deleted from the dDCO.</p> <p>Updated Position (Deadline 5):</p> <p>The Council's latest position on this issue is summarised at row 3 of the Legal Partnership Authorities' Deadline 1 document "Issue Specific Hearing 1: Case for Proposed Development Post Hearing Submission" [REP1-211], which states –</p> <p>"The Authorities recognise that it is proposed that the 4 hotels should be "Associated Development" and so authorised by the development consent order. Whilst the Applicant argues that this development supports operation of airport, reduces impacts and is subordinate, the Authorities (and in particular Crawley Borough Council) have concerns regarding the need to ensure that Control Documents include adequate controls, especially on the provision of additional on-airport parking at hotels. The Authorities' view is that any such parking should be operational parking only so as to support the Applicant's Surface Access Commitments. This is</p>	<p>Many of the issues summarised in this row are addressed in Table 20 of the Issues Tracker, including at Rows 20.1, 20.3, 20.4, 20.7, 20.18, 20.26, 20.29 and 20.38 of Appendix 1.</p> <p>To the extent not addressed in that table or below in the responses to the detailed concerns of other stakeholders, GAL awaits the Council's detailed comments so that it can respond fully.</p> <p>Updated position (April 2024):</p> <p>Section 115 of the 2008 Act provides that development consent may be granted for "associated development" alongside "development for which development consent is required". "Associated development" is defined as development associated with the principal development.</p> <p>As per the 'Guidance on associated development applications for major infrastructure projects' (Department for Communities and Local Government – April 2013), it is for the Secretary of State to decide on a case-by-case basis whether development constitutes "associated development". By reference to the 'core principles' that the guidance notes the Secretary of State will take into account:</p> <ul style="list-style-type: none"> • Associated development should support the construction or operation of the principal development or help address its impacts. Hotel accommodation on-site supports the 	n/a	Under discussion

		<p><u>particularly important as the hotels will, in due course, exist as commercial operations operated by other parties and so there is no reason that they should be exempt from the Local Planning Authorities wider policies in relation to car parking merely by virtue of their conception under the DCO for authorising consent. The Authorities also need to be assured that all other aspects that would be addressed were the hotels to come forward as TCPA development (such as design/materials and sustainable construction/energy use) will be adequately controlled if they are to be authorised by the DCO."</u></p>	<p><u>operation of the airport in providing necessary accommodation for passengers. It further helps to address the airport's impacts, as alluded to in the Councils' comment, by reducing the need for transport between accommodation and the airport.</u></p> <ul style="list-style-type: none"> <u>Associated development should be subordinate to the principal development. The hotels are subordinate to the use of the airport and facilitate this use. They are not an aim in themselves.</u> <u>Development should not be treated as associated development if its purpose is solely to cross-subsidise the principal development. That is not the case here.</u> <u>Associated development should be proportionate to the nature and scale of the principal development. The hotels are a proportionately small part of the overall proposed development.</u> <p><u>In light of the above application of the 'core principles', GAL considers that it is open to the Secretary of State to conclude that the hotels are "associated development", and that such a conclusion is clearly justified.</u></p> <p><u>If the Council disagrees with this analysis, please provide detailed justification by reference to this guidance and the reasoning above.</u></p> <p><u>It is not clear on what basis that Council asserts that hotel works may "evad[e] proper environmental controls". These works would form part of the authorised development under the DCO and therefore be subject to the requirements, including the CoCP by virtue of requirement 7. Further detail is requested from the Council as to the precise nature of their concern.</u></p>		
2.7.1.9	The Council has wide-ranging concerns about the DCO.	<p>The drafting of several requirements (Schedule 2) including: the drafting of "start date" (R.3(2) (time limits and notifications); the 14-day notification period in R3(2); why some documents must be produced "in accordance with" the certified documents and others must be produced either "in general accordance" or "in substantial accordance" with them; the drafting of R.14 (archaeological remains); and of those which concern noise (e.g. R.15 (air noise envelope), R.18 (noise insulation scheme)); the ambiguous drafting in R.19 (airport operations);</p> <p>Updated position (Deadline 1): <u>Requirements: general</u> The Council notes the response in Row 20.29 in Table 20 of the Issues Tracker; however, it does not consider it answers its question. Put another</p>	<p>Many of the issues summarised in this row are addressed in Table 20 of the Issues Tracker, including at Rows 20.1, 20.3, 20.4, 20.7, 20.18, 20.26, 20.29 and 20.38 of Appendix 1.</p> <p>To the extent not addressed in that table or below in the responses to the detailed concerns of other stakeholders, GAL awaits the Council's detailed comments so that it can respond fully.</p> <p>Updated position (April 2024): <u>Requirements: general</u></p>	n/a	Under discussion

way, the Council would like to understand why "in general accordance" has been used in Requirements 8(3), 10(2), 11(2), 21 and 22(2); and why "substantially in accordance" has been used in Requirements 7, 8(4), 12(2), 13(2) and 22(3).

Requirement 3: start date
By Requirement 3(1), development must commence within 5 years of the "start date" i.e. the later of the day after (a) the day on which the period for legal challenge of the Order under the 2008 Act has expired; and (b) the final determination of any legal challenge under the 2008 Act. The Council objects to the extended duration of "start date", which should be when the order comes into force.

Requirement 3: notice period etc.
By Requirement 3(2), the relevant planning authority must be given 14 days' notice of commencement of each part of the authorised development. The Council considers a more generous notice period should be included. The Council also considers the local highway authority, which is also a discharging authority for certain requirements, should be notified of commencement.

The Council's has several concerns about each of the noise-based requirements. In summary, these include the following points –

Requirements 15 (air noise envelope)
There is no role for any local authority control in this Requirement and the Council considers there should be. (The same point applies to R.16 (air noise envelope) and R17 (verification of air noise monitoring equipment)).

While the EM summarises the Requirement, it does not provide the necessary justification as required by paragraph 1.5 of Advice Note Fifteen. For instance, it does not provide the source of this provision (if any), the section of the Planning Act 2008 under which it is made, or why it is appropriate for the development of the project. Similarly, it does not explain why the CAA is the appropriate body for discharging Requirements 15 to 17. The Council considers the EM should be amended to reflect these points. The Councils can then better consider their position in respect of these requirements.

The Council notes R.15(4) requires the applicant to publish certain information on a website within 45 days of it being approved by the independent air noise reviewer. The Council seeks confirmation as to why such a long deadline is included. Once approved, a document can be

The drafting of the requirements in Schedule 2 to the draft DCO has advanced significantly since these comments. References to "general accordance" have been replaced and, where appropriate to provide for a degree of flexibility, "substantially in accordance" has been used. This is subject to the new definition of this phrase in article 2 (interpretation).

Requirement 3: start date

It is appropriate and necessary for the time period to commence on the "start date" (as defined in the draft DCO) due to the increasing prevalence of judicial review challenges by objector groups to high-profile DCOs. The government's policy paper 'Getting Great Britain building again: Speeding up infrastructure delivery' (2023) notes that "over half of all legal challenges to NSIP decisions have been brought since 2020" and that even unsuccessful legal challenges can "set a project back years in delays". It is inappropriate for the period within which the undertaker can begin development to be reduced (potentially substantially) while legal challenges are finally determined.

Requirement 3: notice period etc.

The notice provisions have developed significantly since the Council's comment and the Council is invited to review the latest version of the draft DCO submitted at Deadline 3 [REP3-006].

Requirement 15 (air noise envelope):

Please see the response at row 2.16.4.9 below in relation to the role of the Local Authority's in relation to compliance with Requirement 15. The same position applies for Requirements 16 and 17.

The Air Noise Envelope provisions are bespoke to the Air Noise Envelope, and the information which explains that is contained in Appendix 14.9.7 – the Noise Envelope [APP-177]

The period of 45 days is provided for in R.15(4) because it allows time for the Applicant to consider appealing a decision before publication of the information, and this approach is taken to avoid confusion with material being appealed via the DCO being presented to the public.

¹ <https://www.gov.uk/government/publications/getting-great-britain-building-again-speeding-up-infrastructure-delivery/getting-great-britain-building-again-speeding-up-infrastructure-delivery>

published on a website within seconds. (The same point applies to Rs. 16(6) and 17.

Requirement 18 (noise insulation scheme)
Again, little justification is provided for this requirement, which appears to be unprecedented.

In the first instance, it would be helpful to know why each of the time limits set out in the requirement has been chosen. For instance, in R.18(1), why does the applicant have up to 3 months from commencement of Work Nos. 1 to 7 to submit noise insulation scheme details to the relevant planning authority? Why can't that be done (say) before commencement? The same point applies to the 6-month limit in R.18(2). The Council would expect these points to be explained or sign-posted in the EM.

Again in R.18(2), the Council considers the requirement to use "appropriate steps" to notify residential properties to be imprecise and considers these "steps" should be described in the requirement. As well as being imprecise, absent the explanation, the requirement would be difficult to enforce. In its current form, the requirement does not appear to satisfy at least two of the six tests of conditions (i.e. enforceable and precise) as required by the *Circular 11/95: Use of conditions in planning permission*.

Requirements 19 (airport operations)
R.19(1) requires the applicant to serve notice on the relevant planning authority no later than 7 days after the commencement of dual runway operations informing of the same. The EM explains the timeframe is relevant "to other control mechanisms", though it does not explain what these are and it is not clear from the DCO what these are. The Council would welcome an explanation.

R.19(2) would restrict dual runway operations to 386,000 commercial air transport movements per annum. The Council considers a control on total air transport movements per annum would be appropriate and considers a total of no more than 389,000 would be reasonable.

R.19(3) allows the use of the northern runway between the hours of 23:00 - 06:00 when the southern runway is not available for use "for any reason". The Council considers "for any reason" to be too broad and considers the use of the northern runway between these times should only be used when the southern runway is not available because of planned maintenance and engineering works.

Updated Position (Deadline 5):

Requirement 18 (noise insulation scheme):
It is again confirmed that this is a bespoke provision, which gives effect to the **Noise Insulation Scheme [APP-180]**. The Applicant has a period of 3 months from commencement of Work Nos. 1 – 7 (inclusive) to submit details of how the noise insulation scheme is to be promoted and administered to persons considered to be vulnerable to noise related effects to ensure equitable access to the noise insulation scheme because this is a reasonable period time after works have commenced, by which point a decision to deliver the project has been taken. There is no reason why this must be done before commencement, as this does not adversely impact the ability of the Applicant to deliver the noise insulation measures to properties within the Inner Zone before operations from the northern runway commence. Further details of the steps to be taken to advertise the scheme are detailed in **ES Appendix 14.9.10 Noise Insulation Scheme Update Note**, and information contained in that note will be included in an updated version of the Noise Insulation Scheme document which is to be submitted at **Deadline 4**. The comments regarding preciseness and enforceability are not agreed with, as the Requirement and the control document that sits behind this are both clearly drafted and it will be able to be known whether what those require has been complied with.

Requirement 19 (airport operations):
The requirements drafted by reference to the commencement of dual runway operations (requirements 6(2), 15(1), 16(4), 17, 18(4), 18(6), 19(1) and 20) all have effect "from" or "following" (or equivalent) that date or require actions to have been taken by a certain anniversary of the commencement of dual runway operations. It is therefore appropriate for the purposes of monitoring compliance with these requirements for the undertaker to notify CBC of the actual date on which commencement of dual runway operations occurs.

In respect of the comment on what is now requirement 19(1) (previously numbered 19(2)), the Applicant refers to its response to Action Point 1 in **The Applicant's Response to Actions from Issue Specific Hearing 2: Control Documents / DCO [REP1-063]**, which explains the definition of "commercial air transport movements" and why it would be inappropriate to impose a hard limit on flights that do not fall within this definition, which are urgent and largely unplanned in nature. The Applicant further

<p>Requirement 3: start date</p> <p>Regarding “start date”, see the answer in row 2.7.1.13 above.</p> <p>Requirement 3: notice period</p> <p>The Council considers –</p> <ul style="list-style-type: none"> • a more generous notice period for the commencement of each part of the authorised development should be provided, • the other local authorities should also be notified of commencement (the administrative burden of doing so will be negligible), • before Requirement 3, there should be a requirement which provided that no part of the authorised development can commence until a masterplan for each part of the development has been submitted to and approved in writing by the relevant planning authority. (Example drafting is set out in the Authorities’ answer to DCO.1.40 (R3). <p>Further detail on these points is set out in the Legal Partnership Authorities’ response to ExQ1 DCO.1.40 (R3) [REP3- 135] in respect of the amendments that should be made to this requirement.</p> <p>Requirement 15 (air noise envelope)</p> <p>The Council notes the Applicant’s response; however, it considers the requirement should make provision for local authority control.</p> <p>At Deadline 4, the Joint Local Authorities submitted their Introduction to a proposal for an Environmentally Managed Growth Framework [REP4-050] (“the Introduction”), which explains that the DCO requirements which include controls related to environmental effects provide the Applicant with too much flexibility. The Introduction states the Joint Local Authorities consider a bespoke Environmentally Managed Growth Framework should apply to the proposed development and that a worked-up Framework will be submitted to the Examination as soon as possible. The Framework will apply to the air noise envelope (requirements 15 and 16), and to requirements 19 (airport operations), 20 (surface access), and 21 (carbon action plan).</p> <p>Requirement 19 (airport operations)</p> <p>The Council maintains its position regarding paragraph (2) being too broad. The Council disagrees that its proposed wording “lacks precision” since it is similar to the wording used in condition 3 of the 1979 planning permission.</p> <p>The Council agrees with the position set out in the Legal Partnership Authorities Response to the Applicant’s Schedule of Changes, which is included at Appendix A of [REP4-042].</p> <p>Regarding paragraph 4(a), the proposed drafting is again too broad. For instance, condition 3 (runway use) of the 1979 planning permission allows</p>	<p>refers to its response to comments on Action Point 1 in section 5.5 of its Response to Deadline 2 Submissions (Doc Ref. 10.20).</p> <p>On requirement 19(2) (previously numbered 19(3)), it is important that the Applicant is able to continue to use the northern runway when the main runway is unavailable for reasons other than planned maintenance or engineering works and for this purpose “for any reason” must be retained. For example, if there was an incident on the main runway or damage to that runway, the Applicant would use the northern runway as it does currently using the same flight paths. This would not result in any increase of movements and associated noise within those hours by comparison to use of the main runway.</p> <p>The central purpose of Requirement 19(2) is to ensure that only one runway will ever operate between 23:00 – 06:00, and the southern runway will continue to be the primary runway which is used during those hours, preserving the status quo. The current wording achieves this.</p>	
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		<p>use of the emergency runway when the “main runway is temporarily non operational by reason of an accident or a structural defect or when maintenance to the main runway is being undertaken”.</p> <p>The Council considers it would be reasonable if similar wording were incorporated into paragraph 4(a). Condition 3 also requires GAL to notify the local planning authority in advance of when maintenance is to be carried out. A similar provision should be included in Requirement 19. The Council does not agree to the inclusion of paragraph (4)(b) because it could have the effect of overriding the prohibition under paragraph (3). The Council does not consider this approach to be reasonable. It is noted that while the Explanatory Memorandum [REP3-008] summarises paragraph (3), it does not justify the inclusion of paragraph (4).</p> <p>In the light of the above comments, the Authorities’ proposed amendments to existing Requirement 19 are set out in row 92 of Appendix A to [REP4-042]. The Council obviously agrees with these proposed amendments.</p> <p>The points made above under “Requirement 15 (air noise envelope)” regarding the Environmentally Managed Growth Framework also apply to this requirement.</p>			
2.7.1.10	<p>The Council has wide-ranging concerns about the DCO.</p>	<p>Concerns regarding Schedule 11, including the proposed timeframe for granting approval for the works, particularly those which are complex and for which limited information has been provided. The lack of any fee proposal for the processing approvals etc. is a matter of genuine concern.</p> <p>Updated position (Deadline 1): The Council notes paragraph 3 (fees) is to be populated and looks forward to discussing the most appropriate way forward regarding fees. On a drafting point, the Council considers the provision should go beyond the payment of a fee in respect of “any for agreement, endorsement or approval <u>in respect of a requirement</u>” and should also apply to the payment of a fee in respect of the granting of any consent in respect of the Order. It will be remembered that several articles require the consent of the street authority (e.g. articles 12(3) and 14(4)), the traffic authority (e.g. article 18(5)(c)) and the highway authority (article 24(4)) and the cost associated with administering this work should also be covered by the applicant.</p> <p>CBC welcomes the extended timeframes, -but further discussion is required regarding the mechanisms for approval of requirements before appropriate timeframes can be agreed</p> <p>Updated Position (Deadline 5):</p>	<p>Many of the issues summarised in this row are addressed in Table 20 of the Issues Tracker, including at Rows 20.1, 20.3, 20.4, 20.7, 20.18, 20.26, 20.29 and 20.38 of Appendix 1.</p> <p>To the extent not addressed in that table or below in the responses to the detailed concerns of other stakeholders, GAL awaits the Council’s detailed comments so that it can respond fully.</p> <p>Updated position (April 2024): On fees, drafting has been included in version 6.0 of the draft DCO submitted at Deadline 3 [REP3-006] to provide for the payment of fees by the undertaker to discharging authorities providing their agreement, endorsement or approval in respect of requirements to which Part 1 of Schedule 11 to the DCO applies. The specified fee is by reference to the fee payable to local planning authorities in respect of the discharge of planning conditions for non-householder development in regulation 16 of the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012.</p>	<p>n/a</p>	<p>Under discussion</p>

		<p>The Applicant has not addressed the Council's point (see "Updated Position (Deadline 1)" above) that paragraph 3 (fees) should also apply to the payment of a fee in respect of the granting of any consent under the Order. (For example, it will be remembered that several articles require the consent of the street authority (e.g. articles 12(3) and 14(4)), the traffic authority (e.g. article 18(5)(c)) and the highway authority (article 24(4) and the cost associated with administering this work should also be covered by the Applicant).</p> <p>CBC has repeatedly flagged the issue of resources within its Relevant Representation [RR-0935], Written Representation [REP1-067] and Joint Authority response to the Examiners Question DCO1.7 [REP3-0135] and again at [REP4-062]. The Borough Council is not adequately resourced to discharge the works and the specified fee is wholly inadequate. Furthermore, it has also flagged that the gap in design information due to the lack of detail and stakeholder involvement with no mechanism to develop the proposal from a red line plan to a detailed scheme meaning that the time frames being suggested are also unrealistic – see response to GEN1.21 [REP3-0135] and [REP4-064]</p>	<p>This approach is well precedented, including in paragraph 4 of Schedule 11 to the Drax Power Station Bioenergy with Carbon Capture and Storage Extension Order 2024, paragraph 2 of Schedule 4 to the National Grid (Yorkshire Green Energy Enablement Project) Development Consent Order 2024 and paragraph 26 of Schedule 2 to the Manston Airport Development Consent Order 2022.</p>		
2.7.1.11	The Council has wide-ranging concerns about the DCO.	<p>The limited information contained in the documents listed in Schedule 12 (documents to be certified).</p> <p>Updated position (Deadline 1): The Council's concerns with the documents listed in Schedule 12 are set out elsewhere.</p>	<p>These provisions have advanced since the version commented on by the Councils and are now as intended.</p> <p>Updated position (April 2024): These concerns are addressed separately.</p>	Draft Development Consent Order ([REP3-006] Dec Ref. 2.4)	Under discussion
2.7.1.12	Resources, timings and costs involved with discharge of requirements and monitoring and enforcement of ongoing mitigation measures	<p>There has been no discussion with applicant to date on this matter. Schedule 11 in the DCO is not populated.</p> <p>Updated position (Deadline 1): The Council notes paragraph 3 (fees) is to be populated and looks forward to discussing the most appropriate way forward regarding fees. On a drafting point, the Council considers the provision should go beyond the payment of a fee in respect of "any for agreement, endorsement or approval in respect of a requirement" and should also apply to the payment of a fee in respect of the granting of any consent in respect of the Order. It will be remembered that several articles require the consent of the street authority (e.g. articles 12(3) and 14(4)), the traffic authority (e.g. article 18(5)(c)) and the highway authority (article 24(4)) and the cost associated with administering this work should also be covered by the applicant.</p> <p>CBC is also concerned about the cost and resource implications of ongoing monitoring and enforcement of mitigation measures, which will need to be addressed through the Requirements and/or S.106 Agreement.</p> <p>Updated Position (Deadline 5):</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> <p>Updated position (April 2024): Please see the response to 2.7.1.10 above.</p>	Draft Development Consent Order [REP3-006] (Dec Ref. 2.4)	Under discussion

		<p>Please see the response to row 2.7.1.10 above .To date there has still been no discussion on this matter of resourcing (beyond the monitoring provisions being sought in the S106 Agreement) and a dialogue to address CBC resourcing for discharging the wider DCO requirements would be welcomed.</p>			
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2.8. Ecology and Nature Conservation

2.8.1 Table 2.8 sets out the position of both parties in relation to ecology and nature conservation matters.

Table 0.3 Statement of Common Ground – Ecology and Nature Conservation Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
2.8.1.1	Baseline information	<p>Baseline Information - the Phase 1 Habitat Survey 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): CBC maintains this position.</p>	<p>The scope of the surveys undertaken to inform the Project was agreed with Natural England during pre-submission consultation. This included with respect to the Phase 1 Habitat Survey.</p>	n/a	Not Agreed
2.8.1.2	Tree survey data	<p>Detailed tree survey data has only been provided for the surface access (highway) sections only. An arboricultural assessment in accordance with BS5837:2012 providing a baseline for arboricultural features, including all trees that could be impacted by the Project (including those adjacent to the DCO limits) should be provided.</p> <p>Updated position (Deadline 1): Submission of full detailed arboricultural surveys and assessment welcomed.</p> <p>Updated position (Deadline 5):</p> <p>The Tree Survey Report and Arboricultural Impact Assessment [REP3-037] is welcomed to address this matter.</p> <p>There remain concerns with the document as set out in section 3 of [REP4-042].</p>	<p>An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available.</p> <p>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p> <p>Updated position (April 2024): The Tree Survey Report and AIA have been submitted at Deadline 1 (and updated at Deadline 3) with ES Appendix 5.3.2 CoCP Annex 6 Outline Arboricultural and Vegetation Method Statement submitted at Deadline 3. On this basis, the Applicant would welcome confirmation from CBC that this SoCG item can be marked as 'agreed' or 'no longer pursuing'.</p> <p>Updated position (Deadline 5): The Applicant has provided a response to the comments raised in The Applicant's Response to Deadline 4 Submissions (Doc Ref. 10.38).</p>	<p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041] (See Ref. 5.3)</p> <p>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement [REP3-022], [REP3-024], [REP3-026] (See Ref. 5.3)</p> <p>The Applicant's Response to Deadline 4 Submissions (Doc Ref. 10.38)</p>	Under discussion
Assessment Methodology					
2.8.2.1	Evidence for null findings of ancient or veteran trees, as well as important hedgerows.	<p>No demonstration that these receptors have been appropriately surveyed, nor followed appropriate methodology.</p> <p>Ancient and veteran trees were surveyed using recognised guidance with none being identified; however, the methodology for determining such status has not been made clear, nor has the survey data been evidenced by the Applicant in support of this finding.</p> <p>Updated position (Deadline 1): Unable to find section A2.1.159 of Appendix 9.6.2. Tree data within the oLEMP appears to only include the</p>	<p>An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available.</p> <p>The methodology used to assess the presence of Veteran Trees is set out in Section A2.1.159 of Appendix 9.6.2 Ecology Survey Report of the ES.</p>	<p>ES Appendix 9.6.2 Ecology Survey Report Part 2 [APP-124]</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment</p>	Not Agreed

		<p>surface access works. Methodology within sections A1.1.161-182 has been reviewed to support stakeholder position, the documents referred provide guidance only, no methodology is provided.</p> <p>Updated position (Deadline 5):</p> <p><u>Unable to find section A2.1.159 of Appendix 9.6.2. Section A1.1.161-182 of Appendix 9.6.2 Ecology Survey Report of the ES provides information on veteran trees and methodologies for their surveyance. It does not state where such records are found, though assumed to be within the Tree Survey Report and AIA [REP3-037]. This identifies that no veteran trees will be removed and provides tree survey data and protection plans in support of this statement. Section 2.3 of Appendix 9.6.2 Ecology Survey Report of the ES provides information on the surveyance of Important Hedgerows. Paragraph 3.3.1 states no important hedgerows were identified.</u></p>	<p>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p> <p>Updated position (April 2024): The Tree Survey Report and AIA have been submitted at Deadline 1 (and updated at Deadline 3) with ES Appendix 5.3.2 CoCP Annex 6 Outline Arboricultural and Vegetation Method Statement submitted at Deadline 3. These now relate to the Project as a whole, not just the surface access.</p>	<p>[REP3-037], [REP3-039], [REP3-041]</p> <p>(Doc Ref. 5.3)</p> <p>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement</p> <p>[REP3-022], [REP3-024], [REP3-026]</p> <p>(Doc Ref. 5.3)</p>	
Assessment					
<p>2.8.3.1</p>	<p>Lack of approaching assessing and addressing ecological impacts at a landscape scale</p>	<p>Ecological impacts will extend beyond the DCO limits 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 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. The scope and detail of the mitigation, compensation and enhancement of key sites and the need for providing off site compensatory habitat and biodiversity net gain.</p> <p>Updated position (Deadline 1): CBC maintains this position.</p> <p>Updated position (Deadline 5):</p> <p><u>CBC remains concerned that habitat severance and disturbance within the Project site, including the surface access improvements, will impact the functioning of wildlife corridors, notably bat commuting routes, both within the Site and the wider landscape. The loss of mature broadleaved woodland is of major concern, particularly as replacement planting will take many years to reach maturity and fully compensate for that lost. CBC is also concerned that the development will impact riparian habitats downstream and facilitate the spread of non-native aquatic species, such as Himalayan balsam. CBC acknowledges the habitat creation at Brook Farm and Longbridge Roundabout but considers that further habitat creation/enhancement should be sought, both on-site and off-site, to maintain and enhance habitat connectivity across the landscape.</u></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><u>The approach of the Project to BNG is set out in ES Appendix 9.9.2 Biodiversity Net Gain Statement [REP3-047]. This demonstrates that the Project will deliver over 20% net gain with respect to habitats.</u></p>	<p>Section 9 of ES Chapter 9 Ecology and Nature Conservation [APP-034]</p> <p>ES Appendix 9.9.2 Biodiversity Net Gain Statement [REP3-047]</p>	<p>Not Agreed</p>

		<p><u>There is still a considerable lack of clarity regarding the extent of habitat loss and habitat creation/compensation, including uncertainty over the locations and extent of woodland creation. CBC is pleased to hear that further information with respect to habitat loss/gain for each habitat type will be submitted by the Applicant at Deadline 5.</u></p>			
<p>2.8.3.2</p>	<p>Lack of demonstration that arboricultural features have been considered, designed for and appropriately avoided, mitigated or compensated for</p>	<p>Potential impacts multiple to arboricultural features of unknown value. Arboricultural features are a material planning consideration. It is therefore, disappointing that a relevant depiction of such features has not been presented using recognised survey and assessment techniques. Accordingly, the impact on such receptors is incomplete. Further, adequate protection measures for ancient woodland and other retained arboricultural features have not been demonstrated.</p> <p>It is not clear how tree protection measures stated within Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES are appropriate nor adequate. This must be informed from an Arboricultural Impact Assessment (in accordance with BS5837:2012).</p> <p>Updated position (Deadline 1): Initiation of discussion is welcomed. Any mitigation or compensation measures will need to be secured by DCO requirements. An Arboricultural Method Statement must also be submitted alongside other documents stated by the Applicant.</p> <p>Updated Position (Deadline 3): Need for further demonstration that the Project proposals have been adequately designed with consideration of arboricultural features through avoidance, mitigation or compensation.</p> <p><u>Within the Arboricultural Impact Assessment (REP1- 026):</u></p> <ul style="list-style-type: none"> • Provide further detail of project proposals to demonstrate the need for the proposed tree removals, notably high quality and TPO trees (justify why mitigation measures would not be appropriate). • Provide design principles which may reduce tree loss during detailed design • Identify how Horleyland wood (and other ancient woodland) is impacted at a worst case design scenario (including direct and indirect impacts) and detail any measures proposed in mitigation or compensation (such as appropriate buffer zones specific to the site). • Identify how compensatory tree planting proposals considers Local Plan Policy CH6 of the Crawley Borough Local Plan 2015 – 2030 of the Joint wst Sussex LIR0 <p>Updated position (Deadline 5):</p>	<p>An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available.</p> <p>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and a Arboricultural Method Statement is being submitted at Deadline 1.</p> <p>Updated position (April 2024): The <u>Tree Survey Report and AIA</u> have been submitted at Deadline 1 (and updated at Deadline 3) with ES Appendix 5.3.2 CoCP Annex 6 Outline Arboricultural and Vegetation Method Statement (oAVMS) submitted at Deadline 3. This sets out how trees and other vegetation will be <u>protected during construction.</u></p> <p><u>No ancient woodland is located within the Project boundary and all such woodland bordering the Project (including Horleyland Wood) will be protected via a 15m buffer and appropriate fencing, see Section 3 of the oAVMS for further detail. As such, there is no design scenario where such woodland is impacted by the Project either directly or indirectly.</u></p> <p><u>The project-wide design principle L1 has been amended to require detailed design to retain habitats of ecological value where possible, in order to minimise habitat loss, contained in the Design Principles (Doc Ref. 7.3) submitted at Deadline 3.</u></p> <p>Updated position (April 2024): Consideration of local plan policy CH6 of the Crawley Borough Local Plan is located within section 7.2 of ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041].</p>	<p>ES Appendix 9.6.2 Ecology Survey Report Part 2 [APP-124]</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041]</p> <p>(Doc-Ref. 5.3)</p> <p>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement [REP3-022], [REP3-024], [REP3-026]</p> <p>(Doc-Ref. 5.3)</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041].</p>	<p>Under discussion</p>

		<p>The Applicant's additional information is welcomed however given the indicative layouts provided at this stage CBC still consider further detail is required to ensure mitigation is provided in line with local plan policy CH6. Further detail is still required in the Tree Survey Report / Arboricultural Impact Assessment, Outline Arboricultural Method Statement and as set out in section 7 [REP4-042] along with the incorporation of the tree mitigation contribution formula into the Section 106 Agreement.</p>			
2.8.3.3	Inadequate consideration and demonstration for the protection of ancient woodland. Conflicting with the finding of 'no impact' occurring to these receptors.	<p>Potential impact to ancient woodlands receptors where barriers are specified to form buffer zone protection. This is of principle concern for Horleyland Wood due to the adjacent proposed works area for the new foul water pipeline.</p> <p>Where barriers are specified to form buffer zone protection, spacing/distance of buffer should follow recommendation withing statutory guidance provided by Natural England and Forestry Commission 2022. The specification and methodology for the proposed barriers and need to be demonstrated.</p> <p>Updated Position (Deadline 3): Deleted reference to 'the appropriate positioning of barriers needs to be identified on tree protection plans'.</p> <p>Updated position (Deadline 5):</p> <p>Changes within the oAVMS [REP3-022] are welcomed. However, paragraph 3.3.2 clearly identifies that the proposed foul water pipeline works currently remain within the buffer zone of Horleyland Woods (AW), with only a statement suggesting that the works will be changed during detail design to avoid it buffer zone.</p>	<p>An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available. This will include details of the protection of ancient woodland, following the principles set out in Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES.</p> <p>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p> <p>Updated position (April 2024): The Tree Survey Report and AIA have been submitted at Deadline 1 and updated at Deadline 3 [REP3-037, REP3-039, REP3-041] with ES Appendix 5.3.2 CoCP Annex 6 Outline Arboricultural and Vegetation Method Statement (oAVMS) submitted at Deadline 3 [REP1-023, REP1-024, REP1-025]. This sets out how trees and other vegetation will be protected during construction, including details of protection fencing. No ancient woodland areas are within the site boundary and 15m buffer zones will be provided to any ancient woodland areas adjacent to the site boundary. The 15m buffer zone has been shown on the Preliminary Tree Removal and Protection Plans submitted at D3 - see Section 3 of the oAVMS for further details. Works adjacent to Horleyland Wood will be designed to ensure that the foul water pipeline is located at least 15m from the woodland which borders the Order Limits.</p>	<p>Submission of full detailed arboricultural surveys and assessments are welcomed, this must include a supporting Arboricultural Method Statement.</p> <p>ES Chapter 9 Ecology and Nature Conservation [APP-034]</p>	Under discussion
2.8.3.5	Important hedgerows	<p>The surveyance for 'important hedgerows' followed recognised methodology and though none were identified, no survey data has been evidenced in support of this finding. WSCC wishes to see that evidence.</p> <p>Updated position (Deadline 1): Submission of findings welcomed.</p> <p>Updated position (Deadline 5): No updates required</p>	<p>Raw data from the Hedgerow Survey will be shared with CBC.</p> <p>Updated position (April 2024): Data to be shared at Deadline 5.</p> <p>Updated position (Deadline 5): The Applicant has submitted the hedgerow data at Deadline 5.</p>	<p>n/a Appendix A – Hedgerow Survey Data (Doc Ref. 10.33)</p>	Under discussion
Mitigation and Compensation					

<p>2.8.4.1</p>	<p>The extent of loss of mature broadleaved woodland (net loss over 5 ha)</p>	<p>Although some woodland will be re-planted along the new highway alignment it will be years before bat foraging and roosting habitat, and habitat connectivity are fully reinstated. The assessment concludes there is a significant effect on bat behaviour until new woodland planting had established. Current mitigation and compensation measures are insufficient to maintain bat foraging habitat and commuting routes over the short and medium term.</p> <p>Updated position (Deadline 1): Greater clarity is required on habitat loss, compensatory habitat and habitat gain, including the precise locations and extent of habitat involved. The information in Appendix 9.9.2 (BNG Statement), including the figures for woodland, is unclear & difficult to match with the Sketch Landscape Concept Plans within the OLEMP.</p> <p>Further discussion would be welcome.</p> <p>Updated Position (Deadline 3): The joint West Sussex LIR (REP1-068 and REP1 – 069) makes recommendations, including advance highway tree planting. It also requests greater clarity on woodland loss and compensatory planting in the Sketch Landscape Concept Plans within the OLEMP, and further explanation of the woodland BNG calculations.</p> <p>Updated position (Deadline 5): Further discussion would still be welcome. CBC is, however, pleased to hear that further information with respect to habitat loss/gain for each habitat type will now be submitted at Deadline 5. CBC is also pleased to hear that an updated ES Appendix 9.9.2 Biodiversity Net Gain Statement will also be submitted at Deadline 5. Further information on advance planting and habitat creation would be welcomed.</p>	<p>The planting proposed, once mature, will ensure that there are no residual significant effects on either woodland nor bat foraging/commuting habitat.</p> <p>The maintenance of foraging and commuting routes for bats was a key element in the design principles for the Project, in particular along the River Mole and Gatwick Stream.</p> <p>For example, as set out in Table 9.8.1 of Chapter 9 Ecology and Nature Conservation, this has included limiting vegetation loss along the A23 to ensure sufficient vegetation is retained to maintain a dark corridor along the bat foraging and commuting route present along the Gatwick Stream. Therefore, although the loss of woodland along the A23 in particular will result in a reduction in the area of bat foraging/commuting habitat (as set out in the ES), there will be no complete severance of commuting routes.</p> <p>A lighting strategy would be included in the CoCP to ensure that construction lighting was directed to where it was needed and did not significantly increase levels of artificial lighting on sensitive habitats, such as retained woodland and river corridors. Lighting will be designed in accordance with Institute of Lighting Professionals /Bat Conservation Trust guidelines. Construction task lighting will be directed to where it is needed only, to avoid light spillage. Accessories such as hoods, cowls and shields will be used to direct light to the intended area only. Light levels will be as low as the guidelines permit. If construction lighting is not needed, it will be avoided.</p> <p>Updated position (April 2024): ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan [REP3-031, REP3-033, REP3-035] sets the overarching vision for the Project and tree survey and protection methods required to achieve this. The obligations within the outline LEMP will be secured through Requirement 8 (1) of the draft DCO. A LEMP for individual parts of the Project and detailed tree protection and landscape planting proposals will be submitted to and approved by the LPA before work commences. These LEMPs will be substantially in accordance with the outline LEMP and BNG Statement.</p> <p>Preliminary Vegetation Removal and Protection Plans will be provided at Deadline 4. These will show the areas of vegetation (including woodland) to be removed.</p>	<p>Table 9.8.1 of ES Chapter 9 Ecology and Nature Conservation [APP-034]</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021] (Doc Ref. 5.3)</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan [REP3-031, REP3-033, REP3-035]</p>	<p>Under discussion</p>
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			<p>Woodland within the site has been classified according to the UK Habitats methodology. The different classifications of woodland are then included in the Defra Metric v4.0 as set out in ES Appendix 9.9.2 Biodiversity Net Gain Statement [APP-136]. The loss/gain in woodland, both area and BNG value is described in Annex 3 of Appendix 9.9.2.</p>		
2.8.4.2	<p>Need for security of long-term positive management of the two biodiversity areas - the North West Zone and Land East of the Railway Line.</p>	<p>These areas 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.</p> <p>Updated position (Deadline 1): It is noted that the NWZ is included in Zone 3 (oLEMP Section 3.4.1) but details for LERL appear to be lacking. Is it within Zone 8? Further discussion would be welcome.</p> <p>Updated Position (Deadline 3): The Joint West Sussex LIR request greater clarity and commitment in the OLEMP regarding the long term positive management of these areas.</p> <p>Updated position (Deadline 5):</p> <p>CBC welcomes the updated oLEMP [REP4-012] submitted at Deadline 4 which states in section 6.5.8 that both the NWZ and LERL Biodiversity Areas will be included within the relevant LEMPs for Zones 3 and 8 respectively. However, CBC requests confirmation that the entirety of these two Biodiversity Areas will be incorporated within the relevant LEMPs, including the parts which lie outside the Project site boundary. We would be grateful if this could be made absolutely clear in a future revision of the oLEMP.</p>	<p>It is intended to include the management of the NWZ 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 a legal obligation on GAL to undertake the management proposed which will, in turn, protect these areas.</p> <p>Updated Position (April 2024): ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027] sets out the broad vision for the ecology strategy for the airport moving forwards should the NRP be granted Development Consent. This includes both existing biodiversity areas and expands them. As such, their presence within the ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027] secures their on-going management and maintenance. Sections 10 and 11 of the oLEMP also set out that the described management and monitoring will be for a period of at least 30 years. Requirement 8 in the DCO secures the following: <i>3) Each landscape and ecology management plan submitted pursuant to sub-paragraph (1) must be substantially in accordance with the outline landscape and ecology management plan and must include a timetable for the implementation of the landscaping works it contains. (4) The relevant part of the authorised development must be carried out in accordance with the relevant landscape and ecology management plan approved pursuant to sub-paragraph (1) unless otherwise agreed with CBC.</i></p>	<p>Requirement 8 of the Draft DCO [REP3-006] (Dec Ref. 2.1)</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan [APP-113-116]</p>	Under discussion
2.8.4.3	<p>The OLEMP and CoCP do not demonstrate appropriate outline methodology for tree protection and ancient woodland buffer zones.</p>	<p>Potential impacts multiple to arboricultural features due to a lack of tree protection.</p> <p>Updated position (Deadline 1): It is not clear how tree protection measures stated within Table 9.8.1 of Chapter 9 Ecology and Nature Conservation of the ES are appropriate nor adequate. This must be</p>	<p>An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available.</p> <p>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1 and updated at Deadline 3 [REP3-037, REP3-039, REP3-041].</p>	<p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment (Dec Ref. 5.3) [REP3-037], [REP3-039], [REP3-041]</p>	Not Agreed

		<p>informed from an Arboricultural Impact Assessment (in accordance with BS5837:2012).</p> <p>The current CoCP does not secure the mitigation measures or plans stated. It is not understood how these measures are secured by the DCO.</p> <p>Updated Position (Deadline 3): Within the Outline Arboricultural Method Statement (REP1-023; REP1-024 and REP1-025):</p> <ul style="list-style-type: none"> • Provide protection measures to be adopted for ancient woodland buffer zones. • Provide affirmative wording 67hroughout (avoiding such words as 'should'). • Adress conflicting working methodologies (such as 3.2.3 and 4.1.1 conflicting with 3.4.1) • Provide working methodologies for all types of works which may occur with root protection areas of retained trees (including landscape works) • Amend Section 4.4 to ensure monitoring is recorded and accounts for other tree protection measures such as ground protection. • Provide 'heads of terms' and general principles to be included within the detailed aboricultural methios statements which accounts for all working methodologies near trees, tree work operations and provision of physical tree protection. • Identify what will be shown within tree protection plans. • Identify when arboricultural advice or supervision will be required for working methodologies near trees. Where appropriate, amend the CoCP to reflect any changes as a result of the above. <p>Updated position (Deadline 5):</p> <p>The applicant's updated position (April 2024) provides further clarity, specifically with regard to the securing of the oAVMS through the DCO. There are details that CBC still consider require addressing see sections 3 and 7 [REP4-042]</p>		<p>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement [REP3-022], [REP3-024], [REP3-026] (Doc Ref. 5.3)</p>	
<p>2.8.4.4</p>	<p>The OLEMP does not provide clarity that detailed arboricultural method statements and planting plans and aftercare management will be provided within proposed LEMPs.</p>	<p>Potential impacts multiple to arboricultural features due to a lack of tree protection, and unclear proposed compensatory soft landscaping.</p> <p>Updated position (Deadline 1): Response requires further clarity and has not addressed the issue raised.</p> <p>Updated Position (Deadline 3): The OLEMP needs to identify what will be included within the detailed planting and specification plans. It also needs to provide adequate aftercare for tree planting (as detailed within paragraph 9.72 of the Joint West Sussex LIR).:</p>	<p>The oLEMP is to be updated to set out that those points raised by CBC will be produced in detail.</p> <p>An Arboriculture Impact Assessment and Tree Protection Plan are being produced and will be shared with the local authorities once available.</p> <p>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p>	<p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment (Doc Ref. 5.3) [REP3-037], [REP3-039], [REP3-041]</p>	<p>Under Discussion Not Agreed</p>

		<p>Updated position (Deadline 5):</p> <p>The Applicant's arboricultural method statements now comprises a separate document to the oLEMP. These documents need to be revised as per comments in REP4-042 and incorporated into the dDCO as control documents..</p>	<p>Updated position (April 2024): The oLEMP was updated at Deadline 3 [REP3-031, REP3-033, REP3-035]. to set out the contents and plans/documents each LEMP would include (section 1.1.4). Annex 1 of the oLEMP sets out the typical timetable of operations (including for tree planting). Annex 2 of the oLEMP describes the maintenance schedule (including for tree planting).</p>	<p>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement [REP3-022], [REP3-024], [REP3-026] (Doc Ref. 5.3)</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan [REP3-031, REP3-033, REP3-035]</p>	
2.8.4.5	Compensation strategies for tree, woodland and hedgerow loss not demonstrating adequate compensation, and that proposed compensation being recognised as a significant long-term impact.	<p>The net loss of woodland, the fragmentation of habitat connectivity, and the long-term effect from the time required to establish new planting.</p> <p>Updated position (Deadline 1): Most new planting is situated outside of the airport and it is not understood how the 'safeguarding requirements' would apply in these areas and shouldn't be limited to 'where practicable' only. Concern is raised over the longevity of time required to allow planting to mature, and the significant but temporary effect between which has not been compensated for</p> <p>Updated Position (Deadline 3): The OLEMP lacks demonstration that compensatory tree planting proposals consider local plan policy CH6 of the Crawley Borough Local Plan 2015 – 2030 (as detailed within para 9.73 of the Joint West Sussex LIR).</p> <p>Updated position (Deadline 5): Outstanding concerns remain and are stated within section 7.2 of Deadline 4 Submission Comments on any further information / submissions received by Deadline 3 [REP4-042].</p>	<p>The removal of vegetation in both locations has been minimised, where possible, during design to date. The final design of the highways works will seek to minimise the loss further, as far as practicable.</p> <p>The loss of woodland is compensated for, as far as is practicable, within the confines of the safeguarding requirements of an operational airport, to ensure that the overall loss is considered to be of minor adverse significance, once planting has matured.</p> <p>Updated position (April 2024): Consideration of local plan policy CH6 of the Crawley Borough Local Plan is located within section 7.2 of ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041].</p> <p>Updated position (Deadline 5): The Applicant has provided a response to the comments raised in The Applicant's Response to Deadline 4 Submissions (Doc Ref. 10.38).</p>	<p>ES Chapter 9: Ecology and Nature Conservation [APP-034]</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041]</p> <p>The Applicant's Response to Deadline 4 Submissions (Doc Ref. 10.38)</p>	Not Agreed
2.8.4.7	Design Principles	<p>Although a worst-case approach has been taken to assessing the impacts upon habitats, the Council would expect to see a reduction of this worst-case impact to these sensitive habitats applied as a key design principle during the detailed design stage. The Council would have expected the design principles presented as part of the DAS to be clearer, more joined up and more detailed. Further consultation on these design principles should be undertaken.</p>	<p>A worst-case approach has been adopted to ensure that all potential impacts are identified and mitigation is applied appropriately.</p> <p>GAL will seek to further reduce impacts to sensitive habitats, where practicable, and this will be included in the next iteration of the Design Principles for consideration at detailed design stage.</p>		Under discussion

		<p>Updated position (Deadline 1): CBC would welcome revised Design Principles in the DAS. Further discussion would be welcome</p> <p>Updated position (Deadline 5): CBC welcomes the updated Project-wide Design Principle L1 within the updated Design Principles submitted at Deadline 3 [REP3-056], this information still requires greater detail within the design control document to expand upon this principle and ensure habitat impacts are minimised.</p>	<p>Updated position (April 2024): The project-wide design principle L1 has been amended to require detailed design to retain habitats of ecological value where possible, in order to minimise habitat loss, contained in the Design Principles [REP3-056] submitted at Deadline 3.</p>		
2.8.4.8	OLEMP	<p>The dDCO contains a requirement for the creation and approval of LEMPs in accordance with the OLEMP. However, a description of the content expected is not provided within the OLEMP. Further details on the usual documents required to deliver essential mitigation, compensation and enhancement should be provided.</p> <p>Updated position (Deadline 1): Whilst response is understood, the applicant needs to clarify within the oLEMP as to what plans/documents will be delivered within the each LEMP to ensure those principles provided. Further discussion would be welcomed.</p> <p>Updated position (Deadline 5): The updated oLEMP [REP3-031] provides little comfort that basic requirements such as planting plans, planting schedules and planting details will be provided within LEMPs. A description of what would be provided within such elements should also be provided (some of which has been suggested already).</p>	<p>Each LEMP will provide details of the establishment and management of habitats to be created within each works area, including the necessary landscape design. These details will be based on the principles set out within the oLEMP and, as such, each LEMP will broadly follow the structure set out in the oLEMP. The detailed LEMPs will provide details of the area, the objectives for habitat creation and management within that area (from both an ecological and landscape perspective), how the habitats will be created and management prescriptions to ensure that the objectives set out can be delivered.</p> <p>Updated position (April 2024): The oLEMP was updated at Deadline 3 to set out the contents and plans/documents each LEMP would include (section 1.1.4).</p>	ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan [APP-113-116]	Under discussion
2.8.4.9	Advanced planting	<p>The reported effect on trees and woodland (of varied types) remains a long-term, significant impact. Planting proposals have not utilised enough opportunities for advanced planting to minimise establishment time, notably alongside the highway corridor.</p> <p>Updated position (Deadline 1): Advanced planting (or enhancement of existing features) has not been considered adjacent the highway corridor.</p> <p>Updated position (Deadline 5): The Applicant's position (April 2024) is welcomed and is considered to be under further discussion.</p>	<p>Advanced planting along the highway corridor is not possible as all the vegetation not impacted will be retained and with vegetation within the construction boundary will be removed. These areas will be replanted in the next planting season, post completion of the surface access works.</p> <p>Updated position (April 2024): Details of preliminary advanced planting elsewhere within the Project are provided in Annex 4 of ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027]. It remains that Applicant's position that advanced planting along the highway corridor is not currently possible.</p>	n/a	Under Discussion Agreed
Other					
2.8.5.2	Ecological Clerk of Works	<p>There is a lack of clarity on the roles and responsibilities of the Ecological Clerk of Works. These need to be clearly specified within the relevant documents and agreed with local authorities.</p>	<p>The role of the Ecology Clerk of Works will be to provide on-site ecological expertise during construction, including overseeing habitat clearance to ensure compliance with wildlife legislation.</p>	n/a	Under discussion Agreed

		<p>Updated position (Deadline 1): An updated CoCP clearly defining the roles and responsibilities of the ECoW would be most welcome.</p> <p>Updated position (Deadline 5):</p> <p>CBC welcomes the updated CoCP submitted at Deadline 4 [REP4-007] which outlines the role of the ECoW in Section 6.1.3.</p>	<p>GAL will update the CoCP to include additional detail on the responsibilities.</p> <p>Updated position (April 2024): An updated CoCP with further detail on the role and responsibilities of the Ecological Clerk of Works will be included at Deadline 4.</p>		
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2.9. Forecasting and Need

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

Table 0.4 Statement of Common Ground – Forecasting and Need 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. 10.1.198).</i>					

2.10. Geology and Ground Conditions

2.10.1 **Table 2.10** sets out the position of both parties in relation to geology and ground conditions matters.

Table 0.5 Statement of Common Ground – Geology and Ground Conditions Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Geology and Ground Conditions in 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 greenhouse gases matters.

Table 0.6 Statement of Common Ground – Greenhouse Gases Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
There are no issues relating to the baseline for this topic.					
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>Updated Position (Deadline 3): <u>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%.</u></p> <p>Updated Position (Deadline 5): <u>In Deadline 4, the Applicant has submitted updated calculations estimating emissions from maintenance, repair, replacement, and refurbishment activities. These emissions account for approximately 2.12% of the total emissions. The Applicant demonstrates that these emissions fall below the IEMA threshold, and therefore, they are not required to be included in the total whole-life carbon assessment.</u></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, 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>Updated position (April 2024) <u>We intend to provide further analysis to inform the scale of emissions arising from maintenance, repair, replacement or refurbishment for the period assessed under the ES as part of a submission at Deadline 4.</u></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 Agreed</p>

2.11.2.2	<p>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 non-compliant with the UK's net zero trajectory. Therefore, the conclusion of ES is not in alignment with the IEMA 2022) GHG Assessment Guidance.</p>	<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 report.</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>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>Updated Position (Deadline 3): Addressed.</p> <p>Updated Position (Deadline 5): Addressed.</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-catalytic 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 as set out in Section 3.1 of ES Appendix 16.9.4 Assessment of Aviation Greenhouse Gas Emissions.</p>	<p>ES Appendix 16.9.4 Assessment of Aviation Greenhouse Gas Emissions [APP-194]</p>	<p>Agreed</p>
2.11.2.3	<p>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.</p>	<p>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".</p> <p>The GHG Assessment does not acknowledge any of these concerns and risks of the Jet Zero strategy, which the GHG Assessment hinges on.</p> <p>Updated Position (Deadline 3): Addressed</p> <p>Updated Position (Deadline 5): Addressed.</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>	<p>n/a</p>	<p>Agreed</p>
2.11.2.4	<p>Summary</p>	<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</p>	<p>See above Row 14.1 of this table in relation to the report of the CCC.</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>n/a</p>	<p>Agreed</p>

		<p>planning to increase to approximately 150 million more passengers a year by 2050 relative to 2019 levels.</p> <p>Updated Position (Deadline 3): Addressed Updated Position (Deadline 5): Addressed.</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>		
2.11.2.5	<p>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.</p>	<p>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.</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>Updated Position (Deadline 5): <u>In Deadline 4, the Applicant has provided WTT estimates for construction, ABAGO, surface access, and aviation. These updates increase the total emissions from the project between 2018 and 2050 by 3,978,000 tCO₂e, representing a 19.83% increase.</u></p> <p><u>To contextualise these emissions against the carbon budget, the Applicant references DUKES 2023 Chapter 3: Oil and Oil Products, estimating that around 36% of WTT aviation emissions occur within the UK boundary. Using this justification, the Applicant compares only this portion of aviation WTT emissions to the carbon budget, along with the WTT emissions from construction, ABAGO, and surface access.</u></p> <p><u>The Applicant then presents only the net impact, stating it accounts for 0.649% of the UK's 6th carbon budget, without displaying the total future impact of the airport as done in the ES.</u></p> <p><u>The Applicant should further forecast the percentage impact on future estimated carbon budgets using the CCC projections to estimate the project's impact on future carbon budgets to understand if it is decarbonising in line with the estimated net zero trajectory.</u></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 years [Ref 1]) 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>Updated position (April 2024) <u>It is acknowledged that the inclusion of WTT for Construction, ABAGO, and Surface Access would be useful for contextualisation against the UK Carbon Budgets. The WTT emissions for these will be calculated and provided at Deadline 4.</u></p>	n/a	Not Agreed
2.11.2.6	<p>In Table 2.1.1 it is confirmed that the</p>	<p>Not accounting for WTT is non-compliant with the GHG Protocol Corporate Accounting standard (referenced in the GHG ES Methodology</p>	<p>The assessment does not seek either to develop a Corporate Reporting Account (which is informed by the GHG Corporate</p>	n/a	Not Agreed

	<p>carbon calculations do not include well-to-tank (WTT) emissions, which is not aligned to the GHG Protocol Standard mentioned in the GHG ES Methodology [TR020005].</p>	<p>[TR020005] in Section 16.4.18). This also contradicts the GHG ES Methodology [TR020005] referenced under Section 16.4.24.</p> <p>Updated position (Deadline 1): It is acknowledged that excluding specific emission sources from the assessment is valid for the purpose of conducting a like-for-like comparison against a carbon budget/trajectory. However, given that transparency is a fundamental principle of GHG accounting, GAL should openly report these potential emission sources at least qualitatively</p> <p>Updated Position (Deadline 5): In Deadline 4, the Applicant has provided WTT estimates for construction, ABAGO, surface access, and aviation. These updates increase the total emissions from the project between 2018 and 2050 by 3,978,000 tCO₂e, representing a 19.83% increase.</p> <p>To contextualise these emissions against the carbon budget, the Applicant references DUKES 2023 Chapter 3: Oil and Oil Products, estimating that around 36% of WTT aviation emissions occur within the UK boundary. Using this justification, the Applicant compares only this portion of aviation WTT emissions to the carbon budget, along with the WTT emissions from construction, ABAGO, and surface access.</p> <p>The Applicant then presents only the net impact, stating it accounts for 0.649% of the UK's 6th carbon budget, without displaying the total future impact of the airport as done in the ES.</p> <p>The Applicant should further forecast the percentage impact on future estimated carbon budgets using the CCC projections to estimate the project's impact on future carbon budgets to understand if it is decarbonising in line with the estimated net zero trajectory.</p>	<p>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 years [Ref 1]) 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>Updated position (April 2024) Please refer to the response at Row 2.11.2.6.</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</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</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>Agreed Agreed</p>

		<p>transparency. This acknowledgment aligns with one of the key principles of GHG accounting.</p> <p>Updated Position (Deadline 3): 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>Updated Position (Deadline 5): Addressed.</p>	<p>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, 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>Updated position (April 2024) Please refer to the response at Row 2.11.2.5.</p>		
2.11.2.8	It is not clear how or if Applicant converted CO2 emissions from aircraft to CO2e.	<p>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). 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)</p> <p>Updated Position (Deadline 3): Addressed</p> <p>Updated Position (Deadline 5): Addressed.</p>	<p>The modelling process estimated fuel consumption from aviation, and 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).</p>	n/a	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, 2023) uplift would be required on all aviation emissions.</p> <p>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): It is acknowledged that excluding specific emission sources from the assessment is valid for the purpose of conducting a like-for-like comparison against a carbon budget/trajectory.</p>	<p>See above Row 14.1 of this table in relation to the report of the CCC.</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> <p>Updated position (April 2024): Please refer to the response at 2.11.2.5.</p>	n/a	Not Agreed

		<p>However, given that transparency is a fundamental principle of GHG accounting, GAL should openly report these potential emission sources at least qualitatively.</p> <p>Updated Position (Deadline 3): <u>Excluding WTT is non-compliant with the globally recognised GHG Protocol Corporate Accounting Standard, the UK Government’s carbon accounting methodology and the IEMA GHG Assessment methodology used in the ES [Chapter 16 of the ES, APP-041]. Under the IEMA GHG Assessment methodology used in the ES, the Applicant must update the assessment to evidence that exclusions are where all such exclusions total a maximum of 5%.</u></p> <p>Updated Position (Deadline 5): <u>In Deadline 4, the Applicant has provided WTT estimates for construction, ABAGO, surface access, and aviation. These updates increase the total emissions from the project between 2018 and 2050 by 3,978,000 tCO₂e, representing a 19.83% increase.</u></p> <p><u>To contextualise these emissions against the carbon budget, the Applicant references DUKES 2023 Chapter 3: Oil and Oil Products, estimating that around 36% of WTT aviation emissions occur within the UK boundary. Using this justification, the Applicant compares only this portion of aviation WTT emissions to the carbon budget, along with the WTT emissions from construction, ABAGO, and surface access.</u></p> <p><u>The Applicant then presents only the net impact, stating it accounts for 0.649% of the UK’s 6th carbon budget, without displaying the total future impact of the airport as done in the ES.</u></p> <p><u>The Applicant should further forecast the percentage impact on future estimated carbon budgets using the CCC projections to estimate the project’s impact on future carbon budgets to understand if it is decarbonising in line with the estimated net zero trajectory.</u></p>			
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Assessment

<p>2.11.3.1</p>	<p>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.</p>	<p>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.</p> <p>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</p>	<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</p>	<p>Para 16.1.4 of ES Chapter 16 Greenhouse Gases [APP-041]</p>	<p>Agreed</p>
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		<p>increase of >150 million passengers will greatly increase the UK's cumulative aviation emissions, which may have significant consequences on the UK's net zero trajectory.</p> <p>Updated Position (Deadline 3): Addressed.</p>	<p><i>particular (or more than one) cumulative project that has GHG emissions for assessment over any other'."</i></p>		
2.11.3.2	<p>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.</p>	<p>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.</p> <p>Updated Position (Deadline 3): The Applicant needs to update the transport assessment in compliance with the RICS methodology quoted in the ES to ensure shipping transport emissions are accounted for. This can then be used to inform appropriate transport efficiency mitigation measures as part of the CAP under Appendix 5.4.2 in the ES [APP-091].</p>	<p>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.</p>	<p>Table 4.1.1 of ES Appendix 16.9.1 Assessment of Construction Greenhouse Gas Emissions [APP-191]</p>	<p>Agreed</p>
Mitigation and Compensation					
<i>There are no issues relating to mitigation and compensation for this topic.</i>					
Other					
2.11.5.1	<p>UK Climate Change Committee (CCC) Progress in reducing emissions report, published in June 2023</p>	<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 report.</p> <p>Updated Position (Deadline 3): Addressed -</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>Agreed</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.	
2.11.5.2	GAL does not identify the risks associated with using carbon offset schemes.	<p>GAL should specifically state which offset scheme they intend to use so research can be conducted into the trustworthiness of the scheme.</p> <p>GAL should state if they comply with the Airport Carbon Accreditation Offset Guidance Document which specifies the type of offsetting Schemes that need to be used. In addition, and where reasonably practical, GAL should seek to utilise local offsetting schemes that can deliver environmental benefits to the area and local community around the airport. Offsets should align with the following key offsetting principles</p> <p>Updated Position (Deadline 5): Addressed</p>	<p>Updated position (April 2024)</p> <p>At Gatwick today, through its Airport Carbon Accreditation Level 4+, the Applicant buys offsets covering residual Scope 1 and 2 GHG emissions (as well as business travel).</p> <p>In order for the Applicant to maintain its ACA certification, any offsets – removal and/or reduction – must be bought from schemes accredited by the ACA.</p> <p>ACA is the only global, airport-specific carbon standard which relies on internationally recognised methodologies. It provides airports with a common framework for active carbon management with measurable goalposts. The programme is site-specific allowing flexibility to take account of national or local legal requirements, whilst ensuring that the methodology used is always robust</p> <p>Details of Level 4+ available on the ACA website: https://www.airportcarbonaccreditation.org/about/7-levels-of-accreditation/</p> <p>With a view to achieving Net Zero for Scope 1 and 2 GHG emissions by 2030 (under both its existing Decade of Change commitments, and the equivalent under the Carbon Action Plan as part of the Project), the Applicant is in the process of transitioning from use of carbon reduction offsets to carbon removal offsets instead (as the use of carbon removal offsets would not meet the definition of Net Zero). For 2023, GAL purchased 25% removal offsets and 75% reduction offsets.</p> <p>Furthermore, the Applicant is investigating the development of a local removal project, independent of the Project. Any such project will need to be accredited by the ACA.</p>	Agreed
2.11.5.3	The unsustainable growth of airport operations may result in significant adverse impacts to the climate.	<p>To monitor and control GHG emissions during the project construction and operation it is suggested a control mechanism to similar to the Green Controlled Growth Framework submitted as part of the London Luton Airport Expansion Application, is provided.</p> <p>Within this document, the Applicant should define monitoring and reporting requirements for GHG emissions for the Applicant's construction activities, airport operations and surface access transportation. Where appropriate the Applicant should undertake emission offsetting in</p>	<p>Updated position (April 2024)</p> <p>The Climate Change Act places a duty on the Secretary of State to prepare "such proposals and policies as the Secretary of State considers will enable the carbon budgets that have been set under this Act to be met." (Section 13).</p> <p>That duty lies with the Secretary of State and it is apparent that the Government has put in place a clear framework of policy to ensure that the Government's duty and commitment is met. The</p>	Not Agreed

		<p>accordance with the Airport Carbon Accreditation Offset Guidance Document to comply with this mechanism.</p> <p>Updated Position (Deadline 5): The Applicant should consider how it can foster sustainability into the projects governance processes to demonstrate that it will monitor and control GHG emissions during the project operation using control mechanism to similar to the Green Controlled Growth Framework.</p> <p>The JLA's submitted an Introduction to their proposal for an Environmentally Managed Growth Framework at Deadline4 [REP4-050].</p>	<p>Jet Zero Strategy forms part of that policy framework and, within it, the Government makes clear that its modelling demonstrates that the commitment can be met without demand management – i.e. without constraining the growth of airports. That conclusion is reached in the light of the acknowledged importance of aviation to the UK and the critical importance of the Government supporting growth in the aviation sector, whilst meeting its binding carbon reduction targets.</p> <p>The JZS is also clear that the Government is monitoring the position closely and will take further measures if necessary, if it becomes apparent that the trajectory of aviation emissions is not being achieved. In these circumstances, a control of the type proposed by the local authority in this case would cut across the balance being struck by government and would not meet the relevant tests of necessity or appropriateness.</p>		
<p>2.11.5.4</p>	<p>If the Applicant does not provide infrastructure or services to help decarbonise surface transport emissions it may have the potential to result in the underreporting of the Proposed Development's impact on the climate. The full impact of the Proposed Development on the government meeting its net zero targets cannot be identified</p>	<p>The Applicant should provide infrastructure within the Airport to support the anticipated uptake of electric vehicles and provide electric vehicle charging infrastructure. Additionally, to support this movement, the Applicant should support a Green Bus Programme such as the expansion of the network of hydrogen buses used in the Gatwick/Crawley area into Mid Sussex with accompanying Infrastructure.</p> <p>Updated Position (Deadline 5): The Applicant has demonstrated in Deadline 3 that it is committed to providing charging infrastructure for electric vehicles used to access the Airport (both passenger and staff) to facilitate the use of ultra-low and zero emission vehicles for those journeys that are made by car. The Applicant is also committed to investing £1m to Metrobus in hydrogen buses for the local network.</p>	<p>Updated position (April 2024) The Transport Assessment [AS-079] and the Surface Access Commitments (SAC) [APP-090] set out how the Applicant's commitments to sustainable travel are binding under the DCO.</p> <p>An updated version of ES Appendix 5.4.1: Surface Access Commitments [REP3-028] has been submitted at Deadline 3 which adds further detail to Commitment 12. Under Commitment 12A GAL shall produce a strategy for providing charging infrastructure for electric vehicles used to access the Airport (both passenger and staff) to facilitate the use of ultra-low and zero emission vehicles for those journeys that are made by car.</p> <p>Achieving the modes shares set out will significantly reduce surface transport emissions. We are continuing to invest in charging infrastructure for passengers and staff within a wider strategy for EVs on the campus as part of our Decade of Change programme independent of the DCO. This includes a partnership with Gridserve to provide an electric vehicle charging forecourt on airport, completed in early 2024. Our passenger valet parking service also offers an EV charging service. For operational vehicles there is a programme underway to deliver the Applicant's and third party airfield EV charging requirements.</p> <p>The Applicant has invested or pledged over £1m to Metrobus in hydrogen buses for the local network serving the airport and continues to support the transition to ultra low or zero emission vehicles in local bus services and in the Applicant's own surface transport fleet.</p>	<p>Transport Assessment [AS-079]</p> <p>Surface Access Commitments [APP-090]</p> <p>Surface Access Commitments – Version 2 [REP3-029]</p>	<p>Agreed</p>

			<p>Decarbonisation of all surface transport is a matter for Government policy and the Applicant cannot mandate that all surface access journeys are by zero emission vehicles ahead of meeting those policy targets</p>		
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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 health and wellbeing matters.

Table 0.7 Statement of Common Ground – Health and Wellbeing 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					
2.12.2.1	<p>Lack of evidence of engagement and results from that engagement with the communities/ receptors.</p> <p><u>Updated Position (Deadline 3): Potential increased demand on local health care services</u></p>	<p>Results should be presented with a detailed description of the statistical methods used, including all variables accounted for and those not included in the analysis models. This would enable a better interpretation of the results, which seem not to be in line with what should be expected. A detailed definition of the populations in the study area and a clear description of evidence supporting each assumption made have not been demonstrated.</p> <p>Updated position (Deadline 1): The Applicant has demonstrated in the documentation that they have reached out to a range of community groups and organisations. Though no mention of vulnerable groups in the context of those with physical or psychological vulnerabilities. Documentation was offered in alternative formats and languages but only if requested no evidence of proactive engagement with non-English speaking audience in their language.</p> <p>Relevant documents searched for words, Vulnerable, Hard to reach, disabilities, disabled, hearing, ethnic, nationalities with no result.</p> <p><u>Updated Position (Deadline 3): the increased footfall of passengers when increased flights are operational, and the impact on emergency attendances for this group within secondary care A&E services is unclear.</u></p> <p>Updated position (Deadline 5): <u>No Update Required</u></p>	<p>ES Chapter 18: Health and Wellbeing has taken into account the consultation responses of health stakeholders and the public. The health stakeholder engagement is discussed in ES Appendix 18.3.1 and the consultation responses from the public taken into account are provided in the separate Consultation Report.</p> <p>There have been a comprehensive series of consultation events, including with hard-to-reach groups. Consultation through the DCO process is conducted through a series of statutory defined processes. This includes Section 42 Planning Act 2008 consultation with stakeholders and Section 47 Planning Act 2008 consultation with the public. The Consultation Report discusses the Section 47 engagement with the community for the Autumn 2021 consultation in section 5.6 and for the Summer 2022 consultation in section 6.6. Consultation Report Annex A-D set out the issues raised and the response for each consultation. The responses from these consultations were taken into account within Chapter 18: Health and Wellbeing.</p> <ul style="list-style-type: none"> Autumn 2021 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table A.2 section 'I. Health and well-being'. Summer 2022 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table C.2 section 'I. Health and well-being'. <p>Updated Position (April 2024): <u>ES Chapter 18: Health and Wellbeing [APP-043] Section 18.8 'Health and Wellbeing Effects from Changes to Local Healthcare Capacity' considers the healthcare service implication of the changes in workforce and passenger numbers due to the Project. The assessment has been undertaken to the relevant guidelines and in consultation with the relevant public health stakeholders.</u></p>	<p>ES Chapter 18: Health and Wellbeing [APP-043]</p> <p>ES Appendix 18.3.1: Summary of Stakeholder Responses [APP-203]</p> <p>Consultation Report Annex A [APP-219]</p> <p>Consultation Report Annex B [APP-220]</p> <p>Consultation Report Annex C [APP-221]</p> <p>Consultation Report Annex D [APP-222]</p>	Under discussion

			<p>The assessment analyses healthcare capacities and ambulance callout rates to the airport. The assessment looks at the healthcare needs of workers and passengers and includes a range of commitments on managing these. The analysis also supports the NHS with their routine healthcare planning for those entitled to its care, even when away from home. There have been discussions with the West Sussex Integrated Care Board on improving access to healthcare for workers at the airport, for example when shift work makes it hard to attend medical appointments or screening checks. The assessment concludes that with the protocols and service planning proposed in place the Project would not significantly affect public health. The UK Health Security Agency (UKHSA) and the Department of Health and Social Care Office for Health Improvement and Disparities (OHID) conclusion, "Following our review of the submitted documentation we are satisfied that the proposed development should not result in any significant adverse impact on public health" [RR-4687].</p>		
2.12.2.2	Feedback from vulnerable groups	<p>Data relating to the study area, specifically the feedback from the individual vulnerable groups would be welcomed, to ensure that their feedback had been included in the assumptions made in relation to changes in green space locations, ease of active travel and access to support the wellbeing of the communities affected.</p> <p>Updated position (Deadline 1): The Applicant in their documentation demonstrated a wide range of organisations contacted. It was unclear from the Consultation Report Annex D Ref Doc 6.1 if any of the response was from these vulnerable groups.</p> <p>The Applicant has shared in the Consultation Report the in Fig 6.1 the targeted consultation zone where vulnerable receptors likely to be using the Riverside Garden Park currently and the new green space to the East.</p> <p>CBC would like to know more detail in regard to any plans for the new green spaces to encourage activities such as nature trails, exercise apparatus, child activities train, and the use of sustainable, natural and recycled materials, that will enhance the experience of using the space and encourage wellbeing.</p> <p>Updated position (Deadline 5): No Update Required</p>	<p>The Consultation Report, Table 4.4 explains the steps taken to identify and engage with hard-to-reach-groups.</p> <p>A list of 110 hard to reach groups was identified from across the region and all were contacted to offer briefings. In addition, a consultation pack was sent out to all such groups. Five briefings were held with hard-to-reach organisations during the Autumn 2021 Consultation.</p> <p>For the Summer 2022 Consultation, seven hard-to-reach organisations were identified within the targeted consultation zone. Each group was emailed to advise them of the consultation, and subsequently sent a poster providing details of the consultation. No requests for additional information or briefings were received. These groups were: Surrey Gypsy Traveller Communities Forum; Age UK Horley; Horley Youth Club; 1st & 2nd Horley Scout Group; SeeAbility, Horley Support Service; Gatwick Islamic Centre; and Oakwood School. Consultation Report Figure 6.1 provides a map of the targeted consultation zone.</p> <p>Consultation Report Appendix B.23 provides the list of hard-to-reach organisations; Appendix B.24 is the Hard-to-reach consultation pack; and Appendix C.7 sets out the hard-to-reach poster.</p>	<p>Consultation Report Annex A [APP-219]</p> <p>Consultation Report Annex B [APP-220]</p> <p>Consultation Report Annex C [APP-221]</p> <p>Consultation Report Annex D [APP-222]</p>	Under Discussion

Updated Position (April 2024):

ES Chapter 18: Health and Wellbeing has taken into account the consultation responses of health stakeholder and the public. The health stakeholder engagement is discussed in ES Appendix 18.3.1 and the consultation responses from the public taken into account are provided in the separate Consultation Report.

There have been a comprehensive series of consultation events, including with hard-to-reach groups. Consultation through the DCO process is conducted through a series of statutory defined processes. This includes Section 42 consultation with stakeholders and Section 47 consultation with the public. The Consultation Report discusses the Section 47 engagement with the community for the Autumn 2021 consultation in section 5.6 and for the Summer 2022 consultation in section 6.6.

Consultation Report Annex A-D set out the issues raised and the response for each consultation. The responses from these consultations were taken into account the by ES Chapter 18: Health and Wellbeing.

- Autumn 2021 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table A.2 section 'I. Health and well-being'.
- Summer 2022 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table C.2 section 'I. Health and well-being'.

Community engagement has informed the application's assessment and mitigation, including that vulnerable group responses are inherently part of the consultation undertaken. This position is set out in the Deadline 2 Submission 10.9.7 The Applicant's Response to Actions - ISH2-5 [REP2-005], Section 3.5 ISH3: Action Point 7.

ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 to REP2-027] sets the overarching vision for the Project and Annex 2 of the Outline LEMP contains an outline Landscape Maintenance schedule. The LEMPs for areas of replacement open space, including the detailed design, management and maintenance arrangements will be submitted to and approved by the LPA before work commences as set out within Requirement 8(1) of the draft DCO. These LEMPs are

			<p>required to be substantially in accordance with the principles in the outline LEMP.</p> <p>The draft Section 106 Agreement [REP2-004] proposes funding arrangements for the maintenance of the Church Meadows open space replacement area. The Car Park B replacement open space will be maintained by the Applicant in accordance with the LEMP.</p> <p>The Applicant is open to discussing plans for the new green spaces to encourage activities such as nature trails, exercise apparatus, child activities trails, and the use of sustainable, natural and recycled materials, that will enhance the experience of using the space and encourage wellbeing. It is expected these would be the subject of post determination development of detailed design.</p>		
2.12.2.3	Engagement with affected communities	<p>The DCO application does not evidence engagement with the affected communities and how the outcome of those engagements has influenced the Applicant's assumptions used as a basis for the assessment findings and decisions on mitigation measures to reduce impacts.</p> <p>Updated position (Deadline 1): The consultation reports does demonstrate engagement with the caveat that issues raised above in Row 12.7.</p> <p>Updated Position (Deadline 5): No Update Required</p>	<p>ES Chapter 18: Health and Wellbeing (Doc Ref. 5.1) has taken into account the consultation responses of health stakeholder and the public. The health stakeholders engagement is discussed in ES Appendix 18.3.1 and the consultation responses from the public taken into account are provided in the separate Consultation Report.</p> <p>There have been a comprehensive series of consultation events, including with hard-to-reach groups. Consultation through the DCO process is conducted through a series of statutory defined processes. This includes Section 42 consultation with stakeholders and Section 47 consultation with the public. The Consultation Report discusses the Section 47 engagement with the community for the Autumn 2021 consultation in section 5.6 and for the Summer 2022 consultation in section 6.6. Consultation Report Annex A-D set out the issues raised and the response for each consultation. The responses from these consultations were taken into account the by Chapter 18: Health and Wellbeing.</p> <ul style="list-style-type: none"> Autumn 2021 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A (Doc Ref 6.1) Table A.2 section 'I. Health and well-being' (pdf pages 312-315/362). Summer 2022 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table C.2 section 'I. Health and well-being'. 	<p>ES Chapter 18: Health and Wellbeing [APP-043]</p> <p>ES Appendix 18.3.1: Summary of Stakeholder Responses [APP-203]</p> <p>Consultation Report Annex A [APP-219]</p> <p>Consultation Report Annex B [APP-220]</p> <p>Consultation Report Annex C [APP-221]</p> <p>Consultation Report Annex D [APP-222]</p>	<p>Under discussion</p> <p>Suggest this is merged with the similar issue above.</p>

Assessment					
2.12.3.1	<p>Lack of evidence of how local services will be affected</p> <p>Updated Position (Deadline 3): Limited local intelligence and insight into the planning assumptions of the Project, specifically how this may influence local communities and vulnerable populations</p>	<p>CBC is concerned that the impact of the Project on local health services is currently not considered. This is particularly important, as from practical experience in West Sussex, a higher throughput at Gatwick Airport has often led to an increased demand for health services.</p> <p>Updated position (Deadline 1): The Applicant has consulted with the Sussex ICB.</p> <p>Updated Position (Deadline 3): It is recommended the Applicant expands on the HIA that makes use of local intelligence and robustly engages vulnerable populations. The HIA should make clear how the Applicant has feedback from those communities to inform the assessment of health effects.</p> <p>Updated position (Deadline 5): Greater use of local evidence of the impacts on the residents of Crawley should be made.</p>	<p>ES Chapter 18: Health and Wellbeing sets out the effects on local healthcare capacity in Section 18.8, paragraphs 18.8.512 to paragraph 18.8.618. The effects relating to construction and operational workers, as well as passengers are covered. For example, see the analysis of 'Medical Calls and Ambulance Attendances at the Airport' from paragraphs 18.8.530 to 18.8.538. This includes predictions of the number of ambulance transfers from the Airport to hospitals in each assessment year. The analysis is considered robust and indicates the likely demand levels for A&E and secondary care from increased passenger footfall, see Chapter 18, Table 18.8.40.</p> <p>Chapter 18 Table 18.7.1 sets out mitigation measures to avoid significant adverse effects on local healthcare services, including 'healthcare for construction workers' and 'healthcare for airport passengers and visitors'.</p> <p>The Chapter 18 assessment has been informed by a review of medical events and ambulance callout data, as well as discussion with the West Sussex Integrated Care Board on improving access to healthcare for Airport workers.</p> <p>Updated Position (April 2024): The Applicant's position that ES Chapter 18: Health and Wellbeing [APP-043] is a full Health Impact Assessment as set out in detail in the Deadline 1 Submission 10.9.4, the Applicant's Response to Actions from Issue Specific Hearing 3: Socio-economics [REP1-064] Action Point 6 (pdf pages 4 to 20).</p>	<p>ES Chapter 18: Health and Wellbeing [APP-043]</p>	<p>Under Discussion Agreed.</p>
2.12.3.2	<p>Lack of evidence to support professional views and assumptions made in the documentation</p> <p>Updated Position (Deadline 3): Potential adverse noise impacts on health during construction and operational phases</p>	<p>Evidence used to substantiate assumptions should incorporate feedback from communities likely to be impacted by the Project. For example - it is claimed that expected increases in walking journey times are not considered to be 'onerous' and would contribute to physical activity levels, it is also possible for longer journey times to discourage people from active travel - having a negative and perhaps rebound impact on active travel. There is insufficient information to allow an understanding of the conclusions made around this or if the diversions have disproportionate impacts on certain groups.</p> <p>Updated position (Deadline 1): CBC would wish to understand how the alterations to cycle ways and PROW impact on all future and existing user groups, and how the proposals aim to mitigate such impacts.</p>	<p>ES Chapter 18: Health and Wellbeing sets out the effects of changes in active travel walking and cycling routes in Section 18.8, paragraphs 18.8.310 to paragraph 18.8.360. The issues of potential for disproportioned effects to vulnerable groups and of the potential to discourage people from active travel are specifically considered. For example, see Chapter 18 paragraphs 18.8.337-338 which explains the context of the assessment is of additional journey times of around 10-20 minutes on long-distance routes with constrained alternatives. That these are long-distance routes is important to the population health effect. These are not short-distance routes connecting say residential areas to a school or shops, where lengthy diversions would have the potential for adverse behavioural change in active travel. The acceptability of the routes was reviewed with a site visit and consideration has been given to community engagement responses on this issue</p>	<p>ES Chapter 18: Health and Wellbeing [APP-043]</p>	<p>Agreed Under discussion</p>
				<p>ES Chapter 19: Agricultural Land Use and Recreation [APP-044]</p>	
				<p>Consultation Report Annex A [APP-219]</p>	
				<p>Consultation Report Annex B [APP-220]</p>	

		<p>Updated Position (Deadline 3): The Authorities support UKHSA recommendations in relation to air quality and clarity needed from the Applicant.</p> <p>Updated Position (Deadline 5) – Air Quality issue -Agreed</p>	<p>and the mitigations proposed through the Outline Public Rights of Way Management Strategy at ES Appendix 19.8.1.</p> <p>There have been a comprehensive series of consultation events, including with hard-to-reach groups. Consultation through the DCO process is conducted through a series of statutory defined processes. This includes Section 42 Planning Act 2008 consultation with stakeholders and Section 47 Planning Act 2008 consultation with the public. The Consultation Report discusses the Section 47 engagement with the community for the Autumn 2021 consultation in section 5.6 and for the Summer 2022 consultation in section 6.6. Consultation Report Annex A-D set out the issues raised and the response for each consultation. The responses from these consultations were taken into account the by Chapter 18: Health and Wellbeing.</p> <p>The themes of the community response (Section 47) for the Autumn 2021 consultation included interest in improving the operational active travel opportunities of the Project. These are discussed in Chapter 12. The construction did not raise construction stage footpath and cycleway diversions as a theme of concern.</p> <p>The themes of the community response (Section 47) for the Summer 2022 consultation did raise concern about diversions of footpaths and cycleways, albeit not specifically in relation to health effects. These concerns informed the Chapter 19: Agriculture, Land Use and Recreation assessment, which in turn informed the Chapter 12 health assessment. The issues raised are responded to by the Outline Public Rights of Way Management Strategy at ES Appendix 19.8.1. The Chapter 12 health assessment confirms that diversions would be advertised in advance, clearly signposted and comparable in access related considerations.</p> <ul style="list-style-type: none"> Autumn 2021 consultation Section 42 themes and responses from statutory stakeholders are set out in Consultation Report - Annex A, Table A.1 section 'I. Health and well-being'. Autumn 2021 consultation Section 47 themes and responses from the public are set out in Consultation Report - Annex A, Table A.2 section 'I. Health and well-being'. 	<p>Consultation Report Annex C [APP-221]</p> <p>Consultation Report Annex D [APP-222]</p> <p>ES Appendix 19.8.1 Outline Public Rights of Way Management Strategy [APP-215]</p>	
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2.12.3.3	Impact on primary and secondary care services	<p>Though primary and secondary care services and the estimated impact from construction staff is set out, the increased footfall of passengers when increased flights are operational, and the impact on emergency attendances for this group within secondary care A&E services, is not clear or evidenced satisfactorily.</p> <p><u>Updated Position (Deadline 5): The Applicant has suggested quantifiable data of increased footfall affecting the increase in A&E attendances, but this does not take into account the effects of that increase A&E attendance on subsequent treatment and bed days in the NHS Secondary Care System.</u></p>	<p>ES Chapter 18: Health and Wellbeing sets out the effects on local healthcare capacity in Section 18.8, paragraphs 18.8.512 to paragraph 18.8.618. The effects relating to passengers requiring emergency healthcare are covered. For example, see the analysis of 'Medical Calls and Ambulance Attendances at the Airport' from paragraphs 18.8.530 to 18.8.538. This includes predictions of number of ambulance transfers from the Airport to hospitals in each assessment year. The analysis relates to passengers and is based on data held by the Airport, which is the only data source available. Patients are taken to the most appropriate location for their condition. Due to patient confidentiality the NHS does not publish data that would extend this analysis. The analysis is</p>	ES Chapter 18: Health and Wellbeing [APP-043]	Agreed Under discussion

			considered robust and indicates the likely demand levels for A&E and secondary care from increased passenger footfall, see Chapter 18, Table 18.8.40.		
Mitigation and Compensation					
2.12.4.1	Loss of public open space	<p>It is stated that as a mitigation measure, new areas will be created to serve all users but will not be immediately contiguous with area lost. This does not provide enough reassurance that mitigation measures will be targeted at communities or groups impacted by the loss.</p> <p>Updated position (Deadline 1): The green space lost to construction at the Riverside Park though in Surrey is accessible to Crawley residents in the North of the County and though being replaced this is an opportunity to ensure the new green space has access to those with disabilities to allow inclusion, independence, and empowerment, encourages community interaction, play and exercise.</p> <p>Updated Position (Deadline 3): <u>Removed as a principal issue</u></p>	<p>ES Chapter 18: Health and Wellbeing sets out the effects of changes in availability of public areas of open space in Section 18.8, paragraphs 18.8.310 to paragraph 18.8.360. Changes in open space are summarised in paragraphs 18.8.333-334. Further detail is provided in ES Chapter 19: Agricultural Land Use and Recreation.</p> <p>The public open space lost from the southern fringe of Riverside Garden Park is associated with the provision of new public open space at the adjacent area of Carpark B, with access provided to ensure the link to Riverside Garden Park is contiguous (see Chapter 18, paragraph 18.8.341).</p> <p>The public open space lost from the southern part of Church Meadows is associated with the provision of new public open space at the adjacent area of land west of the River Mole, with a new footbridge access across the River Mole to ensure the link to Church Meadows is contiguous (see Chapter 18, paragraph 18.8.342).</p> <p>The locations of new provision and the elements that make the new public open space continuous are a direct response to ensuring that there is easily and equally accessible by current users and communities.</p> <p>Community consultation (Section 47) is set out in the Consultation Report Sections 5.6 and 6.6, as well as Annex A-D.</p> <p>Updated Position (April 2024): <u>Agreed removed as a principal issue. CBC to confirm this can be recorded as agreed.</u></p>	<p>ES Chapter 18: Health and Wellbeing [APP-043]</p> <p>ES Chapter 19: Agricultural Land Use and Recreation [APP-044]</p> <p>Consultation Report Annex A [APP-219]</p> <p>Consultation Report Annex B [APP-220]</p> <p>Consultation Report Annex C [APP-221]</p> <p>Consultation Report Annex D [APP-222]</p>	<p>AgreedUnder discussion</p>
Other					
2.12.5.1	Lack of an Equality Impact Assessment	<p>Though Equality is stated as a baseline there is no Equality Impact Assessment of the effects of the Project. This would aid in the understanding of how the project may impact on different groups and ensure that certain individuals are not put at a disadvantage or discriminated against as a result of the project activities. This would also ensure that mitigation measures can be tailored to avoid harm to equality.</p>	<p>ES Chapter 18: Health and Wellbeing, Table 18.3.2 notes that: <i>“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.”</i></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> <p>Equality Statement [REP3-109]</p>	<p>AgreedUnder discussion</p>

		<p>Updated position (Deadline 1): Whilst it is accepted that there is no requirement for GAL to undertake an Equalities Impact Assessment, and Acknowledging there is not a statutory duty on the applicant to undertake a specific Health Impact assessment (HIA), in the case if this project, size, length of construction, proximity to communities and for reaching disruption as well as ongoing operational increase in activity on completion we would recommend a HIA be carried out for each affected LA area.</p> <p>Updated Position (Deadline 3): Removed as a principal issue</p>	<p>Updated Position (April 2024): An Equality Statement was submitted at Deadline 3 [REP3-109] to assist the determining authority in discharging the Public Sector Equality Duty. The document signposts to relevant information within the Gatwick Northern Runway Project application. Agreed removed as a principal issue.</p>		
2.12.5.2	Potential adverse impact on the health of West Sussex communities including vulnerable groups during construction and operational phases of the Project	<p>It is recommended the Applicant undertakes a HIA that seeks to robustly assess the potential effects, including physical and mental, on the health of the population, analysis of some of the data on smaller geographies to highlight inequalities, and to make clear the mitigations or that need further consideration</p> <p>Deadline 5 Update: See Row 2.12.3.1 above</p>	<p>The Applicant's position that ES Chapter 18: Health and Wellbeing [APP-043] is a full Health Impact Assessment as set out in detail in the Deadline 1 Submission 10.9.4, the Applicant's Response to Actions from Issue Specific Hearing 3: Socio-economics [REP1-064] Action Point 6 (pdf pages 4 to 20). ES Chapter 18: Health and Wellbeing [APP-043] includes ward level data [APP-207] and analysis, including in relation to inequalities. Mitigation and enhancement measures relating to health inequalities are set out and secured in Table 18.7.1.</p>	ES Chapter 18: Health and Wellbeing [APP-043]	Under Discussion
2.12.5.3	Potential impact on healthy lifestyle behaviours due to land take at Riverside Garden Park and Church Meadows	<p>The Applicant should assess the potential for proposed changes to the recreational space that may adversely impact on people' ability to maintain health and wellbeing. Additionally, the impact, and assessment of noise in recreational areas requires further understanding, ideally through engagement with communities to understand local views and concerns.</p>	<p>ES Chapter 19: Agriculture, Land Use and Recreation [APP-044] and ES Chapter 18: Health and Wellbeing [APP-043] section 18.8 paragraphs 18.8.310 (pdf page 108/214) to paragraph 18.8.360 (pdf page 118/214) sets out the assessment of Health and Wellbeing Effects from Changes in Lifestyle Factors.</p> <p>ES Chapter 18: Health and Wellbeing [APP-043] paragraph 18.8.319 explains that the pathway of effect includes consideration of the influence of noise and paragraph 18.8.321 sets out relevant vulnerable groups, including associated with young and old age, low income, existing poor health and existing access barriers.</p> <p>The assessment concludes, ES Chapter 18: Health and Wellbeing [APP-043] paragraph 18.8.357, that there is the potential for a minor adverse (not significant) population health effect. The assessment explains "whilst the disruption caused by the Project is considered detrimental to some degree for public health, ie not negligible, a sustained widespread reduction in active travel or use of outdoor spaces is not expected, including for vulnerable groups".</p> <p>The Applicant's position is that community engagement has informed the assessment and mitigation, including that vulnerable group responses are inherently part of the consultation undertaken. This position is set out in the Deadline 2 Submission</p>	<p>ES Chapter 19: Agricultural Land Use and Recreation [APP-044]</p> <p>ES Chapter 18: Health and Wellbeing [APP-043]</p>	Under Discussion

			10.9.7 The Applicant's Response to Actions - ISH2-5 [REP2-005], Section 3.5 ISH3: Action Point 7.		
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2.13. Historic Environment

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

Table 0.8 Statement of Common Ground – Historic Environment Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
2.13.1.1	Lack of historic background to the airport.	<p>No clear understanding or description of the history of the airport development.</p> <p>Updated position (Deadline 1): CBC fully support this and would suggest a meeting ASAP as this document is vital to the understanding of the archaeological impact of the application.</p> <p>Updated position (Deadline 5): GAL shared the report with CBC on 13th May 2024 which is being considered by Officers and Archaeological Advisors (Place Services). A meeting has been arranged with GAL on the 31st May to discuss this document and outstanding archaeological matters.</p>	<p>GAL will be happy to prepare such a report and would suggest discussing it with CBC through the Topic Working Groups (TWGs).</p> <p>Updated position (April 2024): GAL have prepared a detailed history of the airport and information regarding past ground disturbance. Once that report has been provided and a meeting to discuss held with the appropriate advisors to CBC, the final position will be consolidated in the finalised WSI.</p>	n/a	Under Discussion
2.13.1.2	Lack of archaeological evaluation within the airport perimeter.	<p>The scheme of archaeological investigation undertaken prior to the submission of the DCO application has been focused on areas within the proposed development that were easily accessible and has not covered all potential areas of impact.</p> <p>Updated position (Deadline 1): No written documents have been provided of such a previous agreement and discussions with the previous advisors have indicated they were awaiting information on the historical development of the airport and its potential impact on surviving archaeological deposits. As stated at the single TWG we have attended the document as identified in row 7.2 would provide clarity on those areas previously impacted.</p> <p>Updated position (Deadline 5): GAL shared the report with CBC on 13th May 2024 which is being considered by Officers and Archaeological Advisors (Place Services). A meeting has been arranged with GAL on the 31st May to discuss this document and outstanding archaeological matters.</p>	<p>The scheme of archaeological investigation undertaken prior to the submission of the DCO application was developed through discussions with CBC's appointed archaeological advisors and in line with the methodologies approved in writing by those advisors.</p> <p>The issues relating to undertaking archaeological investigation within the perimeter of the airport have been discussed on a number of occasions and it was agreed that such investigation was not necessary. This was due to the land within the airport perimeter having a reduced archaeological potential (as a result of previous development) and/or the lack of impacts arising from the scheme.</p> <p>We would request confirmation from CBC if its position has changed and if so, explain its reasoning why.</p> <p>Updated position (April 2024): The above remains the GAL position. GAL have prepared a detailed history of the airport and information regarding past ground disturbance. Once that report has been provided a meeting to discuss its findings will be held with the appropriate advisors to CBC.</p>	ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex [APP-106]	Under Discussion
2.13.1.3	Excluded listed buildings	<p>The Council is disappointed GAL have excluded the 3 existing listed buildings from the current DCO boundary which are within their ownership and shown as part of the project at both the EIA Scoping Stage and PEIR consultation. Their exclusion limits opportunities to fully</p>	<p>The Applicant would appreciate clarification regarding the three listed buildings that CBC are referring to, which can be discussed through future TWGs and SoCG discussions.</p>	n/a	Under discussion

		<p>consider how the DCO works might facilitate mitigation or enhancement to the setting of these assets.</p> <p>Updated position (Deadline 1): CBC identified the three listed buildings within the Development Boundary in paragraph 7.10 of its response to the PEIR. The buildings are: Charlwood Park Farmhouse, Edgeworth House and Wing House.</p> <p>Updated position (Deadline 5) . <u>The comment made was not about ownership of the listed buildings but about opportunities to enhance their setting and the importance of the DCO works considering these assets when developing the (now surrounding) land. The fact a property is not owned by GAL does not mean that they should not consider the impacts on its setting.</u></p>	<p>Updated position (April 2024): <u>Contrary to the claim made by the Council, Edgeworth House and Wing House are not within GAL ownership. The Project Site Boundary was adjusted in the vicinity of Charlwood Park Farmhouse to ensure that only the land required to deliver the Proposed Development was included within the Order Limits.</u></p>		
Assessment Methodology					
There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.					
Assessment					
2.13.3.1	Impacts on the setting of heritage assets	<p>The Council remains concerned about the impact on the setting of nearby heritage assets as there is no evidence to show that the setting is not harmed through visual or light impacts. The proposed control documents such as the DAS and Lighting Strategy do not appear to address these impacts or propose adequate safeguards for these assets.</p> <p>Updated Position (Deadline 5) <u>These matters have also been highlighted by the EXA in questions HE1.2 and HE1.3. CBC do not consider these matters have been adequately addressed see [REP4-065].</u></p>	<p>ES Chapter 7: Historic Environment provides an assessment of impacts arising from changes within the settings of designated heritage assets, including listed buildings. Where appropriate, the assessment of visual impacts includes cross-references to visualisations presented in ES Volume 2: Historic Environment Figures.</p> <p>Section 4.9 of the CoCP addresses construction lighting. Paragraph 4.9.5 explains that lighting will seek to avoid intrusion on adjacent buildings and sensitive receptors (such as listed buildings). Paragraph 4.9.17 specifically addresses the issue of light spill with regard to the Church Road (Horley) Conservation Area.</p> <p>Section 6.2 of the Operational Lighting Framework addresses permanent lighting with regards to heritage assets.</p> <p>Updated position (April 2024): <u>The Applicant would welcome an updated position or response from CBC against this SoCG item, or confirmation if this item can be marked as 'agreed' or 'no longer pursuing'.</u></p>	<p>ES Chapter 7: Historic Environment [APP-032]</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021] (Doc Ref. 5.3)</p> <p>ES Appendix 5.2.2 Operational Lighting Framework [APP-077]</p> <p>ES Historic Environment Figures [APP-054]</p>	Under discussion
2.13.3.2	Disturbance of archaeological remains	<p>Alternatively, an explanation and evidence should be provided to show why certain works are unlikely to impact significant archaeological remains, either due to modern disturbance, foundation design, or other factors. Further photographic evidence of disturbance and similar evidence would be useful in determining the requirement for any archaeological work in these areas.</p>	<p>GAL is happy to discuss the provision of this information, and would suggest discussing it with CBC through the TWGs.</p> <p>Updated position (April 2024): <u>The above remains the GAL position. GAL have prepared a detailed history of the airport and information regarding past ground disturbance. Once that report</u></p>	n/a	Under discussion

		<p>Updated position (Deadline 1): CBC fully support this and would suggest a meeting ASAP as a document showing this (as has been requested) is vital to the understanding of the archaeological impact of the application.</p> <p>Updated Position (Deadline 5) : A meeting is now arranged to on 31st May to discuss archaeological matters with GAL.</p>	<p>has been provided a meeting to discuss its findings will be held with the appropriate advisors to CBC.</p>		
Mitigation and Compensation					
2.13.4.1	Proposed mitigation on areas already evaluated.	<p>There is concern that the proposed mitigation identified within the WSI on areas that have been evaluated is not sufficient and will need to be expanded.</p> <p>Updated position (Deadline 1): A list of concerns regarding the proposed mitigation method and extent has been provided within the LIR and we would suggest that these can be discussed and hopefully agreed at the next TWG.</p> <p>Updated Position (Deadline 5) : A meeting is now arranged to on 31st May to discuss archaeological matters with GAL.</p>	<p>GAL requires further clarification from CBC regarding this issue, including the specific areas being referred to and the additional work that is requested. We would request that this aspect is clarified and discussed through future TWGs and SoCG discussions.</p> <p>Updated position (April 2024): A meeting to discuss will held with the appropriate advisors to CBC, the final position will be consolidated in the finalised WSI.</p>	n/a	Under discussion
2.13.4.2	Proposed building recording of control tower.	<p>Proposed level 2 recording not appropriate for this type of rare structure.</p> <p>Updated position (Deadline 1): We support the recording of the structure at Level 3.</p> <p>Updated Position (Deadline 3): Level 3 recording has been agreed by GAL but this now needs to be reflected in a revised version of the WSI for West Sussex</p> <p>Updated position (Deadline 5): The Applicant has not made the changes to the West Sussex Written Scheme of Investigation. Further detail of outstanding concerns are set out in response to HE1.1 [REP4-065]</p>	<p>The level of recording proposed for the former control tower can be increased to Level 3. This will be reflected within a revised version of the WSI for West Sussex.</p> <p>Further clarification is requested from CBC as to what is meant by 'should be identified as a heritage asset'. The former control tower is identified within the submission documents as a building of historic interest, and therefore will be subject to the proposed programme of recording prior to demolition.</p> <p>GAL has referred to CBC's maintained list of historic buildings within the Borough. Whilst not statutorily listed, these are considered by the Council to be important due to their architectural, historical or archaeological significance. The former airport control tower was not included on this list.</p> <p>Updated position (April 2024): The next revision of the WSI will be updated accordingly</p>	ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex [APP-106]	Agreed once WSI revised
2.13.4.3	There needs to be clarity within the documentation on the role of the local authority archaeologist in signing off the archaeological mitigation.	<p>The submitted documentation fails to define a procedure for the monitoring and signing off of the archaeological and building recording mitigation works.</p> <p>Updated position (Deadline 1): CBC agree with GAL's proposition and are happy to discuss this.</p>	<p>GAL is also happy to discuss adding this to the WSI, and suggest it is discussed through future TWGs and SoCG discussions.</p> <p>Updated position (April 2024): A meeting to discuss will held with the appropriate advisors to CBC, the final position will be consolidated in the finalised WSI.</p>	ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and	Under discussion

		<p>Updated Position (Deadline 5) : A meeting is now arranged to on 31st May to discuss archaeological matters with GAL.</p>		Historic Building Recording - West Sussex [APP-106]	
2.13.4.4	Trial trenching	<p>A more extensive programme of archaeological trial-trenching/test pitting is required in advance of construction to accurately assess the presence and survival of archaeological remains in areas to be impacted by the proposed groundworks and allow the creation of an appropriate mitigation strategy.</p> <p>Updated position (Deadline 1): No written documents have been provided of such a previous agreement and discussions with the previous advisors have indicated they were awaiting information on the historical development of the airport and its potential impact on surviving archaeological deposits. As stated at the single TWG we have attended the document as identified in row 7.2 would provide clarity on those areas previously impacted.</p> <p>Updated Position (Deadline 5) : A meeting is now arranged to on 31st May to discuss archaeological matters with GAL.</p>	<p>The scheme of archaeological investigation undertaken prior to the submission of the DCO application was developed through discussions with CBC's appointed archaeological advisors and in line with the methodologies approved in writing by those advisors. The issues relating to undertaking archaeological investigation within the perimeter of the airport have been discussed on a number of occasions and it was agreed that such investigation was not necessary. This was due to the land within the airport perimeter having a reduced archaeological potential (as a result of previous development) and/or the lack of impacts arising from the scheme.</p> <p>We would request confirmation from CBC if its position has changed and if so, explain its reasoning why.</p> <p>Updated position (April 2024): The above remains the GAL position. GAL have prepared a detailed history of the airport and information regarding past ground disturbance. Once that report has been provided a meeting to discuss its findings will be held with the appropriate advisors to CBC.</p>	n/a	Under discussion
2.13.4.5	Mitigations for key archaeological sites	<p>Concerns with proposed recording, excavation (and trenching) and proposed mitigations for key archaeological sites.</p> <p>A list of concerns regarding the proposed mitigation method and extent has been provided within the LIR and we would suggest that these can be discussed and hopefully agreed at the next TWG.</p> <p>Updated Position (Deadline 5) : A meeting is now arranged to on 31st May to discuss archaeological matters with GAL.</p>	<p>Further clarification is requested from CBC on this issue in order to provide a response.</p> <p>Updated position (April 2024): The Applicant has responded to the points made by the West Sussex Local Authorities in their Local Impact Report within the Applicant's Response to the Local Impact Reports [REP3-078]. Matters raised on the Historic Environment are responded to at Section 4.5 of that document.</p>	Applicant's Response to the Local Impact Reports [REP3-078] n/a	Under discussion
Other					
2.13.5.1	Management of Historic Environment effects	<p>Section 5.2 (Historic Environment) of the Code of Construction Practice does not reflect the work proposed. The objective should be to protect or mitigate the setting of built heritage and the recording of affected archaeological deposits.</p> <p>Section 6.1 (Roles and Responsibilities) does not detail a Heritage Clerk of Works.</p>	<p>We consider the suggested change aligns with the text already included within the CoCP, and would be happy to discuss further in a meeting with CBC.</p> <p>As the proposed programme of archaeological investigation and historic building recording is quite limited, the works can be undertaken without a Heritage Clerk of Works.</p>	ES Appendix 5.3.2: Code of Construction Practice [REP1-021] (Dec-Ref-5-3)	Under discussion

		<p>Updated position (Deadline 1): CBC are happy to discuss at the TWG both the wording of the CoCP and the need for a Clerk of Works. The extent of the proposed archaeological programme is at present not agreed but the document proposed under 7.2 will assist these discussions.</p> <p>Updated Position (Deadline 5) : A meeting is now arranged to on 31st May to discuss archaeological matters with GAL.</p>	<p>Updated position (April 2024): A meeting to discuss will held with the appropriate advisors to CBC, the final position will be consolidated in the finalised WSI.</p>		
2.13.5.	No proposals for heritage community outreach which would normally be expected from a development of this nature.	<p>No potential heritage community engagement identified in section 4.12.</p> <p>Updated position (Deadline 1): CBC would agree and are happy to discuss further.</p> <p>Updated Position (Deadline 5) : A meeting is now arranged to on 31st May to discuss archaeological matters with GAL.</p>	<p>GAL is happy to discuss adding a section regarding community engagement within a revised version of the WSI for West Sussex. We would suggest that this addition is discussed and agreed through future TWGs and SoCG discussions.</p> <p>Updated position (April 2024): A meeting to discuss will held with the appropriate advisors to CBC, the final position will be consolidated in the finalised WSI.</p>	ES Appendix 7.8.2: Written Scheme of Investigation for post-consent Archaeological Investigations and Historic Building Recording - West Sussex [APP-106]	Under discussion

2.14. Landscape, Townscape and Visual

2.14.1 Table 2.14 sets out the position of both parties in relation to landscape, townscape and visual matters.

Table 0.9 Statement of Common Ground – Landscape, Townscape and Visual 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					
2.14.2.1	Conclusions for viewpoints	<p>While the Council has no concern with the methodology applied, there is a lack of detail in the DCO documentation to support the conclusions drawn for some of the viewpoints, in particular in respect of assumptions concerning tree screening. There remain concerns that the visual impacts of some works sites, which are visible from nearby public views, are not adequately controlled or mitigated in any of the control documents.</p> <p>Updated position (Deadline 1): CBC welcome that additional tree survey work is being undertaken to inform the impacts and wish to see this information as soon as possible. Further details of specific areas of concern will be set out in the LIR.</p> <p>Updated position (Deadline 5) - The loss of significant tree screening is still of concern and there is still not considered to be enough control or detail to safeguard sensitive views where there is either a loss of trees as result of the works or a risk of damage to trees which provide an important visual screen for example at Car Park X and Purple Parking – see comments to GEN 1.21 [REP3-135] and LV1.3 [REP4-067] In respect of listed buildings see response at 2.13.3.1</p>	<p>Perimeter hoardings will be included in construction compound layouts to screen low level visual clutter.</p> <p>Main contractor compounds are illustrated in photomontages as temporary maximum parameters (See Figures 8.9.1 to 8.9.128) and assessed within the LTVIA at Chapter 8 of the ES, sections 8.9. and 8.11 as a worse case scenario.</p> <p>The CoCP sets out the general nature of compounds and mitigation measures although does not contain detailed layouts of infrastructure.</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 the visual impact assessment.</p> <p>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment is being submitted at Deadline 1.</p> <p>Updated Position (April 2024): Tree survey plans, tree quality schedules, preliminary tree removal plans and impact assessment for the Project site are included in ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037, REP3-038, REP3-039, REP3-040, REP3-041, REP3-042]</p> <p>ES Appendix 5.3.2 Code of Construction Practice [REP1-021] sets out general methodologies and mitigation measures and Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement (Doc Ref. 5.3) which includes Tree Removal and Protection Plans for the surface access proposals including location and standard</p>	<p>ES Chapter 8 Landscape, Townscape and Visual Figures - Part 3 [APP-062]</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021] (Doc Ref. 5.3)</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041] (Doc Ref. 5.3)</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP1-026, REP1-027, REP1-028, REP1-029, REP1-030]</p> <p>ES Appendix 5.3.2 Code of Construction Practice [REP1-021]</p> <p>Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation</p>	Not Agreed

			<p>specification of tree protection fences. These drawings will be revisited and refined during the detailed design process and submitted for approval as part of the detailed Arboricultural Method Statement.</p> <p>Area-specific Detailed Arboricultural and Vegetation Method Statements including Detailed Vegetation Removal and Protection Plans and, where required, Detailed Tree Removal and Protection Plans must be submitted to and approved by CBC (following consultation with MVDC and RBBC as appropriate) prior to the removal of any trees or vegetation in that area. The AVMS and associated plans must be substantially in accordance with the oAVMS and associated plans.</p>	<p>Method Statement [REP3-022], [REP3-024], [REP3-026]</p>	
Assessment					
2.14.3.1	Pentagon Field	<p>The Council is concerned about the use of Pentagon Field site for the deposition of soil, particularly owing to the absence of any certainty over the visual appearance of the site during and post construction.</p> <p>Updated position (Deadline 1): This level of detail is considered insufficient see LIR for further information</p> <p>Updated position (Deadline 5) – The level of detail provided for Pentagon Field is still considered inadequate. Please see response page 3 [REP4-042], [REP4-062] response to question DCO 1.39 and [REP4-067] to the Applicant’s response to LV.1.2</p>	<p>Earth shaping illustrated in photomontages (See Figures 8.9.33 to 8.9.40) and assessed during construction and when operational within the LTVIA at Chapter 8 of the ES, sections 8.9. and 8.11. Perimeter hoardings will be included in construction compound layouts to screen low level visual clutter.</p> <p>Landscape proposals are illustrated in ES Appendix 8.8.1 Outline LEMP. Pentagon Field would be returned to grazing land following spoil deposition and woodland belts would be established beside Balcombe Road.</p> <p>The CoCP sets out the general nature of compounds and mitigation measures although does not contain detailed layouts of infrastructure.</p> <p>Updated Position (April 2024) Please refer to the Applicant’s response to ExQ1, LV.1.2 at Deadline 3, in which it states:</p> <p>Pentagon Field is identified as a spoil receptor site. The import of cohesive arisings from excavations associated with the development activities would be used to landscape Pentagon Field and improve ecological habitat and biodiversity (secured under Work No. 41 of the dDCO (Doc Ref. 2.1 v6)). The spoil will be progressively landscaped to its final levels as it is imported and eventually accommodate approximately 100,000m³ of spoil. Topographical and utility identification surveys would be completed during the early stages of design followed by any other surveys required by the designers (e.g. ground investigation, boreholes) to enable completion of the final detail design.</p>	<p>Figures 8.9.33 to 8.9.40 of ES Chapter 8 Landscape, Townscape and Visual Figures - Part 3 [APP-062]</p> <p>ES Appendix 8.8.1 Outline LEMP [APP-113]</p> <p>ES Appendix 5.3.2 Code of Construction Practice [APP-082]</p>	Not Agreed

<p>2.14.3.2</p>	<p>Attenuation features at Car Park Y</p>	<p>The Council wishes to see more detailed information on the likely landscape and visual impacts from the attenuation features proposed at Car Park X (Work No. 31) and Car Park Y (Work No. 30).</p> <p>Updated position (Deadline 1): Please see the LIR for further information requested on these issues</p> <p>Updated position (Deadline 5): <u>It is considered that this point has not been addressed both car parks lack design detail see [REP4-067] to the Applicant's response to LV.1.3. Further information on Car Park X is provided in [REP4-065] to the Applicant's response to HE.1.2</u></p>	<p>Both are below ground level attenuation features.</p> <p>Implementation of Car Par X would require existing tree group removal and a 24m length of hedgerow which are described/assessed in ES Chapter 8, sections 8.9. and 8.11 and illustrated in wireline photomontages at Figures 8.9.101 to 8.9.104.</p> <p>Implementation of Car Park Y would not require the loss of any existing landscape features.. Effects on visual receptors during construction and operation of the car parks are descibed in ES Chapter 8. No significant effects are identified as a result of these elements of the proposed development.</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 any further work required to revisit the landscape and visual impact assessment.</p> <p>Updated Position (April 2024) Please refer to the Applicant's response to EQ1, LV.1.3 at Deadline 3 which states:</p> <p><u>The DCO Application does not contain definitive layouts and designs for proposed car parks. The Design and Access Statement (DAS) [REP2-032, REP2-033, REP2-034, REP2-035, REP2-036] includes indicative plans and diagrams of car parks as follows:</u></p> <ul style="list-style-type: none"> • <u>Car Park X: DAS Volume 2 – Figures 12, 13 and 14</u> • <u>Car Park Y: DAS Volume 3 – Figures 79, 80, 81 and 82</u> <p><u>The accompanying Design Principles (Doc Ref. 7.3 v3) to the DAS include project-wide design principles for landscaping which sets out the design of native tree, shrub and hedgerow planting that would be appropriate for car parks within the Project. In particular, Landscaping Design Principle L4 directs that any vegetation will be retained and incorporated into the design where feasible to minimise impacts on character and visual resources. Alongside the project-wide design principles, site-specific design principles are included for individual works. This includes site-specific principles for Car Park X (DBF9) and Car Park Y (DBF20, DDP10 and DLP14).</u></p>	<p>Sections 8.9. and 8.11 of ES Chapter 8 Landscape, Townscape and Visual [APP-033]</p> <p>Photomontages at Figures 8.9.101 to 8.9.104 of ES Chapter 8 Landscape, Townscape and Visual Figures - Part 3 [APP-062]</p> <p>Design and Access Statement (DAS) [REP2-032, REP2-033, REP2-034, REP2-035, REP2-036]</p>	<p>Under discussion</p>
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<p>2.14.3.3</p>	<p>Construction Resources and Waste Management Plan</p>	<p>In the Construction Resources and Waste Management Plan there is no information on the visual impacts from soil excavations or stockpiles on construction compounds or other construction sites, no details on heights or on how such works would be controlled.</p> <p>Updated position (Deadline 1): Further information is requested.</p> <p>Updated position (Deadline 5): <u>Reference to the need to consider local amenity and avoid adverse visual impact should be included in the Construction Resources Waste Management Plan [REP4-009] and subsequent Site Waste Management Plans</u></p>	<p>ES Appendix 5.3.2 CoCP Annex 4 Soil Management Strategy does set out general methodologies. It explains that topsoil is to be stored up to 3m high and subsoil to be stored up to 5m high. Individual Soil Management Strategies will be developed for each work area and approved by the relevant LPA (to include specific location, size and shape of soil storage areas).</p> <p>Updated Position (April 2024)</p> <p><u>At this stage of the design of the Project, a specific design for any particular construction compound has not been assessed, but rather a reasonable worst case has been based on the activities which will be undertaken within the compound and the maximum height of these elements.</u></p> <p><u>The CoCP and ES Appendix 5.3.1: Buildability Report APP-079, APP-080, APP-081] set out the general nature of compounds, their key elements and their maximum height. The CoCP at Section 4: General Requirements and Section 5: Management of Environmental Effects set out typical measures to minimize impacts on landscape and visual resources. These would include the appropriate positioning of infrastructure within the compound, appropriate types, locations and operation of lighting and the type/height of boundary treatments including security fences and screens. The construction activities must be carried out in accordance with the CoCP under Requirement 7 of the draft DCO (Doc Ref. 2.1).</u></p> <p><u>Revised document issued at Deadline 2. ES Appendix 19.8.1: Public Rights of Way Management Strategy [REP2-009] includes management measures during construction. Where necessary suitable fencing will be erected along PRow corridors. The type and size of fencing will be specified within detailed PRow implementation plans which must be substantially in accordance with the PRow Management Strategy and must be approved by the relevant highway authority under Requirement 22 of the Draft DCO (Doc Ref. 2.1).</u></p>	<p>ES Appendix 5.3.2 Code of Construction Practice Annex 4 Soil Management Strategy [APP-086]</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021]</p> <p>ES Appendix 5.3.1: Buildability Report APP-079, APP-080, APP-081]</p> <p>ES Appendix 19.8.1: Public Rights of Way Management Strategy [REP2-009]</p>	<p>Under discussion</p>

<p>2.14.3.4</p>	<p>CBC request further information of the likely landscape and visual impacts from the attenuation features proposed at Car Park X and Car Park Y.</p>	<p>Car Park X and Y works may have potential negative impact on nearby buildings. Please see the landscape and visual impact section of the LIR for further detail on these concerns which has assessed the information in detail.</p> <p><u>Updated position (Deadline 5): It is considered that this point has not been addressed both car parks lack design detail see [REP4-067] to the Applicant's response to LV.1.3. Further information on Car Park X is provided in [REP4-065] to the Applicant's response to HE.1.2</u></p>	<p>The assessment of landscape and visual impacts from the proposed attenuation features is contained ES Chapter 8. In summary, the proposed works required for Car Park X would not have any impact on nearby listed buildings. Some removal of the hedgerow boundary on Charlwood Road would be required to widen the existing access point. Sufficient vegetation would be retained to completely screen the development in the summer, with the potential for heavily filtered glimpses of the decking in the winter only, when the vegetation is not in leaf. Vegetation would largely screen any views of the decked car park looking from or across the listed buildings. Existing photography at Viewpoint 26: Bridleway at Poles Lane is included at ES Figure 8.4.31.</p> <p>Visualisations showing the winter and summer views along Charlwood Road along with the massing outline of Car Park X are presented as photomontages at ES Figures 8.9.101 to 8.9.104.</p> <p>Car Park Y will be underground storage, therefore after construction, it is expected that there will be negligible landscape and visual impacts during operation.</p> <p><u>Updated Position (April 2024). See response to Row 2.14.3.2</u></p>	<p>Section 6 of ES Appendix 11.9.6 Flood Risk Assessment [APP-147]</p> <p>ES Appendix 11.9.6 Flood Risk Assessment – Annex 1: Fluvial Mitigation Measures Indicative Designs [APP-148]</p> <p>ES Chapter 8: Landscape, Townscape and Visual Resources [APP-033] and accompanying Figures 8.9.101 – 8.9.104 of ES Landscape, Townscape and Visual Resource Figures [APP-061].</p> <p>ES Appendix Outline Landscape and Ecology Management Plan [APP-113]</p> <p>Para 7.3.3 of ES Appendix 11.9.6 Flood Risk Assessment [APP-147]</p>	<p>Not Agreed</p>
<p>Mitigation and Compensation</p>					
<p>2.14.4.1</p>	<p>Safeguarding of existing landscaping and protection of visual amenities</p>	<p>Lack of detail on landscape protection measures and zonal approach proposed in document is too vague giving inadequate control to safeguard impacts.</p>	<p>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. 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</p>	<p>Figures 1.2.4 to 1.2.15 and Annex 4 of ES Appendix 8.8.1 Outline Landscape and Ecology</p>	<p>Under discussion</p>

		<p>Updated position (Deadline 1): CBC welcome the opportunity to discuss this matter with the applicant. Further detail of the concerns with the current information provided is detailed in the LIR.</p> <p>Updated position (Deadline 5): <u>This key point has not been addressed. The level of detail provided to date is still considered to be inadequate as while there has been work done by the Applicant on tree survey work and tree protection the design principles document is still lacking in detail and the plans provided and intended as control documents do not give sufficient certainty. The Council has responded numerous times on this point across various references in respect of responses on general design, historic environment and landscape and visual impacts for example see section 5 [REP4-042] and in detailed design comments to GEN 1.21 and DCO 1.56 [REP3-135]</u></p>	<p>objectives for future detailed design and management. The obligations within the outline LEMP will be secured through Requirement 8 of the draft DCO.</p> <p>A LEMP for individual parts of the Project will be submitted to and approved by the LPA before work commences as set out within Requirement 8(1) of the draft DCO. 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, the Arboricultural Association Standard Conditions of Contract and Specification for Tree Works. Annex 4 includes Tree Removal and Protection Plans for the surface access proposals including location and standard specification of tree protection fences. 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 to include landscape protection measures.</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>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p> <p>Updated Position (April 2024): ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021, REP2-023, REP2-025, REP2-027]. sets out the overarching landscape strategy describing the existing landscape features of each "zone" of the site and the objectives for the detailed design of the landscape and ecology management plans relevant to each zone. The document also includes landscape principles which are specific to each zone and particular development features. The oLEMP includes preliminary landscape proposals plans for replacement public open space and publicly accessible land within the Project and landscape proposals for the surface access improvements. The DCO Application does not contain definitive layouts and designs for all developments within the Project. The Design and</p>	<p>Management Plan Part 1 [APP-113]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2 [APP-114]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 3 [APP-115]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4 [APP-116]</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP1-021] (Doc Ref. 5.3)</p> <p>Requirement 8 of the Draft DCO [REP3-006] (Doc Ref. 2.1)</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041] (Doc Ref. 5.3)</p> <p>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement [REP3-022], [REP3-</p>	
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<p>2.14.4.2</p>	<p>Absence of tree mitigation strategy or any acknowledgement of CBC requirements under policy CH6 in the adopted Crawley Borough Local Plan</p>	<p>There is no recognition of the landscape impact from the loss of trees within the DCO area and no robust measures to mitigate tree removal. Applicant needs to address this key policy and respond in this document and control documents to provide adequate mitigation. Applicant's development should comply with the requirements of policy CH6.</p> <p>Updated position (Deadline 1): CBC welcome the additional tree survey work and will review this when available but wish GAL to fully address CBLP policy CH6 given the extensive tree loss as a result of the project. Further detail is set out in the LIR including some works areas where further detail is needed on tree protection and visual impacts.</p> <p><u>Updated position (Deadline 5): CBC is pleased to see that the Applicant has acknowledged the importance of policy CH6 and its requirements. Please see section 7.2 [REP4-042] which sets out the further information needed and how such mitigation should be secured.</u></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 will inform further work to quantify data to inform a response to CBC.</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>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p> <p>Updated Position (April 2024) <u>Tree survey plans, tree quality schedules, preliminary tree removal plans and impact assessment for the Project site are included in ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037, REP3-038, REP3-039, REP3-040, REP3-041, REP3-042]. The AIA includes an assessment of the tree removal and replacement (where preliminary proposals are known) in accordance with CBC local plan policy CH6. The methodology for the calculations is included in Appendix J of the AIA. The AIA also includes an assessment of tree removal and replacement for the whole Project. The AIA shows that whilst there would be a net loss of trees within CBC there would be a net gain in trees across the whole Project. The opportunity to replant the A23/M23 Spur road corridor following tree removal associated with the surface access improvements is constrained by guidance within National Highways i.e. DMRB LD117 Landscape Design, the Manual of Contract Documents for Highways Works, Major Projects and Highways England, DMRB Asset Data Management Manual Volume 13.</u></p> <p><u>ES Appendix 5.3.2 Code of Construction Practice [REP1-021] sets out general methodologies and mitigation measures and Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement (Doc Ref. 5.3) which includes Preliminary Tree Removal and Protection Plans for the surface access proposals including location and standard specification of tree protection fences. These drawings will be revisited and refined during the detailed design process and submitted for approval as part of the detailed Arboricultural Method Statement.</u></p>	<p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041]</p> <p>(Doc Ref. 5.3)</p> <p>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement [REP3-022], [REP3-024], [REP3-026]</p> <p>(Doc Ref. 5.3)</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP1-026, REP1-027, REP1-028, REP1-029, REP1-030].</p> <p>ES Appendix 5.3.2 Code of Construction Practice [REP1-021]</p> <p>Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement (Doc Ref. 5.3) [REP3-022], [REP3-024], [REP3-026]</p>	<p>Under discussion</p>
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2.14.4.3	Lack of controls over visual impacts for some key project sites which are in sensitive locations including those near rights of way or close to the site boundary	<p>Concerns held that there is no control in relation to the townscape /landscape impact (both overall scale, landscape loss and lack of understanding of context) to ensure that future development does not harm the character of the area.</p> <p>Updated position (Deadline 1): This relates to some of the project works and not specifically the works compounds. Further detail is set out in the LIR</p>	<p>Airfield and Highway construction compounds options were assessed within Appendix 3.5.1 Options Appraisal Tables. Potential landscape and visual impacts were identified and included as environmental considerations.</p> <p>Perimeter hoardings are included in compound layout to screen low level visual clutter.</p> <p>Main contractor compounds are illustrated in photomontages as temporary maximum parameters to represent a worse case scenario. (See Figures 8.9.1 to 8.9.128) and assessed within the LTVIA at Chapter 8 of the ES, sections 8.9. and 8.11. The CoCP sets out the general nature of compounds and mitigation measures, although do not contain detailed layouts of infrastructure.</p> <p>(Further information relevant to this response is provided in the response to Table 9 Landscape Reference 9.13 and 9.28)</p> <p>The Applicant is happy to discuss the wording of the CoCP through the TWG's and any further information required as part of the SoCG process.</p> <p>Updated Position (April 2024) Tree survey plans, tree quality schedules, preliminary tree removal plans and impact assessment for the Project site are included in ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037, REP3-038, REP3-039, REP3-040, REP3-041, REP3-042]. ES Appendix 5.3.2 Code of Construction Practice [REP1-021] sets out general methodologies and mitigation measures and Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement (Doc Ref. 5.3) which includes Tree Removal and Protection Plans. These drawings will be</p>	<p>ES Appendix 3.5.1 Options Appraisal Tables [APP-073]</p> <p>Figures 8.9.1 to 8.9.128 ES Chapter 8 Figures Part 3 [APP-062].</p> <p>ES Appendix 5.3.2: Code of Construction Practice (Doc Ref. 5-3) [REP1-021]</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP1-026, REP1-027, REP1-028, REP1-029, REP1-030]</p> <p>ES Appendix 5.3.2 Code of Construction Practice [REP1-021]</p> <p>Code of Construction Practice Annex 6 – Outline Arboricultural and Vegetation Method Statement (Doc Ref. 5-3) [REP3-022].</p>	Under discussion

			<p>revisited and refined during the detailed design process and submitted for approval as part of the detailed Arboricultural Method Statement.</p> <p>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027] sets the overarching landscape vision for the Project. Significant effects on landscape/townscape character and visual amenity are generally confined to locations associated with the surface access improvements, as described in ES Chapter 8 Landscape, Townscape and Visual [APP-033]. The oLEMP includes Figures 1.2.4 to 1.2.15 Surface Access Landscape Proposals and Figures 1.2.1, 1.2.2, 1.2.3 and 1.2.18 for replacement public open space and green infrastructure proposals. These figures show the principle of landscape design. Landscape design objectives for the Surface Access zone are included at Section 3.7 and Landscape Proposals for the zone are included at Section 4.7 of the oLEMP. Trees and vegetation to be removed will be replaced with native tree and scrub species, where feasible. Further, woodland habitat will be planted in areas of replacement public open space to provide an overall increase in vegetation, habitats and open space within the Project area. The value of the landscape/townscape within the Project site and its context and the visual amenity enjoyed by the local community and visitors to the area has been recognised during the design development.</p>	<p>[REP3-024], [REP3-026]</p> <p>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027]</p>	
2.14.4.4	Draft Development Consent Order, Requirements and Schedule 11 documents	<p>Concern remains in relation to the controls to ensure the visual impacts of the development are appropriately mitigated.</p> <p>Updated position (Deadline 1): CBC welcome the opportunity to discuss this matter further. The current information is not considered adequate.</p> <p>Updated position (Deadline 5): CBC maintains that controls are still inadequate to control visual impacts, due to the limited level of detail in the Project documents see recent references in response to GEN 1.21 and DCO 1.56 [REP3-135].</p>	<p>The obligations within the outline LEMP will be secured through 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.</p> <p>The Applicant is happy to discuss the wording of the draft DCO and any further information required as part of the SoCG process.</p> <p>Updated Position (April 2024): Updated document issued at Deadline 3. ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027]. The revised oLEMP and ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027] provide details of trees/vegetation surveyed within the Project, which would be retained or removed and preliminary designs for the proposed landscape planting, including screen planting, within the surface access improvements, replacement public open spaces and key areas of</p>	<p>ES Appendix 8.8.1 Outline LEMP. [APP-113]</p> <p>Requirement 8 of the Draft DCO [REP3-006] (Doc Ref. 2.1)</p> <p>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027]</p>	Under discussion

			<p>green infrastructure. The oLEMP includes Figures 1.2.4 to 1.2.15 Surface Access Landscape Proposals and Figures 1.2.1, 1.2.2, 1.2.3 and 1.2.18 for replacement public open space and green infrastructure proposals. These figures show the principle of landscape design to mitigate localised significant adverse effects during construction and when the surface access improvements are initially complete. Works Plans [REP3-011, REP3-012] and Parameter Plans [APP-019] show Works Areas Limits for individual elements of the Project. Information within these documents supports the assessment of landscape, townscape and visual effects which are likely to arise as a result of the Project, as set out in ES Chapter 8 Landscape, Townscape and Visual [APP-033]. The preliminary landscape proposals will deliver appropriate mitigation. In the long term, when mitigation and enhancement proposals have matured, all effects on visual amenity would reduce to a level that is no longer significant. The chapter thoroughly describes planting proposals as they mature to mitigate adverse effects on landscape character and visual amenity.</p> <p>The obligations within the oLEMP are secured through a requirement in the Draft DCO (Doc Ref. 2.1) in that prior to commencement of development of an area, a Landscape and Ecology Management Plan (LEMP) must be submitted to and approved by CBC (in consultation with RBBC, MVDC and TDC as relevant) under Requirement 8. The LEMPs must be substantially in accordance with this oLEMP.</p>		
2.14.4.5	Planning Statement Para 8.17.11	<p>It is not clear how the mitigation referred to in para 8.17.11 (Artificial Light, Smoke and Steam) will be secured.</p> <p>Updated position (Deadline 1): CBC welcome the opportunity to discuss this matter further.</p> <p><u>Updated position (Deadline 5) : This matter is still not resolved due to the inadequacies of Appendix 1 of the Design and Access Statement. Based on this response it is not clear how the operational lighting framework ties into the mitigation DCO 1.3 [REP4-062]</u></p>	<p>The Applicant is happy to discuss the wording of the draft DCO and any further information required as part of the SoCG process.</p> <p>Updated Position (April 2024) Mitigation measures for lighting are contained within the design principles, in Appendix 1 of the Design and Access Statement [REP3-056] and secured under the draft DCO (i.e. Requirements 4, 5 and 10).</p>	<p>Requirement 8 of the Draft DCO [REP3-006] (Doc Ref. 2.1)</p> <p>Appendix 1 of the Design and Access Statement [REP3-056]</p>	Under discussion
2.14.4.6	Design and Access Statement	<p>Control documents such as the Outline Landscape and Ecology Management Plan (oLEMP) lack 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 a local planning authority adequate control to safeguard these impacts during the project.</p>	<p>Appendix 8.8.1 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 Requirement 8 (1) of the draft DCO. A LEMP for individual parts of the Project will be</p>	<p>ES Appendix 8.8.1 Outline LEMP [APP-113]</p> <p>ES Appendix 5.3.2: Code of Construction Practice [REP3-022].</p>	Under discussion

		<p>Updated position (Deadline 1): CBC would welcome further discussion on this matter, details to be provided within the LIR</p> <p>Updated position (Deadline 5): This comment gave the oLEMP as an example but as the heading suggests also relates to the Design and Access Statement. The design principles document is still considered to be inadequate to control the details of the development . These points have been expanded upon in detail in section 2 and 5 of [REP4-042] and in response to ExQ1 GEN 1.21 [REP3-0135] and [REP4-064] and ExQ1 DCO 1.56. Comments on the oLEMP and tree protection measures are detailed under section 2.8 of this document.</p>	<p>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> <p>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, the Arboricultural Association Standard Conditions of Contract and Specification for Tree Works. Annex 4 includes Tree Removal and Protection Plans for the surface access proposals including location and standard specification of tree protection fences. Appendix 5.3.2 CoCP sets out general methodologies and mitigation measures.</p> <p>(Issues Tracker refs. 9.24 to 9.27).</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 will inform further work to quantify data to inform a response to CBC.</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>Updated position (Deadline 1): A Tree Survey Report and Arboricultural Impact Assessment and an Arboricultural Method Statement is being submitted at Deadline 1.</p> <p>Updated Position (April 2024): ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027]. The oLEMP sets out the overarching landscape strategy describing the existing landscape features of each "zone" of the site and the objectives for the detailed design of the landscape and ecology management plans relevant to each zone. The document also includes landscape principles which are specific to each zone and particular development features. The oLEMP includes preliminary landscape proposals plans for replacement public open space and publicly accessible land within the Project and landscape proposals for the surface access improvements.</p>	<p>[REP3-024], [REP3-026] (Doc-Ref-5-3)</p> <p>Requirement 8 of the Draft DCO [REP3-006] (Doc-Ref-2-1)</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP3-037], [REP3-039], [REP3-041]</p> <p>(Doc-Ref-5-3)</p> <p>ES Appendix 5.3.2: Code of Construction Practice – Annex 6: Arboricultural Method Statement [REP3-022], [REP3-024], [REP3-026] (Doc-Ref-5-3)</p> <p>ES Appendix 8.8.1: Outline Landscape and Ecology Management Plan [REP2-021 ,REP2-023, REP2-025, REP2-027].</p> <p>ES Appendix 8.10.1: Tree Survey Report and Arboricultural Impact Assessment [REP1-026, REP1-027, REP1-028, REP1-029, REP1-030]</p> <p>ES Appendix 5.3.2 Code of Construction Practice [REP1-021]</p>	
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Other					
2.14.5.1	Inconsistencies	<p>There are inconsistencies between the documents referenced in the main statement and the corresponding appendices.</p> <p>Updated position (Deadline 1): There are numerous inconsistencies between documents, CBC will raise those that arise during ongoing discussion but GAL should check their documentation to address them all.</p> <p>Updated position (Deadline 5): <u>While some inconsistencies have been addressed through revisions to the ES Chapter 5, the iterative nature of this project along with the project changes and amendments to documents means this is an ongoing challenge to manage such inconsistencies. These will be raised with the Applicant as they are identified. It is not considered appropriate to retain this as a point of difference in respect of the Project Description or minor typing errors, Where there are inconsistencies in other material such as baseline data or numbers, these still remain elsewhere as separate points in the SoCG or PADSS in respect of those relevant topic areas.</u></p>	<p>No reference is provided as to what these inconsistencies are. The Applicant is happy to discuss the nature of these issues further during the TWG process and provide any further information required as part of the SoCG process.</p> <p>Updated position (Deadline 1): In the Applicant's response to Procedural Deadline A, the Applicant submitted an updated Project Description Signposting Document, updated Draft DCO and updated ES Chapter 5: Project Description to address any inconsistencies in terminology. The Local Authorities are asked to advise if it has any outstanding queries taking account of these submissions.</p> <p>Updated position (April 2024): <u>The Applicant would welcome an updated position or response from CBC against this SoCG item, or confirmation if this item can be marked as 'agreed' or 'no longer pursuing'.</u></p>	<p>Draft DCO (Version 3) [PDLA-004 to PDLA-005]</p> <p>Project Description Signposting Document (Version 1) [PDLA-011]</p> <p>ES Chapter 5: Project Description (Version 2) [PDLA-006 to PDLA-007]</p>	<p>Under discussion</p> <p>No longer pursuing</p>

2.15. Major Accidents and Disasters

2.15.1 **Table 2.15** sets out the position of both parties in relation to major accidents and disasters matters.

Table 0.10 Statement of Common Ground – Major Accidents and Disasters 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 noise and vibration matters.

Table 0.11 Statement of Common Ground – Noise and Vibration 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	Assessment periods	<p>Table are provided for daytime and night-time construction noise predictions. However, no identification of evening construction works has been provided.</p> <p>Updated position (Deadline 1): Clarification is required of construction noise assessment information presented in paragraphs 14.9.5 to 14.9.12 [APP-039] as it does not seem to correlate with the identification of likely significant effects.</p> <p>Alignments and heights of noise barriers used to reduce significant noise effects should be provided and a commitment made to secure provision of noise barriers.</p> <p>Updated Position (Deadline 3): Deleted reference to Stakeholder position. Considered addressed.</p> <p>Updated Position (Deadline 5): The text of the construction noise assessment describing likely significant effects in paragraphs 14.9.5 to 14.9.12 [APP-039] does not align with the predictions in Table 14.9.1 [APP-039]. Errors in the ES should be corrected and an updated version of Chapter 14 should be provided with tracked changes.</p> <p>Noise barriers are included in the construction noise effects to reduce significant. These barriers are not secured as part of the DCO. The Applicant should include a commitment for noise barriers in the DCO or they cannot be considered a reliable form of mitigation.</p>	<p>ES Appendix 14.9.1: Construction Noise and Vibration describes the Construction Noise Model identifying assumptions on the plant used, for which construction activities and in which period (day, evening, night). All evening works are also likely at night and have been assessed at night as a worst case.</p> <p>Tables 14.9.1 and 14.9.2 provide predicted levels of construction noise for 24 periods during construction at community receptors in each of 12 receptors Areas, for daytime and night-time. Paras 14.9.5 and 14.9.46 of ES Chapter 14: Noise Vibration explain that construction will be carried out in accordance with ES Appendix 5.3.2 Code of Construction Practice. Table 14.9.3 of Chapter 14, identifies relevant “Best Practical Means” measures which will be adopted. Where noise barriers have been identified as practicable they have been included within the assessment as discussed in paras 14.9.50 – 14.9.52.</p>	<p>ES Appendix 14.9.1: Construction Noise and Vibration [APP-171]</p> <p>Tables 14.9.1, 14.9.2, 14.9.3 and paras 14.9.5 and 14.9.46 and 14.9.50 to 14.9.52 of ES Chapter 14: Noise Vibration [APP-039]</p> <p>ES Appendix 5.3.2: Code of Construction Practice (Doc Ref. 5.3) [REP1-021]</p>	Not Agreed
2.16.2.2	No assessment criteria is provided for the assessment of effects on non-residential receptors.	<p>Assessment criteria based around the LOAEL and SOAEL focuses on noise effects at residential receptors. Non-residential receptors should be considered on a case-by-case basis with assessment criteria defined depending on the non-residential use.</p> <p>Updated position (Deadline 1): Paragraph 14.4.76 [APP-039] states: “For non-residential buildings specific noise assessment criteria are used where significant noise increases are expected above the threshold levels described above, with reference to their particular use, design and circumstances”.</p>	<p>The methodology for assessing non-residential receptors is summarised in ES para 14.4.76. Non-residential noise sensitive receptors include: Educational facilities (schools, colleges, nurseries) doctors medical centres, hospitals, auditoria (concert halls, theatres, sound recording and broadcasting studios), places of worship, offices, museums, community and village halls, courts, libraries, hotels etc. Noise assessment criteria for these can be drawn from various guidelines and in all cases are $L_{eq, 16 \text{ hour}}$ 50dB or 55dB. Noise change criteria for significant effects are in all cases</p>	<p>ES Chapter 14: Noise and Vibration [APP-039]</p>	Not Agreed

		<p>No specific noise assessment criteria for non-residential receptors are defined. Additionally, the assessment of non-residential receptors is included in secondary noise metrics, which the Applicant identifies are not for identifying significant effects and are for context only.</p> <p><u>Updated Position (Deadline 5): It is noted that the Applicant has provided detailed non-residential screening criteria in The Applicant's Response to ExQ1 - Noise and Vibration [REP3-101]. The criteria are not agreed as it contains an error and criteria for schools is based on measured noise data at a school near London Luton Airport, which is not relevant to Gatwick.</u></p>	<p>3dB or more. Hence, it is reasonable to use the residential $L_{eq\ 16\ hr}$ 51dB LOAEL as a scoping threshold for non-residential receptors. As noted in ES para 14.4.76 for non-residential buildings, sensitivity to noise tends to depend not just on the building use, but also its construction and other factors. Therefore, where noise levels above the scoping criterion are identified they are assessed <u>on</u> a case by case basis.</p> <p>Construction noise has been modelled at all buildings regardless of use. The residential daytime and where relevant night-time LOAEL was used to scope impacts at all receptors including non-residential. Paragraphs 14.9.17 to 14.9.43 identify various schools, churches, open spaces, hotels and offices where these could be exceeded and Table 14.9.4 identified mitigation and on a case by case basis where impacts are likely.</p> <p>Non-residential receptors were considered in assessing the worst affected properties for baseline surveys, with measurements carried out and used to characterise the ambient noise levels at non-residential receptors in two of the 13 Noise Sensitive Receptor Areas used in the ground noise assessment. Ground noise has been modelled at all buildings regardless of use. The residential LOAELs were used to scope impacts at all receptors including non-residential. Appendix 14.9.3 provides predicted noise levels at schools, offices, a care home and an aquatic centre and assesses impacts where relevant on a case by case basis.</p> <p>The air noise assessment provides modelled noise levels at non-residential properties to scope impacts above the residential LOAELs. Figure 14.9.32 (Doc Ref. 5.2) shows 50 noise sensitive community buildings (21 schools, one hospital, 18 places of worship and 7 community buildings) for which noise levels are predicted and assessed. The seven Community Representative Locations chosen to describe impacts in more detail in para 14.9.150 to 14.9.158 are non-residential (6 schools and one care home).</p> <p>Road traffic noise has been modelled at all buildings regardless of use. The residential LOAELs were used to scope impacts at all receptors including non-residential. Noise changes in the Riverside Garden Park have been assessed in detail. Potential noise impacts at two hotels and the Gatwick Airport Police Station are assessed on a case by case basis.</p>		
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			<p>Updated Position (April 2024): The Applicant has provided a further response on this including criteria for non-residential receptors and a full description of how they have been assessed in The Applicant's Response to ExQ1 - Noise and Vibration (Doc Ref 10.16), question NV.1.7.</p>		
2.16.2.3	<p>Only 2032 assessment year is assessed as a worst-case</p>	<p>The assessment of air noise only covers 2032 as it is identified as the worst-case; however, identification of significant effects for all assessment years should be provided.</p> <p>Updated position (Deadline 1): All assessment years (2029, 2032, 2038 and 2047) should be covered in the assessment within the ES chapter to understand temporal effects on the local population.</p> <p>Updated position (Deadline 5): The Applicant's response has not addressed CBC's position on this matter.</p>	<p>The noise modelling method is summarised in Section 2 of Appendix 14.9.2 and was also explained in a CAA ERCD presentation and slide deck hand out to the TWG on 7th June 2022.</p> <p>GAL engaged with the LPAs before and after the PEIR to discuss and explain the scenarios modelled and reported in the ES. These comprise:</p> <ul style="list-style-type: none"> • 8 metrics - Leq 16 hr, Leq 8 hr night, N65 day, N60 night, Lden, LNight, Lmax and overflights; • 5 assessment years – 2019, 2029, 2032, 2038 and 2047 • 2 Fleet transition scenarios, the Central Case and Slower Transition Case. <p>These are presented in 71 figures in the ES relating to air noise impacts with the data tabulated in Appendix 14.9.2. LPAs have also been given access to an air noise web viewer to download air noise contours. This is considered a suitable set of noise modelling scenarios to allow for the ES as written to describe to explain the likely significant effects of the Project.</p>	<p>ES Noise and Vibration Figures Part 1 [APP-063]</p> <p>ES Noise and Vibration Figures Part 2 [APP-064]</p> <p>ES Noise and Vibration Figures Part 3 [APP-065]</p> <p>ES Appendix 14.9.2: Air Noise Modelling [APP-172]</p>	Not Agreed
2.16.2.4	<p>The assessment of ground noise should also consider the slower transition case as per the aircraft noise assessment. It is not clear why 2032 is considered worst-case for ground noise. Ground noise contours are not provided</p>	<p>Higher levels of ground noise will be identified in the Slower Transition Case. Consequently, there is potential for receptors to experience significant noise effects that are identified in the Central Case assessment.</p> <p>Whilst 2032 provides the highest absolute noise levels, there appears to be larger increases in noise at some receptors during other assessment years. Noise contours have been provided for aircraft noise and road traffic noise, but no noise contours are provided for ground noise. These contour plots should be provided to allow better understanding of ground noise effects for each assessment year and scenario. It would be expected that LAeq and Lmax contour plots are provided.</p> <p>Updated position (Deadline 1): Further information on ground noise in the slower fleet transition case is awaited.</p>	<p>A sensitivity test of taxiing noise modelling with the slower transition fleet will be provided.</p> <p>Ground noise impacts are generally determined by the extent to which ground noise exceeds ambient noise, usually road traffic noise, so ground noise impacts are greatest when ground noise levels are highest in 2032.</p> <p>Ground noise contours were discussed with the TWG. Because ground noise impacts are determined by the change in ground noise and the extent to which it exceeds ambient noise, contours of ground noise levels can be misleading and are not considered helpful to depict area of impact in the ES.</p> <p>Updated Position (April 2024): The Applicant has provided an assessment of ground noise with the Slower Transition Fleet, and</p>	<p>Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix B - Ground Noise Fleet Assessment [REP3-071]</p>	Not Agreed

		<p>However, ground noise impacts should be considered as a change in ground noise as a result of the proposed expansion, and ground noise contours should be provided to aid the understanding of ground noise impacts.</p> <p>Updated position (Deadline 5): The information provided in The Applicant's Response to ExQ1 - Noise and Vibration [REP3-101] does not fully address CBC's position. Contour plots should be provided to allow better understanding of ground noise effects for each assessment year and scenario. It would be expected that LAeq and LAmx contour plots are provided. LAeq contours should be provided from the LOAEL upwards in 3dB increments.</p>	<p>noise contours noting the limitations of them in Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix B - Ground Noise Fleet Assessment (Doc Ref 10.13.2)</p>		
2.16.2.5	LOAEL at sensitive receptor locations	<p>For construction noise, no information is provided on how the LOAEL is defined at sensitive receptor locations in accordance with Table 14.4.4.</p> <p>Updated position (Deadline 1): The process when defining LOAEL and SOAEL should be detailed including ambient noise levels at each receptor group and the corresponding ABC defined construction noise thresholds for relevant time periods.</p> <p>Updated position (Deadline 5): The Applicant has not provided ambient noise levels at each receptor group and the corresponding ABC defined construction noise thresholds for relevant time periods.</p>	<p>Paragraphs 14.9.8, 14.9.9, 14.9.13 and 14.9.14 of the ES Chapter 14 give construction noise LOAELs and SOAELs. These are derived from Table 14.4.4 using baseline noise levels that were either measured in 2016 or modelled in the road traffic noise baseline model rounded to the nearest 5dB as required in the BS5228 ABC method.</p>	Paragraphs 14.9.8, 14.9.9, 14.9.13 and 14.9.14 of ES Chapter 14 Noise and Vibration [APP-039]	Not Agreed
2.16.2.6	Construction activities	<p>It is unclear what construction activities are occurring within each assessment scenario.</p> <p>Updated position (Deadline 1): There is no information on what construction activities are taking place during each modelled scenario. This information should should be presented clearly in the ES.</p> <p>Updated position (Deadline 5): The Applicant has not addressed this. A more clear and concise way to present this would be by adding an additional column to Table 2.1.1 [APP-171] that identified what scenarios each activity occurred in.</p>	<p>This issue has been responded to previously at Row 13.40 of Table 13 in Appendix 1 of the previous issues tracker.</p> <p>Paragraphs 14.9.1 to 14.9.3 of ES Chapter 14 explain how one or more of 17 activities has been modelled at each of 170 areas of works within one or more of 24 periods across the 15 year construction programme from 2024 to 2038. There is no more concise and clear way to present this in an ES. In the TWG on 4th January 2023 we showed the construction noise model and examples of the activities in some works areas.</p>	Paragraphs 14.9.1 to 14.9.3 of ES Chapter 14 Noise and Vibration [APP-039]	Not Agreed
2.16.2.7	Validation	<p>Details of the validation and noise modelling processes, along with any assumptions and limitations applied should be provided.</p> <p>Updated position (Deadline 1): Details of fleet should be submitted as part of the application alongside details of the validation and noise modelling processes with any noise model assumptions and limitations.</p> <p>Updated position (Deadline 5): Fleets have been provided in The Applicant's Response to ExQ1 - Noise and Vibration [REP3-101]; however, the Applicant has not addressed the request to provide details</p>	<p>This relates to air noise modelling. Tables of aircraft movements by aircraft type for each noise assessment case (i.e. year, metric, fleet) will be provided to the TWG, see below response to Row 13.18.</p> <p>Updated Position (April 2024): The Applicant has provided aircraft fleet for all years in Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix F - Aircraft Fleets for Noise Modelling (Doc Ref 10.13.6).</p>	Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix F - Aircraft Fleets for Noise Modelling [REP3-071]	Not Agreed

		of the validation and noise modelling processes with any noise model assumptions and limitations.			
2.16.2.8	Engine ground running	<p>It is not clear if engine ground running, auxiliary power unit and engine around taxi noise is included in LAeq,T ground noise predictions. Consequently, ground noise LAeq,T levels may be understated. All ground noise sources should be included in LAeq,T predictions covering a reasonable worst-case day.</p> <p>Updated position (Deadline 5): The Applicant has attempted to provide some indication on how engine testing would contribute to the LAeq,T metric with some rather outlandish assumptions. Paragraph 2.7.2 [REP1-050] states that peak engine testing noise levels would last for two minutes and events would occur, on average, 0.35 times per day. As such, engine testing LAeq,T noise has been calculated based on event lasting for 0.7 minutes (42 seconds); however, ground running events can last substantially longer. This is not an appropriate assessment of ground running noise. Engine ground running, auxiliary power unit and engine around taxi noise should all be included in LAeq,T ground noise predictions.</p>	<p>A technical note will be provided to the TWG providing further details of engine ground running noise levels which demonstrates their contribution to Leq levels will be insignificant.</p> <p>Updated Position (April 2024): The Applicant has provided further details of ground noise sources modelled and a calculation showing the contribution of engine ground running to Leq noise levels is insignificant in Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix E - Ground Noise Engine Ground Runs (Doc Ref 10.13.5).</p>	<p>Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix E - Ground Noise Engine Ground Runs [REP3-071]</p>	Under discussion
2.16.2.9	Engine ground run noise	<p>The ground noise assessment only accounts for the worst-case location (Rowley Cottages) and contextualises the 82 dB LAmax predictions by identifying car pass-by LAmax levels of 80 dB. However, there is no attempt to contextualise LAmax engine ground running noise at any other receptor location. The assessment of engine ground run noise should cover all assessment locations.</p> <p>Updated position (Deadline 5): The logic that aircraft taxiing noise LAmax noise levels are high so ground running noise LAmax noise levels are not significant is inherently flawed.</p>	<p>A technical note will be provided to the TWG providing further details of engine ground running noise levels at other receptor locations which demonstrates the Project will not give rise significant effects from engine ground running.</p> <p>Updated Position (April 2024): The Applicant has provided further details of ground noise levels contextualised in all assessment areas as necessary in Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix E - Ground Noise Engine Ground Runs (Doc Ref 10.13.5).</p>	<p>Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix E - Ground Noise Engine Ground Runs [REP3-071]</p>	Under discussion
2.16.2.10	SOAEL for both scenarios	<p>The Central Case has been considered for the ground noise assessment; however, higher levels of ground noise will be identified in the Slower Transition Case. Consequently, there is potential for receptors to experience significant noise effects that are identified in the Central Case assessment. Ground noise emissions during the Slower Transition Case should be assessed.</p> <p>Updated position (Deadline 5): The Applicant has only assessed 2032 for the slower transition case. All assessment years should be covered to identify likely significant effects.</p>	<p>A sensitivity test will be undertaken for the Slower Transition Fleet case for ground noise. The results of this test will be analysed and presented in the form of a technical note that will be shared with the local authorities.</p> <p>Updated Position (April 2024): The Applicant has provided an assessment of ground noise with the slower transition fleet showing it is not worse in Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix E - Ground Noise Engine Ground Runs (Doc Ref 10.13.5).</p>	<p>Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix E - Ground Noise Engine Ground Runs [REP3-071]</p>	Under discussion
2.16.2.11	Fire training activities	<p>It is not clear if fire training activities at the new fire training ground are considered as part of the ground noise assessment. Noise emissions from fire training ground activities should be assessed.</p> <p>Updated position (Deadline 1): The statement that they are not expected to contribute needs evidence to back it up.</p>	<p>The fire training ground will be re-located to be about 200m north of the Northern Runway within the air noise Leq 69dB daytime noise contour, and over 300m from the nearest noise sensitive receptor with 10m bunding screening noise propagation as described in Table 14.8.3 of Chapter 14 of the ES. Fire training activities will be in daytime only and are not expected to give rise to noise levels</p>	<p>Table 14.8.3 of ES Chapter 14 Noise and Vibration [APP-039]</p>	Not Agreed

		<p>Updated position (Deadline 5): Predicted levels from the fire training activities should be provided, through their inclusion in the ground noise model to represent a reasonable worst-case.</p> <p>Updated position (Deadline 5): It was requested in Table 4-7 of the Scoping Opinion [APP-095] that the relocated fire training ground was covered in the ground noise assessment. This request has been consistently ignored by the Applicant. It is not agreed that activities over a reasonable worst-case day would be insignificant in terms of LAeq,T noise levels.</p>	<p>higher than taxiing or airborne aircraft at nearest receptors, so are not expected to give rise to significant noise effects.</p> <p>Updated Position (April 2024): The main noise source relating to the fire training ground is the diesel engine of the vehicle carrying the firefighting apparatus. The assumed sound power of an APU, used in the predictions presented in Appendix 14.9.3, is 120 dBA and the same level would apply for a diesel engine associated with an HGV or similar vehicle. For a large taxiing aircraft, the assumed sound power level (Table 3.1.1 of ES Appendix 14.9.3) is more than 20 dB higher than this which means that maximum noise levels from fire training activities could be expected to be more than 20 dB below the highest levels that could be expected at residential distances due to taxiing aircraft. The highest maximum levels have therefore already been assessed in the ES and, since noise from the fire training ground is expected to be so much lower, any contribution to daytime LAeq levels would be insignificant.</p>	<p>ES Appendix 14.9.3 Ground Noise Modelling [APP-173]</p>	
<p>2.16.2.12</p>	<p>Slow transition case to define noise contour limits</p>	<p>It is not appropriate to use the slow-transition case to define noise contour limits. There is no incentive to push the transition of the fleet to quieter aircraft technology. This means that the noise envelope allows for an increase in noise contour area on opening of the northern runway.</p> <p>There should be no increase in noise limit from the 2019 baseline noise contour areas. Noise controls should be included to achieve this, and a demonstration of their effectiveness provided.</p> <p>Updated position (Deadline 5): Demonstrating that benefits are shared in 2038 is not appropriate and it should be demonstrated how benefits are shared for all assessment years. Sharing the benefits should be based on 2019 baseline levels. Use of the slower transition case means all benefits of new aircraft technology should go to the airport and none to the communities. The Applicant identifies the central case as the most likely so it should be used to define Noise Envelope limits.</p>	<p>We have explained within the Noise Envelope Group on several occasions that GAL does not control airline fleet procurement and that 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 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> <ol style="list-style-type: none"> 1. This has been discussed as part of the Noise Envelope Group. Engagement on the Noise Envelope is set out in ES Appendix 14.9.9 Report on Engagement on the Noise Envelope (APP-179) pages 165 to 175 provide GAL's illustration of sharing the benefits. 2. Section 8 of the Noise envelope provides a review process to enable this. 3. Section 7 of the Noise Envelope provides the actions that must be taken. 	<p>ES Appendix 14.9.5: Air Noise Envelope Background [APP-175]</p> <p>ES Appendix 14.9.9: Report on Engagement on the Noise Envelope [AS-023]</p> <p>ES Appendix 14.9.8: Noise Envelope Group Output Report [APP-178]</p>	<p>Not Agreed</p>

			<ol style="list-style-type: none"> 4. Sections 7 and 8 of the Noise Envelope describe how it will be managed and enforced including the role of the CAA as Independent reviewer and the Secretary of State as necessary. 5. Whilst Section 7 provides some ways in which compliance will be achieved, GAL will have other methods available, e.g. as included in the adopted 2019-2024 and draft 2025-2029 Noise Action Plans under the Environmental Noise (England) Regulations 2006, and others that make use of emerging technologies. 6. The Night Flight Restrictions are administered by the DfT and this will continue if there is a Noise Action Plan, quite separately. See Section 2 of the Noise Envelope. 7. An extensive programme of consultation was undertaken in summer 2022. See ES Appendix 14.9.9 Report on Engagement on the Noise Envelope and Appendix 14.9.8 Noise Envelope Group Output Report. 8. In the PEIR GAL outlined a Noise Envelope and invited suggestions. Discussions in the Noise Envelope Group provide opportunities for local community groups and other stakeholders to suggest details of the noise envelope and numerous suggestions were made and considered. See ES Appendix 14.9.9 Report on Engagement on the Noise Envelope and Appendix 14.9.8 Noise Envelope Group Output Report. <p>GAL has consulted on the noise envelope through the PEIR as well as the Noise Envelope Group and with local authorities through the TWGs.</p> <p>Updated Position (April 2024): <u>The council requests 'There should be no increase in noise limit from the 2019 baseline noise contour areas'. ES Chapter 14: Noise and Vibration [APP-039] paragraphs 14.2.40 to 14.2.48 describe the government's latest policy statement of aviation noise <i>Policy Paper, Overarching Aviation Noise Policy, DfT, March 2023</i>. This includes the following: <i>We consider that "limit, and where possible reduce" remains appropriate wording. An overall reduction in total adverse effects is desirable, but in the context of sustainable growth an increase in total adverse effects may be offset by an increase in economic and consumer benefits. Thus, current government policy allows increases in noise, as is inevitable in the year the runway opens, and in terms of contours areas is forecast above the 2019 baseline for daytime noise, but not night-time noise.</i></u></p>		
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			<p>The policy statement goes on: <i>In circumstances where there is an increase in total adverse effects, "limit" would mean to mitigate and minimise adverse effects, in line with the Noise Policy Statement for England.</i></p> <p>The policy recognises that growth may increase noise impacts and that this increase may be offset by an increase in economic and consumer benefits. It also places increased emphasis on mitigation in such cases. The Project proposes an appropriate range of mitigation measures, in addition to the existing controls that will continue in connection with the operation of the airport, and this includes a substantially improved Noise Insulation Scheme (NIS), as discussed in Section 14.9, in line with the Noise Policy Statement for England.</p>		
Assessment					
2.16.3.1	Assessment of vibration effects from road construction	<p>The construction vibration assessment only considers effects from sheet piling and does not consider vibration effects from vibratory compactors and rollers used in highway construction</p> <p>Updated position (Deadline 5): potential exceedances of the SOAEL are identified in the assessment of vibration emissions from compactors and rollers. The Applicant should provide information as to how potential vibration impacts would be managed and levels monitored/controlled to ensure that the SOAEL is not exceeded in practice</p>	<p>Vibratory compactors and rollers used in the highway construction are not expected to be sufficiently close to noise sensitive receptors to give rise to significant vibration effects. A note providing further details on the use of vibratory compactors and rollers will be provided to the TWG.</p> <p>Updated Position (April 2024): The Applicant has provided an assessment of vibration from compaction and rollers which confirms this will not give rise to significant effects in Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix A - Construction Vibration (Doc Ref 10.13.1)</p>	Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix A - Construction Vibration [REP3-071]	Under discussion
2.16.3.2	No attempt has been made to expand on the assessment of likely significant effects through the use of secondary noise metrics.	<p>Context is provided to the assessment of ground noise through consideration of the secondary L_{Amax}, overflight, L_{den} and L_{night} noise metric; however, no conclusions on how this metric relates to likely significant effects have been made so the use of secondary metrics in terms of the overall assessment of likely significant effects is unclear.</p> <p>Updated position (Deadline 1): Supplementary noise metrics should be used supplement the primary metric assessment to identify likely significant effects.</p> <p>Updated position (Deadline 5): Position is unchanged from Deadline 1</p>	<p>Paragraph 14.4.79 of the ES explains: <i>The assessment of significance is based primarily on the predicted levels and changes in the primary noise metrics and the factors described above, but additional noise metrics (the secondary noise metrics) are used to provide more detail on the changes that would arise.</i></p>	Para 14.4.79 of ES Chapter 14: Noise and Vibration [APP-039]	Not Agreed
2.16.3.3	Sharing the benefits	<p>Paragraph 14.2.44 – sharing the benefits has been removed from the ES. This is a fundamental part of the Noise Envelope so it should be demonstrated how benefits of new aircraft technology are shared between the airport and local communities.</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</p>	Section 3.2 of ES Appendix 14.9.5 Air Noise Envelope	Not Agreed

		<p>There is no incentive to push the transition of the fleet to quieter aircraft technology. This means that the Noise Envelope allows for an increase in noise contour area on opening of the Northern Runway.</p> <p>The Applicant wants flexibility to increase noise contour area limits depending on airspace redesign and noise emissions from new aircraft technology. If expansion is consented, any uncertainties from airspace redesign or new aircraft technology should be covered within the constraints of the Noise Envelope.</p> <p>Updated position (Deadline 1): Sharing the benefits has not been removed from national aviation policy. GAL do not share any noise benefits from new aircraft technology up to and around 2029 in the slower transition fleet case.</p> <p>There should be no allowance for Noise Envelope limits to increase to give certainty to local communities on future noise levels.</p> <p>Updated position (Deadline 5): The Applicant's method for sharing the benefits is flawed as it allows for a substantial increase in noise contour area in the 2032 daytime period over the 2019 baseline. It is hard to understand how it can be justified that any benefits have been shared with the local community in this case.</p>	<p>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 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 '<i>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</i>'.</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> <p>Updated Position (April 2024): The Applicant has provided further explanation of the analysis of sharing the benefits in response to Examining Authority's question NV.1.9 in The Applicant's Response to ExQ1 - Noise and Vibration (Doc Ref 10.16) which concludes: <i>Following the same methodology, the GAL analysis showed that in 2038 when the Noise Envelope limits reduce, compared to the future 2038 baseline the degree of sharing the benefits would be 50% to the industry (as growth) and 50% to the community (as noise reduction) when measured in terms of the area of the day LOAEL with the Slower Transition Fleet. For night-time the degree of sharing the benefits would be 34% to the industry (as growth) and 66% to the community (as noise</i></p>	<p>Background [APP-175]</p>	
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			reduction). It was noted that in the early years after opening noise increases and there is a smaller benefit to the community...		
2.16.3.4	Changes in noise levels	<p>For the ground noise and air noise assessments, changes in noise should be identified for receptors/ population experiencing noise levels between LOAEL and SOAEL and for those experiencing noise levels exceeding SOAEL.</p> <p>Updated position (Deadline 1): Table 14.9.10 and Table 14.9.11 should be updated to show population exposed to changes in noise between LOAEL and SOAEL and above SOAEL.</p> <p>Updated position (Deadline 5): The Applicant has not provided any additional information</p>	<p>For air noise, Tables 14.9.10 and 14.9.11 of ES Chapter 14 give the populations predicted to have various changes in noise from across 9 ranges. Only noise levels above LOAEL are reported.</p> <p>Paragraphs 14.9.102 to 14.9.104 describe where these significant changes are expected. 40 have changes above 3dB a_{HL} above SOAEL. 40 have changes of 1dB above SOAEL. These are the 80 significantly affected by the Project.</p> <p>For ground noise the changes in noise and whether they are above LOAEL and/or SOAEL are described in the Section 8.1 of ES Appendix 14.9.3 across each of the 12 noise sensitive receptor areas.</p>	<p>Paragraphs 14.9.102 to 14.9.104 and Tables 14.9.10 and 14.9.11 of ES Chapter 14 Noise and Vibration [APP-039]</p> <p>Section 8.1 of ES Appendix 14.9.3 Ground Noise Modelling [APP-173]</p>	Not Agreed
2.16.3.5	New receptors	<p>Receptors newly experiencing noise levels exceeding the SOAEL are not identified. It is important to identify how many properties are newly exposed to noise levels exceeding the SOAEL to determine compliance with the first aim of the ANPS.</p> <p>Updated position (Deadline 1): This information should be provided in the ES so it is clear and understandable</p> <p>Updated position (Deadline 5): The Applicant has not provided any additional information</p>	<p>The increase in the population within SOAEL with the Project compared to without the Project in the noisiest year, 2032, can be seen by subtracting the population in Table 14.6.5 (baseline) from those in Table 14.9.7 (with Project). For both day and night, central case fleet and slower transition fleet this gives a population of approximately 100.</p> <p>All properties forecast to be above SOAEL with the Project in the noisiest year, 2032, with the slower transition fleet will be offered the Inner Zone noise insulation package consistent with the policy requirement to avoid significant adverse effects on health and quality of life.</p>	<p>Tables 14.9.5 and 14.9.7 of ES Chapter 14 Noise and Vibration [APP-039]</p>	Not Agreed
2.16.3.6	Secondary metrics	<p>Context to the aircraft noise assessment is provided through consideration of the secondary metrics; however, no conclusions on how the secondary metrics relate to likely significant effects have been made, so the use of secondary metrics in terms of the overall assessment of likely significant effects is unclear.</p> <p>Updated position (Deadline 1): Response is not relevant.</p> <p>Updated position (Deadline 5): CBC disagree with the Applicants position that secondary metrics are for detail only. They are relevant for describing likely significant effects, particularly where there are new flight paths or the intensification of existing routes as these changes do not get picked up in LAeq,T noise contours.</p>	<p>Paragraphs 14.9.1 to 14.9.3 of ES Chapter 14 explain how one or more of 17 activities has been modelled at each of 170 areas of works within one or more of 24 periods across the 15 year construction programme from 2024 to 2038. There is no more concise and clear way to present this in an ES. In the TWG on 4th January 2023 we showed the construction noise model and examples of the activities in some works areas. Further examples of the construction noise model can be shown to the TWG.</p> <p>Updated Position (April 2024): Apologies, the above response relates to a different comment.</p> <p>Paragraph 14.4.79 of the ES explains: The assessment of significance is based primarily on the predicted levels and changes in the primary noise metrics and the factors described above, but</p>	<p>Paragraphs 14.9.1 to 14.9.3 of ES Chapter 14 Noise and Vibration [APP-039]</p>	Not Agreed

			additional noise metrics (the secondary noise metrics) are used to provide more detail on the changes that would arise.		
2.16.3.7	Secondary metrics	Context to the ground noise assessment is provided through consideration of the secondary metrics; however, no conclusions on how secondary metrics relate to likely significant effects have been made, so the use of secondary metrics in terms of the overall assessment of likely significant effects is unclear. Updated position (Deadline 1): Paragraph 14.4.84 [APP-039] states that: “Lmax levels have also been used to assist in determining significance of effects for particular intermittent noise sources such as Engine Ground Running and use of EATs. Updated position (Deadline 5): The Applicant does not demonstrate a consistent approach to assessing likely significant effects. CBC’s position remains that secondary metrics should be used to identify likely significant effects. CBC would also request that the Applicant sets out their methodology for identifying likely significant effects due to Lmax events above 65dB in the day and 60dB at night.	Paragraph 14.4.96 of ES Chapter 14 explains: ‘As for air noise, the assessment of significance is based primarily on the predicted levels and changes in the primary noise metrics, and the secondary noise metric Lmax is used to provide more detail on the changes that would arise, including changes in the number of noise events.’ Updated Position (April 2024): Noted, the change in number of Lmax events above 65dB in the day and 60dB at night has been used in addition to Leq levels in some cases in arriving at the overall assessment of significance. For example in the Charwood, Riverside Horley, Bonnetts Lane, and Lowfield Heath Assessment Areas as discussed in Section 8 of ES Appendix 14.9.3 Ground Noise Modelling [APP-173]	Paragraph 14.4.96 of ES Chapter 14 Noise and Vibration [APP-039]	Not Agreed
Mitigation and Compensation					
2.16.4.1	Noise monitoring duration	One 20-minute survey and one 10-minute survey is not sufficient to provide data suitable for validation of the road traffic noise model and indeed these data are not used as such. There is therefore no validation of the road traffic noise model in terms of measured levels. Updated position (Deadline 5): Additional information is accepted	The noise surveys carried out in Riverside Garden Park, which are those referred to in the comment , were undertaken to better understand the overall noise environment in the park, not to calibrate the road traffic noise model. The road traffic noise model results have been reviewed by AECOM. In the TWG meeting on 29/11/2022 the applicant responded to various queries on the traffic noise model raised by two traffic noise modelling experts from AECOM. The 2016 ground noise baseline noise survey included 2 sites near the A23 where traffic noise was measured over period of approximately 2 weeks. The survey results compare well with baseline traffic noise modelling results. These results will be provided in a technical note shared with NH and the TWG. Updated Position (April 2024): The Applicant has provided this information at Deadline 3 in Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix D - Traffic Noise Important Area Assessment (Doc Ref 10.13.4)	Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix D - Traffic Noise Important Area Assessment [REP3-071]	Under discussion Agreed
2.16.4.2	CAA to regulate the Noise Envelope	To date, the CAA have not accepted a role regulating the Noise Envelope. There is no mechanism for host authorities to review Noise Envelope reporting or take action against limit breaches or review any aspects of the Noise Envelope.	The host local authorities will be provided with the annual monitoring and forecasting reports approved by the CAA. This will confirm the position in respect of compliance with the noise envelope. In the unlikely event of any breach of the terms of the	ES Appendix 14.9.7: The Noise Envelope [APP-177]	Not Agreed

		<p>Updated position (Deadline 1): The Host Authorities should be part of an independent group set up to regulate the Noise Envelope.</p> <p>Updated position (Deadline 5): CBC are of the opinion that the joint local authorities should be part of a Noise Envelope scrutiny group.</p>	<p>DCO the Host LPA's may petition action and seek to rely on section 161 of the Planning Act 2008. Moreover, the host LPA's will also retain their role under Regulation 598/2014 in relation to the introduction of noise related operating restrictions pursuant to the DCO requirements. There is therefore a sufficient level of scrutiny and ability to take action provided for the host LPA's.</p> <p>The CAA, who have relevant knowledge and expertise, are the most appropriate persons to review the noise envelope submissions made pursuant to the DCO for the purpose of their verification.</p>	<p>ES Appendix 14.9.9 Report on Engagement on the Noise Envelope [AS-023]</p>	
2.16.4.3	Prevention of breaches	<p>A breach would be identified for the preceding year, with an action plan in place for the following year. Consequently, it would be two years after a breach before a plan to reduce the contour area would be in place. No details are provided on what kind of actions are proposed for an action plan to achieve compliance.</p> <p>24 months of breach would be required before capacity declaration restrictions for the following were adopted so it would be three years after the initial breach before capacity restrictions were in place. Capacity restrictions would not prevent new slots being allocated within the existing capacity and is not an effective means of preventing future noise contour limit breaches if a breach occurred in the previous year.</p> <p>Updated position (Deadline 1): Capacity restrictions are not considered sufficient to prevent potential breaches and slot restriction measures should be adopted.</p> <p>Updated position (Deadline 5): CBC maintain their position on this matter</p>	<p>As described in ES Appendix 14.9.7: The Noise Envelope, each year an Annual Monitoring and Forecasting Report will be required to not only report monitoring of last year's performance against the Noise Envelope limits but to forecast compliance 5 years ahead, so that noise control measures can be planned and implemented in advance. The Noise Envelope, in Section 7.3, puts restrictions of further capacity declaration in the event that an exceedance of the noise envelope is forecast. This approach ensures action is taken in a timely manner to require compliance, with the sufficient threat of capacity restrictions if a breach is not remedied through the action plan measures within a reasonable time period. This strikes an appropriate fair balance, for the in the unlikely event of actual breach taking into account the purposefully forward-looking nature of the annual monitoring and forecasting approach.</p> <p>Updated Position (April 2024): The noise envelope covers the busiest three months of the year at which there is currently little available capacity and close to 100% slot utilisation over the operational day. From the point that the noise envelope is introduced, GAL will treat the noise envelope limits as a scheduling constraint such that there will be a link formed between it and the capacity declaration. The allocation of new slots in any year is predicated on the take-up of those slots not resulting in an exceedance of the noise envelope. The ATM forecast will be processed through the noise model to check it meets the noise envelope limit for the forecast capacity before the slots are allocated. This should ensure the subsequent allocation and take-up of those slots within the capacity declaration will not result in a forecasted exceedance of the noise envelope limits. It is anticipated that actual performance will track well to forecast performance, particularly as those are refined against one another over time through the production of the Annual Monitoring and</p>	<p>ES Appendix 14.9.7: The Noise Envelope [APP-177]</p>	Not Agreed

			Forecasting Reports, and this proposal is therefore considered to be the most effective method to prevent breaches arising.		
2.16.4.4	Noise insulation scheme details	<p>How would the noise insulation scheme prioritise properties for provision of insulation. Residents of properties within the inner zone will be notified within 6 months of commencement of works; however, it is not clear what noise contours eligibility would be based upon.</p> <p>Is noise insulation in the Outer Zone restricted to ventilators or will the occupier have flexibility to make alternative insulation improvements? Schools are included in the Noise insulation Scheme, but it is unclear if other community buildings (e.g. care homes, places of worship, village halls, hospitals etc.) would be eligible for noise insulation. It is unclear how noise monitoring would be undertaken to determine eligibility through cumulative ground and air noise.</p> <p>Updated position (Deadline 1): Details of the noise insulation roll out should be provided including a market test the availability of contractors and insulation materials.</p> <p>Ventilators do not deal with the issue of overheating, which would occur if windows are required to be closed to achieve good acoustic conditions. Two locations are mentioned for monitoring, but there is no information regarding how other locations be screened for monitoring. A commitment should be made for annual monitoring of combined air noise and ground noise levels at specified locations to test whether properties would qualify for insulation.</p> <p>Updated position (Deadline 5): No details of a market test regarding the availability of contractors and insulation materials to meet the proposed roll out have been provided. The Applicant has not addressed the matter of overheating other than to offer blinds to windows exposed to direct sunlight (paragraph 4.2.4 [REP4-017]), which CBC deem as not sufficient. Properties in the ground noise outer zone should qualify for insulation. Details should be provided on the process of monitoring eligibility for ground noise compensation and the triggers for noise monitoring.</p>	<p>Paragraph 4.1.10 and 4.1.11 of ES Appendix 14.9.10 outline the process to prioritise the scheme with the Inner Zone first. Further detail on implementation of the NIS is being prepared and will be shared with the TWG. Further prioritisation will use higher noise level bands to implement the scheme to those most affected first, albeit it is considered that there is sufficient time for all properties in the inner zone to receive noise insulation before operations commence.</p> <p>Paragraph 4.1.13 of ES Appendix 14.9.10 explains: We propose to base the new NIS on the worst-case end of this range, associated with the Slow Transition Fleet. As such, we propose to use the forecast 2032 Leq contour area to set the geographical boundary for our enhanced NIS.</p> <p>The noise insulation package offered in the Outer zone will be acoustic ventilators, and acoustic glazing where necessary to upgrade single glazing, to noise sensitive rooms. There will be some flexibility as to how the package is decided.</p> <p>Paragraphs 5.1.1 and 5.1.2 of ES Appendix 14.9.10 outline the noise insulation scheme for schools, and the kind of measures that will be offered, noting that details will be developed on a case by case basis. The scheme is intended only for community buildings that are sensitive to noise because they are used for teaching.</p> <p>Paragraph 4.1.11 of ES Appendix 14.9.10 explains how eligibility for the Inner Zone noise insulation scheme will if necessary be extended by measurement of cumulative ground and air noise. Two small areas are noted as possible candidates but the vast majority of eligibility will be clear from air noise contours with the option to extend this if noise disturbance is reported by residents beyond. Measurements would be carried out by installing noise monitoring equipment in the relevant area.</p> <p>Updated Position (April 2024): The Applicant has provided further details of how provision of noise insulation will be prioritised and programmed in 5.3 ES Appendix 14.9.10 Noise Insulation Scheme Update Note [REP2-032]. Further details of properties qualifying for noise insulation due to ground noise and how this will be provided before the predicted noise impacts arise is given in Supporting Noise and Vibration Technical Notes to Statements</p>	<p>Paragraph 4.1.10 and 4.1.11 of ES Appendix 14.9.10 Noise Insulation Scheme [APP-180]</p> <p>ES Appendix 14.9.10 Noise Insulation Scheme Update Note [REP2-031]</p> <p>Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix B - Ground Noise Fleet Assessment [REP3-071]</p>	Not Agreed

			<p>of Common Ground, Appendix B - Ground Noise Fleet Assessment (Doc Ref 10.13.2). The Noise Insulation Scheme will be updated and resubmitted to the Examining Authority incorporating these additions at Deadline 4.</p> <p>The Applicant has considered the speed at which the scheme can be rolled out. In 2015 a single contractor delivered the current scheme to 418 homes, so the Applicant is confident the new scheme can be delivered if necessary, using multiple contractors.</p>		
2.16.4.5	Fixed Plant Noise	<p>No mechanism for securing fixed plant limits for any future assessment of fixed plant noise is provided and fixed plant noise limits should apply to cumulative levels of fixed plant noise and not to “any” fixed plant.</p> <p>Updated position (Deadline 5): No update has been provided by the Applicant</p>	<p>Noted, the noise limits provided should apply to all the Project’s fixed noise sources together not any one separately. We would envisage a monitoring report being provided to CBC following commissioning of the plant.</p> <p>GAL will consider how these limits can be secured within the Draft DCO.</p>	n/a	Under discussion
2.16.4.6	Eligibility for noise insulation	<p>It is not clear if properties that have already received insulation would be eligible for upgraded noise insulation as part of the new scheme.</p> <p>Updated position (Deadline 5): It is noted that a revised noise insulation scheme was submitted at Deadline 4, a response to this document will be provided at Deadline 5.</p>	<p>That is the case. An Appendix to the NIS will be provided giving further details on its implementation and clarifying this.</p> <p>Updated Position (April 2024): The Applicant has provided further details of how provision of noise insulation including confirmation of this, in ES Appendix 14.9.10 Noise Insulation Scheme Update Note [REP2-032]. The Noise Insulation Scheme will be updated and resubmitted to the Examining Authority incorporating these additions.</p>	<p>ES Appendix 14.9.10 Noise Insulation Scheme Update Note [REP2-032]</p>	Under discussion
2.16.4.7	Annual noise contour limits	<p>The use of annual noise contour limits, in addition to noise limits covering the 92-day summer period, would provide confidence that noise would be controlled outside the 92-day summer period.</p> <p>Updated position (Deadline 1): Further discussion necessary.</p> <p>Updated position (Deadline 5): The Applicant has not addressed this matter.</p>	<p>Notwithstanding the explanation provided, annual Lden and Lnight contours are provided for baseline and with Project conditions in Section 14.6 and 14.9 of ES Chapter 14 to illustrate noise changes over the whole year including the winter months.</p> <ul style="list-style-type: none"> Section 4 of Appendix 14.9.2 provides tables of annual Lden and Lnight. Figures 14.9.28 and 14.9.39 show annual Lden and Lnight contours. Para 14.9.136 to 14.9.139 discuss the changes in annual Lden and Lnight contours compared to the changes in summer season Leq 16 hr and Leq 8 hour night contours. <p>Gatwick with the NRP will also be subject to an overall annual ATM limit of 386,000 movements.</p>	<p>Section 14.6 and 14.9 of ES Chapter 14: Noise and Vibration [APP-039]</p> <p>ES Appendix 14.9.2: Air Noise Modelling [APP-172]</p> <p>ES Appendix 6.2.1: Scoping Report [APP-092] and [APP-093]</p> <p>ES Chapter 4: Existing Site and Operation [APP-029]</p>	Under discussion

2.16.4.8	Noise Envelope	<p>The Noise Envelope should provide certainty about the levels of noise which can be expected in the future in accordance with CAP 1129; however, the Noise Envelope allows for noise contour limits to increase as a result of airspace changes and new aircraft technology. There should be no allowance for noise contour area limits to increase.</p> <p>Updated position (Deadline 1): There should be no allowance for Noise Envelope limits to increase to give certainty to local communities on future noise levels.</p> <p>Updated position (Deadline 5): CBC maintain their position on this matter. The Noise Envelope should provide certainty to communities on the level of noise they can expect to be exposed to in future.</p>	<p>The Noise Envelope provides certainty for the periods which it is set in accordance with CAP1129. The noise envelope should reflect evidence of the improvements in average fleet noise performance over time and should not function to prevent airlines serving changing markets or introducing new carbon-efficient aircraft. There may also be extraordinary circumstances in which it could be necessary to review the noise envelope limits upwards. These points are fully as described in Sections 6.3 to 6.7 of the Noise Envelope.</p> <p>Any change to the noise envelope limits would require a formal review following the processes laid out in Section 8, including consultation and approval of the Secretary of State.</p> <p>Updated Position (April 2024): The Noise Envelope provides certainty for the periods which it is set in accordance with CAP1129. The noise envelope should reflect evidence of the improvements in average fleet noise performance over time and should not function to prevent airlines serving changing markets or introducing new carbon-efficient aircraft. There may also be extraordinary circumstances in which it could be necessary to review the noise envelope limits upwards. These points are fully as described in Sections 6.3 to 6.7 of the Noise Envelope. Any change to the noise envelope would require a formal review following the processes laid out in Section 8, including consultation and approval of the Secretary of State.</p> <p>The Applicant has provided further details on the noise envelope proposed and how it has considered relevant guidance in response to question NV.1.9 in The Applicant's Response to ExQ1 - Noise and Vibration (Doc Ref 10.16).</p>	<p>Sections 6.3 to 6.7 and Section 8 of ES Appendix 14.9.7 The Noise Envelope [APP-177]</p> <p>The Applicant's Response to ExQ1 - Noise and Vibration [REP3-101] (Doc Ref 10.16)</p>	Not Agreed
2.16.4.9	Local authority involvement in Noise Envelope	<p>The local authorities should have a role in the Noise Envelope that involves reviewing and approving submissions. This role should allow action to be taken in the event of a breach.</p> <p>Updated position (Deadline 1): The Host Authorities should be part of an independent group set up to regulate the Noise Envelope.</p> <p>Updated position (Deadline 5): CBC are of the opinion that the joint local authorities should be part of a Noise Envelope scrutiny group.</p>	<p>During consultation with the TWGs and the Noise Envelope Group (NEG) in summer 2022 the local authorities were consulted on the concept and make-up of a "Review Body" which would review and approve the outputs from the noise envelope when it becomes active. GAL's proposal for a sub-committee of GATCOM was opposed by the LPAs. The suggestion of having Local Authorities as the "Review Body" was also discussed during the NEG meetings and there was concern on the part of Community Representatives regarding there being a conflict of interest between economic benefit in that some councils receive money from the Airport as part of the S106 agreement but are impacted little by the noise from airlines using the airport. There was no clear resolution on the</p>	<p>ES Appendix 14.9.7 The Noise Envelope [APP-177]</p>	Not Agreed

			<p>issue within the NEG and GAL subsequently decided that the CAA would be best placed to perform the function of Independent Reviewer as explained in ES Appendix 14.9.7: The Noise Envelope.</p> <p>The Local Authorities can monitor the outputs of the review process and in the case of a breach take enforcement action as appropriate.</p>		
Other					
2.16.5.1	Local planning policies	<p>Local planning policies are covered in Table 14.2.2 but no information is provided on how these policies are addressed in the ES.</p> <p>Updated position (Deadline 1): Local planning policies should be covered in detail with information provided regarding where they have been addressed in the ES.</p> <p>Updated position (Deadline 5): The Applicant has not updated this matter and it remains outstanding.</p>	<p>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: Ground Noise Modelling. Planning polies and how they are addressed in relation to the application is principally addressed in the Planning Statement.</p>	<p>ES Appendix 14.9.3: Ground Noise Modelling [APP-173]</p> <p>Planning Statement [APP-245]</p>	Not Agreed
2.16.5.2	No details of the noise modelling or validation process are provided. No details of measured Single Event Level or LASmax noise data from the Noise-Track Keeping are provided.	<p>It is difficult to have any confidence in the noise model without any provision of the assumptions and limitation that have been applied in the validation of the noise model and production of noise contours. Measured Single Event Level and LASmax noise data should be provided for individual aircraft variants as it is key information used when defining the aircraft noise baseline.</p> <p>Updated position (Deadline 1): The use of ANCON is not disputed; however, the level of detail provided on air noise modelling is not adequate for a DCO application.</p> <p>Details should be provided on measured SEL and LAm_{ax} for each aircraft variant at each monitoring location along with user-defined approach and departure profiles for each aircraft variant. Details should be provided regarding the numerical accuracy of predictions in comparison to measured LAm_{ax} and SEL for each aircraft at each monitoring location used for validation.</p> <p>Updated position (Deadline 5): ECRD Report 2002 does not contain the information requested. The information is important to understand the aircraft noise contours and underpins the air noise assessment. The information was initially requested after the CBC review of the PEIR and the Applicant has continually not fulfilled the request.</p>	<p>CAA ERCD gave a presentation to the TWG on 7th June 2022 on the ANCON model and its validation, and it was discussed at the TWG. The slide deck provided for this meeting included SEL and Lmax levels from the Gatwick NTK and how they are used to validate the model every year. Further information has been added to the ES Appendix 14.9.2 Section 2.1 describing the air traffic forecasts used, the distribution across routes and runways, flight dispersion adopted, height and speed profiles, source terms for next generation aircraft and the ANCON model and referring to <i>ECRD Report 2002: Noise Exposure Contour for Gatwick Airport 2019</i> for further details.</p> <p>ERCD has been producing noise contours for Gatwick Airport using the ANCON model since 1988 including annual contours every year. Up until 2015 the contours were produced for the DfT, and since then they have been carried out for GAL. ERCD has a team who maintain the model and calibrate it for Gatwick Airport using thousands of data points every year. ANCON is used on other UK airports as well as for international studies, and is considered the most accurate tool available to model noise from Gatwick Airport. it is strongly refuted that it is difficult to have confidence in the noise model based on the information provided.</p> <p>Updated Position (April 2024): The Applicant has provided full details of the aircraft types modelled each year in Supporting Noise and Vibration Technical Notes to Statements of</p>	<p>Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix F - Aircraft Fleets for Noise Modelling [REP3-071]</p>	Not Agreed

			<p><u>Common Ground, Appendix F - Aircraft Fleets for Noise Modelling (Doc Ref 10.13.6).</u></p> <p>We also note 'the use of ANCON is not in dispute'. We refer back to the various reports on the ANCON model including the following extracts from ANCON model and referring to <u>ECRD Report 2002: Noise Exposure Contour for Gatwick Airport 2019</u> referenced above:</p> <p><u>2.1 Noise contours were calculated with the UK civil aircraft noise model ANCON (version 2.4), which is developed and maintained by ERCD on behalf of the DfT. A technical description of ANCON is provided in R&D Report 9842 (Ref 5). The ANCON model is also used for the production of annual contours for Heathrow and Stansted airports, and a number of other UK airports.</u></p> <p><u>2.2 ANCON is fully compliant with the latest European guidance on noise modelling, ECAC/CEAC Doc 29 (Fourth edition), published in December 2016 (Ref 6). This guidance document represents internationally agreed best practice as implemented in modern aircraft noise models. The fourth edition introduced some minor changes to the modelling of start-of-roll noise, which were incorporated in the 2017 software update to ANCON (version 2.4).</u></p>		
2.16.5.3	Aircraft fleets in summer period	<p>Aircraft fleets are not provided for the 92-day summer period. It is difficult to understand what has been modelled and how fleet transition would occur without provision of aircraft fleets. Aircraft fleets used in noise models should be provided along with how the fleet is split between the two runways.</p> <p>Updated position (Deadline 1): Response is not relevant.</p> <p>Updated position (Deadline 5): Information on fleets has been accepted; however, the Applicant should identify why the composition of the slower transition fleet is so different to the composition of the central case fleet.</p>	<p>The population exceeding SOAEL for each fleet are provided as the upper and lower end of each range provided in each cell of Table 14.9.7.</p> <p>Where properties experiencing significant increases are discussed and identified in paragraphs 14.9.102 to 14.9.105 these are for the slower transition case, i.e. the worst case. The day and night SOAEL contours for the two fleets are within 50-100m of each other in the majority of the populated areas, that are all rural with low population densities, so the equivalent populations to be identified for the Central Case fleet would be very similar but slightly lower in number.</p> <p>Updated Position (April 2024): Apologies this response relates to a different comment. The Applicant has provided full details of the aircraft types modelling each year and the splits between the two runways in <u>Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix F - Aircraft Fleets for Noise Modelling (Doc Ref 10.13.6).</u></p>	Paragraphs 14.9.102 to 14.9.105 and Table 14.9.7 of ES Chapter 14 Noise and Vibration [APP-039] <u>Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix F - Aircraft Fleets for Noise Modelling [REP3-071]</u>	<p>Response is not relevant — not agreed Agreed</p>

<p>2.16.5.4</p>	<p><u>Securing of noise mitigation measures and noise limits, including timing of implementation.</u></p>	<p><u>No clear mechanism is provided for how noise mitigation measures and some noise limits (e.g. plant noise limits) are to be secured.</u></p> <p><u>Details of how mitigation measures detailed in the assessments are to be secured should be provided. This should include details of the timing when each such mitigation measure will be installed and how this timing is secured.</u></p> <p><u>Where new mitigation measures are being proposed to replace existing measures which are to be removed, an assessment of predicted noise levels and likely impacts during any intermediate phase during the works should be provided</u></p> <p><u>Updated position (Deadline 5): It is not clear what relevance row 2.13.4.5 is. Detailed results of ground noise modelling for the period when there will be no barrier in place should be provided and any temporary likely significant effects identified. The Applicant should identify where noise barriers used to attenuate construction noise are secured.</u></p>	<p><u>Please see response to Row 2.13.4.5 above.</u></p> <p><u>More generally noise mitigation measures have been secured through the DCO and accompanying documentation. For example the road scheme and ground noise barriers are secured through scheme drawings.</u></p> <p><u>In general new mitigation measures being proposed are not to replace existing measures which are to be removed. The one exception is the noise bund in the western end of the airfield, and this may be what is being referred to in the comment.</u></p> <p><u>The Applicant has provided Supporting Noise and Vibration Technical Notes to Statements of Common Ground, Appendix B - Ground Noise Fleet Assessment (Doc Ref 10.13.2) which provides an updated assessment of ground noise with the slower transition fleet and further details of how provision of noise insulation will be also based on predicted levels.</u></p> <p><u>As explained in ES Chapter 5: Project Description [REP1-016] (paras 5.2.93 to 5.2.94), the western end of the existing noise bund would be removed, before the new noise bund and wall is built to replace it. The western end would be removed within the first year of the airfield works, and there will be a period up to six months when part of the bund will be missing. ES Appendix 5.3.3: Indicative Construction Sequencing [REP2-016] shows the removal and replacement of the western noise mitigation as taking place between 2024 and 2026.</u></p> <p><u>Noise modelling was undertaken that showed during this period levels of ground noise could increase by up to 3dB at the nearest noise sensitive receptor, Westfield Place. This property is within the Noise Insulation Scheme Inner Zone and the Applicant would ensure the full package of noise insulation is offered and provided to this property before the bund is removed, as required by the property owner. The requirement to do so will be confirmed in updates to be made in the Code of Construction Practice, to ensure there is a clear secured need to follow this methodology. Noise modelling showed that further away beyond this property the biggest noise increase would be no more than 1dB during this temporary period, which would not generate any additional significant effects.</u></p>	<p><u>Under discussion</u></p>
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2.17. Planning and Policy

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

Table 0.12 Statement of Common Ground – Planning and Policy Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.17.1.1	Exclusion of Local Plan Policies and lack of consideration of their requirements.	<p>Lack of reference or acknowledgement of the adopted policies and relevant supplementary guidance that should be considered as part of the DCO.</p> <p>Updated position (Deadline 1): CBC looks forward to receipt of this additional information. GAL should also address the emerging Crawley Borough Local Plan 2024-2040 which is now at Main Modifications Consultation stage. Therefore, many of the policies not subject to Main Modifications now have 'significant weight'.</p> <p>Updated Position (Deadline 5): CBC has reviewed the Local Planning Policy Compliance Tables [REP3-055] and highlighted areas where the council disagrees with the Applicant's commentary on policy requirements and compliance [Table 6.11 REP4-042].</p>	<p>Relevant local policies are set out within the DCO Application, namely within the legislation and policy sections of the topic-specific ES Chapters 7 to 20 and Gatwick Airport-specific local plan policies and supplementary planning documents and guidance in Section 6.6 of the Planning Statement.</p> <p>To assist CBC, GAL will prepare a local policy assessment table drawing together the relevant local policies and supplementary planning documents and guidance assessed against the Project proposals.</p> <p>Updated position (April 2024): A series of Local Planning Policy Compliance Tables [REP3-055] were submitted at Deadline 3. Annex A relates to CBC's local planning policies and was prepared taking account of the Joint West Sussex Local Impact Report [REP1-068].</p>	<p>Planning Statement [APP-245]</p> <p>Appendix E: Local Planning Policy Compliance Tables [REP3-055]</p>	Under discussion
2.17.1.2	Airports National Policy relevance to the DCO determination	<p>Whether there is any legal precedent for the statement that it is "appropriate to use the policy framework of the [Airports National Policy Statement (ANPS) as the primary framework against which the project as whole should be tested" (para 1.5.19).</p> <p>Updated position (Deadline 1): Awaiting legal advice.</p> <p>Updated position (Deadline 5): The Council's position on this is set out in the Authorities response to ExQ1 CS.1.27 [REP2.3-132]. The Authorities and Council continue to discuss the approach to be taken to sections 104-105 and the Applicant's Response to Deadline 3 Submissions [REP4-031] states the Applicant intends to prepare a further submission on this issue at Deadline 5.</p>	<p>The Airport National Policy Statement (para 1.41) itself confirms that "the Secretary of State considers that the contents of the Airports NPS will be both important and relevant considerations in the determination of such an application [not comprising an application for the Heathrow Northwest Runway], particularly where it relates to London or the South East of England."</p> <p>Updated position (April 2024): The Applicant has responded on this matter through the Issue Specific Hearings and submissions to previous deadlines. Most notably in The Applicant's Written Summary of Oral Submissions from ISH1 [REP1-056], The Applicant's Response to ISH1 Actions [REP1-062] and The Applicant's Response to Local Impact Reports [REP3-078]. The Applicant would welcome an updated position or response from CBC against this SoCG item in response to those submissions.</p>	<p>The Applicant's Written Summary of Oral Submissions from ISH1 [REP1-056]</p> <p>The Applicant's Response to Local Impact Reports [REP3-078]</p>	Under discussion
2.17.1.3	Planning History	<p>Incomplete, inaccurate and misleading. No details on the current controls and conditions imposed by existing planning permissions and no evidence to justify the baseline position being relied upon.</p> <p>Updated position (Deadline 1): CBC looks forward to receipt of this additional information and trust this will address the comments in full.</p>	<p>In response to CBC's comment, GAL will undertake a review of Appendix A of the Planning Statement containing the planning history summary.</p> <p>Updated position (April 2024): The Applicant has reviewed Appendix A of the Planning Statement and not identified any errors</p>	<p>Planning Statement Appendix A [APP-246]</p>	Under discussion Not Agreed

Updated position (Deadline 5) : As demonstrated by Appendix C in the West Sussex LIR [REP1-069], the planning history submitted to the Examination (as Appendix A) is misleading and incomplete and the relevance of some of the entries to the DCO submission is still unexplained. The response provided by GAL in December 2023 [AS-115] provided answers to specific detailed questions posed by the Examination Panel well in advance of the submission of the West Sussex LIR in March 2024 and does not respond to the points raised in Chapter 4 of this document [REP1-068] in respect of the existing planning controls currently in force at the airport, incompatible controls and permitted development rights. The response provided is not adequate and GAL have not provided any response to the detailed submission on this matter provided in the LIR. CBC is not satisfied the current airport planning restrictions have been properly considered as part of the DCO.

in its content. Separately to this, the Applicant submitted a response to the ExA's Procedural Decision [AS-115] issued on 1 December 2023 setting out the existing controls over the airport's use. On this basis, the Applicant would welcome an updated position or response from CBC against this SoCG item, or confirmation if this item can be marked as 'agreed' or 'no longer pursuing'.

2.18. Project Elements and Approach to Mitigation

2.18.1 Table 2.18 sets out the position of both parties in relation to project elements and approach to mitigation matters.

Table 0.13 Statement of Common Ground – Project Elements and Approach to Mitigation Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.18.1.1	Clarification of airfield boundaries and what the various plans show.	<p>Project Description, Existing Site and Operation - Lack of clarity about current airport boundary / operational airport boundary and extent of land needed for and controlled by the DCO. The boundaries need to be understood on drawings and in context of drafting of DCO to be clear on airport limits, any permitted development provisions and to ensure drafting of the DCO and requirements are effective and enforceable.</p> <p>Updated position (Deadline 1): The plans referred to (APP-004) do not form part of the DCO for approval and CBC does not agree these boundaries. In addition, there appears to be third party land within the DCO project boundary and the issue of operational land and extent to which PD rights could be applied need to be established. This needs further discussion.</p> <p>Updated position (Deadline 5): CBC welcomes further discussion on this matter and hopes a meeting can be arranged very soon.</p>	<p>The airport boundary is defined on the Airport Boundary Plan, contained in Appendix 1 of the Project Glossary. The airport is divided into two, being landside and airside areas, shown in Appendix 2 of the Project Glossary.</p> <p>The extent of land required for the Project is defined by the Order Limits shown on the full suite of the DCO Application's plans in Book 4.</p> <p>Updated position (April 2024): GAL is discussing this matter with the JLAs to better understand the concerns raised.</p>	<p>Project Glossary [APP-004]</p>	Not Agreed
2.18.1.2	Lack of design quality controls and targets	<p>Design and Access Statement - Document has been prepared without any design ambition or commitment to measurable standards.</p> <p>Updated position (Deadline 1): Feedback will be detailed in the LIR which CBC will be happy to discuss with GAL. Further information will be needed to address this point.</p> <p>Updated position (Deadline 5): CBC do not consider this point has been adequately addressed and the response from the Authorities to the question good design GEN 1.21 and detailed design controls DCO 1.56 has not been responded to by the Applicant. There are still no references to the relevant Crawley Borough Council policies or any commitments to meeting the sustainability targets in matters such as water and energy efficiency as part of this Project.</p>	<p>We would welcome CBC's feedback on which specific policies or design standards in the Design and Access Statement (DAS) it does not consider to be clear or without a measurable standard. It should be noted that the information contained in the DAS is indicative, as explained in paragraph 1.1.3 of the DAS Volume 1.</p> <p>This is different to the design principles, contained in Appendix A1 of the Design and Access Statement: Volume 5, which are proposed to be legally secured by the draft DCO (e.g. Requirements 4, 5 and 10).</p> <p>Updated position (April 2024): The Applicant has responded to the feedback from the JLAs within the Local Impact Reports in the Applicant's Response to Local Impact Reports [REP3-078]. The Applicant has also set out how the Design and Access Statement has been prepared having regard to good design through national policy guidance in response to ExQ1 GEN.1.18 [REP3-091].</p>	<p>Appendix A1 of the Design and Access Statement: Volume 5 [APP-257]</p> <p>Design and Access Statement: Volume 1 [APP-253]</p> <p>Draft DCO [REP3-006] (Dec-Ref-2-1)</p> <p>Applicant's Response to Local Impact Reports [REP3-078].</p>	Under discussion
2.18.1.3	Indicative status of majority of DAS and lack of 'design fix'.	<p>Design and Access Statement - Appendix A1 is an inadequate Control document of insufficient detail.</p>	<p>The description of the Project elements is described in various documents, in particular in ES Chapter 5: Project Description and the Design and Access Statement. For some elements of the Project, provided that the DCO is granted, there would be details and elements of the Project that would still require subsequent</p>	<p>ES Chapter 5: Project Description [Dec-Ref-5-4] [REP1-017]</p>	Under discussion

		<p>Updated position (Deadline 1): Feedback will be detailed in the LIR which CBC will be happy to discuss with GAL. Further information will be needed to address this point.</p> <p>Updated position (Deadline 5): CBC do not consider this point has been adequately addressed by the Applicant and the detailed response from the Authorities to the question good design GEN 1.21 and detailed design controls DCO 1.56 has not been fully responded to by the Applicant. The revised DAS and Appendix are still considered inadequate – please see most recent comments on this point at section 5 [REP4-042].</p>	<p>approvals. Where subsequent approvals are required, a series of control documents are contained in the DCO Application to direct the subsequent approvals. The draft DCO sets out the subsequent approvals that are required and the relevant approving authority.</p> <p>As explained in Item 19.2 above, the Design and Access Statement is indicative. This is different to the design principles, contained in Appendix A1 of the Design and Access Statement: Volume 5, which are proposed to be legally secured by the draft DCO (e.g. Requirements 4, 5 and 10).</p> <p>On a project of this scale and complexity, it is not always possible to include the necessary detail for every component of the Project as part of the DCO Application. This approach is common across Nationally Significant Infrastructure Projects that are consented by DCOs.</p> <p>Updated position (April 2024): The Applicant has responded to the feedback from the JLAs within the Local Impact Reports in the Applicant’s Response to Local Impact Reports [REP3-078]. The Applicant has also undertaken a comprehensive review of the Design Principles [REP3-056] and an updated version is submitted at Deadline 3 to address feedback from the LAs. An explanation of the changes made is provided in the Applicant’s response to ExQ1 DCO.1.57 [REP3-089].</p>	<p>Design and Access Statement Volume 1 [APP-253]</p> <p>Design and Access Statement Volume 2 [APP-254]</p> <p>Design and Access Statement Volume 3 [APP-255]</p> <p>Design and Access Statement Volume 4 [APP-256]</p> <p>Design and Access Statement Volume 5 [APP-257]</p> <p>Draft DCO [REP3-006] (Dec Ref. 2.4)</p>	
<p>2.18.1.4</p>	<p>Lack of detail in document including lack of site context analysis, site constraints and opportunities (also lacking from ES Project Description)</p>	<p>Design and Access Statement - Some aspects of development excluded from D and A document, also a general lack of contextual analysis including site opportunities and constraints. Insufficient information on design and visual impacts. This is of particular concern in environmentally sensitive locations.</p> <p>Updated position (Deadline 1): Feedback will be detailed in the LIR which CBC will be happy to discuss with GAL. Further information will be needed to address this point.</p> <p>Updated position (Deadline 5): Please see response 2.18.1.3 above</p>	<p>As noted in Item 19.2, the Applicant welcomes CBC’s specific feedback on the Design and Access Statement and will then undertake a review of the document in response to CBC’s comments.</p> <p>It is not considered appropriate that this analysis is contained in ES Chapter 5: Project Description given that that’s chapter’s purpose is to explain the Project proposals.</p> <p>The environmental impacts of the Project have been assessed, as demonstrated through the Environmental Statement, with mitigation proposed as appropriate. For instance in respect of visual amenity, the assessment of the Project’s landscape, townscape and visual effect is contained in ES Chapter 8: Landscape, Townscape and Visual Resources.</p> <p>Updated position (April 2024): The Applicant has responded to the feedback from the JLAs within the Local Impact Reports in the Applicant’s Response to Local Impact Reports [REP3-078].</p>	<p>Design and Access Statement Volume 1 [APP-253]</p> <p>Design and Access Statement Volume 2 [APP-254]</p> <p>Design and Access Statement Volume 3 [APP-255]</p> <p>Design and Access Statement Volume 4 [APP-256]</p> <p>Design and Access Statement Volume 5 [APP-257]</p>	<p>Under discussion</p>

			<p>The Applicant has also undertaken a comprehensive review of the Design Principles [REP3-056] and an updated version is submitted at Deadline 3 to address feedback from the LAs. An explanation of the changes made is provided in the Applicant's response to ExQ1 DCO.1.57 [REP3-089].</p>	<p>ES Chapter 5: Project Description (Doc Ref. 5.1)</p> <p>Chapter 8: Landscape, Townscape and Visual Resources [APP-033]</p>	
2.18.1.5	Inconsistencies in documents within DAS and in relation to other supporting documents.	<p>Design and Access Statement - Conflicting descriptions and cross-referencing lead to uncertainty over what is proposed and which details should take precedent.</p> <p>Updated position (Deadline 1): This point cannot be addressed at this stage.</p> <p>Updated position (Deadline 5): This point is still not addressed and further issues are occurring as the project evolves. These will be highlighted to the applicant as appropriate.</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. Updated documents will be submitted no later than 10 working days before the Preliminary Meeting, as per PINS request.</p> <p>Updated position (April 2024): The Applicant has updated the Project Description at Deadline 1 [REP1-016] to provide further clarity of the proposals. It is accompanied by the Project Description Signposting Document [AS-137] that assists with navigating the description of the project proposals between the ES, ES Figures and the Draft DCO.</p>	<p>Section 51 Advice [PD-003]</p> <p>ES Chapter 5: Project Description [REP1-016]</p> <p>Project Description Signposting Document [AS-137]</p>	Under discussion
2.18.1.6	Lack of defined parameters for some development and lack of on parameter plans and within Schedule 12 Control documents.	<p>Design and Access Statement - All development should have defined parameters for all elements including soil deposition and temporary storage areas.</p> <p>Updated position (Deadline 1): Feedback will be detailed in the LIR which CBC will be happy to discuss with GAL. Further information will be needed to address this point.</p> <p>Updated position (Deadline 5): CBC remains concerned about lack to detail see recent responses in respect of design in relation to question DCO 1.39 [REP3-135] and [REP4-062] and DCO 1.56 [REP3-135]</p>	<p>Elements of the Project which do not have defined parameter areas are defined through the draft DCO (Schedule 1), within the Order Limits and through the accompanying control documents, such as the Design Principles in Appendix A1 of the Design and Access Statement and the Outline Landscape and Ecology Management Plan.</p> <p>Updated position (April 2024): The Applicant has responded to the feedback from the JLAs within the Local Impact Reports in the Applicant's Response to Local Impact Reports [REP3-078].</p>	<p>Appendix A1 of the Design and Access Statement: Volume 5 [APP-257]</p> <p>Draft DCO [REP3-006] (Doc Ref. 2.4)</p> <p>ES Outline Landscape and Ecology Management Plan Part 1 [APP-113]</p> <p>ES Outline Landscape and Ecology Management Plan Part 2 [APP-114]</p> <p>ES Outline Landscape and Ecology Management Plan Part 3 [APP-115]</p>	Under discussion

				ES Outline Landscape and Ecology Management Plan Part 4 [APP-116] Applicant's Response to Local Impact Reports [REP3-078] .	
2.18.1.7	Lack of detail on construction phasing	Design and Access Statement - Need for further understanding on sequencing and co-dependencies between the project elements to ensure appropriate phasing and control of the development and ensure mitigations in place. Updated position (Deadline 1): CBC would wish to engage to gain further understanding of construction phasing, Updated position (Deadline 5): CBC seeks further information identifying the co-dependencies between project elements to fully understand the comprehensive phasing programme. This is also important to understand the resource implications on the council in discharging many of the detailed plans.	Further detail on the anticipated construction timing and sequencing is contained in Section 5.3 of ES Chapter 5: Project Description and ES Appendix 5.3.3: Indicative Construction Sequencing and accompanied by the Buildability Reports. The indicative construction sequencing shows the project works on a yearly basis, with supporting descriptions in the Project Description. Updated position (April 2024): The DCO Applications' suite of control documents and the Draft DCO [REP3-006] itself contain a series of controls to manage the timing and sequencing of works where required, for instance to ensure that mitigation or protection measures are in place before relevant works commence. Please refer to the Applicant's response to ExQ1 DCO.1.49 [REP3-089] submitted at Deadline 3 which draws out a number of examples of such controls. The production and submission of detailed plans to the relevant Planning Authority, as detailed in the DCO.1.49 response, will also be dictated by the construction programme. As such, the relevant planning authority will have sight of the construction phasing and sequencing through the receipt of these detailed plans.	ES Chapter 5: Project Description [REP1-016] (Doc Ref. 5-1) ES Appendix 5.3.3: Indicative Construction Sequencing [APP-088] ES Appendix 5.3.1 Buildability Report Part [APP-079] ES Appendix 5.3.1 Buildability Report Part B Part 1 [APP-080] ES Appendix 5.3.1 Buildability Report Part B Part 2 [APP-081]	Under discussion
2.18.1.8	Safeguarding of existing landscaping and protection of visual amenities	Design and Access Statement - Lack of detail on landscape protection measures and zonal approach proposed in document is too vague giving inadequate control to safeguard impacts.	This item is responded to in the landscape-related table. Please refer to Item 9.1 in Table 9: Landscape.	n/a	Merge with above
2.18.1.9	Lack of clarity on how Port Health functions will be scaled in line with passenger growth	Currently Port Health has insufficient space. Not clear where new space will be provided.	ES Chapter 18: Health and Wellbeing confirms at paragraphs 18.8.579 to 18.8.582 that requirements for additional port health space being provide by GAL would be agreed with relevant parties through post determination discussions as part of business-as-usual reviews and planning of port heath activities at the Airport in line with statutory obligations.	ES Chapter 18: Health and Wellbeing [APP-043]	Agreed
2.18.1.10	CAA No Impediments	When GAL expects the Civil Aviation Authority to confirm there are no obvious safety related impediments. Updated position (Deadline 1): CBC await receipt of this information.	GAL expects CAA's letter of no impediment to be submitted early in the Examination stage. As confirmed in the Planning Statement (para 1.3.3), GAL is confident that there are no safety-related impediments why the Project should not progress and that this will be confirmed through the CAA's letter.	Planning Statement [APP-245] Appendix 2 of the Statement of Common	Under discussion

		Updated Position (Deadline 5): CBC notes the draft SoCG between the CCA and the Applicant [REP3-068] and draft letter of No Impediment.	Updated position (April 2024): The Applicant has submitted a draft Letter of No Impediment from the CAA at Appendix 2 of the Statement of Common Ground between Gatwick Airport Limited and the Civil Aviation Authority [REP3-068].	Ground between Gatwick Airport Limited and the Civil Aviation Authority [REP3-068]	
2.18.1.11	Northern Runway operation controls	How the runway operation changes mentioned in paragraphs 1.3.7 and 1.3.8 will be secured and appropriately controlled. Updated position (Deadline 1): Awaiting legal advice. Updated position (Deadline 5): Matters covered in Row 2.7.1.9 above.	Airspace within the UK is regulated by the Civil Aviation Authority (CAA) and managed by NATS En Route, which is a subdivision within the National Air Traffic Services. An explanation of the relationship between the DCO Project and airspace regulations was set out in paragraphs 3.3.10 to 3.3.13 of the Autumn 2021 Consultation, contained in Consultation Report Appendices, Part B, Volume 2. Updated position (April 2024): The Applicant would welcome an updated position or response from CBC against this SoCG item, or confirmation if this item can be marked as 'agreed' or 'no longer pursuing'.	Consultation Report Appendices, Part B, Volume 2 [APP-225]	Under discussion
2.18.1.12	Site Waste Management Plans	Why the dDCO does not make provision about securing that Site Waste Management Plans following the template in the Construction Resources and Waste Management Plan. Updated position (Deadline 1): Noted. WSCC, as Waste Authority to confirm Updated position (Deadline 5): CBC is happy to defer to WSCC as the Waste Authority to agree this detail.	The Construction Resources and Waste Management Plan (CRWMP) is an Annex to the Code of Construction Practice to be secured as a certified document and under Requirement 7 of the draft DCO. Paragraph 1.4.1 of the CRWMP explains that it will be implemented through the preparation of site waste management plans, with a template contained in Appendix A, and which is also referenced under the Code of Construction Practice. Updated position (April 2024): The Applicant would welcome confirmation if this item can be marked as 'agreed' or 'no longer pursuing' to be captured through the SoCG with WSCC.	ES Appendix 5.3.2: Code of Construction Practice (Doc Ref. 5.3) ES Appendix 5.3.2 Code of Construction Practice Annex 5 – Construction Resources and Waste Management Plan [APP-087] Draft DCO [REP3-006] (Doc Ref. 2.4)	Under discussion No longer pursuing
2.18.1.13	Geology and Site Conditions	Refers to “existing legislative regimes” for spillages and storage facilities. Aside from the Control of Pollution (Oil Storage) (England) Regulations, are any other regimes relevant	Legislation in place to protect existing geology and ground conditions is set out in Section 10.2 of ES Chapter 10: Geology and Ground Conditions.	ES Chapter 10: Geology and Ground Conditions [APP-035]	Agreed
2.18.1.14	Concern regarding the assessment work undertaken	Whilst the Council and the other host and neighbouring authorities raised the need on the part of GAL for substantive engagement on the scope and approach taken on a range of technical assessment work during the December 2021 Preliminary Environmental Information Report (PEIR) and July 2022 second pre-submission consultation, this engagement did not happen to the extent expected. Having had the opportunity to analyse GAL's DCO submission documents, the Council has significant concerns	Please may CBC clarify if it has any additional queries or concerns with the Project's assessment work that is not covered by its Relevant Representations (RRs) and Principal Areas of Disagreement Summary Statements (PADSS) (and therefore these Issues Tables).	Applicant's Response to Local Impact Reports [REP3-078] n/a	Under discussion

		<p>regarding extensive elements of the assessment work undertaken and included within the DCO submission.</p> <p>Updated position (Deadline 1): This will be detailed in the LIR.</p> <p>Updated position (Deadline 5) : It is accepted that this is a general comment which covers a range of topic areas and most of the outstanding comments are now reflected elsewhere in this document or in the PADSS. The lack of a design engagement is highlighted here as set out in Section 24 of the West Sussex LIR [REP1-068] and in response to GEN 1.21 [REP3-0135]. Design is a key area where little progress has been made to date and the recent suggestion of a Design Panel is seen as a way to ensure appropriate engagement with local authorities and stakeholders to build design quality into the Project going forward. The Authorities have provided a response to GALs commentary on the West Sussex LIR and concerns remain see section 2 [REP4-042]</p>	<p>Updated position (April 2024): The Applicant has responded to the feedback from the JLAs within the Local Impact Reports in the Applicant's Response to Local Impact Reports [REP3-078].</p>		
2.18.1.15	Mitigation	<p>The Council considers that the scope and scale of mitigations proposed are not sufficient to overcome the expected adverse impacts arising from the proposals.</p> <p>Updated position (Deadline 5) : This is a general comment which covers a range of topic areas with outstanding matters reflected elsewhere in this document or in the PADSS. This overarching entry is therefore no longer required</p>	<p>We would welcome CBC's feedback on which specific mitigation it does not consider to be sufficient if this is not already set out in its RRs and PADSS (and therefore responded to elsewhere in these Issues Tables).</p> <p>Updated position (April 2024): The Applicant would welcome an updated position or response from CBC against this SoCG item, or confirmation if this item can be marked as 'agreed' or 'no longer pursuing'.</p>	n/a	Under discussion Not pursuing
2.18.1.16	Control measures	<p>The control mechanisms set out in the draft DCO (dDCO) and the control documents are not sufficiently detailed, effective or enforceable, with much being left to subsequent approvals/discharge of requirements for which there has been no discussion or engagement about the resources, timings and costs involved with addressing these matters.</p> <p>Updated position (Deadline 1): This point requires further discussion. It relates to the content of the proposed documents and plans which currently form the DCO and the current lack of detail in this information which would steer the discharge of requirements. It is understood that some details are not fully worked up but the issue here is that a lot of information is not worked up and needs to be addressed through the DCO process to ensure the quality and phasing of the development is controlled. Further details to follow in the LIR.</p> <p>CBC welcome further discussion on Schedule 11.</p> <p>Updated position (Deadline 5): CBC's concerns regarding resourcing and fees are set out in Row 2.7.1.10 above.</p>	<p>We would welcome CBC's feedback on which control documents it considers to be not sufficiently detailed, effective or enforceable, if this is not already set out in its RRs and PADSS (and therefore responded to elsewhere in these Issues Tables).</p> <p>On a project of this scale and complexity, it is not always possible to include the necessary detail for every component of the Project as part of the DCO Application. This approach is common across NSIPs that are consented by DCOs. Where subsequent approvals are required, these are set out in the draft DCO together with the relevant approving authority.</p> <p>Schedule 11 of the draft DCO sets out the process, timings and fees associated to subsequent approvals. A placeholder is within Schedule 11 to confirm the payment of fees to be made to the discharging authority, to be subject to further engagement with the LAs.</p>	Draft DCO [REP3-006] (Dec Ref. 2.4)	Under discussion

			Updated position (April 2024): Schedule 11 of the draft DCO [REP3-006] submitted at Deadline 3 has been populated.		
2.18.1.17	Benefits and Community Compensation	<p>There is also concern that there is a lack of certainty regarding the scale and timing of the benefits and community compensation arising from the proposals and insufficient confidence in how they will be secured, operated and enforced.</p> <p>Updated position (Deadline 1): The draft S106 Agreement has been received and is being reviewed. Further feedback to follow on this point</p> <p>Updated position (Deadline 5): This matter is subject to ongoing discussion through negotiation on the S106 agreement.</p>	<p>GAL will issue a draft of the Section 106 Agreement in connection with the NRP to the local authorities, which includes an obligation for a Community Fund. 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> <p>Updated position (April 2024): The Joint Local Authorities and GAL are continue to work together and engaging on the draft Section 106 Agreement. At the time of writing, the Applicant and JLAs have agreed a series of meetings on each of the schedules of the s106 agreement.</p>	n/a	Under discussion
2.18.1.18	General concern regarding approach to assessment and mitigation.	<p>Significant concerns regarding GAL’s approach to the assessment and evaluation of the environmental impacts including defective baseline assessments and furthermore, significant concerns about the scale of those impacts and the inadequacy of mitigation - see detailed topic concerns (paragraphs 5 to 21).</p> <p>Updated position (Deadline 1): The RR, the forthcoming LIR and Written Rep will provide further detail.</p> <p>Updated position (Deadline 5) : This is a general comment which covers a range of topic areas with outstanding matters reflected elsewhere in this document or in the PADSS. This overarching entry is therefore no longer required.</p>	<p>Please may CBC clarify if it has any additional queries or concerns with the Project’s assessment work that is not covered by its RRs and PADSS (and therefore these Issues Tables).</p> <p>Updated position (April 2024): The Applicant has responded to the matters raised by CBC in:</p> <ul style="list-style-type: none"> • Section 27 of The Applicant’s Response to Written Representations [REP3-072]; and • Section 4 of The Applicant’s Response to the Local Impact Reports [REP3-078] 	<p>The Applicant’s Response to Written Representations [REP3-072]</p> <p>The Applicant’s Response to the Local Impact Reports [REP3-078] n/a</p>	Under discussion Not pursuing
2.18.1.19	Local impact mitigation	<p>Concerns regarding the lack of clarity of the approach taken to the identification, management and enforcement of local impact mitigation and to the funding of that mitigation where applicable, given the longevity of the proposals and the potential for circumstances and potential impacts to change over time.</p> <p>Updated position (Deadline 1): The RR, the forthcoming LIR and Written Rep will provide further detail.</p> <p>Updated position (Deadline 5) : This is a general comment which covers a range of topic areas with outstanding matters reflected elsewhere in this document or in the PADSS. This overarching entry is therefore no longer required.</p>	<p>We would welcome further detail from CBC on which mitigation it requires clarity, if not covered elsewhere in its RRs and PADSS (and therefore covered elsewhere in these Issues Tables).</p> <p>Updated position (April 2024): The Applicant has responded to the matters raised by CBC in:</p> <ul style="list-style-type: none"> • Section 27 of The Applicant’s Response to Written Representations [REP3-072]; and • Section 4 of The Applicant’s Response to the Local Impact Reports [REP3-078] 	<p>The Applicant’s Response to Written Representations [REP3-072]</p> <p>The Applicant’s Response to the Local Impact Reports [REP3-078] n/a</p>	Under discussion Not pursuing

2.18.1.20	Scope and scale of mitigation	<p>The limited scope and scale of the proposals environmental mitigations and community compensation, which are nowhere near commensurate with the likely adverse impacts arising from the proposed development in accordance with the CIL tests and national aviation policy.</p> <p>Updated position (Deadline 1): The RR, the forthcoming LIR and Written Rep will provide further detail.</p> <p>Updated position (Deadline 5): This is a general comment which covers a range of topic areas with outstanding matters reflected elsewhere in this document or in the PADSS. Specific issues are also being discussed through the s106 negotiations. This overarching entry is therefore no longer required.</p>	<p>As this is an overarching comment on the DCO submission, please may CBC clarify if it has any additional queries or concerns with the Project's assessment work that is not covered by its RRs and PADSS (and therefore not covered elsewhere in these Issues Tables).</p> <p>Updated position (April 2024): The Applicant has responded to the matters raised by CBC in:</p> <ul style="list-style-type: none"> Section 27 of The Applicant's Response to Written Representations [REP3-072]; and Section 4 of The Applicant's Response to the Local Impact Reports [REP3-078] 	<p>The Applicant's Response to Written Representations [REP3-072]</p> <p>The Applicant's Response to the Local Impact Reports [REP3-078] 1/1</p>	<p>Not pursuing Suggest this issue is integrated with the similar issue above (19-18) Agree merge</p>
2.18.1.21	Control mechanisms	<p>The lack of effective control mechanisms to ensure that the Airport's growth is contained within expected agreed environmental parameters in the short and longer terms.</p> <p>Updated position (Deadline 1): CBC does not consider GAL is providing effective control mechanisms to ensure the airport's growth is contained with expected environmental parameters</p> <p>Updated position (Deadline 5): At Deadline 4, the Joint Local Authorities submitted their Introduction to a proposal for an Environmentally Managed Growth Framework [REP4-050] ("the Introduction"), which explains that the DCO requirements which include controls related to environmental effects provide the Applicant with too much flexibility. The Introduction states the Joint Local Authorities consider a bespoke Environmentally Managed Growth Framework should apply to the proposed development and that a worked-up Framework will be submitted to the Examination as soon as possible. The Framework will apply to the air noise envelope (requirements 15 and 16), and to requirements 19 (airport operations), 20 (surface access), and 21 (carbon action plan).</p>	<p>The extents and parameters of the Project would be secured through the draft DCO, namely Schedule 1 in defined the authorised development and Schedule 12 setting out the certified documents, including the series of application drawings submitted for approval.</p> <p>The Mitigation Route Map sets out how the Project's mitigation measures would be legally secured.</p> <p>Updated position (April 2024):</p> <p>In respect of the Applicant's approach to managing growth in accordance with limits related to environmental effects, please see the Applicant's response to Agenda Item 5 in its Written Summary of Oral Submissions from Issue Specific Hearing 2: Control Documents / DCO [REP1-057].</p>	<p>Draft DCO [REP3-006] (Dec Ref. 2.4)</p> <p>Book 4: 4.5 Works Plans [AS-017]</p> <p>Book 4: 4.7 Parameter Plans [APP-019]</p> <p>ES Appendix 5.2.3 Mitigation Route Map [APP-078]</p>	<p>Under discussion</p>
2.18.1.22	Wider opportunities for improving links and connectivity	<p>Lack of recognition of the wider socio-economic and environmental context around the Airport and the opportunities for improving links and connectivity beyond the Airport and its immediate environs including active travel, recreation, ecological and landscape connections.</p> <p>Updated position (Deadline 1): The RR, the forthcoming LIR and Written Rep will provide further detail.</p> <p>Updated position (Deadline 5): This is a general comment which covers concerns regarding the wider context and connectivity across a range of</p>	<p>As this an overarching comment on the DCO submission, please may CBC clarify if it has any additional queries or concerns on the contextual recognition of the Project that is not covered by its RRs and PADSS (and therefore not covered elsewhere in these Issues Tables).</p> <p>Updated position (April 2024): The Applicant has responded to the matters raised by CBC in:</p> <ul style="list-style-type: none"> Section 27 of The Applicant's Response to Written Representations [REP3-072]; and Section 4 of The Applicant's Response to the Local Impact Reports [REP3-078] 	<p>The Applicant's Response to Written Representations [REP3-072]</p> <p>The Applicant's Response to the Local Impact Reports [REP3-078] 1/1</p>	<p>Under discussion</p>

		topic areas. Specific matters are reflected elsewhere in this document or in the PADSS. This overarching entry is therefore no longer required.			
2.18.1.23	Section 106 Agreement	<p>When further information regarding the proposed section 106 agreement will come forward and when negotiations will begin in earnest.</p> <p>Updated position (Deadline 1): CBC received version 1 of this draft document on 07/02/24.</p> <p>Update position (Deadline 5): CBC has been advised that an updated draft agreement will be provided by GAL on 31st May.</p>	<p>GAL will issue a draft of the Section 106 Agreement in connection with the NRP to the local authorities. 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> <p>Updated position (April 2024): The Joint Local Authorities and GAL are continue to work together and engaging on the draft Section 106 Agreement. At the time of writing, the Applicant and JLAs have agreed a series of meetings on each of the schedules of the s106 agreement.</p>	n/a	Under discussion
2.18.1.24	Securing the Flood Resilience Statement	<p>How the Flood Resilience Statement will be secured (paragraph 5.5.8 and Table 5.2).</p> <p>Updated position (Deadline 1): CBC would welcome further discussion on this point. Suggest this item is moved to the 'Water Environment ' Section</p>	<p>GAL will consider how best to secure the Flood Resilience Statement and confirm in due course.</p> <p>Updated position (April 2024): The Draft DCO [REP1-004] was updated at Deadline 1 to include Requirement 24 which secures the Flood Resilience Statement.</p>	n/a	Under discussion
2.18.1.25	Mitigation Route Map	<p>Whether an updated Mitigation Route Map will be prepared (stating, for example, which parts of the dDCO are relevant).</p> <p>Updated position (Deadline 1): CBC thank GAL for clarification on the future updates to this document.</p> <p>Updated Position (Deadline 5): Further update noted.</p>	<p>The Mitigation Route Map will be updated during the course of the DCO Examination to reflect any changes / updates made through the process. The next iteration (and any subsequent updates) will specific the relevant schedule/requirement of the draft DCO, as requested by CBC.</p> <p>Updated position (April 2024): The updated Mitigation Route Map [REP2-011] submitted at Deadline 2 identifies which part of the Draft DCO [REP3-006] is relevant to specific mitigation / commitment.</p>	Mitigation Route Map [REP2-011]	Under discussion
2.18.1.26	Highways Improvements	<p>Why highway improvements will not be in place and open to the public until after the northern runway comes into commercial use (paragraph 7.2.9).</p> <p>Updated position (Deadline 1): This will need further discussion with the Highways Authorities and local authorities.</p> <p>Updated position (Deadline 5):</p> <p>The council is aware there are ongoing discussions between the Applicant and the Highway Authority regarding the proposed highway works.</p>	<p>An explanation of the timing of the surface access improvement works is contained further in the Planning Statement, within Section 8.4. Further detail is also contained in ES Chapter 12: Traffic and Transport and the Transport Assessment, underpinned by the traffic modelling.</p>	<p>Planning Statement [APP-245]</p> <p>ES Chapter 12: Traffic and Transport [APP-037]</p> <p>Transport Assessment [APP-258]</p>	Under discussion

2.18.1.27	Flood Risk Mitigation	<p>Regarding the proposed flood risk mitigation, 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.</p> <p>Updated position (Deadline 1): Noted and further information regarding how the timing of river Moles, the car park Y attenuation tank will be secured and the position of culverts and syphons within the flood mitigation works are awaited from GAL</p> <p>Updated position (Deadline 5)</p> <p><u>: The Council would wish to see further detail about timing of this key infrastructure at this stage to understand how this fits in with the wider delivery of the flood compensation works.</u></p>	<p>The cited works are anticipated to take place early in the construction timetable – see Section 5.3 of ES Chapter 5: Project Description and ES Appendix 5.3.3: Indicative Construction Sequencing. GAL will consider further whether it is appropriate to secure the timing of their delivery.</p> <p>Culverts and syphons are included in the design principles in Appendix A1 of the Design and Access Statement (Volume 5) and their delivery is therefore secured in the draft DCO by Requirements 4 and 5, which require detailed designs to be approved by the relevant planning or highway authority prior to commencement. The detailed designs must be in accordance with the design principles.</p> <p>Updated position (April 2024): <u>The Draft DCO [REP1-004] was updated at Deadline 1 to update Requirement 23 (Flood Compensation Delivery Plan) to include Work Nos. 30(a) and 39. DCO Requirement 23 requires that a Flood Compensation Delivery Plan is submitted and approved by Crawley Borough Council, on consultation with the Environment Agency, and setting out the timeframe for delivery for flood compensation works – now including Work Nos. 30(a) and 39.</u></p>	<p>ES Chapter 5: Project Description [REP1-016] (Doc Ref. 5-4)</p> <p>ES Appendix 5.3.3: Indicative Construction Sequencing [APP-088]</p> <p>Appendix A1 of the Design and Access Statement: Volume 5 [APP-257]</p> <p>Draft DCO [REP3-006]</p>	Under discussion
2.18.1.28	Design and Access Statement	<p>It is inconsistent in places with confusion over some definitions, contradicting descriptions, inconsistencies on some of the figures and confusing cross referencing.</p> <p>Updated Position (Deadline 5): <u>This is a general comment and it is difficult to ascertain if discrepancies have been addressed due to the lack of tracked changes.</u></p>	Please refer to our response under Item 19.5 for details.	n/a	Under discussion
2.18.1.29	Design and Access Statement	<p>It is not considered comprehensive as, for example, some development is excluded; there is a general lack of detail for character zone analysis; lack of detail on design and visual impact of some works; lack of analysis of the site context, opportunities and constraints and the lack of reference to the Council's Local Plan and Supplementary Planning Documents.</p> <p>Updated Position (Deadline 5): <u>The revised Appendix 1 Design and Access document does not address these points. The design principles document is still considered to be inadequate to control the details of the development. These points have been expanded upon in detail in section 2 and 5 of [REP4-042] and in response to ExQ1 GEN 1.21 [REP3-0135] and [REP4-064] and ExQ1 DCO 1.56</u></p>	Please refer to our response under Item 19.4 for details.	n/a	Under discussion
2.18.1.30	Design and Access Statement	It gives insufficient design control for the scheme works. The wording is vague and non-committal and provides no aspirational design or sustainability standards. There is no certainty that the development would	Please refer to our response under Items 19.2 and 19.3 for details.	n/a	Under discussion

		<p>be compliant with the Council's Local Plan standards which the local design and sustainability principles should adhere to.</p> <p>Updated Position (Deadline 5): The revised Appendix 1 Design and Access document does not address these points. The design principles document is still considered to be inadequate to control the details of the development. These points have been expanded upon in detail in section 2 and 5 of [REP4-042] and in response to ExQ1 GEN 1.21 [REP3-0135] and [REP4-064] and ExQ1 DCO 1.56</p>			
2.18.1.31	Design and Access Statement	<p>Under section 7, it is of concern that some elements of the project including earth works, landscaping and public realm do not have defined parameters. Figure 52 shows key development without defined parameter drawings including Pentagon Field. The Council questions how the DCO is supposed to control these works and ensure acceptable mitigation and design quality with so little information.</p> <p>Updated position (Deadline 1): The response does not address this point.. the description of works for Pentagon Field does not include land raising.</p> <p>Updated position (Deadline 5): CBC remains concern about lack to detail see recent responses in respect of design in relation to question DCO 1.39 [REP3-135] and [REP4-062] and DCO 1.56 [REP3-135]</p>	Please refer to our response under Item 19.6 for details.	n/a	Not Agreed
2.18.1.32	Design and Access Statement	<p>Under section 9, the indicative phasing lacks detail and there is a need for further understanding and explanation of the sequencing and codependencies of the various elements of the project in order to ensure appropriate phasing and control of the development. There is no comprehensive commentary to explain the phasing plans. The Council is also concerned about the proposed sequencing and delivery of various elements of the project.</p> <p>Updated position (Deadline 1): CBC would wish to engage to gain further understanding of construction phasing.</p> <p>Updated position (Deadline 5): This point remains outstanding see response at 2.5.1.1</p>	Please refer to our response under Item 19.7 for details.	n/a	Under discussion (Merge with 19.7)
2.18.1.33	Project Description	<p>The brevity and lack of description accompanying such a substantial site and project. There are no references to footpaths, recreational routes or how the Airport has evolved within its surroundings. The context of the site is absent from the analysis along with any description of the site constraints and opportunities. The lack of context and understanding of the Airport in the wider landscape and environmental constraints is also apparent in the DAS and this raises concerns about how the site has been</p>	The purpose of ES Chapter 5: Project Description is to explain the Project proposals and does not seek to analysis the existing site or its surrounds. The chapter does however provide a level of explanation of existing uses where helpful to provide context to the Project's description.	<p>ES Chapter 5: Project Description [REP1-016] (Doc Ref. 5-1)</p> <p>Design and Access Statement (Volume 1) [APP-253]</p>	Under discussion

		<p>assessed and the regard (if any) had to the impacts of the development on the wider surroundings.</p> <p>Updated position (Deadline 1): The purpose of ES Ch 5 is noted.</p> <p>The DAS vol 1 does address context but this is not followed into the later volumes. Please see further comments in LIR.</p>	<p>The Design and Access Statement (Volume 1) describes and analyses the site context, including surrounding public rights of way and recreational routes.</p> <p>Updated position (April 2024): The Applicant has responded to the matters raised by CBC in:</p> <ul style="list-style-type: none"> Section 27 of The Applicant's Response to Written Representations [REP3-072]; and Section 4 of The Applicant's Response to the Local Impact Reports [REP3-078] 	<p>The Applicant's Response to Written Representations [REP3-072]</p> <p>The Applicant's Response to the Local Impact Reports [REP3-078]</p>	
2.18.1.34	Project Description	<p>The future baseline figures as set out in the chapter are not agreed.</p> <p>Updated position (Deadline 1): This relates to car parking - Please see LIR for information. Robotic Car Parking concerns are covered in greater detail at Row 5.10 of this SoCG.</p> <p>It has not been evidenced to the LPA that the Hilton car park planning application has been lawfully implemented, and therefore it cannot necessarily be relied upon in the baseline.</p>	<p>Further clarity is requested from CBC on what element of the future baseline is not agreed. As explained at earlier TWGs and in responses to previous Issues Trackers, the future baseline comprises developments which are either under construction, subject to planning permission or are reasonably expected to gain planning permission.</p> <p>Updated position (April 2024): The Applicant has confirm the status of the Hilton MSCP in response to GEN.1.27 of ExQ1 [REP3-091].</p> <p>Whilst it was due to be completed this year, as noted in response to Action Point 7 of ISH4 in paragraphs 4.6.4 and 4.6.5 of the Applicant's Response to Actions from ISHs 2 to 5 [REP2-005], the Applicant now understands that the planning permission has lapsed and its delivery is uncertain. In such circumstances, the additional 820 spaces it was due to provide no longer form part of the Future Baseline, nor (by consequence) the parking provision as part of the Project scenario with the total quantum of spaces correspondingly reduced. For completeness, as the Hilton car park area is co-located (in terms of access points) with other car parks, the loss of spaces is not considered to lead to any potential traffic redistribution effects and the loss of 820 spaces is not significant within the wider parking capacity on offer for passengers and does not materially impact on traffic volumes or mode shares.</p>	n/a	Not Agreed
2.18.1.35	Project Description	<p>A general lack of detail, ambition and concerns about the way in which the development can appropriately be delivered in terms of phasing, design quality, mitigation and ensuring future safeguards (controls).</p> <p>Updated position (Deadline 1): Feedback will be detailed in the LIR which CBC will be happy to discuss with GAL. Further information will be needed to address this point.</p>	<p>Please refer to our response under Items 19.3 and 19.6 for details.</p> <p>Updated position (April 2024): The Applicant has responded to the matters raised by CBC in:</p> <ul style="list-style-type: none"> Section 27 of The Applicant's Response to Written Representations [REP3-072]; and Section 4 of The Applicant's Response to the Local Impact Reports [REP3-078] 	<p>The Applicant's Response to Written Representations [REP3-072] n/a</p> <p>The Applicant's Response to the Local Impact Reports [REP3-078]</p>	Under discussion

2.18.1.36	Project Description	<p>Inconsistencies in descriptions between the works and the way they are described with some elements having parameters and others not.</p> <p>Updated position (Deadline 1): This cannot be addressed at this stage.</p> <p>Updated position (Deadline 5) : Please see detailed comments provided under DCO 1.39 [REP3-135] and [REP4-062]</p>	Please refer to our response under Item 19.5 for details.	n/a	Under discussion
2.18.1.37	Project Description	<p>Lack of detail in particular for multi element works or phased works.</p> <p>Updated position (Deadline 1): This relates to concerns about presentation and explanation of the different elements, and phases of the numerous works in the Project. CBC requests greater clarity.</p> <p>Updated position (Deadline 5) : Please see detailed comments provided under DCO 1.39 [REP3-135] and [REP4-062]</p>	<p>Further clarity is requested from CBC on the specifics of this response. The Project works are described in various application documents, along with the anticipated construction timing and sequencing. For instance, ES Chapter 5: Project Description, ES Appendix 5.3.3: Indicative Construction Sequencing, Buildability Reports and the Design and Access Statement (Volumes 1 to 5).</p> <p>Updated position (April 2024): The Applicant has updated the Project Description at Deadline 1 [REP1-016] to provide further clarity of the proposals. It is accompanied by the Project Description Signposting Document [AS-137] that assists with navigating the description of the project proposals between the ES, ES Figures and the Draft DCO.</p>	<p>ES Chapter 5: Project Description [REP1-016] (Dec Ref. 5.4)</p> <p>ES Appendix 5.3.3: Indicative Construction Sequencing [APP-088]</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 5.3.1 Buildability Report Part B Part 2 [APP-081]</p> <p>Design and Access Statement Volume 1 [APP-253]</p> <p>Design and Access Statement Volume 2 [APP-254]</p> <p>Design and Access Statement Volume 3 [APP-255]</p> <p>Design and Access Statement Volume 4 [APP-256]</p> <p>Design and Access Statement Volume 5 [APP-257]</p>	Under discussion

2.18.1.38	Project Description	<p>While it is accepted that some details may not be known, it is disappointing there is so little recognition or understanding of the site context, there are no details or analysis of the site areas as they exist today, or of the physical characteristics or constraints of the area. The council has no comfort that the development would respond positively to the setting of the area and would not result in visual or environmental harm to the character of the area.</p> <p>Updated position (Deadline 1): This matter is addressed in the LIR</p> <p>Updated position (Deadline 5) : Please see detailed comments provided under DCO 1.39 [REP3-135] and [REP4-062]. The revised Appendix 1 Design and Access Statement is still considered inadequate as a design control document to address these concerns. These design principles need to be further development at a works specific level of detail responding to context in order to ensure appropriate design.</p>	<p>The purpose of ES Chapter 5: Project Description is to explain the Project proposals and does not seek to analysis the existing site or its surrounds. The chapter does however provide a level of explanation of existing uses where helpful to provide context to the Project's description.</p> <p>The Design and Access Statement (Volume 1) describes and analyses the site context. The Applicant considers that the Statement has been prepared to an acceptable standard and covers the project in a comprehensive level of detail. Naturally, documents need to be read in conjunction with others, as a package, to ensure each document is of an appropriate scale and focus. Therefore, the DAS should be read in conjunction with other documents, in the case for example the ES Chapter 8: Landscape, Townscape and Visual Resources.</p> <p>Updated position (April 2024): The Applicant has responded to the matters raised by CBC in:</p> <ul style="list-style-type: none"> • Section 27 of The Applicant's Response to Written Representations [REP3-072]; and • Section 4 Of The Applicant's Response to the Local Impact Reports [REP3-078] 	<p>ES Chapter 5: Project Description [REP1-016] (Doc Ref. 5-1)</p> <p>Design and Access Statement (Volume 1) [APP-253]</p> <p>ES Chapter 8: Landscape, Townscape and Visual Resources [APP-033]</p> <p>The Applicant's Response to Written Representations [REP3-072]</p> <p>The Applicant's Response to the Local Impact Reports [REP3-078]</p>	Under discussion
2.18.1.39	Project Description	<p>The Council is concerned that there appears to be extensive tree loss within the Borough as a result of this development, in particular in connection with the highway works but also along potentially visually sensitive locations along the southern boundary and land east of the railway. This is not acknowledged in the project description; neither is the need for mitigation.</p> <p>Updated position (Deadline 1): Please see LIR.</p> <p>Updated position (Deadline 5) : It is noted further tree survey work and information is being provided and that the applicant now recognises the importance of tree mitigation. An acceptable level of needs to be agreed and finalised as part of the DCO description.</p>	<p>This item is responded to in the landscape-related table. Please refer to Row 8.86 of in Table 8: Ecology.</p> <p>Detailed arboricultural surveys have been undertaken with respect to the highways works along the A23 with the results presented within the oLEMP. These data have been used to inform the design of the highway to protect areas of high arboricultural value, where possible (near to South Terminal roundabout, for example).</p> <p>Tree loss elsewhere within the Project is largely limited to planting between carpark areas. These locations are currently being surveyed with further arboricultural impact assessments to be provided.</p> <p>Updated position (April 2024): The Applicant has responded to the matters raised by CBC in:</p> <ul style="list-style-type: none"> • Section 27 of The Applicant's Response to Written Representations [REP3-072]; and • Section 4 of The Applicant's Response to the Local Impact Reports [REP3-078] 	<p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Parts 1 - 4 [APP-113, APP-114, APP-115, APP-116]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 2 [APP-114]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 3 [APP-115]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan Part 4 [APP-116]</p>	Under discussion

				<p>ES Appendix 8.9.1 Summary of Effects at Representative Viewpoints [APP-117]</p> <p><u>The Applicant's Response to Written Representations [REP3-072]</u></p> <p><u>The Applicant's Response to the Local Impact Reports [REP3- 078]</u></p>	
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2.19. Socio-Economics and Economics

2.19.1 Table 2.19 sets out the position of both parties in relation to socio-economics and economics matters.

Table 0.14 Statement of Common Ground – Socio-Economics and Economics Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
2.19.1.1	Assessment of impacts on property prices	<p>An assessment of project impact on property values has been scoped out of the assessment despite PINS advice on the issue (PINS ID 4.10.3). Unless subsequently agreed otherwise by PINS, an assessment of project impacts on property prices is still required.</p> <p>Updated position (Deadline 1): PINs specifically advised that the applicant should undertake an assessment of impacts on property prices. Applicant advised at a TWG meeting that they would be undertaking this assessment. Applicant has acknowledged in the Environmental Statement there will be an adverse impact on property prices.</p> <p>Updated position (Deadline 5): As set out at 1.13 of the Legal Partnership Authorities' Comments on The Applicant's Response to The ExA's Written Questions (ExQ1) [REP4-071], whilst appreciating the point about commercial sensitivity, the council retains concern that the Applicant has not provided further information despite this being a long-standing request from PINS. The Partnership Authorities await the views of the ExA as to whether the Applicant's written response (as noted in its updated April 2024 position) is considered satisfactory.</p>	<p>GAL has not included a specific assessment of effects on property prices in the ES for the reasons set out in Table 17.4.2 of ES Chapter 17 Socio-Economic.</p> <p>Impacts on residential property values have not been included in scoping for other comparable DCO projects (e.g. Heathrow, Manston, Luton).</p> <p>Updated position (April 2024): The Applicant has further explained its position in response to question SE.1.13 from the Examining Authority.</p>	<p>Table 17.4.2 of ES Chapter 17 Socio-Economic [APP-042].</p> <p>Updated position (April 2024): SE.1.13 of The Applicant's Response to the ExA's Written Questions (ExQ1) – Socio-Economic Effects [REP3-103].</p>	Not Agreed
2.19.1.2	Clarification on use of pre-Covid data	<p>Paragraph 17.4.14 states that 2019 data was primarily used given concerns with the Covid pandemic potentially affecting baseline data. However, this is a confusing message given some of the data sources used are post Covid and it is not clear why the Applicant has applied this approach.</p> <p>Updated position (Deadline 1): The Applicant should source up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p> <p>Updated position (Deadline 5): Several Rows in the SoCG relate to the use of up-to-date data. CBC note the Applicant's response and acknowledge that the Applicant has in some cases revisited its assessments with more recent data.</p> <p>As set out at 2.86 of the West Sussex Deadline 4 Submission [REP4-042] and at several points prior to this, the Applicant has not provided a satisfactory response to the Local Authorities' point that assessments at the local authority level are needed for those to inform potential</p>	<p>The analysis presented in the PEIR was primarily based on 2019 data (i.e. pre-Covid) given that the economy and wider socio-economic conditions are expected to rebound to pre-pandemic levels before the Project's commencement. For the same reasons, the same approach is carried over in the ES, however, where appropriate, relevant data sources such as labour market and employment indicators have been updated to reflect the latest available position based on data availability.</p> <p>Updated position (April 2024): The Applicant has provided data from the 2021 Census in its response to Action 5 of Issue Specific Hearing 3.</p> <p>The Applicant has also provided a response during Issue Specific Hearing 3 on using a mixture of pre-Covid and post-Covid data. Some data has inevitably changed since submission of the application and will continue to change but it does not materially change the assessment. There is also no requirement to update</p>	<p>n/a</p> <p>Updated position (April 2024): ISH3 Action Point 5 in The Applicant's Response to Actions ISH2-5 [REP2-005]</p> <p>Deadline 1 Submission – Written Summary of Oral Submissions from Issue Specific Hearing 3: Socio-economics [REP1-058] – Section 3.1</p>	Not Agreed

		<p>socio-economic effects at a local level. The Local Authorities are still waiting for reasonable explanation for why an assessment at the local level has not been undertaken. Whilst the Applicant cross-refers to information provided submitted prior to Deadline 1, this does not address the points that assessment at the local level is required which is supported by a qualitative commentary on the implications of the Project.</p> <p>CBC consider that for brevity there would be merit in consolidating this to a single row. It is therefore suggested that the following Rows are consolidated to a single row focussing on the issue of Local Level Analysis:</p> <p>2.19.1.2 (clarification on use of pre-covid data) 2.19.1.3 (use of up-to-date information sources) 2.19.2.3 (No consideration of effects at a Crawley borough level)</p>	<p>data throughout the Examination as new data becomes available. Pre-Covid data was used as it provides a benchmark against which the economy would operate at a normal level or operating in normal conditions. However, where there have been updates to data or new data was available, it was incorporated into the assessment. Therefore, a blend of pre- and post-Covid data was used as some post-Covid data was volatile due to the effects of Covid, which meant 2019 remained most suitable for some data.</p>		
2.19.1.3	Use of up-to-date information sources	<p>Paragraph 17.5.1 states that data from the 2021 Census is currently being released and this has been used where available at the relevant spatial scale. On this basis, the baseline assessment presented in section 17.6 comprises the most up-to-date position at the time of writing.</p> <p>Updated position (Deadline 1): The Applicant should source up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p> <p>Updated position (Deadline 5): As per 2.19.1.2 above</p>	<p>The analysis presented in the PEIR was primarily based on 2019 data (i.e. pre-Covid) given that the economy and wider socio-economic conditions are expected to rebound to pre-pandemic levels before the Project's commencement. For the same reasons, the same approach is carried over in the ES, however, where appropriate, relevant data sources such as labour market and employment indicators have been updated to reflect the latest available position based on data availability.</p> <p>Updated position (April 2024): Please see the response provided at Row 2.9.1.2 of this table.</p>	n/a	Not Agreed
2.19.1.4	Consideration of worst-case scenario for employment benefit	<p>Paragraph 17.5.5 states that the construction assessment presented in Section 17.9 focuses on the project's potential maximum effects. Whilst it is important to consider the maximum scale of impacts in terms of potential implications on local areas, it is also important to present a worst-case scenario in terms of employment benefit.</p> <p>Updated position (Deadline 1): Paragraph 17.9.81 refers to peak construction workforce. Original response still stands.</p> <p>Updated position (Deadline 5): The Applicant's response as set out in [REP3-082] is noted. CBC retains concerns as to whether the Applicant's assumptions are suitably precautionary, as set out through West Sussex Deadline 3 Submission [REP3-117] Sections 2.2 and 2.3, and through the Legal Partnership Authorities' Deadline 4 Submission [REP4-042] Sections 2.118 to 2.124.</p>	<p>The Applicant is not proposing to update the ES Chapter. Lower levels of construction workforce numbers are already assessed within the ES e.g. at para 17.9.81.</p> <p>Updated position (April 2024): A further assessment of the construction workforce, not just at the peak is provided in a separate note in response to the Local Impact Reports. The Applicant believes this matter is still 'under discussion' and requests that the status is changed to reflect this.</p>	<p>ES Chapter 17 Socio-Economics [APP-042]</p> <p>Updated position (April 2024): The Applicant's Response to Local Impact Reports Appendix D – Construction Labour Market and Accommodation Impacts [REP3-082]</p>	<p>Not Agreed Under Discussion</p>

<p>2.19.1.5</p>	<p>Use of outdated data sources</p>	<p>Census 2011 has been used for dwelling vacancy and economic activity. Further, in the description of employment-led scenarios, paragraph 3.1.9 notes that modelling assumes that commuting, unemployment and economic activity are fixed over the forecast period based on inputted assumptions, a number of which are significantly out of date including vacancy and economic activity rates from the 2011 Census.</p> <p>Updated position (Deadline 1): The Applicant should source up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p> <p>Updated position (Deadline 5): CBC welcome the Applicant having revisited its vacancy rate evidence with 2021 census data. However, as set out at West Sussex Deadline 3 Submission [REP3-117] Section 2.3, the council retain concerns regarding the impact of NHB workers in adding to existing demand for short-term accommodation.</p>	<p>Please see the response provided at Row 3.6 of this table of the previous issues tracker.</p> <p>A range of data sources have been considered in the baseline depending on the specific indicators being considered and the availability of data at different geographical scales. The latest data has been used where available, with historic data points also included to help assess trends over time. The ES and Economic Impact Assessment use consistent impact areas where appropriate.</p> <p>Updated position (April 2024): Please see the response provided at Row 2.9.1.2 of this Table regarding the date of data sources used.</p> <p>The specific issue of economic activity rates was addressed at the Issue Specific Hearing 3 where Table 2.1.4 of ES Appendix 17.6.1: Socio-Economic Data Tables was referenced, which contains economic activity rates in 2021/2022. Additionally, the projected economic activity rates between 2021 and 2047 are provided in Annex 2 of ES Appendix 17.9.3: Assessment of Population and Housing Effects.</p> <p>The specific issue of up-to-date vacancy rates has been covered in the Applicant's response to Action 5 of Issue Specific Hearing 3.</p>	<p>ES Chapter 17 Socio-Economics [APP-042] Section 17.5.</p> <p>Updated position (April 2024): ISH3 Action Point 5 in The Applicant's Response to Actions ISH2-5 [REP2-005]</p> <p>Deadline 1 Submission – Written Summary of Oral Submissions from Issue Specific Hearing 3: Socio-economics [REP1-058] – para 5.2.5.</p> <p>ES Appendix 17.6.1: Socio-Economic Tables [APP-197] – Table 2.1.3</p> <p>ES Appendix 17.9.3: Assessment of Population and Housing Effects [APP201] – Annex 2.</p>	<p>Not Agreed</p>
<p>2.19.1.6</p>	<p>Distance travelled to work data</p>	<p>Paragraph 2.1.6 explains that the study draws on data provided by the Construction Industry Training Board (CITB) in terms of average distance workers travel to sites for each region of the UK. The application of a regional estimate to capture numbers of home-based workers can be problematic given the considerable differences that exist within local geographies.</p> <p>Updated position (Deadline 1): The approach does not appear to take account of variations within local geographies. Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting lists. Increased demand from NHB workers will exacerbate this. See LIR information.</p>	<p>The assessment uses a more conservative assumption that 20% of workers at peak will be non-home based which is significantly higher than the regional or national averages.</p> <p>Updated position (April 2024): The level of demand from non-home based workers will be very low. Further analysis is set out in The Applicant's Response to Local Impact Reports – Construction Labour Market and Accommodation Impacts. The Applicant believes this matter is still 'under discussion' and requests that the status is changed to reflect this.</p>	<p>Section 17.6 of ES Chapter 17: Socio-Economics [APP-042] and ES Appendix 17.6.1: Socio-Economic Tables [APP-197].</p> <p>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note [APP-199] Section 6.1</p>	<p>Not Agreed</p>

		<p>Updated position (Deadline 5): The council has discussed ongoing concerns through West Sussex LIR [REP1-068] Sections 18.36 to 18.48, West Sussex Deadline 3 Submission [REP3-117] Sections 2.2 and 2.3, and West Sussex Deadline 4 Submission [REP4-042] Sections 2.118 to 2.124. These principally focus on whether the Applicant's assumptions for NHB workers are sufficiently precautionary, particularly given more conservative assumptions made for other DCOs in the south east of England, and having regard to existing skills shortages within the construction industry.</p>		<p>Updated position (April 2024): The Applicant's Response to Local Impact Reports Appendix D – Construction Labour Market and Accommodation Impacts [REP3-082]</p>	
2.19.1.7	Use of out of date data sources	<p>Where Census 2011 data is being relied upon for analysis, there needs to be an assumption/limitation added to the analysis given the source is significantly out of date which could affect the accuracy of the GGM. This has the potential to affect the accuracy of the GGM in terms of estimating numbers of home-based (HB) workers and non-home based (NHB) workers.</p> <p>Updated position (Deadline 1): The Applicant should source up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p> <p>Updated Position (Deadline 3): Where old data has been used to underpin the assessment, the Applicant should revisit and also include up to date data.</p> <p>Updated position (Deadline 5): CBC welcome the Applicant having updated its construction phase housing need assessment using 2021 census data. However, as set out in response to 2.19.6 above, the council remain concerned that the Applicant's assumptions relating to NHB workers are not suitably precautionary conservative assumptions made for other DCOs in the south east of England, and having regard to existing skills shortages within the construction industry. Further, as set out West Sussex Deadline 3 Submission [REP3-117] Sections 2.2 and 2.3, the council retains its concerns about the availability of temporary and short-term accommodation during the construction phase, given existing constraints on the supply of such accommodation (reflected in declaration of the CBC Housing Emergency)</p>	<p>Census 2011 data was all that was available at the time of the assessment.</p> <p>Changes between the 2011 and 2021 census would only matter where growth was so significantly higher in one area compared to another that they changed the "gravity" in the model. Even then, given the small numbers involved they are unlikely to change the conclusions of the assessment.</p> <p>Updating to take account of 2021 data would have no effect on the estimate of the number of HB and NHB workers.</p> <p>Updated position (April 2024): The Applicant has provided a revised assessment of the housing need during construction using updated data from the 2021 Census and has provided a further assessment of the construction workforce in a separate note in response to the Local Impact Reports. The Applicant believes this matter is still 'under discussion' and requests that the status is changed to reflect this.</p>	<p>Paragraph 7.4.11 of ES Chapter 17 Socio-Economic [APP-042] and ES Appendix 17.9.2 Local Economic Impact Assessment [APP-200].</p> <p>Updated position (April 2024): ISH3 Action Point 5 in The Applicant's Response to Actions ISH2-5 [REP2-005]</p> <p>The Applicant's Response to Local Impact Reports Appendix D – Construction Labour Market and Accommodation Impacts [REP3-082]</p>	<p>Not Agreed Under Discussion</p>
2.19.1.8	Out of date data sources	<p>Several Baseline Data Tables are out of date and don't use the most recent data sources available at the time. This includes education data on shortfall/surplus which needs to be tested with relevant local education authorities.</p>	<p>There is no effect on demand for school places so updating the baseline will make no difference to the assessment of effects.</p>	<p>ES Chapter 17: Socio-Economics [APP-042]</p>	<p>Agreed</p>

		Updated Position (Deadline 3): The Applicant should be using the most up-to-date sources where this could be material to impacts arising from the Project, e.g. (but not limited to) temporary accommodation during construction phase).			
2.19.1.9	Basis for distribution assessment of direct impacts	<p>Paragraph 5.3.9 states that the impact estimates on the basis of residency distribution of direct impacts are presented. GAL has provided pass holder address information to inform this. It is not clear when this information was obtained therefore the local authorities cannot be certain the information used is up to date.</p> <p>Updated position (Deadline 1): Does the updated staff survey provide more up-to-date information that would be relevant here?</p> <p>Updated position (Deadline 5): With the latest staff survey results now known, CBC is keen to understand if/how the updated data is being factored into the DCO.</p>	2019 as this was the last full year prior to Covid.	n/a	Under discussion
2.19.1.10	Date of information	<p>The assessment of housing and population relies on older data and should be using up-to-date information given it will impact on labour supply/housing conclusions. The assessment also makes optimistic projections on housing and doesn't appear to fully consider existing constraints.</p> <p>Updated position (Deadline 1): The Applicant should source up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p> <p>The Applicant hasn't responded on question related to consideration of existing constraints.</p> <p>Updated position (Deadline 5): CBC note that the Applicant has not responded on the point raised regarding existing housing constraints.</p>	<p>The analysis presented in the PEIR was primarily based on 2019 data (i.e. pre-Covid) given that the economy and wider socio-economic conditions are expected to rebound to pre-pandemic levels before the Project's commencement. For the same reasons, the same approach is carried over in the ES, however, where appropriate, relevant data sources such as labour market and employment indicators have been updated to reflect the latest available position based on data availability.</p> <p>Updated position (April 2024): Please see the response provided at Row 2.19.1.7 of this Table. The Applicant believes this matter is still 'under discussion' and requests that the status is changed to reflect this.</p>	n/a	Not Agreed Under Discussion
Assessment Methodology					
2.19.2.1	Overstatement of the wider, catalytic, and national level economic benefits of the NRP.	<p>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.</p> <p>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> <p>Updated position (Deadline 1): Awaiting Consultant input following TWG 15 Feb</p> <p>Updated position (Deadline 5): The council's position remains that the benefits of the NRP are overstated. This is further discussed at</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 and assesses costs and benefits from the scheme where possible given the available data and information at the time of submission. While</p>	<p>ES Appendix 17.9.2 Local Economic Impact Assessment [APP-200].</p> <p>Needs Case Appendix 1 - National Economic Impact Assessment [APP-251].</p> <p>The Applicant's Response to the ExA's Written Questions</p>	Under discussion

		Paragraphs 51-60 of Deadline 4 Submission - Comments on any further information / submissions received by Deadline 3 [REP4-052].	<p>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> <p>Updated position (April 2024): Following further TWGs, the Applicant will provide a further explanatory note.</p>	(ExQ1) – Socio-Economic Effects [REP3-103] – SE.1.20.	
2.19.2.2	Confirmation on projects which informed methodological approach.	<p>Paragraph 17.4.2 states that the methodology has been based on accepted industry practice, a review of socio-economic assessments for other relevant projects including other airport or significant infrastructure schemes, and feedback received by PINS and local authorities during the consultation process.</p> <p>Updated position (Deadline 1): The Applicant hasn't provided details of other relevant projects and set out why they are relevant. Whilst the Applicant presented their method and assessment at the TWG sessions, these were not agreed with by the local authorities who provided written feedback on their concerns to the Applicant.</p> <p>Updated position (Deadline 5): Simply stating the names of project doesn't provide sufficient reassurance. We would have expected the Applicant to highlight how specific aspects of these "exemplar" projects were of relevance.</p> <p>Applicant states the methodology of the assessment was discussed and agreed through the TWG meetings, we note there is no mention of this in their updated position. It is incorrect to say there was an agreement. There was no agreement and written feedback was shared with the Applicant in relation to these concerns.</p>	<p>Detailed data is provided in ES Appendix 17.6.1: Socio-Economic Data Tables for all of the socio-economic characteristics profiled across all the study areas, as well as at the individual Local Authority level.</p> <p>The methodology and presentation of the assessment was discussed and agreed through a series of Socio-Economics TWGs, including sessions on 16th May, 7th July, 28th September, 18th November and 6th December 2022, and 31st July 2023</p> <p>Updated position (April 2024): Projects reviewed include London City, London Luton and Manston, which are relevant as a function of being other aviation projects located in London and the wider South East.</p>	ES Appendix 17.6.1: Socio-Economic Data Tables [APP-197]	Not Agreed
2.19.2.3	No consideration of effects at a Crawley borough level.	Despite being raised as a gap in the assessment at several Socio-economic Topic Working Group meetings, there is still no assessment of effects undertaken at a local authority level. The impacts of the project on key variables such as employment, labour market, housing (including affordable), social infrastructure and temporary accommodation need to be assessed given they affect both functioning and decision making at the local level.	A range of geographies are used on the basis that significant effects on socio-economic receptors might differ in geography depending on the receptor. This includes the Project Site Boundary, Local Study Area, North West Sussex Functional Economic Market Area (also the same as the North West Sussex Housing Market Area, 'NWS HMA'), Labour Market Area and Six Authorities Area. Reasoning and justification for these is given within the Socio-Economic Chapter. Local authority level outputs are also provided. A further study area has also been adopted for the purposes of	Consultation Report Annex A, Tables Autumn 2021, Consultation Issues Tables [APP-219] Consultation Report Annex Summer 2022,	Not Agreed

		<p>Updated position (Deadline 1): The Applicant has not provided a satisfactory response to the question. An assessment of impacts at local authority level is necessary to understand the implications on the local areas surrounding the Scheme. See LIR for concerns specific to Crawley.</p> <p>Updated Position (Deadline 3): The assessment should provide a commentary to adequately explain the extent of impacts at a local level.</p> <p>Updated position (Deadline 5): As set out at 2.86 of the West Sussex Deadline 4 Submission [REP4-042] and at several points prior to this, the Applicant has not provided a satisfactory response to the Local Authorities' point that assessments at the local authority level are needed for those to inform potential socio-economic effects at a local level. The Local Authorities are still waiting for reasonable explanation for why an assessment at the local level has not been undertaken. Whilst the Applicant cross-refers to information provided submitted prior to Deadline 1, this does not address the points that assessment at the local level is required which is -supported by a qualitative commentary on the implications of the Project.</p> <p>The council has discussed ongoing concerns through West Sussex LIR [REP1-068] Sections 18.36 to 18.48, West Sussex Deadline 3 Submission [REP3-117] Sections 2.2 and 2.3, and West Sussex Deadline 4 Submission [REP4-042] Sections 2.118 to 2.124. These principally focus on whether the Applicant's assumptions for NHB workers are sufficiently precautionary, particularly given more conservative assumptions made for other DCOs in the south east of England, and having regard to existing skills shortages within the construction industry.</p> <p>CBC suggest consolidating this row with others, as set out at Row 2.19.1.2</p>	<p>assessing housing effects, as housing effects are felt across housing market areas which are not reflected in any of the other geographies. In the Summer 2022 consultation it was commented the analysis did not address previous concerns about most of the demand for housing being concentrated in the NWS HMA. Subsequently, for the assessment of population and housing effects, outputs are given at a local authority level within Annexes including for the key scenarios a total specifically for the NWS HMA</p> <p>Updated position (April 2024): The Applicant restated its position in Issue Specific Hearing 3 – information is provided on impacts at local authority level but the assessment of significance is (correctly) done at the functional market area level.</p> <p>ES Appendix 17.9.3: Assessment of Population and Housing Effects contains a housing assessment at a local authority level and the Applicant's Response to Issue Specific Hearings includes a local authority-level assessment for all authorities where more than one non-home based worker is expected to be based (Crawley, Reigate and Banstead, Mole Valley, Mid Sussex, Tandridge, Horsham and Croydon).</p> <p>Construction employment at the local authority level is provided in ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical note.</p>	<p>Consultation Issues Tables [APP-221] ES Chapter 17 Socio-Economics [APP-042] paras 17.4.8-13</p> <p>Socio-Economic Effects Figures [APP-052] Figure 17.4.2</p> <p>Appendix 17.6.1 Socio-Economic Data Tables [APP-197]</p> <p>Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201] para 1.2.1-6 and Annexes 4, 7 and 8</p> <p>Updated position (April 2024): Deadline 1 Submission – Written Summary of Oral Submissions from Issue Specific Hearing 3: Socio-economics [REP1-058] – Section 3.2.</p> <p>Section 4.25 of Deadline 1 Submission Relevant Representations Report [REP1-048]</p> <p>ISH3 Action Point 5 in the Applicant's Response to Actions ISH2-5 [REP2-005]</p> <p>Appendix 17.9.1: Gatwick Construction Workforce Distribution</p>	
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				Technical Note [APP-199]	
2.19.2.4	Magnitude of impacts definition	<p>Paragraph 17.4.25 presents tables defining the scale of magnitude of impacts for construction and operational periods of the project. The use of numbers and percentages to quantify impact can be challenging especially given all study areas are different and can be influenced by a number of different factors. It is not clear how these the ranges were defined to inform the assessment.</p> <p>Updated position (Deadline 1): Applicant has not explained how the ranges have been defined which can lead to question marks around assessment robustness.</p> <p>Updated Position (Deadline 5): Applicant has still not explained how the ranges have been defined hence there are question marks around assessment robustness.</p>	<p>As shown in ES Chapter 17 Socio-Economics, the thresholds applied vary across receptors and geographies. These are ultimately based on a professional judgment, however proposed thresholds were presented during Topic Working Groups for comment</p> <p>Updated position (April 2024): The magnitude criteria have been based upon industry best practice. Please also refer to response provided at Row 2.19.2.2 of this Table regarding the socio-economic methodology.</p>	<p>ES Chapter 17 Socio-Economics [APP-042] Table 17.4.5-6</p> <p>Updated position (April 2024): The Applicant's Response to the Local Impact Reports [REP3-078] – Section 3.15.</p>	Not Agreed
2.19.2.5	Approach to population growth projections	<p>Population projections show a population increase of nearly 15,000 (or nearly 6,000 homes assuming an occupancy ratio of 2.5). This does not provide a realistic assessment of the population growth likely to occur in this area. There is no sense check of deliverability of these projections against development constraints in Crawley and constraints in other areas such as the flightpath and green belt designation.</p> <p>Updated position (Deadline 1): CBC welcomes the acknowledgement of Crawley's constraints on housing development, which include aircraft noise and safeguarding for a potential future southern runway.</p> <p>Updated Position (Deadline 3): Removed</p>	<p>As set out in GAL's response to housing comments in the Summer 2022 consultation, the housing trajectories used are based on the most recently available at the time of writing, published position of each local authority. These trajectories give a future baseline (in terms of anticipated levels of housing, population and labour force growth). These outcomes have been compared with the housing demand which would be generated based on economic forecasts (from Cambridge Econometrics) plus the Project, to identify any potential shortfalls. Housing demands associated with the Project are therefore implicit within the analysis. The Assessment of Population and Housing Effects is clear that outputs post-2031 should be treated with some caution as many trajectories published by authorities do not go beyond this date. In particular, acknowledging the supply constraints that are likely to exist in Crawley, the analysis trends forward a lower housing figure than the overall trajectory average for the period beyond Crawley's current trajectory.</p>	<p>Consultation Issues Tables Summer 2022 [APP-221]</p> <p>Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201] para 4.3.1-14.</p>	Agreed
2.19.2.6	Application of assessment issues across all scenarios	<p>With regards to the sections on other scenarios:</p> <p>(1) Interim Assessment Year: 2032 (Paragraphs 17.9.80-17.9.119)</p> <p>(2) Design Year: 2038 (Paragraphs 17.9.120-17.9.142)</p> <p>(3) Long Term Forecast: 2047 (Paragraphs 17.9.143-17.9.165)</p> <p>The construction (where applicable) and operational phase assessments have been undertaken in line with the assessment discussed to date. Therefore, all previous comments made on the assessment are relevant here.</p>	<p>This issue requires further explanation from CBC.</p> <p>Updated position (April 2024): This issue still requires further explanation from CBC.</p>	n/a	Not Agreed

		<p>Updated position (Deadline 1): CBC have advised on a number of concerns related to the initial scenario presented in the chapter. These concerns apply to all other scenarios presented in the chapter.</p> <p>Updated position (Deadline 5): The council's concerns are applicable and apply to all of the construction and operational phase assessments.</p>			
2.19.2.7	Cumulative effects	<p>The conclusion that in the absence of information, it is not possible to provide a cumulative assessment for all construction effects, is simplistic and given the significant concerns raised with the main assessment, a comprehensive cumulative assessment should be undertaken to establish if there are potential issues within the study areas. Furthermore, paragraph 17.11.9 states that the construction period of the project will overlap 'to some degree' with Tier 1 schemes. The statement 'to some degree' is understating the potential labour supply issues. It is clear there will be commonality of skills and trades demanded by the project and other construction projects. The operational cumulative effects (first full year) section is based on projections of future population labour supply, jobs and housing and is unlikely to have a material effect on the conclusions from the initial assessment. A number of queries related to population, labour supply, jobs and housing have been raised which would have an impact on this assessment.</p> <p>Updated position (Deadline 1): The Applicant hasn't provided a reasonable explanation for not undertaking a cumulative assessment of construction socio-economic effects. This assessment should be undertaken. Construction skills shortages are a recognised constraint in Sussex and therefore the labour force may have to travel from outside the area (i.e. NHB).</p> <p>In terms of operation, the Applicant is not identifying local issues because they haven't undertaken an assessment of impacts at a local authority level.</p> <p>CBC note the applicant's feedback on housing supply generally. However, the council considers that the Applicant needs to undertake a more granular assessment in the local area relating to temporary accommodation for construction workers as Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting lists. Increased demand from NHB workers will exacerbate this. See LIR information.</p> <p>The council also wishes to understand any future impact from the permanent workforce on affordable housing need. This is a particular</p>	<p>Paragraph 17.11.7 refers only to construction socio-economic effects, not all construction effects.</p> <p>Paragraph 17.11.9 is clear that the data shows that labour supply issues are not anticipated.</p> <p>For operational effects potential effect of the cumulative schemes on the future population, jobs, labour supply and housing in combination with the Project is smaller than the demographic projections assessed in detail in the Assessment of Population and Housing Effects.</p> <p>As set out in response to point 3.4, impacts are already assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.</p> <p>Updated position (April 2024): There is no Crawley construction labour market. It is appropriate to do the assessment at functional market area level. There -is also no evidence that construction skills shortages give rise to constraints either in general or for this project specifically. However, the assessment already takes account of workers travelling from outside the area, including NHB workers. The assessment assumes 20% NHB which is significantly higher than the national and regional averages of 5% and 6%.</p> <p>A bottom-up cumulative assessment of construction activity over the next 10 years would show significantly more labour available than there is demand because most construction projects over that time period are not yet planned.</p> <p>The latest data from the CITB shows a decline in demand for infrastructure construction workers in the next few years.</p> <p>A further response on the construction workforce and accommodation issues is provided in the Construction Labour Market and Accommodation Impacts note in response to Local Impact Reports.</p>	<p>ES Chapter 17: Socio-Economics [APP-042]</p> <p>ES Appendix 17.9.3: Assessment of Population and Housing Effects [APP-201].</p> <p>Updated position (April 2024): ES Chapter 17: Socio-Economics [APP-042] – Table 17.6.6 and Section 17.9</p> <p>The Applicant's Response to Local Impact Reports Appendix D – Construction Labour Market and Accommodation Impacts [REP3-082]</p>	Under discussion

		<p>concern for Crawley, as the borough's affordable housing need is almost as high as its overall housing need of which only 42% can be met within the borough.</p> <p>Updated Position (Deadline 3): The Applicant should undertake an assessment at local authority level for those authorities based in the FEMA, providing a qualitative commentary to explain the implications rather than just signposting to numeric tables.</p> <p>Updated Position (Deadline 5): As per the council's response to 2.19.1.6 and 2.1.9.1.7, CBC remain concerned that there are already local labour supply constraints in the construction sectors and question whether an assumption of 20% NHB workers is sufficiently precautionary given much higher NHB worker assumptions factored into the methodology of other DCOs elsewhere in the south-east of England.</p>	<p>The Assessment of Housing and Population Effects shows the potential number of workers that may live in affordable housing. This is under very conservative assumptions. Most of those workers are already within the existing population.</p>		
2.19.2.8	<p>The approach to analysis of housing delivery does not analyse the full range of inputs required when determining local housing needs or requirements at a housing market area or local level (such as market signals, affordable housing or constraints on housing supply)</p>	<p>There needs to be a more granular assessment of housing delivery in the area, in particular of future supply, as well as the unmet affordable housing need to inform the assessment. The Applicant fails to consider the complex reasons affecting housing supply</p> <p>Updated position (Deadline 1): CBC note the applicant's feedback on housing supply generally. However, the council considers that the Applicant needs to undertake a more granular assessment in the local area regarding temporary accommodation for construction workers as Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting lists. Increased demand from NHB workers will exacerbate this. See LIR information.</p> <p>The council also wishes to understand any future impact from the permanent workforce on relating to the unmet affordable housing need. This is a particular concern for Crawley, as the borough's affordable housing need is almost as high as its overall housing need of which only 42% can be met within the borough.</p> <p>Updated position (Deadline 5): The council has stated its concerns relating to the Applicant's assumptions for NHB workers and labour supply at 2.19.2.7 above. In short, if the Applicant's assumptions for NHB workers are not sufficiently precautionary, it follows that demand for short-term accommodation during the construction phase will be higher than is being assumed for by the Applicant. Further, as set out West Sussex Deadline 3 Submission [REP3-117] Sections 2.2 and 2.3, the council retains its concerns about the availability of temporary and short-term accommodation during the construction phase, given</p>	<p>A similar comment was made in response to the Autumn 2021 consultation; GAL's response stated that the Assessment of Population and Housing Effects adopts the same approach as applied in Strategic Housing Market Assessments which are typically prepared for the purposes of plan-making.</p> <p>Following other comments raised on the approach taken to assessing housing effects which were received in the Autumn 2021 and Summer 2022 consultations (and as outlined in GAL's responses), a range of analysis has been added to the Assessment of Population and Housing Effects throughout the process, including analysis of potential affordable housing demand (based on a breakdown of jobs by classification), temporary housing demand during construction, additional commentary on housing trajectory points raised (including past delivery trends and potential impacts of water/nutrient neutrality) and additional detailed outputs at a local authority level.</p> <p>Updated position (April 2024): Please refer to the response at Row 2.19.2.7 of this Table.</p>	<p>Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201].</p>	<p>Under discussion</p>

existing constraints on the supply of such accommodation (reflected in declaration of the CBC Housing Emergency). As such, the council considers that a contribution to facilitate a net gain in HMO accommodation is justified.

CBC note the Applicant's Response to Local Impact Reports Appendix D – Construction Labour Market and Accommodation Impacts [REP3-082] (cited in its response to 2.19.2.7). 3.3.2 of that document sets out that NHB workers would not be expected to purchase property in the area, so would not be contributing to this aspect of the housing emergency. This is not a point that CBC has sought to make; rather the concern of the council is that NHB workers will place pressures on short-term/temporary accommodation that is needed to support those on the council's housing waiting list. The Applicant, at 3.2.3 and 3.2.4, notes the council's stated position that water neutrality matters are not anticipated to reduce overall housing delivery in Crawley – that is correct, but it has had the effect of slowing housing delivery, and this is increasing the pressures of short-term and temporary accommodation, hence the Housing Emergency declaration.

At 3.2.5, the Applicant cites Crawley's performance in the Housing Delivery Test (2022), measuring at 362%. CBC considers that the Housing Delivery Test results in recent years provide a somewhat distorted view as to how housing delivery has fared in relation to the adopted Local Plan housing requirement, reflecting peculiarities of the calculation methodology. As stated in the West Sussex LIR [REP1-068] at paragraph 18.78, the key point is that in Crawley, only 42% of housing needs can be met through new housing development within the borough boundaries, and only 17% of Crawley's identified affordable housing can be met in the borough.

The council accepts, to an extent, the Applicant's point that a number of workers will be existing residents so will not increase the demand for housing. However, it cannot be said with certainty that all workers in lower-paid jobs will be Crawley based, and it remains a possibility that people will move to Crawley from outside of the borough. Such individuals would be eligible for low-cost home-ownership after just one year of working or living in Crawley, and after five-years of living or working in Crawley they would become eligible to bid for social or affordable rent within Crawley. In addition, if workers from outside of Crawley are already residing in social housing and they accept a permanent work placement in Crawley, then they will become eligible to bid for social housing within Crawley. Therefore, it cannot be said with certainty that there will be no increase in the need for affordable housing in Crawley as a result of the operational phase of the DCO and

		the council remains of the view that a contribution to affordable housing is appropriate.			
2.19.2.9	Labour supply constraint	<p>The Gravity Model used to identify the split of construction workers as 80% HB and 20% as NHB does not appear to have taken account of current labour supply constraints within the local authorities located in the FEMA. Given these constraints, an assumption of 80% HB construction workers doesn't appear to be very realistic in practice or indeed a worst case approach.</p> <p>Updated position (Deadline 1): Construction skills shortages are a recognised constraint in Sussex and therefore the labour force may have to travel from outside the area (i.e. NHB). The Council is concerned about the demand for temporary accommodation for construction workers should there be a greater proportion of NHB workers as Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting lists. Increased demand from NHB workers will exacerbate this. See LIR information.</p> <p>Updated Position (Deadline 5): As per the council's response to 2.19.1.6 and 2.1.9.1.7, CBC remain concerned that there are already local labour supply constraints in the construction sectors and question whether an assumption of 20% NHB workers is sufficiently precautionary given much higher NHB worker assumptions factored into the methodology of other DCOs elsewhere in the south-east of England.</p>	<p>This is explained in the Gatwick Construction Workforce Distribution Note. The average proportion of non-home based workers in England is 5% and in the South East is 7%. A NHB share of 20% therefore is conservative.</p> <p>There is no evidence of a shortage of construction workers such that the project would be unable to recruit HB workers. GAL will seek to employ contractors who have a workforce and these will include local contractors.</p> <p>Whilst the project itself is large, its demand for workers is small in the context of the size of the construction workforce</p> <p>Updated position (April 2024): Please refer to the response at Row 2.19.2.7 of this Table.</p>	<p>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note [APP-199].</p> <p>Updated position (April 2024): Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201] – Section 5.</p> <p>The Applicant's Response to Local Impact Reports Appendix D – Construction Labour Market and Accommodation Impacts [REP3-082]</p>	Under discussion
2.19.2.10	Additionality assumptions	<p>It is unclear to what extent additionality assumptions have been accounted for in the estimates of GVA and employment effects including direct, indirect, induced and catalytic effects. Paragraph 6.3.5 states that estimating net direct, indirect and induced impacts requires assumptions on displacement that are difficult to determine robustly. Whilst it is acknowledged that estimating levels of displacement can be tricky, assumptions can still be applied through the application of a precautionary approach and use of benchmarks.</p> <p>Updated position (Deadline 1): Applicant hasn't explained the assumptions made with regards to additionality. Table 6.1 provides total job numbers but does not provide any explanation on assumptions.</p> <p>Updated Position (Deadline 5): Although the Applicant provided some further explanation in REP3-78 (pages 100-105), the council remains concerned that the methodology is not robust for the reasons set out at paragraphs 57-60 of REP4-052. It is understood that the Applicant contends that its assessment of the total employment impact of the</p>	<p>The estimate of total net effect (direct, indirect, induced and catalytic) ie taking account of additionality is set out in Table 6.1.</p> <p>Para 6.3.5 is referring to estimating net DII only.</p> <p>Updated position (April 2024): The underlying methodology for calculating the total of DII and Catalytic is net of displacement. It is the net change in employment expected across the region from the growth of the airport, net of any displacement or crowding out. No individual assumptions are made – it is inherent in the methodology.</p> <p>Following TWGs, the Applicant is preparing a further explanatory note.</p>	<p>ES Appendix 17.9.2 Local Economic Impact Assessment [APP-200].</p>	Not Agreed Under Discussion

		<p>growth of the Airport is calculated on a net basis, such that any local displacement is accounted for. As a consequence, it is claimed by the Applicant that, to the extent that the direct, indirect and induced impacts may be estimated on a gross employment gain basis, this effect is neutral in terms of the estimate of total direct, indirect, induced and catalytic employment given that the catalytic employment is estimated as the difference between the total net employment gain and the calculated direct, indirect and induced employment. Given the concerns expressed regarding the catalytic impact methodology, the council do not accept that displacement has adequately been accounted for in the employment estimates, not least as no account is taken of the extent to which growth at Gatwick would be displaced from other airports. When coupled with the concerns regarding the catalytic impact methodology as a whole, little confidence can be placed on the reliability of the estimates of net local employment gain.</p>			
2.19.2.11	Approach to calculating operational employment	<p>Clarification is required from the Applicant with regards to its approach and calculations in relation to operational employment.</p> <p>Updated position (Deadline 1): Awaiting Consultant input following TWG 15 Feb</p> <p>Updated position (Deadline 5): The position regarding calculation of operational employment and GVA (i.e. on-site employment, indirect and induced employment and the associated GVA) is agreed. Please note this is distinct from any issues regarding the local impact of employment and implications for housing, employment and training, as well as considerations of construction employment and the wider catalytic impact of the airport on other business growth and employment.</p>	<p>The approach to calculating operational employment is fully explained in the ES chapter and appendices.</p> <p>Updated position (April 2024): The Applicant understands that the estimate of operational employment is now agreed (email from York Aviation on 9th April 2024) and requests the status of this item is changed to reflect this.</p>	ES Appendix 17.9.2 Local Economic Impact Assessment [APP-200].	Not Agreed
2.19.2.12	Sensitivity and magnitude gradings	<p>The Applicant needs to revisit the sensitivity and magnitude gradings for several assessments in the Socio-Economic chapter of the ES (Chapter 17).</p> <p>Updated position (Deadline 1): Whilst the Applicant presented their method and assessment at the TWG sessions, these were not agreed with by the local authorities who provided written feedback on their concerns to the Applicant.</p> <p>CBC has concerns related to sensitivity and magnitude criteria for several socio-economic receptors.</p> <p>Updated position (Deadline 5): Council concerns remain related to sensitivity and magnitude criteria for several socio-economic receptors. Applicant has not addressed this.</p>	<p>An overview of the baseline environment is set out in Section 17.6 of ES Chapter 17: Socio-Economic, including the economic and labour market baseline, population and housing baseline, and community facilities baseline. Detailed data is provided in ES Appendix 17.6.1: Socio-Economic Data Tables for all of the socio-economic characteristics profiled across all the study areas, as well as at the individual Local Authority level.</p> <p>The methodology and presentation of the assessment was discussed and agreed through a series of Socio-Economics TWGs, including sessions on 16th May, 7th July, 28th September, 18th November and 6th December 2022, and 31st July 2023.</p> <p>A range of geographies are used on the basis that significant effects on socio-economic receptors might differ in geography</p>	ES Chapter 16: Socio-Economics [APP-042] and ES Appendix 17.6.1: Socio-Economic Data Tables [APP-197]. Updated position (April 2024): ES Chapter 17: Socio-Economics [APP-042] – Table 17.6.6.	Not Agreed

			<p>depending on the receptor. This includes the Project Site Boundary, Local Study Area, North West Sussex Functional Economic Market Area (also the same as the North West Sussex Housing Market Area, 'NWS HMA'), Labour Market Area and Six Authorities Area. Reasoning and justification for these is given within the Socio-Economic Chapter. Local authority level outputs are also provided. A further study area has also been adopted for the purposes of assessing housing effects, as housing effects are felt across housing market areas which are not reflected in any of the other geographies. In response to the Summer 2022 consultation it was commented the analysis did not address previous concerns about most of the demand for housing being concentrated in the NWS HMA. Subsequently, for the assessment of population and housing effects, outputs are given at a local authority level within Annexes including for the key scenarios a total specifically for the NWS HMA.</p> <p>Updated position (April 2024): The magnitude criteria in ES Chapter 17: Socio-Economic have been based upon industry best practice. The Applicant has also justified sensitivity at various socio-economic receptors in Table 17.6.6.</p>		
2.19.2.13	Assessment at local authority level	<p>The assessment of socio-economic effects has been undertaken at different geographical levels but has not assessed impacts at a local authority level. This is despite ongoing concerns raised concerning labour supply, housing (including affordable housing) and temporary accommodation in Crawley. As a result of this approach, the assessment does not identify specific impacts on Crawley.</p> <p>Updated position (Deadline 1): An assessment of impacts is required at the local authority level.</p> <p>Whilst the Applicant presented their method and assessment at the TWG sessions, these were not agreed with by the local authorities who provided written feedback on their concerns to the Applicant.</p> <p>Updated position (Deadline 5): As set out at 2.86 of the West Sussex Deadline 4 Submission [REP4-042] and at several points prior to this, the Applicant has not provided a satisfactory response to the Local Authorities' point that assessments at the local authority level are needed for those to inform potential socio-economic effects at a local level. The Local Authorities are still waiting for reasonable explanation for why an assessment at the local level has not been undertaken. Whilst the Applicant cross-refers to information provided submitted prior to Deadline 1, this does not address the points that assessment at the</p>	<p>An overview of the baseline environment is set out in Section 17.6 of ES Chapter 17: Socio-Economic, including the economic and labour market baseline, population and housing baseline, and community facilities baseline. Detailed data is provided in ES Appendix 17.6.1: Socio-Economic Data Tables for all of the socio-economic characteristics profiled across all the study areas, as well as at the individual Local Authority level.</p> <p>The methodology and presentation of the assessment was discussed and agreed through a series of Socio-Economics TWGs, including sessions on 16th May, 7th July, 28th September, 18th November and 6th December 2022, and 31st July 2023.</p> <p>A range of geographies are used on the basis that significant effects on socio-economic receptors might differ in geography depending on the receptor. This includes the Project Site Boundary, Local Study Area, North West Sussex Functional Economic Market Area (also the same as the North West Sussex Housing Market Area, 'NWS HMA'), Labour Market Area and Six Authorities Area. Reasoning and justification for these is given within the Socio-Economic Chapter. Local authority level outputs are also provided. A further study area has also been adopted for the purposes of assessing housing effects, as housing effects are felt across</p>	<p>ES Chapter 16: Socio-Economics [APP-042] and ES Appendix 17.6.1: Socio-Economic Data Tables [APP-197].</p>	Not Agreed

		<p>local level supported by a qualitative commentary is required to understand the local implications of the Project.</p> <p>The council has discussed ongoing concerns through West Sussex LIR [REP1-068] Sections 18.36 to 18.48, West Sussex Deadline 3 Submission [REP3-117] Sections 2.2 and 2.3, and West Sussex Deadline 4 Submission [REP4-042] Sections 2.118 to 2.124. These principally focus on whether the Applicant's assumptions for NHB workers are sufficiently precautionary, particularly given more conservative assumptions made for other DCOs in the south east of England, and having regard to existing skills shortages within the construction industry.</p>	<p>housing market areas which are not reflected in any of the other geographies. In response to the Summer 2022 consultation it was commented the analysis did not address previous concerns about most of the demand for housing being concentrated in the NWS HMA. Subsequently, for the assessment of population and housing effects, outputs are given at a local authority level within Annexes including for the key scenarios a total specifically for the NWS HMA.</p> <p>Updated position (April 2024): Please refer to the response at Row 2.19.2.3 of this Table.</p>		
Assessment					
2.19.3.1	Workplace earnings trends and impact on affordability	<p>Workplace earnings are shown to be growing at a higher rate than resident earnings and it is implied this may lead to less out-commuting. This trend could impact the affordability ratio, which would have implications elsewhere in the socio-economic evidence, for example, assumptions on future housing growth and demand for affordable housing.</p> <p>Updated position (Deadline 1): Assessment is required at the local authority level to inform potential implications on future housing growth and demand for affordable housing. CBC would reiterate that it is not able to meet its affordable housing need in full within the borough, so there is a significant under-supply of affordable even without the DCO. CBC is particularly concerned about the impact of temporary accommodation demand for construction workers as Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting lists. Increased demand from NHB workers will exacerbate this. See LIR information.</p> <p>Updated position (Deadline 5): Please see the council's response at Row 2.19.2.8 of this table.</p>	<p>In response to the Autumn 2021 consultation greater clarity was sought on the number, type, quality, and location of jobs created by the Project; GAL's response set out the further work that would be undertaken in this regard, including assessing the impact on temporary housing need during construction and housing need across different tenures during operation. In the Summer 2022 response a similar comment was made, that housing affordability should be considered and include types and tenures for new workers and concerns that the assessment did not take account of the type and quality of employment being generated and how this translates into the need for different types of housing. GAL's response reiterated that the potential need for affordable housing in the operational phase was included in the analysis.</p> <p>The Assessment of Population and Housing Effects contains specific analysis of housing need during the construction phase, including the scope within the private rented sector and another housing types/tenures to accommodate potential demand (based on peak employment). It also analysed, based on a breakdown of Project jobs by National Socio-Economic Classification, the potential need for affordable housing and compared this with existing assessments of affordable housing needs undertaken by local authorities, recent delivery affordable housing delivery rates, local plan policies for affordable housing and pipeline supply (based on large-scale strategic schemes and the proportion of affordable housing they expect to deliver). 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>Updated position (April 2024): Please refer to the response at Row 2.19.2.3 of this Table.</p>	<p>Consultation Report, Autumn 2021, Consultation Issues Tables [APP-219]</p> <p>Consultation Report Annex C, Summer 2022, Consultation Issues Tables [APP-221]</p> <p>Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201] Section 6 and 7</p>	Not Agreed

2.19.3.2	Assessment of sensitivity of receptors	<p>Paragraph 17.6.121 presents a table setting out sensitivity of receptors. We question the sensitivity grading for employment and supply chain impacts labour market impacts, disruption of existing resident activities, housing supply in the HMAs relevant to LSA and FEMA, community facilities and services. The sensitivity gradings should be revisited for these receptors.</p> <p>Updated position (Deadline 1): CBC has concerns related to sensitivity and magnitude criteria for several socio-economic receptors.</p> <p><u>Updated position (Deadline 5): Council concerns remain related to sensitivity and magnitude criteria for several socio-economic receptors. Applicant has not addressed this.</u></p>	<p>Section 17.4 of ES Chapter 17 Socio-Economic (APP-042) sets out in detail the updated approach adopted in the ES in relation to defining magnitude and sensitivity.</p> <p>Updated position (April 2024): <u>Please refer to the response at Row 2.19.2.12 of this Table.</u></p>	Section 17.4 of ES Chapter 17 Socio-Economic [APP-042] .	Not Agreed
2.19.3.3	Assessment of construction effects	<p>Assessment of labour market effects, effects on temporary accommodation, effects on community facilities, and effects on employment during construction need to be revisited. Concerns have been raised about the sensitivity of these effects. The magnitude of effects on construction employment for all study areas is also questioned, and magnitude of labour market effects based on magnitude criteria being used. There are also potential data limitations in relation to construction employment calculations as outlined in the review of Appendix 17.9.1. The Applicant hasn't undertaken any assessment at local authority level which is considered essential given existing constraints on labour supply in Crawley.</p> <p>Updated position (Deadline 1): Assessments require revisiting and an assessment at local authority level is required. Construction skills shortages are a recognised constraint in Sussex and therefore the labour force may have to travel from outside the area (i.e. NHB).</p> <p>CBC would reiterate that it is not able to meet its affordable housing need in full within the borough, so there is a significant under-supply of affordable even without the DCO.CBC is particularly concerned about the impact of temporary accommodation demand for construction workers as Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting lists. Increased demand from NHB workers will exacerbate this. See LIR information.</p> <p><u>Updated Position (Deadline 3): The Applicant should also undertake an assessment of impact at local authority level for those authorities based in the FEMA, providing a qualitative commentary to explain the implications rather than just signposting to numeric tables</u></p>	<p>As shown in ES Chapter 17 Socio-Economics, the thresholds applied vary across receptors and geographies. These are ultimately based on a professional judgment, however proposed thresholds were presented during Topic Working Groups for comment</p> <p>Detailed analysis of the construction employment expected to be generated by the Project is provided in ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note, including an assessment of the potential construction labour supply and their spatial distribution. This data has informed the assessment of the labour market within Section 17.9 of ES Chapter 17: Socio-Economic.</p> <p>Effects of the construction phase have been assessed in terms of potential impacts on the construction supply chain measured relative to the scale of construction sector enterprises (as opposed to employment which is used for direct effects only) in each of the assessment areas.</p> <p>GAL's response reiterated that an assessment of the potential demand for housing during the construction phase has been added to the Assessment of Population and Housing Effects.</p> <p>As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.</p> <p>Updated position (April 2024): <u>Please refer to the responses at Rows 2.19.2.3 and Rows 2.19.2.7 of this Table.</u></p>	<p>ES Chapter 17 Socio-Economics [APP-042] Table 17.4.1 and corresponding parts of Sections 6 and 7.</p> <p>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note [APP-199].</p> <p>Section 17.9 of ES Chapter 17: Socio-Economic [APP-042].</p> <p>Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201] Section 6</p>	Under discussion

		<p>Updated position (Deadline 5): Please see the council's response at Row 2.19.2.8 of this table.</p>			
2.19.3.4	Assessment of construction effects during the first year of operation	<p>Assessment of construction effects during the first year of operation (including labour market effects, effects on population, effects on temporary accommodation, construction noise impacts on residents, effects on community facilities, and effects on construction employment) need to be revisited. The magnitude score of high for all study areas is questioned. The number of construction jobs would appear unlikely to have a significant beneficial effect in the FEMA and LMA. It should also be noted that the construction jobs calculation appears to be based on a "maximum" scenario. The Applicant hasn't undertaken any assessment at local authority level.</p> <p>Updated position (Deadline 1): Assessments require revisiting and an assessment at local authority level is required.</p> <p>CBC would reiterate that it is not able to meet its affordable housing need in full within the borough, so there is a significant under-supply of affordable even without the DCO. CBC is particularly concerned about the impact of temporary accommodation demand for construction workers as Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting lists. Increased demand from NHB workers will exacerbate this. See LIR information.</p> <p>Updated Position (Deadline 3): The Applicant should also undertake an assessment of impact at local authority level for those authorities based in the FEMA, providing a qualitative commentary to explain the implications rather than just signposting to numeric tables.</p> <p>Updated Position (Deadline 5): Please refers to the council's responses to Rows 2.19.2.3, 2.19.2.7, 2.19.2.8</p>	<p>Please see the response provided above within this table. Lower levels of construction workforce numbers are assessed within the ES e.g. at para 17.9.81.</p> <p>Updated position (April 2024): Please refer to the responses at Rows 2.19.2.3 and Rows 2.19.2.7 of this Table. Additionally, ES Chapter 17: Socio-economic assess the construction workforce at different stages of the Project, not just at the Peak. A further response is provided in the Construction Labour Market and Accommodation Impacts note.</p>	n/a	Under discussion
2.19.3.5	Operational effect	<p>Assessment of operational labour market effects, effects on housing, population and community facilities and services need to be revisited. We have outlined our concerns above in relation to the magnitude criteria being used for this assessment and the sensitivity grading of this receptor for the LMA and FEMA. The Applicant also hasn't undertaken any assessment at local authority level.</p> <p>Updated position (Deadline 1): Assessments require revisiting and an assessment at local authority level is required.</p> <p>CBC would reiterate that it is not able to meet its affordable housing need in full within the borough, so there is a significant under-supply of affordable even without the DCO.</p>	<p>Please see the response provided at Row 3.6 and 3.12 of this table. for sensitivity/magnitude criteria.</p> <p>ES Chapter 17: Socio-Economics provides an assessment of the Project's effects on the labour market during construction and operational periods. This is underpinned by Section 5 of ES Appendix 17.9.3: Assessment of Population and Housing Effects which provides the labour supply analysis, from both a labour demand and housing delivery perspective.</p> <p>Section 17.9 of ES Chapter 17: Socio-Economics provides an assessment of the indirect, induced, catalytic effects arising from the operational phase of the Project, based on the data in ES</p>	<p>ES Appendix 17.9.3: Assessment of Population and Housing Effects [APP-201]</p> <p>ES Chapter 17: Socio-Economics [APP-042]</p> <p>ES Appendix 17.6.1: Socio-Economic Data Tables [APP-197]</p>	Under discussion

		<p>Updated Position (Deadline 3): The Applicant should also undertake an assessment of impact at local authority level for those authorities based in the FEMA, providing a qualitative commentary to explain the implications rather than just signposting to numeric tables.</p> <p>Updated Position (Deadline 5): Please refers to the council's responses to Rows 2.19.2.3, 2.19.2.7. 2.19.2.8.</p>	<p>Appendix 17.9.2: Local Economic Impact Assessment. The assessment within ES Chapter 17 is provided on the basis of study areas, including Six Authorities Areas and Northern West Sussex Functional Economic Market Area and as well as nationally. Detailed data at the local authority level is contained in Table 3.1.2 of ES Appendix 17.6.1: Socio-Economic Data Tables.</p> <p>Updated position (April 2024): Please refer to the responses at Rows 2.19.2.3, 2.19.2.7 and 2.19.2.12 of this Table.</p>	<p>ES Appendix 17.9.2: Local Economic Impact Assessment [APP-200].</p>	
2.19.3.6	Water neutrality implications on housing delivery	<p>It is not correct for the Applicant to surmise at 4.3.11 that the Local Authorities (as of August 2021) would have been able to take account of water neutrality implications on housing delivery through their trajectories. Issue of the Natural England Position Statement in September 2021 instantly applied water neutrality requirements to planning applications, effectively stopping development as planning applications could not be consented without having demonstrated water neutrality. As such, the housing delivery implications of water neutrality were not fully understood as of August 2021. Furthermore, the Applicant has not used the latest housing delivery reports which would take account of these issues.</p> <p>Updated position (Deadline 1): CBC Modifications Local Plan is currently out for consultation. This sets out a revised trajectory that does factor in water neutrality. However, CBC are not raising concerns about the impact of water neutrality.</p> <p>Updated Position (Deadline 3): The council would reiterate the factual point that the August 2021 housing trajectory could not take account of water neutrality (as the Natural England Position Statement was not issued until September 2021). We note that although water neutrality has delayed housing delivery, it is not anticipated to reduce the overall projected housing delivery for Crawley – this reflects the position at the recent Crawley Local Plan Examination hearings. For information, the Crawley Borough Local Plan 2023- 2040, Main Modifications Consultation Draft, February 2024 includes an updated housing trajectory (base date 31 March) covering the Plan period 2023 to 2040.</p>	<p>Analysis of the potential impact of water neutrality on housing trajectories is included in the Assessment of Population and Housing Effects, including justification for why – on the basis of this analysis - this was not taken forward within the scenario modelling.</p>	<p>Para 4.3.8 onwards of ES Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201].</p>	CBC not pursuing this point
2.19.3.7	Assessment of impacts on labour supply	<p>Paragraph 5.2.14 states that the project is only expected to be a determinant in whether there is labour shortfall or surplus in the HMA for one area (Croydon and East Surrey) where the project tips surplus into supply in a single year. The basis for this conclusion does not appear robust, as based on the analysis the project is shown to exacerbate labour shortfall issues across multiple areas. Furthermore, if underlying inputs in the model are changed to reflect the fact that the</p>	<p>The assessment shows that across the study area as a whole there is a labour surplus even with the project as well as a surplus in individual housing market areas except Croydon and East Surrey.</p> <p>The assessment is very conservative in assuming all jobs are net additional above the forecasts and that there is no change in employment or economic activity rates or commuting.</p>	<p>ES Appendix 17.9.3: Assessment of Population and Housing Effects [APP-201].</p>	Under discussion

		<p>labour market is already more constrained as has been modelled, it is likely shortfalls would be greater across many of the areas.</p> <p>Updated position (Deadline 1): Construction skills shortages are a recognised constraint in Sussex and therefore the labour force may have to travel from outside the area (i.e. NHB). CBC is concerned about the impact on temporary accommodation in particular, e.g. see Rows 3.10 and 3.13. We would also draw attention to the identified skills shortage in Crawley, as this may have implications for the availability of suitable labour.</p> <p>Updated Position (Deadline 5): Please refers to the council's responses to Rows 2.19.2.3 and 2.19.2.7.</p>	<p>As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.</p> <p>Updated position (April 2024): Please refer to the response at Row 2.19.2.7 of this Table.</p>		
2.19.3.8	Vacant properties	<p>In paragraph 6.2.3-6.2.4 the Applicant provides an analysis of vacant properties, which implies that bringing these back into use will help meet the demand generated by non-home based workers. There is no analysis of why these properties are vacant, length of time vacant and barriers bringing them back into use.</p> <p>Updated position (Deadline 1): CBC is particularly concerned about the impact of temporary accommodation demand for construction workers as Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting lists. Increased demand from NHB workers, however limited, will exacerbate this. See LIR information.</p> <p>Updated Position (Deadline 5): Please refers to the council's responses to Rows 2.19.2.3 and 2.19.2.7.</p>	<p>To determine the potential housing effects, the number of NHB workers (ie those who will temporarily migrate to the area) allocated to each local authority area has been compared with the total number of bed spaces available in the private rented sector. Table 6.1.1 of ES Appendix 17.9.3 sets out the distribution of NHB construction works (at peak) within the key authorities. The numbers in any single local authority are very small and their lengths of stay will be relatively short. In Crawley the peak number of NHB workers is estimated to be only 115 and not all of these will seek PRS accommodation.</p> <p>Updated position (April 2024): Please refer to the response at Row 2.19.3.7 of this Table. Additionally, the Applicant has provided an assessment using updated data from the 2021 Census, including updated data on vacant bedspaces within The Applicant's Response to Actions in ISH 2 – 5.</p>	<p>ES Chapter 17 Socio-Economic [APP-042].</p> <p>ES Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201].</p> <p>Updated position (April 2024): ISH3 Action Point 5 in the Applicant's Response to Actions ISH2-5 [REP2-005]</p>	Not Agreed
2.19.3.9	Impacts on affordable housing	<p>Paragraph 7.5.1 recognises that the project is likely to generate demand for affordable rented housing which is greater than the number of homes in the existing stock. If this exercise is done at a local authority level, then the figures are very different and the true impacts at local authority level are being hidden. Secondly, assessment goes on to conclude that despite the demand from the project being skewed towards affordable housing, there are unlikely to be impacts on affordable housing beyond what is emerging or planned for. However, analysis of completions by local authority (Table 7.4.1) has demonstrated that the delivery frequently does not meet the need, and therefore a shortfall is likely. On that basis, the conclusion that the project is unlikely to have any impact on affordable housing demand beyond what is planned for does not appear well founded.</p>	<p>Paragraph 7.5.1 talks about proportions not numbers. The absolute level of demand is significantly lower than the supply of stock.</p> <p>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>Consultation Report Annex A, Autumn 2021, Consultation Issues Tables [APP-219]</p> <p>Consultation Report Annex C, Summer 2022, Consultation Issues Tables [APP-221]</p> <p>Appendix 17.9.3 Assessment of</p>	Not Agreed

		<p>Updated position (Deadline 1): The Project will increase pressures on supply of affordable housing.</p> <p>Applicant should undertake assessment at local authority level to ensure greater understanding of any future impact from the permanent workforce on the unmet affordable housing need. This is a particular concern for Crawley, as the borough’s affordable housing need is almost as high as its overall housing need of which only 42% can be met within the borough</p> <p>Updated position (Deadline 5): <u>The council accepts, to an extent, the Applicant’s point that a number of workers will be existing residents so will not increase the demand for housing. However, it cannot be said with certainty that all workers in lower-paid jobs will be Crawley based, and it remains a possibility that people will move to Crawley from outside of the borough. Such individuals would be eligible for low-cost home-ownership after just one year of working or living in Crawley, and after five-years of living or working in Crawley they would become eligible to bid for social or affordable rent within Crawley. In addition, if workers from outside of Crawley are already residing in social housing and they accept a permanent work placement in Crawley, then they will become eligible to bid for social housing within Crawley. Therefore, it cannot be said with certainty that there will be no increase in the need for affordable housing in Crawley as a result of the operational phase of the DCO and the council remains of the view that a contribution to affordable housing is appropriate.</u></p>	<p>As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.</p> <p>Updated position (April 2024): <u>The affordable housing assessment also includes analysis at local authority level (for the local authorities adjacent to Gatwick) for recent completions, local authority evidence of need, local plans and pipeline supply. Many of the workers at Gatwick will be existing residents so they will not increase the demand for housing.</u></p>	<p>Population and Housing Effects [APP-201] Section 6 and 7.</p>	
<p>2.19.3.10</p>	<p>Private rented sector (PRS) accommodation</p>	<p>Section 6.3 provides details of allocation of NHB workers by local authority vs supply of private rental sector beds. Table 6-5 presents PRS bed supply for 2021 by local authority but it isn’t clear how these figures have been derived given Paragraph 3.5.2 advised the data on bedrooms was gathered from the 2011 Census. In addition, whilst the figures present PRS bed supply, they do not advise on the availability of accommodation. In the light of a declining supply of rental accommodation and feedback from local authorities on limited availability this would seem to be a significant omission</p> <p>Updated position (Deadline 1): There are question marks concerning number of NHB workers.</p> <p>CBC is particularly concerned about the impact of temporary accommodation demand for construction workers as Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting</p>	<p>Paragraph 3.5.4 explains how the estimate has been derived.</p> <p>Table 6.5 shows that even if all NHB workers sought PRS accommodation (which they will not – some will seek B&Bs) the highest demand as a share of stock in any local authority is 0.68%. This is well below any reasonable estimate of vacancy rates in the PRS.</p> <p>The English Housing Survey reports vacancy rates in the PRS that are over twice as high as in the social rented and owner occupied sectors and in 2019/20 (the last available data) these were 10%.</p> <p>Updated position (April 2024): <u>Please refer to the response at Row 2.19.3.7 of this Table.</u></p>	<p>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note [APP-199].</p>	<p>Not Agreed</p>

		<p>lists. Increased demand from NHB workers will exacerbate this. See LIR information.</p> <p>Updated Position (Deadline 5): Please refer to the council's responses to Rows 2.19.2.3 and 2.19.2.7.</p>			
Mitigation and Compensation					
2.19.4.1	<p>Lack of information on implementation plan, performance, measurable targets, funding and financial management, monitoring and reporting. Route map from ESBS to implementation Plan is not identified.</p>	<p>Options identified in the ESBS are not necessarily directly aligned with local specific issues and need. The document states that performance, financial management, monitoring and reporting systems will be set out in detail in the Implementation Plan. It is unclear why the Applicant is unable to provide further details on these arrangements within the ESBS which is the control document in order to provide sufficient reassurance that appropriate systems will be in place. The ESBS also provides no explanation on whether it would differentiate between the provision and outputs offered through the DCO vs. provision and outputs offered in a Business as Usual (BAU) scenario. Furthermore, the ESBS does not set out any process for how the Implementation Plan would be developed. Given the Applicant is currently suggesting that the majority of the relevant content for the local authorities will be set out in the Implementation Plan, it is essential that the Applicant provides further details on the process for delivering this.</p> <p>Updated position (Deadline 1): More detailed information is required in the ESBS as set out in our response.</p> <p>Updated position (Deadline 3): The council note that the ExA have requested that the Applicant submit a first draft Implementation Plan at Deadline 3 (19 April), and welcome the Applicant's establishing of an ESBS Steering Group to feed into this work (first meeting 25 March).</p> <p>Updated Position (Deadline 5) The council welcomes the draft ESBS [REP3-069] but has provided feedback on the document in the West Sussex Joint Local authorities comments on any further information [REP4-042] and awaits the Applicant's response to these issues.</p>	<p>Please refer to ES Appendix 17.8.1 Employment, Skills and Business Strategy (APP-198) for details.</p> <p>The 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 of 145+ 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>Updated position (April 2024): The Implementation Plan will include specific delivery plans for each of the 6 themes in the ESBS. These Delivery Plans will differentiate between BAU activity related to the relevant theme, details of any pilot activity currently being undertaken in that theme, and proposed delivery post consent.</p> <p>To support the development of the draft Implementation Plan, workshops were held on 25 March and 8 April with relevant stakeholders and representatives of the Joint Local Authorities. To assist this work GAL shared examples of draft delivery plans (covering two ESBS themes) and used the workshop to explore delivery against each ESBS theme - including clear information on</p>	<p>ES Appendix 17.8.1 Employment, Skills and Business Strategy [APP-198].</p> <p>Updated position (April 2024): Draft Section 106 Agreement Annex: ESBS Implementation Plan [REP3-069]</p>	<p>Under discussion</p>

			current BAU activity, and ESBS pilot activity. This work will continue at a workshop with JLAs on 30 May and will be used to inform the draft Implementation Plan.		
2.19.4.2	Local benefits for Crawley residents	<p>The uncertainty regarding how Crawley’s residents will access the proposal’s future economic benefits, how specifically Crawley’s residents will benefit economically and insufficient confidence in how such economic benefits for Crawley’s residents will be secured and delivered.</p> <p>Updated position (Deadline 1): More detailed information is required in the ESBS as set out in our initial response in Row 2.19.4.1.</p> <p>Updated Position (Deadline 5): See position in 2.19.4.1</p>	<p>The assessment sets out the likely distribution of new employees, including Crawley residents, based on the current distribution of employees. Crawley residents will not need to do anything special in order to be able to benefit.</p> <p>GAL proposes enhancing the ability of target groups to access employment through the ESBS. The Implementation Plans underneath the ESBS will set out how measures will be targeted (by area or group) and these will be agreed and delivered in partnership with local partners including CBC.</p> <p>It is confirmed within the Socio-Economic Chapter that the Local Study Area incorporates the whole of Crawley and parts of Horsham, Mid Sussex, Mole Valley, Reigate and Banstead and Tandridge. The selection of output areas is based upon a ‘best fit’ match of the urban area surrounding Gatwick, incorporating the main towns of Crawley and Horley and some smaller settlements located near to the Project site boundary such as Charlwood, Copthorne, Hookwood, Ifieldwood, Salfords and Smallfield. A map of the Local Study Area is also provided.</p> <p>The DCO Application was accompanied by ES Appendix 17.9.3: Assessment of Population and Housing Effects which contains an assessment of the population and housing effects of the employment generated by the Project. The assessment is available to view on PINS website.</p> <p>The assessment focuses on the labour and housing market areas, but also sets out the information and data at the Local Authority level. This approach to the population and housing assessment has been presented through a number of Socio-Economics TWGs, including the sessions on 16th May 2022, 7th July 2022 and 6th December 2022.</p> <p>Updated position (April 2024): Please see the response at Row 2.19.4.1 of this Table.</p>	<p>ES Chapter 17 Socio-Economics [APP-042] paras 17.4.8-13 and Socio-Economic Effects Figures [APP-052] Figure 17.4.1 ES Appendix 17.8.1 Employment, Skills and Business Strategy [APP-198].</p>	Under discussion
Other					
2.19.5.1	Incomplete consideration of local planning policies.	The review of policies is considered incomplete (only three adopted policies identified for Crawley and limited analysis of how the Project	Appendix 17.2.1 sets out further policies from the Submission Draft Crawley Borough Local Plan.	ES Appendix 17.2.1: Summary of Local Planning Policy -	Under discussion

		<p>aligns with these. No analysis of some of the potential constraints brought about by the Project on Crawley.</p> <p>Updated position (Deadline 1): All relevant socio-economic policies should be identified and included in the chapter. These will be set out in the LIR.</p> <p>Updated Position (Deadline 3): Removed as an outstanding issue.</p> <p>Updated Position (Deadline 5): CBC notes that the Applicant has now prepared Local Planning Policy Compliance Tables [REP3-055]. In its response to this document, [Table 6.11 REP4-042] the council has highlighted areas, including socio-economic policies, where it disagrees with the Applicant's commentary on policy requirements and compliance (as per 2.17.1.1 above).</p>	<p>Alignment with policy is set out in the Planning Statement.</p> <p>The Socio-Economic ES chapter considers an assessment of the constraints in the area, including labour and housing market constraints.</p> <p>Updated position (April 2024): In the context of the updated position, the Applicant requests that the status is changed to 'no longer pursuing' or 'agreed'.</p>	<p>Socio-Economics [APP-195]</p> <p>7.1 Planning Statement [APP-245]</p> <p>ES Chapter 17 Socio-Economics [APP-042]</p>	
<p>2.19.5.2</p>	<p>AAP-030 Environmental Statement Chapter 5 Project Description states that four hotels are proposed as part of the DCO</p>	<p>Whilst Gatwick Airport represents a sustainable location for hotels, hotels are not defined as an operational use. This raises the question as to whether the proposed hotels can be considered as part of the DCO.</p> <p>Updated position (Deadline 1): ES Chapter 5 (Project Description) (AAP-030) states that four hotels are proposed as part of the application. Through its emerging Local Plan, the Council recognises Gatwick Airport as a sustainable location for hotels, given the specific accommodation demand it generates. However, CBC would like to see further explanation from GAL to explain why they are "associated development" and to expand upon the comments made in the bullet points.</p> <p>CBC note that the Applicant's response at Row 5.3 of Update on the Development of Local Authority Issues Trackers (Ref AS-060) sets out that "Proposals for new hotels assume a ground lease of a certain area and while prospective hotel providers may propose limited ground floor parking underneath a hotel building above this would be a commercial decision for them".</p> <p>This appears to leave the door open for the provision of additional on-airport parking. CBC considers these works should be deleted from the DCO but, IF hotels are to be included as associated development within the DCO, additional controls are needed over these developments, including preventing hotel parking (except for operational spaces) being created in future, and there would need to be some way any future operator would be signed into the airport surface access commitments. This would be to ensure that 'sufficient but no</p>	<p>Section 115 of the 2008 Act provides that development consent may be granted for "associated development" alongside "development for which development consent is required". "Associated development" is defined as development associated with the principal development.</p> <p>As per the 'Guidance on associated development applications for major infrastructure projects' (Department for Communities and Local Government – April 2013), it is for the Secretary of State to decide on a case-by-case basis whether development constitutes "associated development". By reference to the 'core principles' that the guidance notes the Secretary of State will take into account:</p> <ul style="list-style-type: none"> • Associated development should support the construction or operation of the principal development or help address its impacts. Hotel accommodation on-site supports the operation of the airport in providing necessary accommodation for passengers. It further helps to address the airport's impacts, as alluded to in the Councils' comment, by reducing the need for transport between accommodation and the airport. • Associated development should be subordinate to the principal development. The hotels are subordinate to the use of the airport and facilitate this use. They are not an aim in themselves. • Development should not be treated as associated development if its purpose is solely to cross-subsidise the principal development. That is not the case here. 	<p>n/a</p>	<p>Under discussion</p>

		<p>more' parking is provided on-airport consistent with the Applicant delivering upon its Surface Access Commitments.</p> <p><u>Updated position (Deadline 5): CBC notes the Applicant's response confirming that no additional parking is proposed or assumed for any new hotels in relation to the Project. The council would re-state its view that controls will be required to prevent hotel parking (except for operational spaces) being created in future, and there would need to be some way any future operator would be signed into the airport surface access commitments.</u></p>	<ul style="list-style-type: none"> Associated development should be proportionate to the nature and scale of the principal development. The hotels are a proportionately small part of the overall proposed development. <p>In light of the above application of the 'core principles', GAL considers that it would be right for the Secretary of State to conclude that the hotels are "associated development", and that such a conclusion is clearly justified.</p> <p><u>Updated position (April 2024): No additional parking is proposed, or is assumed within the DCO Environmental Assessment, for any new hotels in relation to the Project.</u></p>		
<p>2.19.5.3</p>	<p>Commercial space</p>	<p>As with hotels, the Council seeks clarity as to why commercial space is considered to fall with the scope of the DCO regime and would expect the use of this space to be restricted to airport-related employment uses only, as well as controls over future parking provision.</p> <p><u>Updated position (Deadline 1): CBC cannot see a Row 19.54 on Table 19 Project General Mitigation of the Update on the Development of Local Authority Issues Trackers (Ref AS-060). The Applicant's response at Row 3.86 of that document confirms that one office block is proposed, principally to replace lost airport-related office space at Destinations Place. Airport-related office use would appear to fall within the definition of associated development, but the Applicant's response appears to leave open the possibility that some of the space may be non-airport related.</u></p> <p>The Applicant's response at Rows 5.3 and 5.24 of AS-060 appears to clarify that no parking is proposed for new offices through the Northern Runway Project. However, CBC consider that there would still need to be controls on future use (restricting this to airport-related use) and also with regards to parking (to meet the Applicant's surface access commitments).</p> <p><u>Updated Position (Deadline 3): Applicant to check if the Table 19 Row 19.54 reference is correct as CBC cannot find this. Applicant to clarify if proposed office floorspace is to be used for airport-related use only (with controls in place to ensure this).</u></p> <p><u>Updated Position (Deadline 5): The Applicant's response suggests that offices are intended to be used by occupiers that are not related to the operation of the airport. If that is the case, this would mean that the offices within the DCO are not Associated Development (noting the criteria set out by the Applicant at Row 2.19.5.2 above) because they</u></p>	<p><i>This issue has been responded to at Row 19.54 of Table 19 Project General Mitigation <u>within the previous issues trackers.</u></i></p> <p><u>Updated position (April 2024): The entry in Row 19.54 read: 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."</u></p> <p><u>Restrictions on users generally are not encouraged by planning policy. The Airport is a suitable and sustainable location for offices and it is to be expected that any occupier taking space at the airport will do so for good reasons. There is therefore no need to impose controls.</u></p>	<p>n/a</p>	<p>Under discussion</p>

		<p>could be used by any business with no connection whatsoever with the operation of the airport. The Planning Statement [App-245] states at paragraph 4.5.70 that “Additional office and hotel provision is proposed to meet the needs of airport companies and passengers” which is inconsistent with the April 2024 response from the Applicant. Controls restricting use to airport-related uses only are essential, or this element of the Project should be removed.</p>			
2.19.5.4	Construction Phase Impacts on Temporary Accommodation	<p>The Applicant should review other potential sources that could inform a more up-to-date understanding of available private rented accommodation. This could include liaison with local authorities in the FEMA. The analysis should also take account of other schemes that could need construction workers who may require temporary accommodation.</p> <p>Updated Position (Deadline 5): Please refers to the council’s responses to Rows 2.19.2.3 and 2.19.2.7. CBC is particularly concerned about the impact of temporary accommodation demand for construction workers as Crawley has a shortage of short term private rented accommodation which is increasing the pressure on social housing and creating longer waiting lists. Increased demand from NHB workers will exacerbate this. The council remains concerned that the Applicant’s assumptions for NHB workers are not sufficiently precautionary and do not sufficiently recognise the existing construction skills shortage. These matters are further discussed by the council through REP3-117.</p>	<p>The Applicant has provided a revised assessment of the analysis in Section 6 of Appendix 17.9.3: Assessment of Population and Housing effects using updated data from the 2021 Census including updated data on vacant bedspaces within The Applicant’s Responses to ISH 2-5.</p>	<p>Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201] Section 6.</p> <p>ISH3 Action Point 5 in the Applicant’s Response to Actions ISH2-5 [REP2-005]</p>	<p>Under discussion</p>

2.20. Traffic and Transport

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

Table 0.15 Statement of Common Ground – Traffic and Transport Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline					
2.20.1.1	<p>Robotic parking as a baseline assumption</p> <p><u>Updated Position (Deadline 3): Baseline parking assumptions</u></p>	<p>Do not agree with the applicant’s assumption that 2,500 robotic parking spaces can form part of the baseline. This would significantly increase parking capacity beyond the 100 space temporary three-month trial and would significantly increase parking capacity, the full highway impact of which would need to be properly assessed.</p> <p>Updated position (Deadline 1): GAL advise that the proposed increase in spaces via robotic parking would come forward as Permitted Development through a phased approach, with CBC to be consulted at the appropriate times. As part of PDR consultation, CBC would ask GAL to demonstrate that a proposed increase in parking is justified by evidence of demonstrable need and having regard to GAL’s surface access commitments as per Local Plan Policy GAT3 and the S106 legal agreement.</p> <p>At the present time, the proposed 2,500 space increase has not been justified by evidence, which GAL would presumably provide at the time of each PDR consultation. If that is the case, it is unclear what (if any) evidence is presently in place to demonstrate that a substantial 2,500 space increase through PDR would be consistent with the ‘demonstrable need’ approach and the meeting of surface access commitments placed on GAL through the S106 legal agreement.</p> <p>GAL appears to be assuming that all 2,500 PDR parking spaces can be taken as a given at this stage. However, this assumption is made some way in advance of the individual PDR consultations that GAL advise would be submitted in 2024/25/26. Given that each of those PDR consultations would be expected to be supported by sufficient evidence to demonstrate ‘sufficient but no more parking’ than is needed to ensure GAL’s mode share obligations can be met, it is not considered appropriate for GAL to simply assume, without providing justification through evidence, that 2,500 robotic spaces coming forward through PDR can be considered as forming part of the baseline. It would be more appropriate if GAL were to include this parking as part of the DCO.</p> <p>Updated Position (Deadline 3): <u>The applicant should not be assuming for an increase of 2,500 passenger spaces through robotic parking in its baseline – this should form part of the DCO itself.</u></p>	<p>As explained in Section 4.4 of ES Chapter 4, a GPDO Consultation was submitted for a trial of Robotic Parking in 2019 (Crawley Borough Council reference CR/2018/0935/CON). The trial was delayed due to COVID-19 pandemic. It is proposed to extend robotic parking over a larger area of existing car park to provide the additional 2,500 spaces in three phases - 500 spaces in 2024 and 1000 spaces in each of 2025 and 2026. These further phases will also come forward as permitted development subject to GDPO consultations with Crawley Borough Council.</p> <p><u>Updated position (April 2024): The Applicant has provided a further response on robotic parking at section 4.6 of The Applicant's Response to Actions - ISHs 2-5 [REP2-005] which notes that the intensification of the parking use as a result of the conversion of existing self-park spaces to robotic parking spaces will come forward in advance of the Project as permitted development (pursuant to Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 ("GPDO"), subject to the prior consultation requirements with the local planning authority as set out in the GPDO.</u></p> <p><u>The Applicant has accepted (paragraph 4.6.5 of The Applicant's Response to Actions - ISHs2-5 [REP2-005] that the 820 spaces at the Hilton Hotel should no longer form part of the future baseline or with Project scenarios, but is not seeking to amend its proposal for 1,100 net additional passenger parking spaces.</u></p>	Section 4.4 of 5.1 ES Chapter 4 Existing Site and Operation [APP-029]	Not Agreed

		<p>The applicant should provide evidence to demonstrate that that the Hilton planning permission has been lawfully commenced if it is to be included within the parking baseline.</p> <p>Updated position (Deadline 5): CBC note the Applicant's response regarding the lapsed Hilton parking.</p> <p>Separately to this, the council remain of the view that the 2,500 passenger spaces proposed through robotic parking should form part of the DCO. Given that the Applicant has previously advised PDR consultations on robotic parking will be submitted in 2024/25/26, it is questionable whether these parking changes will come forward in advance of the DCO, which (if consented) would likely be in place from 2025.</p>			
2.20.1.2	Updated Staff Travel Survey	<p>CBC note that GAL has now received initial results from its updated 2023 staff travel survey. Much of GAL's evidence is relying on data from the 2016 and 2019 staff surveys, and there is a question as to how robust this approach is if the 2023 survey is showing changes in staff travel habits since the earlier surveys.</p> <p>Updated position (Deadline 1): Noted and CBC welcome the sharing of these results. Please could GAL provide a timeline as to when these findings will be available? If there is an opportunity for the DCO to be informed by the most up-to-date information, this would be preferable to a reliance on older data that may reflect significantly different (pre pandemic) travel habits.</p> <p>Updated Position (Deadline 3): Now deleted.</p>	<p>The 2023 staff travel survey is currently being analysed and results will be shared with CBC once available.</p> <p>Updated position (April 2024): This issue appears to be combined into Row 2.20.5.1.</p>	ES Appendix 5.4.1: Surface Access Commitments [APP-090]	Under discussion N/A
Assessment Methodology					
2.20.2.1	Methodology used to identify amount of new passenger parking	<p>Unclear what methodology has been used to identify the overall increase in parking numbers.</p> <p>Updated position (Deadline 1): CBC welcome that additional work is being undertaken and may wish to make further comments when this is made available. It will be important that the further information being prepared reflects Local Plan Policy GAT3 (regarding demonstrable need), and the Gatwick ASAS and 106 legal agreement (regarding sufficient but no more on-airport car parking spaces than necessary to achieve a combined on and off airport supply that is commensurate to GAL achieving its surface access commitments). The applicant will need to demonstrate that the amount of parking proposed through the DCO (which CBC consider should include the 2,500 robotic spaces) is justified within the context of GAL's Surface Access Commitments.</p> <p>Updated Position (Deadline 3):</p>	<p>Further information is being prepared on the justification for the required car parking spaces. This will be shared with the local authorities in due course.</p> <p>Updated position (Deadline 1): A Car Parking Strategy will be submitted as part of Deadline 1.</p> <p>Updated position (April 2024): -The Applicant has provided further information on the calculation of future parking demand and the use of the Park & Fly trips within in response to question TT.1.39 in The Applicant's Response to the Examining Authority's Written Questions [REP3-104]. The Park & Fly trip totals are taken from the strategic model and therefore take account of the changes in mode share.</p>	Car Parking Strategy [REP1-051] (Doc Ref. 10.5)	Under discussion

[the Authorities raise the following points relating to the Applicant's calculations:](#)

- [It would be helpful if the Car Parking Strategy could provide a more detailed commentary to explain how the mode share targets and uplift in Park and Fly trips are factored into the calculation. This will need to explain more clearly how the proposed number of new passenger spaces links to the mode share commitments in the SAC. The Authorities' understanding is that it is the "1.20 multiplier" that essentially factors in the Project's mode share targets to the parking need equation, but it would be helpful if this could be clarified by the Applicant.](#)
- [Table 1 of the Car Parking Strategy identifies 2019 passenger parking \(GAL operated\) totalling 40,611 spaces. This broadly reflects the equivalent figure shown in the September 2019 Local Authority Parking Survey, which identifies 40,790 GAL operated spaces. Whilst this shows the total number of GAL operated spaces, the Authorities note that there are other passenger parking spaces on -airport, for example the 3,280 spaces at Purple Parking, and other spaces at on -airport hotels including Povey Cross Travelodge \(623 spaces\) and Sofitel \(565 spaces\). The omitted spaces, whilst not operated by GAL, are on -airport spaces that are used by passengers travelling to/from the airport. From the Car Parking Strategy, it is unclear if or how these \(and other on -airport spaces not operated by GAL\) have been taken into account in the Table 2 worked example. The Authorities would wish to understand how on -airport spaces not operated by GAL are taken into account in any calculations, as to exclude them may present risk that the Applicant is over -estimating the amount of new parking required as a result of the Project.](#)
- [The Authorities note that the Applicant is including within its Baseline the 820 parking spaces proposed at the Hilton Hotel. Notwithstanding the Authorities' concerns as to the appropriateness of some specific projects being included in the Baseline, there would seem a point of consistency as to why the non -GAL operated Hilton proposal is included, when existing non -GAL operated on - airport parking \(as mentioned above\) appears not to factor into the calculations.](#)
- [The Applicant has identified authorised off-airport provision for 2019 as being 21,200 total spaces. This does not appear to tally with the equivalent figure in the September 2019 Local Authority Parking Survey, which identifies 18,110 authorised off -airport spaces. It is unclear why the Applicant's figure is higher. It may be that the Applicant has based its calculations on a different Airport Boundary to that used by the Authorities \(for clarity it is the Gatwick Airport Boundary as shown on the Crawley Local Plan Map 2015 that should be used for the purpose of determining whether a location is on or off-airport\). It is possible that the Applicant may have included within its off-airport figure parking within the airport boundary that is not operated by GAL. It would be helpful if the](#)

[The Applicant has accepted \(paragraph 4.6.5 of The Applicant's Response to Actions - ISHS2-5 \[REP2-005\] that the 820 spaces at the Hilton Hotel should no longer form part of the future baseline or with Project scenarios, but is not seeking to amend its proposal for 1,100 net additional passenger parking spaces.](#)

[As noted in Section 8.6 of The Applicant's Response to Deadline 2 Submissions \[REP3-106\], providers such as Purple Parking and hotel operators which are located close to or within the airport boundary, are considered to be "off-airport" for the purposes of the car parking strategy and calculations . The distinction is between parking under GAL's control, and therefore considered when balancing pricing and demand against sustainable travel mode share targets \(on-airport\) and commercial parking provided by third parties where there is no requirement to support sustainable travel and logically the focus is on maximising parking occupancy. The capacity provided by these third party providers are included in the estimate of off-airport parking as counted annually by Crawley Borough Council and are therefore included in the assessment of parking need.](#)

		<p>Applicant could please clarify in more detail the sites included in its authorised on and off -airport figures, including a map showing the site locations.</p> <p>Updated position (Deadline 5): CBC note the updated information provided by the Applicant in Deadline 4 Submission - 10.21 Response to Rule 17 Letter - Car Parking [REP4-019]. The council strongly disagrees with the Applicant having omitted existing on-airport spaces from its calculations on the basis that these are not operated by GAL. Whilst not operated by GAL, factually these spaces are situated on-airport (located within the Local Plan airport boundary) and are used by passengers travelling to/from the airport, and therefore should add to the percentage of airport users travelling to the airport by private vehicle. These should be taken into account by the Applicant in its calculation of future passenger parking spaces to support the DCO, and this issue brings into question the need for 1,100 further spaces as part of the Project, so to ignore existing on-airport spaces simply because these are not operated by GAL will potentially result in an over-provision. It is now uncertain if/how non-GAL operated on-airport parking is factored into the Applicant's approach to the SACs.</p> <p>To clarify, the annual parking survey counts non-GAL operated spaces, where located within the airport boundary, as on-airport.</p> <p>As a further point, whilst the Applicant has confirmed it is no longer taking account of the lapsed 820 spaces at Hilton Hotel, there remains a point of consistency in that the Applicant was previously including 820 non-GAL operated spaces (over which it has no control) as part of its baseline, but is omitting other non-GAL operated on-airport spaces from its calculations on the basis that it has no control of these spaces.</p>			
2.20.2.2	On-airport parking	<p>The Council agrees that providing any necessary new parking on airport, where justified by a demonstrable need, is the most sustainable strategy, as per the approach of Policy GAT3 of the adopted and emerging Crawley Local Plans. However, the methodology used to identify the overall increase in parking numbers, and therefore how the parking numbers fit within the overall strategy and commitments for sustainable surface access, remains unclear.</p> <p>Updated position (Deadline 1): CBC welcome that additional work is being undertaken and may wish to make further comments when this is made available. It will be important that the further information being prepared reflects Local Plan Policy GAT3 (regarding demonstrable need), and the Gatwick ASAS and 106 legal agreement (regarding sufficient but no more on-airport car parking spaces than necessary to achieve a combined on and off airport supply that is commensurate to</p>	<p>Further information is being prepared on the justification for the required car parking spaces. This will be shared with the local authorities in due course.</p> <p>Updated position (Deadline 1): A Car Parking Strategy will be submitted as part of Deadline 1.</p> <p>Updated position (April 2024): The Applicant submitted the Car Parking Strategy [REP1-051] at Deadline 1 which provides further information about the approach it proposes to take to delivering and managing car parking.</p> <p>Information on the calculation of the future parking demand is set out in The Applicant's Responses to the Examining Authority's Written Questions [REP3-104] at TT.1.38, TT.1.39 and TT.1.41.</p>	<p>Car Parking Strategy [REP1-051] (Doc Ref. 10.5)</p>	<p>Under discussion</p>

		<p>GAL achieving its surface access commitments). The applicant will need to demonstrate that the amount of parking proposed through the DCO (which CBC consider should include the 2,500 robotic spaces) is justified within the context of GAL's Surface Access Commitments.</p> <p>Updated position (Deadline 5): Please refer to the council's response to Rows 2.20.1.1 and 2.20.2.1 above.</p>	<p>The Applicant submitted the Draft Section 106 Agreement [REP2-004] at Deadline 2.</p> <p>The Applicant has provided a further response on robotic parking at section 4.6 of The Applicant's Response to Actions - ISHs 2-5 [REP2-005] which notes that the intensification of the parking use as a result of the conversion of existing self-park spaces to robotic parking spaces will come forward in advance of the Project as permitted development (pursuant to Schedule 2, Part 8, Class F of the Town and Country Planning (General Permitted Development) (England) Order 2015 ("GPDO"), subject to the prior consultation requirements with the local planning authority as set out in the GPDO.</p>		
Assessment					
<i>There are no issues relating to the assessment of this topic within the Statement of Common Ground.</i>					
Mitigation and Compensation					
2.20.4.1	Surface Access Commitments - target mode shares	<p>Insufficient evidence and justification provided to demonstrate how the target mode shares will be achieved. Stronger commitment to the aspirational mode shares should be made.</p> <p>Updated position (Deadline 1): CBC note that the measures and interventions listed in Chapter 7 do not appear to include any improvements to rail access, even though this is a key means of public transport access to the airport. No further information has been provided, so there is no change in authority position.</p> <p>Updated Position (Deadline 3): As per the feedback of West Sussex County Council as Highways Authority, the council retains concerns that it will be challenging to achieve the 55% public transport mode share target through the identified bus and coach measures alone, i.e. without wider bus priority measures nor any changes to rail. There is an opportunity to increase the attractiveness of alternative modes of travel, i.e. through bus priority measures to deliver journey time savings, or a clearer approach as to what rail interventions can be made. Such measures could support delivery of the 55% mode share target for public transport, or enable a greater percentage of staff and passengers to access the airport via sustainable transport modes. West Sussex LIR Paras 17.72 to 17.93 refer.</p> <p>Updated position (Deadline 5): The Applicant's updated position of April 2024 is noted and that an updated version of the Surface Access Commitments (REP3-028) has been submitted at Deadline 3. However, this revised document does not include any further mitigation in relation to bus priority measures. Whilst it makes reference to working with rail</p>	<p>The committed mode shares are the result of the interventions tested in the strategic model. This is set out in Chapter 7 of the Transport Assessment. The SACs sets out clearly the commitments both to the measures and to achieving the mode shares, together with the proposed monitoring approach.</p> <p>Updated position (April 2024): An updated version of ES Appendix 5.4.1: Surface Access Commitments [REP3-028] has been submitted at Deadline 3 which adds further detail to the commitments related to the interventions.</p> <p>The Applicant has responded to the Joint West Sussex LIR in the Applicant's Response to the Local Impact Reports [REP3-078]. To address the comments in the LIR regarding mode shares and different documents:</p> <p>- Surface Access Commitments mode shares and Decade of Change - ES Appendix 5.4.1: Surface Access Commitments [REP3-028] also includes a section on the Applicant's further aspirations, which includes more ambitious mode share targets which the Applicant will be working towards, but the Applicant has set the committed mode shares explicitly to ensure that the core surface access outcomes set out in ES Chapter 12: Traffic and Transport [REP3-016] and in the Transport Assessment [REP3-058] are delivered. It should be noted that Decade of Change references the use of ultra-low and zero emission vehicles in its target of 60% by 2030.</p>	<p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p> <p>ES Chapter 12 Traffic and Transport [AS-076].</p> <p>Transport Assessment [AS-079] and associated annexes.</p>	Not Agreed

		<p>operators to increase mode share under 'Further Aspirations', opportunities to maximise the contribution of rail access do not look to have been explored as part of the proposed SACs. Concerns remain that there is insufficient mitigation and controls within the SACs (REP3-028) to ensure that the modal split commitments are delivered.</p>	<p>- Mode shares in the Transport Assessment [REP3-058] and Surface Access Commitments [REP3-028]. 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 SAC 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>		
2.20.4.2	Surface Access Commitments - rail	<p>High rail mode shares are critical to the SACs but there are no measures to enhance rail services or further improve the station, despite the evidence demonstrating services on the Brighton Mainline will be overcrowded with just standing capacity available and the station will be congested at times.</p> <p>Updated position (Deadline 1): The ASAS and the Surface Access Commitments are heavily reliant on rail access to the airport. Trains are already overcrowded, and whilst the assessment may show the Project does not significantly increase overcrowding, it will have a negative effect (due to there being a greater number of passengers) on the ability to increase rail mode share by rail. Further consideration should be given to interventions that would support an improvement to rail services to encourage greater use.</p> <p>Updated Position (Deadline 3): Request that GAL continue dialogue with Network Rail to agree appropriate mitigation and provide funding to support rail improvements.</p> <p>Updated Position (Deadline 5): Concerns remain that there is insufficient mitigation and controls within the SACs (REP3-028) to ensure that the modal split commitments are delivered.</p>	<p>The rail assessment shows that in some instances by time periods and direction, there is no spare seated capacity available and this is expected to occur in the future baseline even without the Project. The assessment shows no significant increase in rail crowding (including crowding in peak periods) is expected as a result of the Project. The assessment includes all committed improvements proposed by the rail industry, but the last Control Period considered for improvements is CP7 (which is to 2029). Therefore the modelling assumes no further improvements between 2029 and 2047 which is considered a conservative assumption.</p> <p>Updated position (April 2024): The updated position is noted and the Applicant is continuing to undertake technical engagement with Network Rail in relation to the impacts of the Project. The assessment shows no significant effects and the Applicant does not therefore need to provide funding for rail improvements. It should be noted that the Sustainable Transport Fund and Transport Mitigation Fund, as set out in the Surface Access Commitments [REP3-028] and draft S106 Agreement [REP2-004], could be used to contribute to rail interventions if required.</p>	Chapter 9 of Transport Assessment [AS-079]	Not Agreed Under Discussion
2.20.4.3	Surface Access Commitments – Active Travel connections	<p>Enhancements to routes beyond the immediate airport connecting to wider networks, particularly improvements to NCR21 south to Crawley are essential to meet staff mode share targets, given how low current AT mode share is.</p> <p>Updated position (Deadline 1): There is a lot of reference to works alongside highway and how the PRoW link to the highway network which is of course welcomed, but the Northern Runway Project also offers opportunities to enhance the general area for off road routes for active travel and recreational access as well.</p>	<p>The physical improvements as part of the Project form part of our commitment to supporting more active travel by employees living close to the airport, which includes a specific mode share target as set out in the Surface Access Commitments document. An ASAS will be developed to support delivery of the mode share commitments in the SAC document in due course and as part of the ASAS we will continue to engage with local authorities on the need for and provision of active travel infrastructure and related measures as we seek to achieve the commitments we have set out.</p>	ES Appendix 5.4.1: Surface Access Commitments [REP3-028]	Not Agreed

		<p>Updated Position (Deadline 3): Certainty on the delivery of required improvements is needed to determine if the effectiveness /realism of the staff active travel mode share targets are realistic.</p> <p>Updated Position (Deadline 5): CBC welcome recognition that additional active travel interventions will be delivered by the Applicant as and when necessary to support achieving the mode share commitments, particularly for staff mode share. This is more positive than the response to the same issue raised in 2.1.3.1 above. However, as set out in 2.20.4.5 there is a concern regarding how these additional measures would be funded. CBC also support the view of WSCC that improvement of local provision is insufficient to promote active travel away from the road network and also additional recreational routes for walkers and cyclists.</p>	<p>Updated position (April 2024): The Applicant has set out its commitments to active travel mode shares in ES Appendix 5.4.1: Surface Access Commitments and will deliver additional active travel interventions as and when necessary to support achieving the mode share commitments.</p>		
2.20.4.4	Surface Access Commitments– Bus services	<p>Commitments made in relation to bus and coach service provision should include Route 200 (from Horsham, through Crawley’s western neighbourhoods and Manor Royal to Gatwick Airport). Bus priority measures across the network to reduce journey times should also be included.</p> <p>Updated position (Deadline 1): No further information has been provided, so there is no change in authority position.</p> <p>CBC would reiterate that commitments made in relation to bus and coach service provision should include Route 200, recognising this as an important service in accessing the airport from Crawley’s western neighbourhoods.</p> <p>The council would again reiterate its point that bus priority measures should be considered.</p> <p>Updated Position (Deadline 3): The Joint Local Authorities note that the Applicant’s response in the SoCG appears to focus on roads within and close to the airport, but this misses the point that improvements across the whole network should be supported.</p> <p>Provide bus priority measures that achieve improvements on the wider network (or funding for these), not just roads that are within the control of the Applicant. Funding improvements to Route 200 continue to be considered necessary.</p> <p>Updated Position (Deadline 5): The Applicant’s updated position of April 2024 is noted and that an updated version of the Surface Access Commitments (REP3-028) has been submitted at Deadline 3. However,</p>	<p>The proposed surface access highway improvements for bus and coach services and their passengers include improved network performance (as shown in the results of the highway network local modelling set out in section 13 of the Transport Assessment [AS-079], increased network resilience and safety improvements (through grade separation of the existing junctions), improved network connectivity (through the introduction of right turn movements from NT) and improved active travel connections at bus stops.</p> <p>The provision of additional dedicated bus/coach infrastructure as part of the surface access highways scope in the form of further carriageway widening to accommodate additional dedicated bus lanes or further widening of junctions to accommodate additional dedicated bus slip lanes is not considered to be required to achieve the mode share targets set out in the SACs and would result in impacts to existing site features, safety challenges due to the short distances between junctions and the impact to other users and limited further benefits for journey time improvements.</p> <p>The Surface Access Commitments document sets out the bus and coach services identified and included in the modelling work, and GAL is committed to provide reasonable financial support in relation to the services, or others which result in an equivalent level of public transport accessibility.</p> <p>The routes identified are based on the likely catchments to maximise the potential of achieving the committed mode shares.</p>	<p>Transport Assessment, Section 13 Highway Network: Local Modelling [AS-079]</p> <p>Commitments 5, 6 & 7 of the ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p>	Not Agreed

		<p>this revised document does not include any further mitigation in relation to bus priority measures or other sustainable transport modes. Concerns remain that no measures are to be implemented that would increase the attractiveness of alternative modes of travel that would offer time savings over use of the private car such as bus priority measures to deliver journey time savings. Concerns remain that there is insufficient mitigation and controls within the SACs (REP3-028) to ensure that the modal split commitments are delivered.</p>	<p>Updated position (April 2024): The airport is well located to the strategic highway network and a significant proportion of airport related traffic would be along the M23. Journey time assessments have been undertaken for the wider strategic modelling area, and Crawley is included in Performance Area A (see Section 12.5 of the Transport Assessment [AS-079]). The journey time assessment shows that the Project will not result in significant increases in journey times which requires bus priority measures in the wider area.</p> <p>An updated version of ES Appendix 5.4.1: Surface Access Commitments [REP3-028] has been submitted at Deadline 3 which adds further detail to the commitments related to the interventions. The Surface Access Commitments include measures and interventions to enhance local bus services, regional express bus and coach services which are supported by financial obligations in Schedule 3 of the draft Section 106 Agreement [REP2-004]. Funding is not specifically identified for Route 200 as this is not considered necessary to mitigate the effects of the Project or to achieve the mode share commitments. Nevertheless, the Applicant will continue to work with local bus operators and to support network enhancements where it can do so and where this would further increase public transport mode share.</p>		
<p>2.20.4.5</p>	<p>Surface Access Commitments - Funding</p> <p>Updated Position (Deadline 3): Transport Mitigation Fund</p>	<p>No indication of scale of funding for the Transport Mitigation Fund, nor the nature and scale of funding for off-airport parking enforcement. Commitment to continue the parking levy to support the Sustainable Transport Fund is welcomed but the amount per space needs to increase to compensate for the proportionate decrease in staff and passenger parking.</p> <p>Updated position (Deadline 1): Preparation of further information by the applicant is welcomed.</p> <p>Updated Position (Deadline 5): The Transport Mitigation Fund, as currently proposed by GAL, would provide £10million over a nine-year period. We question if this is sufficient, and whilst there remains uncertainty as to what projects this is intended to cover, if there is expectation that it is used for Active Travel north/south/ east/west of the Airport, plus bus priority and/or service improvements across the wider network on routes serving the airport, and potentially also rail improvements, then the £10million is unlikely to be sufficient. As an example, improvement of Crawley Route A alone (Gatwick Airport to Town Centre via Manor Royal) is currently estimated through the Crawley Local Cycling and Walking Strategy (LCWIP) to cost between £4.06m and £7.2m. Three other Active Travel Route improvements are</p>	<p>Further information is being prepared on the application of these measures in support of the Surface Access Commitments.</p> <p>Updated position (April 2024): The arrangements for the TMF are set out in principle in the Surface Access Commitments [REP3-028] and in more detail in the draft Section 106 Agreement [REP2-004]. The fund is to support measures to address potential future unforeseen impacts that arise as a result of the Project and the draft Section 106 Agreement sets out the process that is expected to be followed in seeking funding from the TMF for such interventions, and the role of the TMF Decisions Group. The Applicant will continue ongoing discussions on the draft Section 106 Agreement.</p>	<p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p>	<p>Under discussion</p>

		<p>referred to in the West Sussex LIR (Para 17.92) as mitigation for the DCO – these are collectively costed at between £5.09m and £14.22m. This point is not covered in detail in the West Sussex LIR as discussion has been ongoing. We note that the Transport Mitigation Fund remains subject to ongoing negotiation through the S106 agreement process.</p>			
2.20.4.6	Surface Access Commitments – enforcement	<p>The proposed monitoring framework does not demonstrate how remedial action, should it be necessary, will be secured nor what sanction will be in place should commitments remain unmet.</p> <p>Updated position (Deadline 1): CBC note that the Applicant commits to producing an action plan to identify such additional interventions which they consider reasonably necessary to correct any issues of non-achievement of the surface access commitments. We also note that should two successive Annual Monitoring Report (AMR) show that the targets have not been met, the Applicant commits to providing a further action plan which will be provided to the TFSG so that the group can consider this and comment on it and either approve or reject the plan.</p> <p>Given the annual nature of the AMR, long periods of time could pass when the SACs are not being met and it is not clear whether the additional measures put forward by the Applicant are successfully addressing the identified issues. CBC is of the view that a more robust approach is required to ensure that growth in passenger numbers is suitably aligned with the applicant delivering upon its surface access commitments.</p> <p>It is for this reason that CBC consider that greater certainty should be provided through a 'Green Controlled Growth' approach similar to that progressed at Luton Airport, whereby the growth of the airport is linked to the meeting of the relevant targets associated with surface access transport. This would provide a more effective mechanism (as opposed to GAL's proposed approach of additional interventions and annual review) to ensure that passenger growth is aligned with delivery of the surface access commitments.</p> <p>Updated Position (Deadline 3): CBC remain of the view that a more robust approach is required to ensure that growth in passenger numbers is suitably aligned with the applicant delivering upon its surface access commitments. This is discussed at Paragraphs 17.83 and 17.92 of the West Sussex LIR. Greater certainty should be provided through a 'Green Controlled Growth' approach similar to that progressed at Luton Airport, whereby the growth of the airport is linked to the meeting of the relevant targets associated with surface access transport.</p>	<p>The SAC 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.</p> <p>Updated position (April 2024): The Surface Access commitments being made 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. The updated version of the Surface Access Commitments [REP3-028] sets out a monitoring strategy which is in keeping with the existing process for monitoring ASAS targets and the development of Action Plans in consultation with the Transport Forum Steering Group. The Sustainable Transport Fund and bus and coach contributions are secured in the draft S106 Agreement [REP2-004] to support the increased use of sustainable modes of travel services. The Applicant is also committing to provide a Transport Mitigation Fund, which is secured in the draft DCO S106 Agreement [REP2-004] and would be available to address potential future impacts over and above what was modelled and which were not anticipated. The Applicant has a track record of successfully delivering sustainable transport interventions, achieving this whilst working with stakeholders and service providers through the Transport Forum Steering Group as part of the ongoing ASAS process.</p> <p>The Applicant has responded to the Joint West Sussex LIR in The Applicant's Response to the Local Impact Reports [REP3-078] and will continue to engage with Crawley District Council on this matter.</p>	<p>Section 6 of the ES Appendix 5.4.1: Surface Access Commitments [REP3-028APP-099]</p> <p>Paragraph 6.2.6 of the ES Chapter 12 Traffic and Transport [AS-076]</p> <p>The Applicant's Response to the Local Impact Reports [REP3-078]</p> <p>Draft DCO S106 Agreement [REP2-004]</p>	Not Agreed

		<p>We note the Applicant's response in the Crawley SoCG, which sets out that the proposed SA monitoring strategy is in keeping with the existing process. CBC would however point out that the current process is set through the existing S106 Agreement. That Agreement is not related to any planning permission and is entered into voluntarily by the airport operator. As such, there has been very little, if any scope, for CBC and WSCC to seek substantial changes to the Agreement. Accordingly, although both Authorities have signed the 2022 Agreement, and its predecessors, this should not be taken as an indication of CBC and WSCC being satisfied with its contents and the extent of the mitigation contained within it. This is discussed at Paragraphs 4.6 to 4.16 of the West Sussex LIR.</p> <p>Updated Position (Deadline 5): Concerns remain that there is insufficient mitigation and controls within the SACs (REP3-028) to ensure that the modal split commitments are delivered. The JLA's submitted an Introduction to their proposal for an Environmentally Managed Growth Framework at Deadline4 [REP4-050].</p>			
2.20.4.7	Insufficient mitigation	<p>Insufficient mitigation is proposed to encourage substantial modal shift towards active and sustainable travel.</p> <p>Updated position (Deadline 1): There is not sufficient information to demonstrate how the mode share targets will be met. There is an opportunity here to increase the attractiveness of alternative modes of travel, i.e. through bus priority measures to deliver journey time savings, or a clearer approach as to what rail interventions can be made. Such measures could enable a greater percentage of staff and passengers to access the airport via sustainable transport modes.</p> <p>Updated Position (Deadline 5): The Applicant's updated position of April 2024 is noted and that an updated version of the Surface Access Commitments (REP3-028) has been submitted at Deadline 3. However, this revised document does not include any further mitigation in relation to bus priority and other sustainable transport measures. Concerns remain that no measures are to be implemented that would increase the attractiveness of alternative modes of travel that would offer time savings over use off the private car such as bus priority measures to deliver journey time savings. Concerns remain that there is insufficient mitigation and controls within the SACs (REP3-028) to ensure that the modal split commitments are delivered.</p>	<p>Commitments are set out in the SAC for the Project. The assessment shows that the Project as proposed would not generate significant adverse effects related to traffic and transport and therefore no further mitigation is required.</p> <p>Updated position (April 2024): The interventions set out in the Surface Access Commitments have been tested in the strategic transport modelling to show how the committed mode shares will be achieved. An updated version of ES Appendix 5.4.1: Surface Access Commitments [REP3-028] has been submitted at Deadline 3 which adds further detail to the commitments related to the interventions.</p>	ES Appendix 5.4.1: Surface Access Commitments [APP-090]	Not Agreed
2.20.4.8	Increasing attractiveness of alternative modes of travel	<p>The focus of mitigation has been upon provision of services rather than implementing measures, within GAL's control, to increase the attractiveness of alternative modes of travel, for example, better locations for and improvements to local bus stops at the Airport, and bus priority measures across the network of routes to deliver journey time savings.</p>	<p>This issue has been responded to previously at Row 5.95 and Row 5.242 of Table 5 in Appendix 1.</p> <p>The proposed surface access highway improvements for bus and coach services and their passengers include improved network</p>	Transport Assessment, Section 13 Highway Network: Local Modelling [AS-079]	Not Agreed

		<p>Required bus priority measures include those within the Airport itself, and as part of the new highway schemes, as the Council is aware of delays experienced by local bus operators in the immediate environs of the Airport.</p> <p>Updated position (Deadline 1): The focus of mitigation has been on the provision of service rather than implementing measures to increase the attractiveness of alternative modes of travel.</p> <p>Updated Position (Deadline 5): As above, row 2.20.4.7</p>	<p>performance (as shown in the results of the highway network local modelling set out in section 13 of the Transport Assessment [AS-079], increased network resilience and safety improvements (through grade separation of the existing junctions), improved network connectivity (through the introduction of right turn movements from NT) and improved active travel connections at bus stops.</p> <p>The provision of additional dedicated bus/coach infrastructure as part of the surface access highways scope in the form of further carriageway widening to accommodate additional dedicated bus lanes or further widening of junctions to accommodate additional dedicated bus slip lanes is not considered to be required to achieve the mode share targets set out in the SACs and would result in impacts to existing site features, safety challenges due to the short distances between junctions and the impact to other users, and limited further benefits for journey time improvements.</p> <p>Design details for reconfiguration of Gatwick’s internal forecourt roads including the associated bus infrastructure are to be developed at the detailed design stage.</p> <p>Updated position (April 2024): An updated version of ES Appendix 5.4.1: Surface Access Commitments [REP3-028] has been submitted at Deadline 3 which adds further detail to the commitments related to the interventions.</p>		
2.20.4.9	Monitoring framework	<p>The proposed monitoring framework does not demonstrate how remedial action, should it be necessary if mode share targets are not met, will be secured nor what sanction will be in place should commitments remain unmet.</p> <p>Updated position (Deadline 1): As per the council’s response to Row 5.6 above, the applicant’s proposed approach could result in long periods of time when the SACs are not being met. It is not clear whether the additional measures put forward by the Applicant are successfully addressing the identified issues. CBC is of the view that a more robust approach is required to ensure that growth in passenger numbers is suitably aligned with the applicant delivering upon its surface access commitments.</p> <p>It is for this reason that CBC consider that greater certainty should be provided through a ‘Green Controlled Growth’ approach similar to that progressed at Luton Airport, whereby the growth of the airport is linked to the meeting of the relevant targets associated with surface access transport. This would provide a more effective mechanism (as opposed to GAL’s proposed approach of additional interventions and annual</p>	<p>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.</p> <p>Updated position (April 2024): An updated version of ES Appendix 5.4.1: Surface Access Commitments [REP3-028] has been submitted at Deadline 3.</p> <p>Please see updated position for Row 2.20.4.6 regarding a ‘Green Controlled Growth’ approach. The Surface Access commitments being made 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>	<p>Section 6 of ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p> <p>Paragraph 6.2.6 of the ES Chapter 12 Traffic and Transport [AS-076].</p>	Not Agreed

		<p>review) to ensure that passenger growth is aligned with delivery of the surface access commitments.</p> <p>Updated Position (Deadline 5): Concerns remain that there is insufficient mitigation and controls within the SACs (REP3-028) to ensure that the modal split commitments are delivered. The JLA's submitted an Introduction to their proposal for an Environmentally Managed Growth Framework at Deadline4 [REP4-050]. This matter is subject to ongoing discussion through negotiation on the S106 agreement.</p>			
2.20.4.10	Modal share targets	<p>The surface access commitments include modal share targets of a minimum of 55% of air passenger journeys to and from the Airport made by public transport, and a minimum of 55% of airport staff journeys to and from the Airport to be made by public transport, shared travel and active modes. It is not clear how commitments are to be secured in the absence of an Airport Surface Access Strategy associated with the DCO.</p> <p>Updated position (Deadline 1): No further information has been provided, so there is no change in authority position.</p> <p>Updated Position (Deadline 5): Discussion is ongoing with regards to how the mode share targets set out in the SACs can best be secured.</p>	<p>The mode share commitments are secured through the SACs document, which itself is secured through a requirement to the draft DCO.</p> <p>Updated position (April 2024): An updated version of ES Appendix 5.4.1: Surface Access Commitments [REP3-028] has been submitted at Deadline 3 which adds further detail to the commitments related to the interventions. These would be secured through Requirement 20 of the draft DCO</p>	<p>Requirement 20 of Schedule 2 to the Draft DCO [AS-004].</p> <p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p>	<p>Not Agreed Under discussion</p>
2.20.4.11	Parking controls and monitoring	<p>Parking controls and monitoring: the Council welcomes Commitment 8 that GAL will fund support for effective parking controls and monitoring on surrounding streets if necessary and support local authorities in enforcing against unauthorised off-airport passenger car parking. The commitment should be clear that this support is offered in the context of GAL achieving its sustainable access targets/commitments.</p> <p>Updated position (Deadline 1): It is anticipated that further discussion will be necessary through the S106 drafting process to identify an appropriate level of funding and (given the complexity of monitoring and enforcement against unauthorised sites) detail effective measurable outcomes.</p> <p>Updated Position (Deadline 5): This matter is subject to ongoing discussion through negotiation on the S106 agreement.</p>	<p>This is noted.</p> <p>Updated position (April 2024): A Draft S106 has been submitted [REP2-004]. The Applicant will continue to engage with stakeholders on this matter.</p>	<p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p>	<p>Under discussion</p>
2.20.4.12	Sustainable Transport Fund	<p>The Surface Access Commitments document sets out a commitment from GAL to the continuing use of the Sustainable Transport Fund (STF), calculated from the car park space levy and retaining the current annual increase, to help achieve mode share commitments. The Council welcomes continuation of the STF. However, it is noted that the Airport will have more passengers and fewer spaces (which is consistent with the sustainable mode share obligations) but because the STF is partly linked to the number of passenger spaces, the STF will effectively be receiving less funding as a percentage of passengers at a time when</p>	<p>Noted. Further information is being prepared on the application of these measures in support of the Surface Access Commitments.</p> <p>Updated position (April 2024): Schedule 3 of the Draft S106 Agreement [REP2-004] sets out the funding for surface access. An updated version of ES Appendix 5.4.1: Surface Access Commitments [DOC REF TBC] has been submitted at Deadline 3 which adds further detail to the commitments related to the interventions.</p>	<p>ES Appendix 5.4.1: Surface Access Commitments [APP-090]</p>	<p>Under discussion</p>

		<p>more funding is needed to support sustainable access to the airport to offset that increase in passenger numbers. Paragraph 5.2.12 refers to the forecourt charge continuing to contribute to the SFT, but it no longer refers to monies from Red Route infringements (as is currently the case) contributing. A Transport Mitigation Fund is also proposed to redress impacts after they have occurred, but it is not clear what level of funding this will provide nor the criteria for allocating funding. Given the need to offset increased passenger numbers with improved sustainable transport opportunities, the Council would be concerned if there were to be a proportionate reduction in GAL's financial contribution to sustainable transport.</p> <p>Updated position (Deadline 1): Noted. CBC welcome the further work being undertaken by the Applicant and would be keen to discuss any suggested methodology and funding levels put forward by the Applicant.</p> <p>Updated Position (Deadline 5): This matter is subject to ongoing discussion through negotiation on the S106 agreement.</p>	<p>The proposals for car parking reduce the number of parking spaces per million passengers per annum but envisage an increase in the total number of passenger parking spaces (on which a tariff is levied to fund the STF) and therefore the annual value of the STF is not expected to reduce.</p>		
Other					
2.20.5.1	Staff Parking Numbers and Updated Staff Travel Survey	<p>Whilst supporting the objective to increase staff travel by sustainable modes, it is not clear how the 1,150 space reduction in staff parking relates to sustainable mode share objectives especially since there will be more staff at the airport as a result of the project.</p> <p>Updated position (Deadline 1): CBC welcome that additional work is being undertaken and may wish to make further comments on it.</p> <p>Updated Position (Deadline 5): CBC had asked how the permanent loss of 1,150 staff spaces factors into the ratio of spaces to staff decreases over time, as this would result in a significant loss of spaces, leaving 4,940 spaces to serve an increased number of staff. The loss of 1,150 spaces would seem less gradual than the 'reduction in spaces relative to staff over time' approach referred to in the Car Parking Strategy. The Applicant's Response to Rule 17 Letter – Car Parking [REP4-017] at Table A1 (Action Point 6) appears to confirm that the proposed 1,150 space reduction in staff spaces will be re-provided as part of the project, enabling the number of staff spaces to be flexed whilst not exceeding the existing 6,090 space total. The addresses the council's question on this matter.</p> <p>CBC note that GAL has submitted information relating to the 2023 Staff Travel Survey. Detail should also be provided as to how the 2023 Staff Travel Survey has (or will) inform the approach to staff parking that is proposed in the Project. It is important that up-to-date evidence on staff</p>	<p>Further information is being prepared on the justification for the required car parking spaces. This will be shared with the local authorities in due course.</p> <p>Updated position (Deadline 1): The Car Parking Strategy (Doc Ref. 10.5) has been submitted as part of Deadline 1.</p> <p>Updated position (April 2024):</p> <p>The Applicant is committed to maintaining staff parking provision at no more than the level of provision in 2019 (6,090 spaces). Although some staff car parking may be lost as a result of construction, the Applicant will replace this through reallocation of space in other car parks, to the extent necessary to provide capacity for staff parking in the context of progress towards the mode share commitments set out in the Surface Access Commitments- [REP3-028]. Any allocation of staff spaces to specific locations will be limited to replacement only, with no net increase. Paragraph 3.5.9 of the Car Parking Strategy [REP1-051] provides details of where the replacement staff car parking would be located.</p> <p>2023 staff travel survey information has been submitted at Deadline 2 as part of The Applicant's Response to Actions - ISHs 2-5 [REP2-005] - see Section 4.2 and Appendix D.</p>	<p>Car Parking Strategy [REP1-051] (Doc Ref. 10.5)</p>	Under discussion

		travel is feeding into the DCO evidence base to help assess the scope for delivering the Surface Access Commitments.			
2.20.5.2	Passenger parking offer and pricing	<p>Unclear if GAL intends to offer a range of parking at different price levels – this is important to ensure a balanced approach between supporting sustainable transport mode share and offering an appropriate range of on-airport parking for those who do need to drive (on-airport parking being more sustainable than off-airport parking).</p> <p>Environmental Statement Chapter 5 (APP-030) details car parking areas and spaces to be lost and replaced. We note that some 3,345 'Summer Special' spaces would be lost, an offer that is at the more affordable end of GAL's pricing range. Do GAL intend to retain the range of pricing and parking packages that are currently available on airport?</p> <p>Updated position (Deadline 1): CBC welcome that additional work is being undertaken and may wish to make further comments on it.</p> <p>Updated Position (Deadline 3): The Car Parking Strategy (and cross reference to the relevant SAC) confirms that GAL will continue to use dynamic pricing for passenger parking to ensure a balanced approach.</p> <p>Updated Position (Deadline 5): CBC note the Applicant's response confirming that dynamic pricing will continue to be applied as part of a balanced approach. No further comments.</p>	<p>Further information is being prepared on the justification for the required car parking spaces. This will be shared with the local authorities in due course.</p> <p>Updated position (Deadline 1): The Car Parking Strategy (Doc Ref. 10.5) has been submitted as part of Deadline 1.</p> <p>Updated position (April 2024): The Car Parking Strategy [REP1-051] and Commitments 8A, 9 and 10 of the revised Surface Access Commitments document [REP3-028] being submitted at Deadline 3 confirm that GAL will continue to use dynamic pricing for passenger parking to ensure a balanced approach.</p>	Car Parking Strategy [REP1-051] (Doc Ref. 10.5)	Under discussion Agreed
2.20.5.3	Permitted development rights	<p>GAL has extensive permitted development rights which include the provision of parking, and the Council is concerned that there is no control through the dDCO or proposed s106 agreement to prevent these being used to create an overprovision of parking in the future, undermining the surface access commitments.</p> <p>Updated position (Deadline 1): Further discussion on this matter is required.</p> <p>Updated Position (Deadline 3): It is considered that greater control is needed to ensure that permitted development rights do not result in an over-provision of on airport passenger parking, undermining the meeting of SACs. This matter is subject to ongoing discussion through negotiation on the S106 agreement.</p> <p>Updated Position (Deadline 5): Concerns remain that there is insufficient mitigation and controls within the SACs (REP3-028) to ensure that the modal split commitments are delivered. This matter is subject to ongoing discussion through negotiation on the S106 agreement.</p>	<p>Discussions with respect to the S106 agreement will take place in due course.</p> <p>Updated position (April 2024): The Applicant submitted the Draft Section 106 Agreement [REP2-004] at Deadline 2 and will continue to discuss this matter with Crawley Borough Council</p>	n/a	Under discussion

2.20.5.4	Surface Access Commitments – Sustainable Transport Fund	<p>Commitment to continue the parking levy to support the Sustainable Transport Fund is welcomed but the amount per space needs to increase to compensate for the proportionate decrease in staff and passenger parking. This matter is subject to ongoing negotiation through the S106 agreement process. Paragraph 17.86 of the West Sussex LIR refers.</p> <p>Ensure that the Sustainable Transport Fund methodology provides sufficient funding to support sustainable transport access to the airport in line with passenger growth. This point does not appear to have been responded to by the Applicant in the SoCG. Under discussion as part of S106 agreement.</p> <p>Updated position (Deadline 5): CBC note that discussion is ongoing with regards to the S106.</p>	<p>Paragraph 4 of Schedule 3 of the Draft S106 Agreement [REP2-004] sets out how the Sustainable Transport Fund will be calculated.</p> <p>To clarify, whilst there is a proportionate reduction in parking per million passengers per annum (which supports the approach to encouraging sustainable transport), there is an overall increase in car parking through committed projects in the future baseline and the proposed increase in 1,100 spaces as part of the Project. This means that the annual value of the STF is expected to increase under the arrangements in the draft Section 106 Agreement [REP2-004]</p>		Under Discussion
2.20.5.5	Surface Access Commitments – Parking Enforcement	<p>CBC welcome the Applicant's offer to make an annual financial contribution towards airport-related parking investigation/enforcement. We do however have concern that the monies proposed are not sufficient to fund a post at the required level. This matter is subject to ongoing negotiation through the S106 agreement process. Paragraph 17.86 of the West Sussex LIR refers.</p> <p>Clarify the nature and scale of funding. Under discussion as part of S106 agreement.</p> <p>Updated position (Deadline 5): CBC note that discussion is ongoing with regards to the S106.</p>	<p>This is noted and the Applicant will continue discussions on matters relating to the S106.</p>		Under Discussion
2.20.5.6	AAP-030 Environmental Statement Chapter 5 Project Description states that four hotels are proposed as part of the DCO.	<p>The Authorities' view is that any such (i.e. hotel-related) parking should be operational parking only so as to support the Applicant's Surface Access Commitments. This is particularly important as the hotels will, in due course, exist as commercial operations operated by other parties and so there is no reason that they should be exempt from the Local Planning Authorities wider policies in relation to car parking merely by virtue of their conception under the DCO for authorising consent.</p> <p>Updated position (Deadline 5): CBC note the Applicant's response confirming that no additional parking is proposed or assumed for any new hotels in relation to the Project. The council would re-state its view that controls will be required to prevent hotel parking (except for operational spaces) being created in future, and there would need to be some way any future operator would be signed into the airport surface access commitments.</p>	<p>No additional parking is proposed, or is assumed within the DCO Environmental Assessment, for any new hotels in relation to the Project.</p>		Under Discussion
2.20.5.7	Commercial Floorspace	<p>CBC consider that there would still need to be controls with regards to parking (to meet the Applicant's Surface Access Commitments).</p>	<p>No additional parking is proposed, or is assumed within the DCO Environmental Assessment, for any new commercial office floorspace in relation to the Project.</p>		Under Discussion

		<p><u>Controls are needed to ensure that any parking provision associated with office uses is consistent with meeting the Surface Access Commitments.</u></p> <p><u>Updated position (Deadline 5): CBC notes the Applicant's response confirming that no additional parking is proposed or assumed for any new offices in relation to the Project. The council would re-state its view that controls will still be required to ensure any future operator would be signed into the airport surface access commitments.</u></p>			
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2.21. Waste and Materials

2.21.1 **Table 2.21** sets out the position of both parties in relation to waste and materials matters.

Table 0.16 Statement of Common Ground – Waste and Materials Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Waste and Materials</i>					

2.22. Water Environment

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

Table 0.17 Statement of Common Ground – Water Environment 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					
2.22.2.1	Assumptions	<p>The Updated flood compensation plan shows that there will be a reduction in size of (i) the Museum Field and Car Park X flood compensation areas, (ii) removal of the flood compensation area to the south of Crawley Sewage Treatment Works and the small area to the east of Museum Field and (iii) the removal of the surface water drainage Pond A and the extension to Dog Kennel Pond from the initial proposal of GAL to provide additional flood storage.</p> <p>CBC has insufficient detail to accept the assumptions set out in this update and request that it is provided with further information.</p> <p>Inconsistency with the design life of what constitute a surface access work and an airfield access work.</p> <p>Updated position (Deadline 1): CBC have requested for the attenuation requirements for 35%CC allowance and the 20%CC allowance, and that this should be compared with the storage provided by the attenuation facilities before and after the respective removal/reduction in their capacities and that this is presented in a simple tabulated format, but this was never done by GAL.</p> <p>Furthermore, the ES states that fluvial flood risk for the surface access works has been assessed using a 100-year life span and 20%CC and airfield access works for 40 years life span and 12%CC with a sensitivity test of the 40% scenario while for pluvial flood risk the surface access works has been assessed using a 100-year life span and 40%CC and airfield access works for 40 years life span and 25%CC with a sensitivity test of the 40% scenario for the airfields works.</p> <p>The rationale for this approach here is because a longer design life for the airfield works would not be realistic given it is likely there will be further significant changes to the airport and its operations in that timescale. However, it should be noted that section 2.2 describes part of the airfield access works to include extensions to the existing airport terminals (north and south); and provision of additional hotel and office spaces. These are structures with a design life span of 100 years, can GAL</p>	<p>The Floodplain Compensation Areas (with other measures) have been designed to mitigate for the loss of floodplain due to the Project for all events up to and including the 1% Annual Exceedance Probability (AEP) (1 In 100) event plus an allowance for climate change of +20% for peak river flow. This takes into account the lifetime of the Project in accordance with current guidance published by the Environment Agency.</p> <p>The reduction from 35% to 20% for peak river flow was a result of a change in Environment Agency guidance for the consideration of climate change in flood risk assessments that was published in May 2022, between the PEIR and ES stages of the Project.</p> <p>The practicality of the approach to fluvial flood mitigation is set out in the Flood Risk Assessment.</p> <p>The ES sets out the impacts of the project on the water environment. The construction of the Museum Field FCA including its connection to the River Mole is not assessed to result in significant environmental impacts. Gatwick has committed to post-construction monitoring of sediment in the River Mole at this location.</p> <p>Updated Position (April 2024): <u>Three fluvial mitigation flood compensation areas were proposed in the PIER stage and their storage volume of the 1%AEP+35%CC event:</u></p> <ul style="list-style-type: none"> <u>Museum Field FCA, located north of the proposed relocated fire training ground and west of the River Mole; (stored volume of 58,000m³)</u> <u>car park X FCA, located south of the main runway and adjacent to Crawley's Brook (stored volume of 94,000m³); and</u> <u>the east of Gatwick Stream FCA, located south of the Crawley STW (stored volume of 8500m³).</u> 	<p>Section 3.7 of ES Appendix 11.9.6: Flood Risk Assessment [APP-147]</p> <p>ES Chapter 11: Water Environment [APP-036]</p> <p>ES Appendix 11.9.6: Flood Risk Assessment Version 2 [AS-078]</p>	Not Agreed

		<p>clarify if these structures are planned for demolition in 40 years. Otherwise, we believe there should be a re-classification of what constitute the surface access works and the airfield works and where these will affect the climate change scenarios adequate steps should be taken to rectify this mistake.</p> <p>Updated position (Deadline 5): While it is understood that a joint mitigation strategy has been used for both the surface and airfield access work, CBC consider the right fluvial mitigation climate change for the 2080's epoch should be 40%. While GAL has stated that the use of 20% was agreed with the EA, CBC have approached the EA as the 2080's epoch spans only up to 2125 while GALS design life spans for the structures spans up 2132 which is 7 years beyond the 2080's epoch</p>	<p><u>Due to the change in climate change allowances, the Applicant was able to reduce these fluvial mitigation measures to the following volumes, while still providing betterments to third parties outside of the DCO Project boundary as seen in Figure 7.2.4 FRA [AS-078]:</u></p> <ul style="list-style-type: none"> <u>Museum Field FCA, stored volume up to 30,000m³ in the 1%AEP+20%CC event.;</u> <u>car park X FCA, stored volume up to 41,000m³ in the 1%AEP+20%CC event.</u> <p><u>While two design lives have been considered the fluvial mitigation strategy in effect ignores this and conservatively only considers the more demanding 2080s epoch requirements. The mitigation strategy as reported in the FRA Version 2 [AS-078] has been developed holistically and mitigates fluvial impacts for all Project elements up to the Central allowance of 1% (1 in 100) + 20% climate change event (the 2080s epoch). In effect therefore the Project provides additional mitigation beyond that required for the airfield and associated elements given their shorter assumed design life of 40 years.</u></p>		
Assessment					
<p>2.22.3.1</p>	<p>Drainage – South Terminal Roundabout substantial modification to surface water pond.</p>	<p>CBC request the design parameters for the new pond are provided if this proposal is to be taken forward along with details of the changes that will be carried out on the existing pond, the impact and mitigation measures and most importantly, of how water quality has been addressed in accordance with the SuDS manual.</p> <p>Updated position (Deadline 1): Further information regarding how water quality has been mitigated using the attenuation features in line with the SuDS manual is awaited.</p> <p>Updated position (Deadline 5): <u>version 3 deadline 5 Response</u> GAL has responded stating further measures in line with the SuDS manual for water quality will be looked at at the detailed design phase, and presently they have only considered water quality based on HEWRAT assessment and DMRB. While this approach may have considered certain aspects of water quality, the acceptable approach will be the SuDS manual which states categorically how to mitigate pollution using SuDS features with the appropriate indices. It is also better to consider the SuDS manual approach at this stage to enable it to be seamlessly incorporated at the detailed design phase as other issues such as the availability of land etc. may hinder the use of the SuDS manual approach.</p>	<p>Requirements 10 and 11 of the draft DCO state that approval will be required from the lead local flood authority and highways authority respectively to the drainage detailed designs before construction may commence. In addition these requirements state that the designs must be in accordance with the design principles in Appendix A1 of the Design and Access Statement.</p> <p>Updated Position (April 2024): <u>Pond 1 (South terminal attenuation pond):</u> The assessment of water quality has been carried out based on HEWRAT assessment and DMRB LA 113. The results for surface water quality assessments present improvement in the removal of soluble or sediment-bound pollutants, and the spillage risk are below 1% for each catchment. The preliminary design of the south terminal attenuation pond has been carried out in accordance with DMRB CD 532 which contains some principles of the SUDs manual.</p> <p>Design development will be carried out at the detailed design stage, informed Detailed Drainage Design Principles regarding SUDs are listed in the Design and Access Statement Appendix 1 – Design Principles [REP3-056], after the DCO examination and will consider further opportunities to improve water quality within the proposed pond. These opportunities could include the introduction of mitigations inline with CIRIA SuDS Manual. It is</p>	<p>Annex 2 of ES Appendix 11.9.6: Flood Risk Assessment [APP-147]</p> <p>Draft DCO [REP3-006]</p> <p>(Doc Ref. 2.1)</p> <p>-</p> <p>Design and Access Statement Volume 5, Appendix 1 – Deadline 3 Submission [REP3-056][APP-257]</p>	<p>Under discussion</p>

			<p>anticipated these could be incorporated with the proposed attenuation basin footprint.</p> <p>The discharge rates for the south terminal attenuation pond is proposed to be limited to the 1-year greenfield runoff rates (11.9 l/s) for event up to 1 in 100 year, plus climate change, as opposed to the current unrestricted discharge to Gatwick Stream. This will increase the available dilution by Gatwick Stream to be greater and reduce risk of pollution.</p>		
2.22.3.2	Evidence to show that the connection between the museum field compensation storage area and the River Mole will not have a detrimental effect on the geomorphology of the watercourse bed.	<p>CBC also requests confirmation of how the possible adverse effect of this connection will be mitigated.</p> <p>Updated position (Deadline 1): Further information regarding how the possible adverse effect on the watercourse geomorphology is awaited from GAL.</p> <p>Updated Position (Deadline 3): More detailed information of the type of soft engineering and how it will be implemented will be required.</p> <p>Updated position (Deadline 5): CBC agree that an approach to protect the river geomorphology has been considered, but these are generic statements and further detail should be provided. CBC also understand that some of these approaches will be better understood and incorporated at the detailed design phase.</p>	<p>The adverse effects of the flood compensation area in Museum Field and the connecting spillway on the geomorphology of the River Mole have been fully assessed in the ES. Furthermore, the mitigation incorporated in principle at this stage is presented in the ES. The assessment recognises that detailed design work on the spillway would be required to mitigate the potential adverse effects.</p> <p>Updated Position (April 2024): In Paragraph 6.4.1 of ES Appendix 11.9.1. Geomorphology Assessment [APP-142], The mitigation at the spillways has been listed as the following:</p> <ul style="list-style-type: none"> ▪ Varied bank form where banks are being lowered/alterd to improve natural variance of flow in the channel. ▪ Sufficiently wide spillway inlets/outlets connecting to the watercourse to minimise local effects on flow velocity. ▪ Follow Design Manual for Roads and Bridges (DMRB) (CD 529) good practice design of outfalls and culverts (Standards for Highways, 2021). ▪ Ecological planting to restore natural vegetation to the floodplain. ▪ Soft/bio engineering would be used in preference to concrete where natural banks require protection at the connecting spillways to the new flood compensation areas, e.g., pre-seeded coir matting. Provides opportunity to re-plant riparian vegetation and stabilise the bank. <p>These mitigations are included in the Detailed Drainage Design Principle - DDP16 in the Design and Access Statement – Design Principles.</p>	<p>ES Chapter 11: Water Environment [APP-036]</p> <p>Table 7.2.1: Initial Construction Phase Impacts for Geomorphology and Table 7.5.1: Design Year Impacts for Geomorphology of ES Appendix 11.9.1. Geomorphology Assessment [APP-142]</p> <p>Updated Position (April 2024): Paragraph 6.4.1 of ES Appendix 11.9.1. Geomorphology Assessment [APP-142]</p> <p>Design and Access Statement Volume 5, Appendix 1 – Deadline 3 Submission [REP3-056]</p>	Under discussion
2.22.3.3	The proposed highway drainage strategy will reduce discharge by 38% to the Gatwick stream and 50% to the river Mole	<p>Can GAL have a look at the effect this reduction in discharge will have on biodiversity and provide mitigation where necessary.</p> <p>Updated position (Deadline 1): While it is possible the volume of water stored within the watercourse may not change, but if the reduction in the peak runoff rate spans a long period, this may influence the ecosystem</p>	<p>The Project would reduce peak runoff rates to receiving watercourses, volumes would not change. Therefore, no effect on biodiversity is anticipated and no mitigation is proposed.</p> <p>Updated Position (April 2024): No update to position.</p>	<p>ES Chapter 11: Water Environment [APP-036]</p> <p>Chapter 9 Ecology and Nature Conservation [APP-034]</p>	Not Agreed

		<p>biodiversity and biomass and GAL should look further into this rather than just a volume for volume approach.</p> <p>Updated position (Deadline 5): The request from deadline 1 above still stands as GAL has not provided any further information regarding studies or measures that will be taken to mitigate the identified issue.</p>			
2.22.3.4	Overlap between drainage and ecology matters in relation to the northwest area and the impact on the river Mole.	<p>It would be good to understand the impact the drainage design and engineering solutions have on ecology in relation to matters such as sediment build up, flood overflow, de-icer storage and pollution control measures.</p> <p>Updated position (Deadline 1): Further information regarding how the possible adverse effect and mitigation measures on the watercourse biodiversity and biomass is awaited from GAL.</p> <p>Updated position (Deadline 5): While GAL may have provided some response regarding the effect of the drainage design and engineering solutions on ecology, can GAL be clear on which of the manuals was used for the concept phase drainage design? GAL has said under 2.22.3.1 that HEWRAT assessment and DMRB was used for water quality as it relates to drainage design, and the SuDS manual will be considered at the detailed design phase, but again GAL has mentioned here that both the airfield and surface access drainage concept design has been done in line with the SuDS manual. This is a contradictory statement.</p>	<p>The impact of the scheme on drainage, ecology and water is fully assessed in the ES.</p> <p>The airfield and surface access improvements drainage designs have been designed in accordance with the SuDS Manual and therefore consider their ecological impacts.</p> <p>Further information would become available as their detailed design is progressed after the DCO application process.</p> <p>The ecology elements are also recorded in the oLEMP, compliance with which is secured by draft DCO Requirement 8.</p> <p>Requirements 10 and 11 of the draft DCO state that approval will be required from the lead local flood authority and highways authority respectively to the drainage detailed designs before construction may commence. In addition these requirements state that the designs must be in accordance with the design principles in Appendix A1 of the Design and Access Statement.</p> <p>There is currently no discharge of de-icer to the River Mole in the North West Zone (there are no contaminated discharges from Pond A or Pond M). This remains the case after the completion of the scheme as demonstrated by the modelling (see APP-036 and Table 5.2.1 APP-145)</p> <p>Maintenance proposals would be developed as part of the detailed design process. Monitoring proposals for the water environment are included in Table 11.8.1 of ES Chapter 11, which are included in the oLEMP and secured via Requirement 8 of the draft DCO.</p> <p>Updated Position (April 2024): No update to position.</p>	<p>ES Chapter 11: Water Environment [APP-036]</p> <p>ES Chapter 9 Ecology and Nature Conservation [APP-034]</p> <p>ES Appendix 8.8.1 Outline Landscape and Ecology Management Plan [APP-113]</p> <p>Design and Access Statement Volume 5: Design Principles [APP-257]</p> <p>Draft DCO [REP3-006]</p> <p>(Dec-Ref. 2.1)</p>	Under discussion
2.22.3.5	Capacity of Crawley Sewerage Treatment Works	No confirmation to date from Thames Water regarding the impact and capacity of the Crawley STW, taking into account other planned development in Crawley. If upgrades to the Works are deemed	Discussions with Thames Water are ongoing and continue with regard to the impact of the proposed scheme on Crawley WwTW. No impediment has been raised by TW to date.	Para 5.3.2 of ES Appendix 11.9.6: Flood Risk	Under discussion

	<p>Updated Position (Deadline 3): Inconsistency with the design life of what constitute a surface access work and an airfield access work</p>	<p>necessary, no clarity on whether this could impact on phasing for other developments.</p> <p>Updated position (Deadline 1): CBC would welcome further information regarding GAL's ongoing discussions with Thames Water, particularly to ensure other planned development in Crawley is taken into account.</p> <p>Updated Position (Deadline 3): Can GAL clarify if these structures (existing extensions to terminals, additional hotel and office spaces) are planned for demolition in 40 years. otherwise, i believe there should be a re-classification of what constitute the surface access works and the airfield works and where these will affect the climate change scenarios adequate steps should be taken to rectify this mistake.</p> <p>Updated position (Deadline 5): The Sewerage Treatment works appear to be covered at line 2.6.5.3. The additional statements added here look to be a typing error so have been struck through and a new line added below</p>	<p>It is understood from discussions with Thames Water that the wastewater flow from Gatwick Airport to the Crawley works is between 2-9% of its total capacity.</p> <p>Updated Position (April 2024): This comment has appeared in the latest version of the SoCG from CBC with the reference to the capacity of the Crawley Sewerage Treatment works deleted. Could CBC please confirm if that issue is no longer being pursued and if this new comment on structures be included as a new and separate issue?</p>	<p>Assessment [APP-147]</p> <p>Para 8.1.5 of ES Appendix 11.9.7 Wastewater Assessment [APP-150]</p>	
2.22.3.6	<p>Drainage and building design life - Inconsistency with the design life of what constitute a surface access work and an airfield access wor</p>	<p>Updated Position (Deadline 3): Can GAL clarify if these structures (existing extensions to terminals, additional hotel and office spaces) are planned for demolition in 40 years. otherwise, CBC believe there should be a re-classification of what constitute the surface access works and the airfield works and where these will affect the climate change scenarios adequate steps should be taken to rectify this mistake.</p>			Under discussion
2.22.3.7	De-icer	<p>The Council questions how a new de-icer treatment facility which results in a new source of effluent into Gatwick stream can be considered to have a moderate beneficial impact to water quality.</p> <p>Updated position (Deadline 1): Discharging at a higher capacity may not reduce contamination by dilution except GAL can show that the pollution indices for a 100% discharge is lesser than that for a 65% discharge. This approach by GAL needs to be statistically/academically/laboratory test proven.</p> <p>Updated position (Deadline 5): The request from deadline 1 above still stands as GAL has not provided any further information regarding studies or measures that will be taken to mitigate the identified issue at deadline 1</p>	<p>The treatment system is designed to achieve the tightest Technically Achievable Limits, therefore the effluent will be better quality than the current discharge through Thames Water's Crawley Sewage Treatment Works. It will also discharge at 100l/s to the watercourse rather than the current 65l/s into Thames Water's Crawley STW, and will in effect provide additional dilution compared to the baseline.</p> <p>Updated Position (April 2024): No update to position for the DCO examination phase.</p>	n/a	Not Agreed
Mitigation and Compensation					
2.22.4.1	GAL has proposed an additional three hectares of	The proposal can be improved, and this should be an opportunity for GAL to improve on the sustainability aspect of the Highway and in	The surface access improvements drainage strategy includes a number of SuDS measures to address the additional runoff and	Annex 2 of ES Appendix 11.9.6:	Not Agreed

	<p>carriageway will be created from the proposed work to the highway and three attenuation basins and two oversized pipes have been planned as part of the highway drainage strategy to mitigate the increase in impermeable area.</p>	<p>addition to water quantity provide water quality mitigation strategy in line with the SuDS manual, this should not be a case of just doing the minimum.</p> <p>Updated position (Deadline 1): It is most unlikely that the creation of additional three hectares of carriageway which will result in a significant increase in traffic movement and subsequent increase in emissions will have no impact on water quality. Can this HEWRAT assessment be provided. Furthermore, can GAL provide the pollution indices because of this increase in carriageway space and the mitigation indices in line with the SuDS manual.</p> <p>Updated Position (Deadline 3): A code of construction practice APP083 has been provided by GAL. The measures set out in this document to manage water quality and potential flood risk during the construction phase are generic and a more site specific and design related plan will be required. Most likely more relevant information will be made available after the detailed design. An improved proposal with more done around water quantity and quality mitigation.</p> <p>Updated position (Deadline 5): Can GAL provide a justification using the SuDS manual how the creation of additional three hectares of carriageway which will result in a significant increase in traffic movement and subsequent increase in emissions will have no negative impact on water quality?</p>	<p>traffic that would result from the Project. These include oversized pipes, basins and swales.</p> <p>The use of SuDS is included in the Design Principles DDP3 and DDP5</p> <p>A HEWRAT assessment of the water quality impacts of the surface access improvements has been undertaken and no significant environmental effects have been identified.</p> <p>Updated Position (April 2024): The HEWRAT assessment was included within the Gatwick NRP DCO submission, refer to ES Appendix 11.9.3. Water Quality - HEWRAT Assessment [APP-144].</p> <p>The proposed controlled discharge rates is a water quality treatment itself to the receiving water body as the available dilution by the receiving water body will be greater and risk of pollution will be reduced. Vegetative swales, ditch, basins and pond have also been proposed where practically possible and existing drainage are proposed to be retained including their water quality treatment e.g. Pond 8-5.</p> <p>Further enhancement opportunity will be considered during detail after DCO examination (e.g. carriageway edge grassed surface water channels) in collaboration with the landscape and Gatwick's safeguarding team (e.g. vegetative plantation around the swales and basin/ponds and other form of measures given in DMRB and CIRIA SuDS manual). Detailed Drainage Design Principles are listed in the Design and Access Statement Appendix 1 – Design Principles [REP3-056].</p> <p>The surface access drainage design was developed in stages and in consultation with the lead local flood authorities, which includes West Sussex County Council and Surrey County Council. The site is constrained with Gatwick Airport facilities on the southern side of the surface access elements of the scheme, Riverside Garden Park on the northern side, commercial facilities around Longbridge and a floodplain. This limits the opportunities to introduce SuDS features. However, SuDS have still been provided where possible. In the early stage of the design (concept design), there was a swale proposed near Riverside Garden (for catchment 4), but this was discounted due to the presence of trees and footway. Due to the limited space, underground tanks/box culverts were proposed to reduce brownfield discharge rates back to greenfield rates.</p>	<p>Flood Risk Assessment [APP-147]</p> <p>Design and Access Statement Volume 5: Appendix 1 - Design Principles – Deadline 3 Submission [REP3-056]. design principles [APP-257]</p> <p>ES Appendix 11.9.3 Water Quality HEWRAT Assessment [APP-144]</p>	
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			<p>However, these tanks/box culverts were discounted due to the difficulty of maintenance. The LLFA supported the justifications for these design changes through technical engagement meetings with the LLFA.</p>		
2.22.4.2	<p>While it is understood that there is the need for GAL to attenuate water using systems that can be designed to reduce the attraction of birds.</p>	<p>The use of concrete attenuation structures if possible be avoided.</p> <p>Updated position (Deadline 1): Further information regarding the type of the attenuation features proposed by GAL is awaited.</p> <p>Updated Position (Deadline 3): What kind of flood features will be adopted for the FCA is not stated.</p> <p>Updated position (Deadline 5): While it is understood that better information of the type of attenuating features can be made available at the detailed design phase, it is important that the form and type of attenuation features is considered at the concept design phase.</p>	<p>The form of the below-ground water storage in the Car Park X floodplain compensation area will be considered during the detailed design process, after the DCO application. However, the structure will need to withstand significant loading from the surrounding ground plus the above-ground Car Park Y area will be required for other purposes during project operation. 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.</p> <p>GAL has committed to achieving Net Zero for GHG emissions (GAL Scope 1 and 2) within the Carbon Action Plan, and in order to deliver this will be systematically working with design teams to reduce and avoid the need for the most carbon-intensive materials and construction processes. The storage tank proposals at Car Park Y will undergo a review from a carbon management perspective in line with this wider carbon management strategy for the development during the subsequent design phase after the DCO application. The Carbon Action Plan is secured by Requirement 21 of the draft DCO.</p> <p>With respect to the airside drainage, all of the additional attenuation features are required to be below ground for bird strike safety and land availability reasons. Additionally, the runoff can be contaminated with de-icer, therefore filtration to ground is not acceptable, as agreed through liaison with the Environment Agency.</p> <p>Updated Position (April 2024): No update on position. All flood mitigation measures are detailed in Sections 7.2 to 7.3 of the FRA.</p>	<p>Schedule 2 and Requirement 21 of Draft DCO [REP3-006]</p> <p>ES Appendix 5.4.2 Carbon Action Plan [APP-091]</p> <p>Updated Position (April 2024): ES Appendix 11.9.6: Flood Risk Assessment Version 2 [AS-078]</p>	Under discussion
2.22.4.3	<p>Residual risk when flood structures are overwhelmed.</p>	<p>While GAL has proposed several mitigation strategies as it relates to flood risk, how they intend to deal with possible residual risks in the event these structures are overwhelmed or a possible blockage on the watercourse should be identified.</p> <p>Updated position (Deadline 1): The response by GAL shows that the minimum is being considered as it relates to flood risk. The residual risk from a possible breach of the proposed flood mitigation features should</p>	<p>Hydraulic modelling undertaken to inform the Flood Risk Assessment as summarised in Annexes 2- 5 demonstrates that the Project would not increase flood risk to other parties. Therefore, should a watercourse blockage occur, the Project would not exacerbate subsequent effects that would occur in the existing situation.</p> <p>Updated Position (April 2024):</p>	<p>ES Appendix 11.9.6: Flood Risk Assessment [APP-147]</p> <p>ES Appendix 11.9.6: Flood Risk Assessment Annexes 1-2 [APP-148]</p>	Under discussion

		<p>be considered and where possible guide the design to manage/reduce this risk.</p> <p>Updated position (Deadline 5): GAL's new approach to residual risk is noted and this should guide the design to reduce and manage possible risks</p>	<p>The Undefined With-Project scenario has been modelled as discussed in Paragraph 7.2.41 to 7.2.46 of the FRA Version 2 [AS-078] which is the worst case scenario if all Flood Alleviation Schemes upstream of Gatwick have been removed and the mitigation measures have failed.</p> <p>Additionally, a blockage assessment for watercourse crossings is currently being undertaken assessing the risk to the Project and third parties and will be shared during this examination phase.</p>	<p>ES Appendix 11.9.6: Flood Risk Assessment Annexes 3-6 [APP-149]</p> <p>Updated Position (April 2024):</p> <p>ES Appendix 11.9.6: Flood Risk Assessment Version 2 [AS-078]</p>	
2.22.4.4	Water demand mitigation	<p>No specific water use targets, and no commitments to ensure sufficient measures are delivered to mitigate water supply impacts in an area of water stress.</p> <p>Updated position (Deadline 1): Crawley is a water-stressed area, and tighter water standards are a policy requirement for all development. The Project should meet the requirements of ENV9 (and SDC3).</p> <p>Updated Position (Deadline 3): This point is explained in Section 24 of the West Sussex LIR para 24.83 and Table 24.1D</p>	<p>The Project does not include a target for reduction in potable water use.</p> <p>Section 3 of the Carbon Action Plan commits Gatwick to achieving net zero for Greenhouse Gas emissions by 2040 for ABAGO activities that include water consumption and treatment.</p> <p>Separately to the Project, GAL is aiming to reduce potable water consumption by 50% by 2030 compared to 2019 as part of its ongoing Second Decade of Change. As a conservative approach this reduction has not been taken into account in the ES assessment for the Project.</p> <p>Updated Position (April 2024): No update to position.</p>	<p>Para 11.5.2 and 11.6.93 of ES Chapter 11 Water Environment [APP-036]</p> <p>ES Appendix 5.4.2 Carbon Action Plan [APP-091]</p>	Not Agreed
2.22.4.5	Water use targets	<p>The project has no water use targets proposed and as such would not comply with adopted sustainability policy ENV9 in the Local Plan which seeks to mitigate the impact of development in this area of recognised 'water stress'. Positive potential measures to reduce water use are listed in the Water Supply Assessment and the Water Management Plan but there are no commitments to ensure sufficient measures are delivered to mitigate water supply impacts.</p> <p>Updated position (Deadline 1): Crawley is a water-stressed area, and tighter water standards are a policy requirement for all development. The Project should meet the requirements of ENV9 (and SDC3).</p> <p>Updated Position (Deadline 5): CBC maintain that the Project should meet policy requirements ENV9 (and SDC3)</p>	<p>The Project does not include a target for reduction in potable water use. However separately to the Project, GAL is aiming to reduce potable water consumption by 50% by 2030 compared to 2019 as part of its ongoing Second Decade of Change, such a reduction would exceed the reduction requirements of ENV9. As a conservative approach this reduction has not been taken into account in the ES assessment.</p> <p>While the airport is located within the Sussex North Water Supply Zone that is subject to restrictions on development regarding water neutrality, it does not receive its water supply from this location. Water is supplied by Sutton and East Surrey Water who source their water from the River Medway catchment.</p> <p>Updated Position (April 2024):</p>	<p>Para 11.5.2 and 11.6.93 of ES Chapter 11 Water Environment [APP-036]</p> <p>Design and Access Statement Volume 5: Appendix 1 - Design Principles – Deadline 3 Submission [REP3-056].</p>	Not Agreed Under discussion

			No update to position for the DCO examination phase. Design Principle BF2 in Table 1.11.1 of 7.3 Design and Access Statement Appendix 1 [REP3-056] states detailed design will consider measures to reduce water use and increase re-use across new buildings.		
Other					
2.22.5.1	Stakeholder responses	In respect of the overall drainage strategy CBC remain concerned that the concept designs did not provide sufficient. It would be helpful if GAL could share the Consultee comments from key stakeholders such as the Environment Agency to understand how aligned or otherwise, they are with our views on the drainage and FRA work done to date. It was not clear how all this has progressed from the PEIR consultation.	<p>The NRP does not change the overall surface water drainage strategy for the airfield; there will be no new surface water outfalls to receiving watercourses or increase to peak discharge rates. Runoff will continue to drain to existing ponds augmented by additional below-ground attenuation to ensure no increase to flood risk.</p> <p>Table 1.1.1. of ES Appendix 11.3.1 Summary of Stakeholder Scoping Responses – Water Environment sets summarises the comments received from the Environment Agency on the PEIR.</p> <p>The consultee comments received as part of the statutory and non-statutory consultations have been summarised and responded to in Section 1.19 of Annex B to the Consultation Report [APP-220].</p> <p>The Relevant Representation made by the Environment Agency makes reference to the HEWRAT assessment stating they encourage every effort to minimise impact of road runoff.</p>	<p>Section 7.3 and Annex 2 of ES Appendix 11.9.6: Flood Risk Assessment [APP-147]</p> <p>Table 1.1.1. of ES Appendix 11.3.1 Summary of Stakeholder Scoping Responses – Water Environment [APP-141]</p> <p>Section 1.19 of the Consultation Report Annex B, Autumn 2021, Consultation Issues Tables [APP-220]</p>	Under discussion

3 Signatures

3.1.1 The above SoCG is agreed between the following:

Duly authorised for and on behalf of Gatwick Airport Limited, The Applicant	Name
	Job Title
	Date
	Signature
Duly authorised for and on behalf of Crawley Borough Council	Name
	Job Title
	Date
	Signature

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 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