

The Planning Inspectorate
National Infrastructure Applications Team
Temple Quay House
Temple Quay
Bristol
BS1 6PN

FAO: Kevin Gleeson (Lead Member of the Examining Authority)

7 August 2024

Dear Mr Gleeson,

Application for a Development Consent Order by Gatwick Airport Limited for the Gatwick Airport Northern Runway Project (Ref. TR020005) – The Applicant’s Response to the Report on the Implications for European Sites (RIES)

As set out in its Rule 8 letter [\[PD-011\]](#), the Examining Authority (ExA) has published its Report on the Implications for European Sites (RIES) [\[PD-026\]](#). As part of its report the ExA has asked the Applicant to respond on two points:

1. The ExA notes the information presented in the HRA Report and the response from NE to EXQ2 EN2.8. However, the ExA remains of the view that the information provided is not sufficiently clear to confirm the conservation status of areas of European sites where effects from the Proposed Development could occur. NE is asked to confirm the conservation status of Ockham and Wisley Common and Chobham Common SSSIs and Ashdown Forest SPA. The Applicant is asked to clarify how it approached conservation status in its assessment of effects on integrity of each of the European sites listed; and
2. Confirmation whether the ExA’s understanding of screening and adverse effects conclusions at point of RIES publication (Tables A1.1 to A1.7 in Annex 1) is correct.

In response to point 1; the approach to the assessment of effects on each European site is set out in section 2 of **ES Appendix 9.9.1 Habitats Regulations Assessment Report (HRAR) Part 1** [\[REP3-043\]](#). The attributes for favourable conservation status are set out in the various Supplementary Advice on Conserving and Restoring Site Features documents published by Natural England for each site and summarised for each site in section 3 of the HRAR. The Appropriate Assessment (AA) in section 5 of the HRAR then considered the potential for effects to prejudice the ability of the sites to achieve the various attributes, where relevant, and hence favourable conservation status.

In response to point 2; the Applicant confirms that ExA’s understanding of screening and adverse effects conclusions at point of RIES publication (Tables A1.1 to A1.7 in Annex 1) is correct.

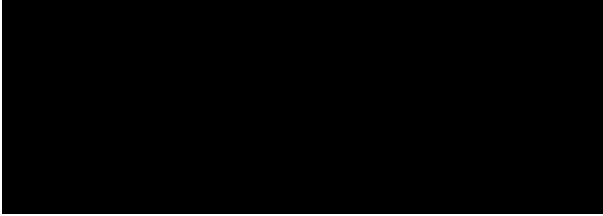


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If the Applicant can be of any further assistance or the ExA considers any further clarification is required in response to the information and documentation submitted as part of this submission, please do not hesitate to contact the Applicant using the details already provided.

Yours sincerely,



Jonathan Deegan
NRP Programme Lead
Gatwick Airport Limited