

Principal Areas of Disagreement Summary Statement (PADSS) from Surrey County Council - Version Number: ~~Two-Three~~ Submitted at: Deadline ~~Two-Nine~~
- 26th-21st ~~March-August 2023~~2024

Ref	Principal Issue in Question	Concern held	What needs to change/be amended/be included in order to satisfactorily address the concern	Likelihood of concern being addressed during Examination
Needs case (including capacity and demand)				
1	The capacity deliverable with the NRP Proposed Development	<p>Modelling by GAL of the capacity deliverable with the NRP has assumed that 1 minute separations can be achieved between all departing aircraft using the two runways. This is not possible with the existing structure of SIDS, particularly given the commitment not to use WIZAD SID in the night period, and so additional delays to aircraft will arise so increasing delays above those stated in the application documents. As a consequence the achievable capacity, at a level of delay acceptable to the airlines, will be lower than stated.</p> <p><u>Following the provision of further information by the Applicant [REP1-054 and discussions, the hourly and daily aircraft movement capacity deliverable with the NRP Proposed Development is agreed as the likely maximum throughput attainable. However, the annual passenger and aircraft movement forecasts deliverable from this capacity are not agreed. Based on information provided by the Applicant it is considered that the maximum throughput attainable with the NRP to be of the order of 75-76 mppa so delivering a smaller scale of benefits</u></p>	<p>Full modelling of the interaction between the use of the two runways and the respective departure routes needs to be undertaken and the delay information provided at a sufficiently granular level (hourly) to enable the delays to be properly understood and the capacity attainable validated. Assessments should be based on a lower throughput of passengers with the NRP.</p>	<p>Uncertain—subject to GAL transparently undertaking and sharing the relevant simulation modelling. Not addressed</p>
2	The forecasts for the use of the NRP are not based on a proper	The demand forecasts have been developed 'bottom up' based on an assessment of the capacity that could be	<u>Robust market analysis and specific modelling of the share</u>	<u>Uncertain—subject to GAL producing robust</u>

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	assessment of the market for Gatwick, having regard to the latest Department for Transport forecasts and having regard to the potential for additional capacity to be delivered at other airports. The demand forecasts are considered too optimistic.	<p>delivered by the NRP (see point above). It is not considered good practice to base long term 20 year forecasts solely on a bottom up analysis without consideration of the likely scale of the market and the share that might be attained by any particular airport.</p> <p><u>Alternative top-down forecasts have now been presented by GAL [REP1-052] that show slower growth in the early years following the opening of the NRP. These are considered more reasonable than the original bottom-up forecasts adopted by the Applicant but still fail to take adequate account of the extent to which some part of the demand could be met by expansion at other airports serving London including a third runway or other expansion being delivered at Heathrow.</u></p>	<p>of demand that might be achieved at Gatwick in competition with other airports, not limited simply to traffic, including that from other regions of the UK, that has historically used the London airports. <u>The adoption of the top down forecasts, including an allowance for capacity growth at the other London airports as the base case for the assessment of the impacts of the NRP and the setting of appropriate controls on growth relative to the impacts.</u></p>	<p>modelling to underpin its forecasts of demand. <u>Not addressed</u></p>
	<p><u>Baseline Case has been overstated leading to understatement of the impacts.</u></p>	<p><u>There is concern that it is unreasonable to assume that the existing single runway operation will be able to support 67.2 mppa meaning that the assessment of impacts understates the effects, see REP4-049. The JLAs believe that the maximum throughput attainable in the Baseline Case is likely to be of the order of 57 mppa and that this alternative Baseline should be adopted as the basis for assessing the effects of the Proposed Development.</u></p>	<p><u>The Alternative Baseline Case should be adopted as the basis for assessing the impacts of the NRP.</u></p>	<p><u>Not addressed</u></p>
3	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, <u>as it is not based on the use of available data relating to air passenger demand in the UK. The JLAs are</u></p>	<p>The catalytic impact methodology needs to properly account for the specific catchment area and demand</p>	<p><u>Uncertain – subject to remodelling of impacts by GAL. Not addressed</u></p>

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		<p>not confident that these assessments present a realistic position in terms of catalytic employment at the local level such that the results should not be relied on.</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>characteristics of each of the cross-section of airports to ensure that the catalytic impacts of airport growth are robustly identified. Account needs to be taken of the specific relationship between growth at Gatwick and the characteristics of its catchment area, having regard to changes due to the NRP and displacement from other airports.</p> <p>The national economic impact assessment should robustly test the net impact of expansion at Gatwick having regard to the potential for growth elsewhere and properly account for Heathrow specific factors, such as hub traffic and air fares.</p> <p>Updated Position (Deadline 9): 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</p>	

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			<p>paragraphs 57-60 of REP4-052. It is understood that the Applicant contends that its assessment of the total employment impact of the 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</p>	

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			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.	
Environmentally Managed Growth				
4	Unlike other airport expansion schemes there is no attempt to consider environmental impacts holistically	As part of their DCO application Luton Airport have proposed a Green Controlled Growth approach, which places controls on four key categories of environmental effect: air quality, greenhouse gas emissions, aircraft noise and surface access. If any limit is breached, further growth will be stopped, mitigation will be required and ultimately, airport capacity would be constrained until environmental performance returned below the limits. No comparable approach is proposed at Gatwick.	Development of an environmentally managed growth approach. Greater controls need to be incorporated into proposals, whereby GAL is required to mitigate in advance of growth.	Uncertain/Not addressed
Traffic and transport				
5	Legislation and Policy	SCC is concerned about the level of growth assumed by GAL in its case for the scheme and that by attempting to accommodate such growth, the NRP includes additional	Further exploration of airport capacity and resultant demand and whether this would require	Uncertain Item covered by Ref1.

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		<p>car parking spaces and enhancements to the highways network that might not otherwise be required.</p>	<p>all the proposed infrastructure required in the DCO.</p>	
6	<p>Assessment methodology, assumptions and limitations of the assessment</p>	<p>SCC is concerned that the modelling tools adopted cannot be considered accurate enough to provide confidence in their outputs, whether it is likely that GAL will be able to meet their Surface Access Commitments and thus whether the ES has thoroughly assessed all the potential impacts.</p> <p><u>D9 Update</u> <u>Whilst further information has been provided by GAL regarding a number of our modelling related issues, the information provided has confirmed that a number of concerns that SCC has raised regarding the transport modelling are genuine issues but are generally of small consequence in isolation. Information has not been provided to confirm whether all of the issues would be more significant if addressed together.</u> <u>Whilst the Applicant has also provided evidence to suggest that small changes in the number of vehicles using the highway network would not significantly change the assessment outcomes, the degree of change that would trigger a different assessment outcome is not known. Furthermore, it is not known whether the cumulative impact of the modelling issues referenced above (and throughout the Examination period) would trigger a different assessment outcome.</u></p> <p>-</p>	<p><u>The Covid sensitivity test, now issued, is only one of a number that SCC would like.</u> Sensitivity test information in respect to the issues raised <u>regarding model accuracy</u>, as well as in <u>relation to the age of the model data (2016), impact of Covid using DfT tests, and other stress tests such as impact of realistic minimum and maximum car access/parking charges <u>and lower than expected rail provision/patronage.</u></u></p> <p><u>D9 - As such, whilst SCC can agree that the modelling tools provide a reasonable indication of the impacts of the NRP, our preference would be that REP5-093 - Deadline 5 Submission - The requirement for an Environmentally Managed Growth Framework be adopted Alternatively revisions should be made to the SAC as requested at D9 and</u></p>	<p>Uncertain<u>Not addressed</u></p>

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			Requirement 20 as proposed by the ExA be adopted.	
7	Assessment methodology, assumptions and limitations of the assessment	<p>SCC is concerned that the extent of the VISSIM model includes only one junction in Surrey's network (Longbridge Roundabout), but the extent should be much larger. SCC notes that GAL has extended the VISSIM model to cover the junctions requested (A23/Massetts Road, A23/Victoria Road, A217/Tesco Roundabout, and A217/Hookwood Roundabout). However, SCC notes that only the results from the 2016 base and 2032 future baseline are provided. While the extended results corroborate the results of the original smaller model for these scenarios, the results of the “with project” scenarios have not been provided. Furthermore, GAL has not considered the change in performance along the A23 through Horley, which is a key bus corridor.</p>	<p>The microsimulation study area to be increased to cover more of the SCC network, to enable detailed investigation of the impact of the NRP on its local road network to be understood and include:- A23/Massetts Road A23/Victoria Road A217/Tesco Roundabout, and A217/Hookwood Roundabout</p> <p>At D9: Provision of: -The “with project” scenario -The change in performance along the A23 through Horley, which is a key bus corridor</p>	Uncertain/Not addressed
8	Baseline Environment	<p>SCC is concerned that high levels of background traffic on the SRN (M25), (which is demonstrated as being at capacity in 2029 in the westbound direction in the morning peak and in the eastbound direction in the evening peak), will increase traffic on the local road network both directly and indirectly as non-airport traffic re-routes off the SRN on to SCC’s network. The fundamental concern is that the southern section of the M25 is forecast to be at capacity in the BAU</p>	<p>SCC wishes to understand the volumes of traffic transferred on to its network either directly to/from the airport or displaced from the SRN on to its network and what the impacts of this traffic would be. SCC wish to engage further with GAL and National Highways regarding their network being</p>	Uncertain/Not addressed

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		scenario. The implication is that NRP traffic (or equivalent) is therefore using SCC's network. The evidence presented does not allay concerns and SCC welcome the view of NH too.	at capacity in the business-as-usual scenario and the implied impact on our road network as a result.	
9	Baseline Environment	<p>SCC is concerned that the baseline includes the 2,500 additional spaces via robotics at the South Terminal long stay parking area even though it is yet to be agreed whether this would count as permitted development as it has not been trialled yet.</p>	<p>SCC wishes to understand the implications if the 2,500 spaces are not permitted development - in particular, whether the associated highway infrastructure proposed would still be appropriate in such a case, and that the DCO should not provide permission for these spaces if they are not allowed under permitted development. No progress made on this matter</p>	Uncertain/Not addressed
10	Highway impact – including journey times	<p>Modelling shows capacity issues at a number of junctions as detailed in the Surrey LIR.</p> <p>There are also journey time impacts, also detailed in the Surrey LIR</p>	<p>Mitigation measures to improve performance of these junctions should be included.</p> <p>SCC require the journey time impacts to be mitigated, especially in terms of buses. The following will assist in addressing: our preference would be that REP5-093 -</p>	Not addressed

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			Deadline 5 Submission - The requirement for an Environmentally Managed Growth Framework be adopted Alternatively revisions should be made to the SAC as requested at D9 and Requirement 20 as proposed by the ExA be adopted.	
110	Mitigation and Enhancement Measures Adopted as Part of the Project	<p>SCC is concerned that the following elements of the surface access interventions which form part of the SAC remain unspecified:</p> <ul style="list-style-type: none"> • Financial support for enhanced regional express bus or coach services and local bus services; • Funding to support local authorities in implementing additional parking controls or in enforcement action against unauthorised off-airport passenger parking sites; • Charges for car parking and forecourt access to influence passenger travel choices; • Introducing measures to discourage single-occupancy private vehicle use by staff, incentivise active travel use and increase staff public transport discounts; • Use of the Sustainable Transport Fund to support sustainable transport initiatives; and 	<p>SCC wishes to understand the details behind these promises, such as the typical parking and access charge, size of Sustainable Transport Fund and Transport Mitigation Fund to provide confidence that the measures can and will be delivered.</p> <p>A draft S106 was provided in Feb 2024. The local authorities have provided initial comments to the Applicant and seek clarification on a range of matters within the SAC and substantial revisions to the S106 as a consequence.</p>	Uncertain Addressed

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		<ul style="list-style-type: none"> Provision of a Transport Mitigation Fund to support additional measures should these be needed as a result of growth related to the Airport. 	The SAC does now contain much greater detail on the areas listed. The agreed S106 also contains parking enforcement resources.	
1112	Mitigation and Enhancement Measures Adopted as Part of the Project	<p>SCC note that a heavy reliance is placed on charges for car parking and forecourt access (see above) and also for rail projects to deliver surface access commitments. However, there are no new rail proposals associated with the project, just 2-3 extra peak hour trains and 10 extra off-peak trains per hour that are planned to happen regardless of the project.</p>	<p>Sensitivity tests that assume less ambitious delivery of increased rail services to the airport and to understand what GAL is prepared to do to ensure that this is a minimum level of rail service to the airport. A contribution is required to the proposed Network Rail Schemes assumed in the baseline. D9- This could be resolved if Requirement 20 as proposed by the ExA were to be adopted.</p>	Uncertain Not addressed
1213	Mitigation and Enhancement Measures Adopted as Part of the Project	<p>SCC is concerned that the bus and coach services seem to be under-played: they fail to meet the target in the 2014 ASAS for a second runaway, and there is no indication of the willingness of operators to provide these services or advise if others may be required D9 Update Whilst further information has been provided by GAL regarding a number of our modelling related issues, the information provided has confirmed that a number of concerns that SCC has raised regarding the transport modelling are genuine issues but are generally of small</p>	<p>Further evidence of GAL's engagement with bus and coach operators and to understand GAL's commitment to delivering improved bus and coach access and increased contribution to passenger and staff mode share. D9 - As such, whilst SCC can agree that the modelling tools provide a reasonable indication</p>	Uncertain Not addressed

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		<p>consequence in isolation. Information has not been provided to confirm whether all of the issues would be more significant if addressed together.</p>	<p>of the impacts of the NRP, our preference would be that REP5-093 - Deadline 5 Submission - The requirement for an Environmentally Managed Growth Framework be adopted Alternatively revisions should be made to the SAC as requested at D9 and Requirement 20 as proposed by the ExA be adopted.</p>	
1314	<p>Mitigation and Enhancement Measures Adopted as Part of the Project</p>	<p>Feedback provided by SCC in February 2023 (GAL NRP DCO_Review of Highways Design Strategy Report_v1) with regard to the highway and active travel infrastructure proposals do not appear to have been satisfactorily actioned, while review of the submitted material associated with the DCO application has identified further queries and concerns.GAL provided information direct to SCC in October 2023, which SCC reviewed and provided feedback to GAL as SCC still has outstanding concerns, which have not been addressed.</p>	<p>Plans to be provided or conditioned that are detailed enough to judge design compliance and that cover all the proposed improvements, with acceptance of the design also conditioned accordingly. GAL to revise the highway and active travel infrastructure proposals to address the issues raised.This point covers a number of issues. Some of which have been addressed and some of which feature elsewhere in this document. Item therefore deleted.</p>	<p>UncertainNot addressed</p>

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1415	Mitigation and Enhancement Measures Adopted as Part of the Project	The active travel infrastructure proposed is unsatisfactory, especially considering ambitious sustainable mode share targets set.	SCC requests inclusion of additional active travel route improvements requested, as detailed in the Surrey LIR . It is recognised that further opportunities for delivery of schemes is possible through the STF .	Uncertain Agreed that funding has been provided for the Riverside Garden Park link
1516	Assessment of Effects	SCC has already outlined concerns about the performance of the models used, the extent of models used and low level of impacts reported. Until these have been addressed, SCC cannot comment on the assessment of effects. D9 Update Whilst further information has been provided by GAL regarding a number of our modelling related issues, the information provided has confirmed that a number of concerns that SCC has raised regarding the transport modelling are genuine issues but are generally of small consequence in isolation. Information has not been provided to confirm whether all of the issues would be more significant if addressed together.	SCC wishes to see concerns about the modelling tools addressed before the assessment of effects can be agreed. D9 - As such, whilst SCC can agree that the modelling tools provide a reasonable indication of the impacts of the NRP, our preference would be that REP5-093 - Deadline 5 Submission - The requirement for an Environmentally Managed Growth Framework be adopted Alternatively revisions should be made to the SAC as requested at D9 and Requirement 20 as proposed by the ExA be adopted.	Uncertain Not addressed

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1617	Surface Access Commitments	It is a concern to SCC that GAL appear to have proposed a less ambitious sustainable transport mode share target than previous documents aimed for and that efforts to meet them in a business-as-usual scenario seem to have been neglected.	<p>SCC note GAL's comments at ISH4 as to would like to understand why the targets in the Second Decade of Change published in the same year as the DCO application, are now just an aspiration and not consistent with SAC. and what will be required to meet those targets in both the future baseline and scheme scenarios in specific years.</p> <p>The reduction in the mode share target further emphasises the need for -commitments that follow the principle of environmentally managed growth, such as those being pursued by Luton Airport in their DCO application. These commitments would prevent growth until interim surface access commitments had been met and thus ensure that sustainable travel was at the heart of Gatwick's growth, rather than a target after growth.</p>	Uncertain/Not addressed

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			An EMG approach has not been adopted.	
1718	Securing mitigation	SCC is concerned that the highway-based mitigation, secured through this DCO, is planned to commence as soon as the airside works have been completed rather than establishing whether they would be required at that time if the SAC were met or exceeded. That the first Annual Monitoring Report (AMR) will be produced no later than six months before the commencement of dual runway operations provides the opportunity for evidenced based growth to occur.	SCC wishes to see mitigation that leads to sustainable travel delivered upon commencement of works and that additional highway capacity and parking capacity is not commenced until the SAC are met. See also comments at ref 17 above. The authorities have submitted a tracked version of requested SAC changes at D9. This includes comments on monitoring timescales.	UncertainNot addressed
1819	Securing mitigation	SCC is concerned that <i>“if the AMR shows that the mode share commitments have not been met or, in GAL's reasonable opinion, suggests they may not be met (having regard to any circumstances beyond GAL's control which may be responsible)”</i> , GAL has the opportunity to prepare an action plan for the next two years to address any shortfall but that there does not appear to be any sanction if the SAC are not met by that time.	SCC wishes to see growth delivered in a sustainable way, such that the SAC are met before further growth in passenger and staff numbers is allowed. See also comments at ref 17 above. The authorities have submitted a tracked version of requested SAC changes at D9.	UncertainNot addressed
1920	Securing mitigation	SCC is concerned about the impact of construction of the SAC on its road network.	SCC wishes to see mitigation during the Longbridge Roundabout construction, A23 reconstruction and Balcombe	UncertainAddressed

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			<p>Road Bridge installation. SCC require the Applicant's construction to operate as per the proposed routing via the M23 spur with minimal use of SCC's network. SCC is content that the traffic management plan will be finalised with the agreement of the highway authorities.</p>	
21	Securing mitigation	<p>The Applicant has not entered into discussion with SCC in relation to the interaction of the Project with the Lane Rental and Permit Schemes in operation within Surrey.</p>	<p>The Applicant needs to engage with SCC regarding consideration of Lane Rental schemes as well as the Permit scheme within the DCO. This is now included in the dDCO.</p>	Uncertain <u>Addressed</u>
20	Securing mitigation	<p>Whilst previous information indicated that Longbridge Roundabout would form part of the main construction routing, it now appears that construction routing for the other compounds beyond South Terminal (Airsides, MA1, Car Park B, Car Park Y, Car Park Z,) will use the North Terminal Roundabout for access.</p>	<p>SCC requests confirmation that Longbridge Roundabout is only needed for access to the Longbridge Roundabout compound. Removed as covered by ref 20 above</p>	Likely <u>Duplicate item</u>
2122	Securing mitigation	<p>The entrance to the Longbridge Roundabout compound is not defined.</p>	<p>SCC seeks confirmation of requests that further information is provided for the Longbridge construction compound. The existing access</p>	Likely <u>Addressed</u>

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			is considered inappropriate as detailed in the LIR. SCC is content that detailed design will be finalised with the agreement of the highway authorities.	
2223	Securing mitigation	SCC is concerned that separate entrances to the South Terminal compound are proposed for HGVs (from the roundabout) and private vehicles (from Balcombe Road). This implies that an extended journey on the local road network is required.	SCC wishes to see all access to the South Terminal compound from the South Terminal Roundabout. <u>SCC remains concerned that the proposed Balcombe Road access is referenced in DCO documentation.</u>	Uncertain <u>Not addressed</u>
Drainage and impact on Lead Local Flood Authority				
23	Clarity required around climate change allowances used in relation to the water environment	Only contains details of fluvial climate change allowance. Surrey County Council design guidance recommends using the Upper End rather than Central when determining climate change allowances.	Pluvial climate change allowances should be included, or if none being applied. Rationale required. Further detail has been provided in GAL's SoCG response. No further comment.	Likely <u>Addressed</u>
24	In the Flood Risk Assessment there are only very limited references to sustainable drainage	The non-statutory technical standards for sustainable drainage have not been referenced. These state that discharge should be to pre-development greenfield run-off rates for the 1 in 1 year and 1 in 100-year events.	Scheme should include analysis of sustainable drainage elements that could and should be included across the development alongside analysis of their multifunctional benefits	Uncertain <u>Addressed</u>

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			Further detail has been provided in GAL's SoCG response. No further comment.	
25	Protective Provisions for Lead Local Flood Authority	Protective Provisions for Lead Local Flood Authority in respect of Ordinary Watercourses are not in dDCO.	Protective Provisions must be agreed and included in the DCO-Ordinary Watercourse consents will be applied for in the usual manner.	Uncertain Addressed
26	Revisions required to Code of Construction Practice Annex 1 Water Management Plan	Revisions required relating to temporary diversion of an ordinary watercourse, discharges to a watercourse and ordinary watercourse consent.	Revisions required	Likely Addressed
Noise				
27 26	Air noise - Threshold and scope of LOAELs and SOAELs	<p>The ES only considers the Leq metric for LOAELs and SOAELs. In doing so it makes reference to national policy. The consideration only of Leq as a metric is too narrow as it does not represent all the effects of air noise and other metrics should be applied to the decision processes within the project to inform impact and mitigation (see ref 27 below). In determining the LOAELs and SOAEL more recent data, including planning decisions and revised health assessment criteria need to be applied. The consideration only of the Leq metric does not represent all the effects of air noise. The health impact of noise is likely to be a significant under estimate of the noise impact in view of the choice of LOAELs and SOAEL. (See LIR NV4)</p> <p>Updated position (Deadline 9): The Council is disappointed with the level of information provided</p>	Inclusion of assessment for a wider range of criteria, including but not exclusively, awakenings, N above contours in addition to the Lden and Lnight. More recent information used to calculate significance of effects.	Uncertain Not addressed

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		<p><u>regarding secondary metrics. Information has only been provided for seven “community representative” locations that do not cover all affected communities and no information relevant to the air noise assessment has been provided regarding overflights.</u></p>		
<p><u>2879</u></p>	<p><u>Air noise - No attempt has been made to expand on the assessment of likely significant effects through the use of secondary noise metrics.</u></p>	<p><u>Context is provided to the assessment of airground noise through consideration of the secondary L_{max}, overflight, L_{den} and L_{night} noise metrics. However, no conclusions on how these secondary metrics relate to likely significant effects have been made so their use of secondary metrics in terms of the overall assessment of likely significant effects is unclear.</u></p> <p><u>Updated position (Deadline 9): No information has been provided to address the concern over the lack of use of secondary metrics to supplement the assessment of likely significant air noise effects.</u></p>	<p><u>Provide some commentary about how secondary metrics relate to likely significant effects and whether the assessment of secondary metrics warrants identifying a likely significant effect.</u></p>	<p><u>Uncertain/Not addressed</u></p>
<p><u>298</u></p>	<p><u>Air noise - Properties that are newly exposed to noise levels exceeding the SOAEL are not identified</u></p>	<p><u>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.</u></p> <p><u>Updated position (Deadline 9): The Applicant has not addressed this concern. The Council is concerned that Chapter 14 does not present the necessary information required for a DCO application and is disappointed that the Applicant has not addressed these concerns through provision of an updated chapter.</u></p>	<p><u>Identify how many and the location of properties newly exposed to noise levels exceeding the SOAEL.</u></p> <p><u>Identify how many properties are exposed to noise levels exceeding the SOAEL for both the Central Case and the Slower Transition Case.</u></p>	<p><u>Likely/Not addressed</u></p>

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29	Moved – see ref 287 above Air noise – No attempt has been made to expand on the assessment of likely significant effects through the use of secondary noise metrics.	Context is provided to the assessment of ground noise through consideration of the secondary LAmax, overflight, Lden and Lnight 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.	Provide some commentary about how secondary metrics relate to likely significant effects and whether the assessment of secondary metrics warrant identifying a likely significant effect.	Uncertain
30 29	Ground noise – issues with the ground noise modelling and assessment. The assessment of ground noise should also consider the Slower Transition Case as per the aircraft noise assessment.	There are issues with the ground noise modelling as discussed in the LIR. 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 not identified in the Central Case assessment. Updated position (Deadline 9): The Applicant has provided SOAEL ground noise contours for the 2032 slower transition case. However, this does not address concerns that ground noise contours maps have not been produced to the same level of detail as air noise or road traffic noise contour maps. The Council remains concerned at the way ground noise has been assessed and presented such that it is unable to fully understand the impacts and effectiveness of mitigation.	Production of ground noise contour maps for the assessment years as produced for air noise and road traffic noise. An assessment of Slower Transition Case ground noise effects should be provided to identify the potential for exceedances of the SOAEL at sensitive receptors and eligibility for noise insulation on a precautionary basis. (See LIR Ref. NV11)	Uncertain Not addressed
31	Construction Noise (see below)	Range of issues subject to clarification.	Subject to further clarifications.	Likely
30 2	Construction noise - Significant construction noise effects	Residual significant construction noise effects should be controlled through mitigation. Insulation will be provided,	Provide more detail on noise control measures within the Code of Construction Practice	Likely Not addressed

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		<p>but it is not clear if this would be sufficient mitigation to reduce significant noise effects.</p> <p>Updated position (Deadline 9): Properties eligible for insulation are now identified in the CoCP. However, the CoCP still fails to secure mitigation assumptions relating to barriers and percussive piling that are applied in Chapter 14 construction assessments (see JLA's submission [REP7-100]).</p>	<p>as set out in the LIR (Refs. NV1, NV2 and NV3) how significant temporary construction noise effects would be avoided and whether insulation would be sufficient</p>	
321	Noise envelope – not policy compliant nor fit for purpose	<p>SCC considers there are substantial deficiencies in the Noise Envelope that need to be addressed before it could be considered fit for purpose. The proposed monitoring, review and enforcement of the Noise Envelope is not agreed. SCC would like to see an environmentally managed growth approach to implementation and enforcement.</p> <p>Updated position (Deadline 9): The Council supports the JLA's submission for an Environmentally Managed Growth Framework [REP4-050, REP5-093 and REP6-100] as the preferred approach. Nonetheless, it is broadly supportive of the ExA's revised requirements R15 and R16 in Schedule 2 [PD-028] but considers that the operation of controls and timing of slot allocation and the inclusion of LAs in the noise envelope process needs further consideration.</p>	<p><u>Development of an</u> environmentally managed growth approach which would include the noise envelope and a monitoring, reporting, and modelling regime that enables the airport's growth to be accurately recorded and predicted and with appropriate governance that includes local authorities to scrutinise the monitoring and enforce environmental limits. (See LIR Ref. NV6).</p>	<p><u>Uncertain/Not addressed</u></p>

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3332	Noise envelope - Sharing the benefits	<p>No details on how benefits of new aircraft technology would be shared between the airport and local communities are provided. <u>Sharing the benefits has not been removed from national aviation policy and This is a fundamental part of the noise envelope.</u></p> <p>Updated position (Deadline 9): <u>The Council's position is that sharing the benefits should be based around future baseline scenarios where no growth in the 2019 fleet occurs. Provision of this information was requested by the Planning Inspectorate at scoping; paragraph 2.3.13 of Appendix 6.2.2 [APP-095], states:</u> <i><u>"The ES should also give consideration to the prospect of a 'no development' and 'no growth scenario' for comparative purposes and in support of the justification for the Proposed Development in the form that is to be presented in the DCO application".</u></i></p> <p><u>This request was ignored by the Applicant in its Scoping Response set out in 2.3.11 of Appendix 6.2.3 [APP-096]. This was raised in the Local Impact Report - Appendix C: Noise and Vibration District and Borough Profiles [REP1-100], which the Applicant again chose to ignore. The Council is supportive of the principle behind the ExA's revised requirements R15 and R16 in Schedule 2 [PD-028] to share the benefits of technological improvements and to progressively reducing the noise contour area over time.</u></p>	<p>Details on how noise benefits are shared in accordance with policy requirements set out in the Aviation Policy Framework (see LIR Ref. NV6).</p>	<p><u>Uncertain/Not addressed</u></p>

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3433	<p>Noise envelope — Incentives to achieve faster fleet transition Slow fleet transition noise contour area limits</p>	<p><u>Basing the noise envelope contour limits on the Slower Transition Case means t</u>There is no incentive to push the transition of the fleet to quieter aircraft technology. Furthermore, a first review of the contour 9 years after opening or when 382,000 Air Traffic Movements is achieved provides limited incentive for GAL to achieve a faster fleet transition and secure noise benefits.</p> <p>Updated position (Deadline 9): The JLA’s view is that the original Central Case is the most likely future fleet and therefore the most appropriate to base Noise Envelope limits on. The Council is broadly supportive of the principle behind the ExA’s revised requirements R15 and R16 in Schedule 2 [PD-028] to progressively reduce the noise contour area over time.</p>	<p>Noise contour area limits should be based on the Central Case. <u>The DCO should provide for 5 yearly (or more frequent) reviews of the Noise Envelope as part of an environmentally managed growth approach (see Ref. 31 above and LIR Ref. NV6).</u></p>	<p>Uncertain<u>likely</u>Not addressed</p>
3534	<p>Noise envelope - Annual noise contour limits</p>	<p>Noise contour area limits relate only to the 92-day summer period. There should be additional noise contour area limits in place to control growth during periods of the year outside the 92-day summer period.</p> <p>Updated position (Deadline 9): The Council is concerned that night noise controls may be removed in future and wants to see a commitment that the Applicant would retain and maintain these measures given they form part of the assumptions underpinning the Applicant’s noise modelling.</p>	<p>Annual noise contours should be included in the Noise Envelope</p>	<p>Uncertain<u>Not addressed</u></p>

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3635	Noise envelope - Flexibility of noise contour area limits to account for airspace redesign and future aircraft technology	<p>GAL 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 9):The Council's concerns on this matter have not been addressed.</p>	<p>There should be no allowance for the noise envelope limits to increase as a result of these factors. (See LIR Ref. NV6)</p>	UncertainNot addressed
3736	Noise envelope - CAA to regulate the Noise Envelope; mechanism needed to involve relevant local authorities in regulation	<p>To date, the CAA have not accepted a role regulating the Noise Envelope. There is no mechanism for host authorities to review Noise eEnvelope reporting or take action against limit breaches or review any aspects of the Noise Envelope.</p> <p>Updated position (Deadline 9): The Council's position on this matter is unchanged and it supports the JLAS' submission for an Environmentally Managed Growth Framework [REP4-050, REP5-093 and REP6-100] as the preferred approach.</p>	<p>A mechanism should be included to allow local the host authorities to have a role in scrutinising Noise Envelope reporting, enforcing limit breaches or reviewing any aspects of the Noise Envelope. and take action in the case of any breaches This should be secured as part of an environmentally managed growth approach - see Ref 321 above.</p>	UncertainNot addressed
3837	Noise envelope - Adoption of an action plan	<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.</p>	<p>More forward-planning needs to be adopted to ensure that action plans are in place before a breach of the noise contour area limit occurs. This should be secured as part of an</p>	UncertainNot addressed

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		<p><u>Updated position (Deadline 9): This has not been fully addressed so the Council supports the JLAS' submission for an Environmentally Managed Growth Framework [REP4-050, REP5-093 and REP6-100] as the preferred approach.</u></p>	<p><u>environmentally managed growth approach - see Ref 321 above.</u></p>	
3938	Noise envelope - Two consecutive breaches to occur before capacity declaration restrictions	<p>24 months of breach would be required before capacity declaration restrictions for the following were adopted. Consequently, it would be three years after the initial breach before capacity restrictions were in place.</p> <p><u>Updated position (Deadline 9): This has not been fully addressed so the Council supports the JLAS' submission for an Environmentally Managed Growth Framework [REP4-050, REP5-093 and REP6-100] as the preferred approach.</u></p>	<p>More forward-planning needs to be adopted to ensure that action plans are in place before a breach of the noise contour area limit occurs. <u>This should be secured as part of an environmentally managed growth approach - see Ref 321 above.</u></p>	<p><u>Uncertain/Not addressed</u></p>
4039	Noise envelope - Prevention of breaches	<p><u>The proposed approach to ensuring the noise envelope is not breached is not robust in terms of the timing when action would be taken, against a forecast breach, and the ability to manage slot allocation. As proposed, slots could already have been allocated to airlines such that a breach could not be prevented.</u> No details are provided on what kind of actions are proposed to achieve compliance in the event of a forecast breach</p> <p><u>Updated position (Deadline 9): This has not been fully addressed so the Council supports the JLAS' submission for an Environmentally Managed Growth Framework</u></p>	<p>Details on <u>mitigation measures/actions</u> to be adopted <u>in the event of</u> to prevent a forecast breach should be provided <u>as part of an environmentally managed growth approach (see Ref 321 above).</u></p>	<p><u>Uncertain/Not addressed</u></p>

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		<p>[REP4-050, REP5-093 and REP6-100] as the preferred approach.</p>		
<p>4140</p>	<p>Noise envelope - Prevention of breaches</p>	<p>Adoption of thresholds that prompt action before a limit breach occurs would provide confidence in the noise envelope. The proposed approach to ensuring the noise envelope is not breached is not robust in terms of the timing when action would be taken. Thresholds (cf. Luton's Green Controlled Growth approach) that prompt action before a limit breach occurs and forward looking noise budgets should be used to ensure that the noise envelope is not breached.</p> <p>Updated position (Deadline 9): This has not been fully addressed so the Council supports the JLAS' submission for an Environmentally Managed Growth Framework [REP4-050, REP5-093 and REP6-100] as the preferred approach.</p>	<p>Adopt a set of thresholds that trigger preventative action. This would allow an action plan to pre-empt a breach and require forward looking noise budgets to prevent breaches of limits should be included as part of an environmentally managed growth approach and secured through DCO requirements (see also Ref 3214 above).</p>	<p>Uncertain <u>Not addressed</u></p>
<p>4241</p>	<p>Noise envelope - Capacity declaration restrictions as a means of managing aircraft noise</p>	<p>This 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, and thresholds and forward looking noise budgets should be used to control the allocation of slots to ensure that the noise envelope is not breached.</p> <p>Updated position (Deadline 9): This has not been fully addressed so the Council supports the JLAS' submission</p>	<p>Slot restriction measures should be adopted <u>to ensure the noise envelope is not breached in the event of a breach being identified for the previous year of operation.</u> This should be included as part of an environmentally managed growth approach and secured</p>	<p>Uncertain <u>Not addressed</u></p>

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		<p><u>for an Environmentally Managed Growth Framework [REP4-050, REP5-093 and REP6-100] as the preferred approach.</u></p>	<p><u>through DCO requirements (see Ref 321 above).</u></p>	
<p><u>4342</u></p>	<p><u>Noise insulation scheme—How would the scheme roll out</u></p>	<p><u>Residents of properties within the inner zone will be notified within 6 months of commencement of works, however, it is not clear how would the noise insulation scheme would prioritise properties for provision of insulation.</u></p> <p><u>Updated position (Deadline 9): The Applicant has provided details on the proposed rollout of the insulation scheme.</u></p>	<p><u>on to ensure effective and timely installation. This should include a market test of the availability of contractors and insulation materials and an annual target regularly updated to ensure it is fit for purpose in terms of monetary values and any changes to Govt. policy.</u></p>	<p><u>Likely Addressed</u></p>
<p><u>4443</u></p>	<p><u>Noise insulation scheme - How would properties be eligible</u></p>	<p><u>The air noise insulation scheme is only based on average Leq contours rather than single mode contours and is confined to Leq metrics.</u></p> <p><u>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.</u></p> <p><u>Updated position (Deadline 9): The Applicant has not addressed this concern. The Council maintains its position that single mode contours are an important aspect in understanding effects of the proposed expansion and the Applicant should take it into account when formulating the noise insulation scheme. The Council is, however,</u></p>	<p><u>The scheme must reflect the on-the-day noise experience of residents and this is better represented by single mode contours and additional metrics (see LIR Ref. NV5).</u></p> <p><u>Clarify what noise contours would be used to define eligibility.</u></p>	<p><u>Likely Not addressed</u></p>

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		<p>supportive of the ExA's proposed paragraph 1 (Interpretation) of Schedule 2 [PD-028] on 'eligible premises' in relation to the reduction in the eligibility thresholds to 54dB LAeq 16hr and 48dB LAeq 8hr.</p>		
<p>4544</p>	<p>Noise insulation scheme - Provision of different types of noise insulation, ongoing maintenance/replacement and addressing overheating</p>	<p>Is noise insulation in the Outer Zone restricted to ventilators or will the occupier have flexibility to make alternative insulation improvements? Ongoing maintenance costs should not be borne by the householder.</p> <p>There appears to be no provision for the ongoing maintenance / replacement costs of the noise insulation with this cost simply passed to the owner.</p> <p>A lack of measures to prevent overheating in noise insulated homes especially in the summer months at night would occur if windows are required to be closed to achieve good acoustic conditions. Acoustic ventilators may do not have any sufficient cooling capability to and do not deal with the issue of overheating.ing.</p> <p>Updated position (Deadline 9): The Applicant has not addressed concerns about the lack of provision of overheating mitigation as part of the noise insulation scheme.</p>	<p>Clarify Clarity on the flexibility of the noise insulation scheme, maintenance and addressing overheating concerns. (See LIR Ref. NV5).</p>	<p>Likely Not addressed</p>
<p>4645</p>	<p>Noise insulation scheme - Measurement of ground noise to identify eligibility</p>	<p>It is unclear how noise monitoring would be undertaken to determine eligibility through cumulative ground and air noise. Properties that may experience cumulative levels of air and ground noise that would include them in the NIS</p>	<p>Provide details on how monitoring of ground noise would be undertaken and how a property would be identified</p>	<p>Not addressed y Uncertain</p>

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		<p>Outer Zone should be screened for monitoring and offered an insulation package if eligible.</p> <p>Updated position (Deadline 9): The Applicant has not addressed this concern. The Council is, however, supportive of the ExA's proposed paragraph 1 (Interpretation) of Schedule 2 [PD-028] on 'eligible premises'.</p>	<p>as appropriate for monitoring of ground noise.</p> <p>Houses that need insulation should be identified prior to the commencement of the project opening (currently 2029) and insulated, not after the project has opened.</p>	
4746	Noise insulation scheme - How will effective insulation requirements be determined	<p>It is unclear if a property in the Inner Zone would be assessed to determine the most effective means of insulation.</p> <p>Updated position (Deadline 9): The Applicant has not addressed this concern. However, the Council sees considerable merit in the ExA's revised requirement R18 and proposed paragraph 1 (Interpretation) of Schedule 2 [PD-028].</p>	Provide details on how Inner Zone properties would receive the most appropriate and effective insulation packages	LikelyNot addressed
4847	Noise insulation scheme - Noise insulation for community buildings	<p>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.</p> <p>Updated position (Deadline 9): The Applicant has not addressed this concern regarding eligibility of community buildings. The Council is, however, supportive of the ExA's proposed paragraph 1 (Interpretation) of Schedule 2 [PD-028] on 'eligible premises'.</p>	Provide details on what community buildings would be eligible for noise insulation and what level of insulation would be provided.	LikelyNot addressed

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4948	Noise insulation scheme - Properties that have already received insulation	It is not clear if properties that have already received insulation would be eligible for upgraded noise insulation as part of the new scheme. Updated position (Deadline 9): The Applicant has not addressed this concern.	Clarification on how properties that have already received insulation would be treated under the new scheme	Likely/Not addressed
5049	Loss of amenity outside space	Access to outdoor space is important for health and wellbeing, but noise insulation will not reduce levels likely to cause annoyance outside including in gardens. Updated position (Deadline 9): The Applicant has not addressed this concern.	An appropriate compensation scheme where existing properties are permanently affected (sSee LIR Ref. NV16).	Not addressed
Employment and Skills and Socio economic				
50	Assessment methodology – No consideration of effects at a local authority level.	There is 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.	GAL should undertake an assessment of project impacts on each local authority. The consequence of the absence of a local level assessment could in some way be alleviated through the ESBS.	Unlikely/Addressed
51	Assessment methodology – Assessment of impacts on property prices	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.	At the minimum, GAL should undertake a qualitative assessment which robustly assesses the project's impacts on property prices.	Unlikely/SCC no longer pursuing this point
52	Assessment of significant effects	Queries remain in relation to the significance of effects during the first year of operation, operational effects and	GAL should revisit the assessments based on the	Uncertain/No longer pursuing this point

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		cumulative effects. These include overlap with other schemes and potential labour supply issues, magnitude scoring used and need for assessment at local authority level.	comments. GAL should also undertake an assessment of impact at local authority level for those authorities based in the FEMA.	
5352	Assessment of population and housing effects— vacant properties	GAL 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 to bringing them back into use.	A more robust assessment of private rented market is required. GAL needs to consider how it can help to bring these properties back into use, both in the short term by the non-home based workers but also by bringing a benefit to local areas and bringing properties back into use by local population once construction is complete. The agreed S106 includes a Housing fund which is intended to assist in addressing accommodation shortage issues.	Unlikely <u>Addressed</u>
54	Assessment of population and housing effects— impacts on affordable housing	Paragraph 7.5.1 of the Assessment of population and housing effects 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 local impact could be seen.	GAL should substantiate the conclusion that the project is unlikely to have any impact on affordable housing demand. The analysis should be updated at a local authority level to help identify issues which need to be planned for and mitigated. The	Uncertain <u>Addressed</u>

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		<p>The assessment concludes 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. Given that affordable housing delivery does not currently meet need, the conclusion does not appear well founded.</p>	<p>agreed S106 includes a Housing fund which is intended to assist in addressing accommodation shortage issues.</p>	
554	<p>Gatwick Construction Workforce distribution technical note – distance travelled to work date</p>	<p>Additional information is requested in a number of areas:</p> <ul style="list-style-type: none"> — Does the Construction Industry Training Board data in terms of average distance workers travel to sites for each region of the UK adequately consider differences that exist within local geographies. — Where Census 2011 data is being relied upon for analysis, there needs to be acknowledgement this could affect the accuracy of home-based (HB) and non-home based (NHB) worker estimations. <p>The gravity model used to identify the split of HB and NHB workers does not appear to take account of current local labour supply constraints locally.</p>	<p>GAL should review their approach to this assessment and apply relevant assumptions to the modelling to address concerns raised. SCC are content that the matter in respect of distance travelled to work data can be agreed.</p>	<p>Unlikely Addressed</p>
56	<p>Gatwick Construction Workforce distribution technical note – Private rented sector (PRS) accommodation</p>	<p>Details are provided 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</p>	<p>GAL should review other potential sources that could inform a more up-to-date understanding of available private rented accommodation. This could include the English Housing Survey and liaison with local authorities in the FEMA. The agreed S106 includes a Housing fund which is intended</p>	<p>Uncertain Addressed</p>

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		<p>authorities on limited availability this would seem to be a significant omission.</p>	<p>to assist in addressing accommodation shortage issues.</p>	
5756	<p>Employment and Skills Business Strategy—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 GAL is unable to provide further details within the ESBS 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.</p>	<p>GAL should provide more detail on tailored initiatives align to local need. This should include relevant baseline information to demonstrate local need. GAL should provide details on performance, financial management, monitoring and reporting to be developed further as part of an Implementation Plan. GAL should explain the difference in BAU and DCO scenarios in terms of provision and outputs. A route map is required to explain the process from ESBS to Implementation Plan. An agreed ESBS contribution has been included in the agreed S106. We understand that the final implementation plans will provide sufficient detail including evidence of need and the interventions which will address this.</p>	<p>Uncertain Addressed</p>

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58	Gatwick Community Fund	Insufficiency of Gatwick Community Fund amounts.	Detail was provided in the draft S106 shared in Feb 2024. The local authorities have provided initial comment to the Applicant and are firmly of the view that the fund proposed is insufficient. A revised offer has been agreed in the finalised S106 submitted at D9.	Likely <u>Addressed</u>
Public Health, including air quality				
5958	Consideration of cumulative impact on key neighbourhoods	Parts of Horley and Charlwood will be affected by both construction and operation of the project. Horley Central and South is one of the most deprived LSOAs in Surrey and the full cumulative impact of construction and operation phases of the project must be considered, including the short and long term effects on physical and mental well being and health.	Evidence that cumulative impacts, particularly for vulnerable group populations have been considered and adequate mitigation measures proposed. The agreed S106 includes air quality contributions and details of the hardship fund.	Uncertain <u>Addressed</u>
60	Health impact of ultrafine particles	That the health impact of ultrafine particles appears to be understated and that there is a lack of any plans to undertake long term residential real time monitoring of ultrafine particles, both number and size distribution, using equipment used on the UK national network	Request for the local authority real time (NOx, PM, ozone) and diffusion tube monitoring to be funded (revenue and capital replacement costs to 2047 or 389,000 movements. This has not been reflected in the draft S106 provided in Feb 2024. Further negotiation required.	Uncertain <u>Addressed</u>

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			The agreed S106 includes a financial contribution to a study if national standards are promulgated.	
6160	Assessment of true pollutant concentrations in the period 2029–2032	Separation of construction and operational assessments over the period 2029 to 2032 is likely to result in an underestimation of the ‘true’ pollutant concentrations experienced by residents during this period.	Request for combined assessment. In line with comments from R&BBC, issues have been resolved	Uncertain Addressed
Heritage				
62	Written Scheme of Investigation for Post-Consent Archaeological Investigations—Surrey	The sampling strategies set out in paragraphs 6.2.17 and 6.2.18 are not wholly acceptable as they do not conform to the minimum standards adopted by the council for the examination of archaeological features	The Applicant proposes incorporating into updated Written Scheme of Investigation. The WSI has been updated	Likely—it does indicate that the methodology will be agreed with SCC Addressed
Rights of Way				
6362	Additional complimentary RoW improvements not fully explored	The scheme has not fully explored how further improvements to the Rights of Way network around the airport could increase opportunities for sustainable travel from surrounding residential areas such as Charlwood, Hookwood and Povey Cross.	Inclusion of additional active travel improvements and consideration of how wider infrastructure improvements can be enabled through the various funds being made available. SCC notes that the STF/TMF could be used to improve the Rights of Way network around the airport	Uncertain Addressed
Landscape and Visual				

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6463	The approach to and judgements within the Landscape and Visual Impact Assessment	<p>Range of concerns, including quality of visualisations, approach to tranquillity assessment, treatment of undesignated landscapes and assessment of effect. As set out in the LIR a number of requests remain in relation to visualisations including need for photomontages for both construction and operation and fully rendered photomontages for key near and middle distance viewpoints.</p> <p>For the tranquillity impact on SHNL, the Applicant to provide further justification for why an increase in overflight of up to 20% is not considered significant.</p>	<p>Addressing of concerns relating to the assessment.</p> <p>Additional information has been provided.</p>	Uncertain No longer pursuing
65	Consideration of the potential changes to the Surrey Hills AONB boundary	It does not appear that this has been considered.	Consideration in assessment.	Uncertain No longer pursuing
6665	The loss of or change in existing green infrastructure, including potential loss of important or historic hedgerows and existing greenspace.	Information on general rather than detailed loss is provided in the documentation.	Detailed plans showing extent of vegetation loss. Loss of broadleaved woodland is not mitigated or compensated for by the NRP.	Likely Not addressed
Biodiversity and ecology				
6766	The extent of loss of mature broadleaved woodland (and other habitats)	It is not clear from the application document how much woodland is being lost and how much is being enhanced / replanted. The same is true for other habitats. The ecology chapter for the ES does not quantify the amount of loss or compensation. A reference is made to these figures being included in Biodiversity Net Gain (BNG) assessment however this information is not clear within the BNG report (screenshots of the BNG metric have been	GAL should quantify losses and replacement habitat in the Ecology chapter for the ES. Additional compensation is required for the mature woodland loss. Especially considering the lag time for newly planted woodland to	Likely Not addressed

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		<p>provided – but this is difficult to navigate and is difficult to review). The impact assessment should quantify the loss to accurately describe the impact. In addition, this information would aid with understanding and transparency.</p>	<p>mature and reach target condition.</p> <p>The BNG metric should be supplied in Excel format to aid with review of information. Habitat parcels should be clearly referenced in figures and the Excel metric so that the two can be easily cross referenced and to aid with clarity over what compensation / enhancement is proposed.</p> <p><u>Loss of broadleaved woodland is not mitigated or compensated for by the NRP.</u></p>	
68	<p><u>Bat roost surveys of trees have not been undertaken</u></p>	<p>The ecology chapter for the ES states: <i>'A total of 43 trees within the surface access improvements boundary were identified as having bat roost potential and of these 36 would be lost. They comprised nine with High roost potential, 28 with Medium roost potential and six with Low roost potential'</i>.</p> <p>No bat roost surveys of 'high' or 'medium' trees proposed for removal have been carried out to inform the baseline and impact assessment. This contravenes policy in relation to protected species. ODPM circular 06/2005 states:</p>	<p>Bat roost surveys of trees are required before determination. Rare bat species have been recorded during other bat surveys and as such, there is uncertainty and lack of information on the status of roosting bats within the application.</p> <p>Surveys are required to inform impacts and mitigation /</p>	<p>Unlikely given survey timing restrictions<u>Addressed – this has or will imminently be addressed</u></p>

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		<p><i>'The presence of a protected species is a material consideration when a planning authority is considering a development proposal that, if carried out, would be likely to result in harm to the species or its habitat..... It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted'.</i></p>	<p>compensation for roosting bats. The advancement of the bat survey programme for trees to be removed as part of the scheme is welcomed. Further detail provided in JSC D9 response.</p>	
69	Lack of information on reptile and great crested newt (GCN) mitigation	<p>The ecology chapter for the ES states that reptile and GCN mitigation will involve translocation to receptor sites and where relevant, European Protected Species Licences would be applied for post DCO consent. However, no detailed information is provided for the reptile and GCN mitigation strategy, for example:</p> <ul style="list-style-type: none"> ● Where are the receptor sites? Reference is made to Longbridge Roundabout, Museum fields and other mitigation areas but there is no detail as to which one of these has been chosen to be the receptor locations for reptiles and GCN. ● No methodology or timings information for the mitigation strategies. 	<p>Additional information has been provided in the Applicant's SoCG response. This should be included within the submission documentation. It remains unclear whether residual impacts have been assessed appropriately without having an outline mitigation strategy in place. More detail required on proposed receptor sites and outline mitigation strategies for reptiles and GCN should be provided. Information is now provided in</p>	LikelyAddressed

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			the amended outline Reptile Mitigation Strategy	
7069	No compensation provided for loss of ponds	The ecology chapter states that no replacement ponds will be provided within the application site due to airport airstrike safety. This is fully justified however, it is not understood why off-site provision of new ponds has not been considered.	It remains unclear why replacement ponds should not be provided off-site – preferable within the nearby Biodiversity Opportunity Areas to maximise ecological opportunities / outcomes. This loss remains unmitigated	Uncertain/Not addressed
71	Longbridge Roundabout Mitigation area (Gatwick Dairy Farm)	Clarification is required as to what the legal mechanism will be adopted for the management and maintenance of Longbridge Roundabout Mitigation area (Gatwick Dairy Farm). It is assumed that land will be compulsory purchased and all future management and maintenance of the land would be the responsibility of GAL.	Clarification required on legal mechanism for management and maintenance of Longbridge Roundabout Mitigation area (Gatwick Dairy Farm) Arrangements have been confirmed	Likely/Addressed
7271	Biodiversity Net Gain (BNG) baseline assessment methodology	The BNG baseline has been calculated excluding those areas of the site which will not be impacted by the proposals (i.e airfield grassland). This is a non-standard approach and it is assumed that this approach has been adopted so that net gain can be achieved from a lower baseline value (i.e. net gain is easier to achieve as baseline value is lower).	The BNG assessment should follow standard practice. The baseline BNG value of the site should include all habitats within the DCO application boundary. It is currently unclear whether the application would achieve net gain as the baseline value which has been used does not include all habitats within the DCO application site. SCC is of the view that if BNG	Likely/Not addressed

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			<p><u>statutory/best practice guidelines are not followed, it is inappropriate to state the scheme is achieving BNG.</u></p>	
73	<p><u>Need to adopt a landscape scale approach to assessing and addressing ecological impacts</u></p>	<p><u>Ecological impacts will extend beyond the project site boundary with potential impacts on bat populations, riparian habitats downstream of the airport and the spread of non-native aquatic species. Disturbance and habitat severance within the airport, including the removal of woodland, trees and scrub along the A23, will impact the functioning of wildlife corridors, notably bat commuting routes both within the site and the wider landscape. Maintenance of habitat connectivity across the airport and wider landscape remains a concern.</u></p>	<p><u>GAL should adopt a landscape scale approach to assessing and addressing ecological impacts, including the need to provide off-site mitigation, compensation and BNG. SCC would expect enhancements to green corridors and improved habitat connectivity to extend beyond the confines of the airport, along key corridors such as the River Mole and Gatwick Stream.</u></p> <p><u>A landscape and ecology enhancement fund has been included in the agreed S106 and SCC therefore agree that there will be resources made available to address ecological impacts beyond the project site boundary.</u></p>	<p><u>UncertainAddressed</u></p>
7473	<p><u>Additional opportunities for biodiversity enhancement</u></p>	<p><u>Many potential opportunities for biodiversity enhancement, both within and outside the Site, were never explored. For example, conversion of 'amenity grassland' currently present on road verges and</u></p>	<p><u>Explore further opportunities for biodiversity enhancement, both within and outside the Site. A landscape and ecology</u></p>	<p><u>UncertainAddressed</u></p>

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		<p>roundabouts within the Site to wildflower grassland through reduced mowing and/or re-seeding with wildflowers, and the improved management of Gatwick Stream and Crawter's Brook.</p>	<p>enhancement fund has been included in the agreed S106 and SCC therefore agree that there will be resources made available to deliver additional biodiversity enhancement.</p>	
75	<p>Security of long term positive management of the two existing biodiversity areas managed by GAL, the North West Zone (NWZ) and Land East of the Railway Line (LERL)</p>	<p>The North West Zone (NWZ) and Land East of the Railway Line (LERL) are of considerable biodiversity value and key components of the ecological network. Any loss or degradation could have significant impacts on the effectiveness and viability of the proposed mitigation areas. ES Ch. 9 Section 9.6.172 states that 'Positive work through the GAL Biodiversity Action Plan (BAP) is likely to continue ...'.</p>	<p>A legal commitment from GAL to provide certainty that these two biodiversity areas will continue to be managed for wildlife. One option might be to include their management within the LEMP.</p>	<p>Likely Addressed</p>
76	<p>Gatwick Greenspace partnership</p>	<p>Continued support for the Gatwick Greenspace Partnership is proposed to be included within the new NRP Section 106 Agreement. Engagement is required with partners on proposals.</p>	<p>SCC wishes to be included in this continuation of the partnership. Greater detail is needed around level of contribution to the partnership and the priorities for biodiversity enhancement. A revised funding offer is included in the agreed S106.</p>	<p>Likely Addressed</p>

Carbon and Climate Change

Ref	Principal Issue in Question	Concern held	What needs to change/be amended/be included in order to satisfactorily address the concern	Likelihood of concern being addressed during Examination
7776	Legislation, policy and guidance – Impact of Emissions Trading Scheme (ETS)/CORISA.	It's not clear if GAL considers the impact of changes to ETS/CORISA in aviation forecasts used to develop the 'need case'.	Confirmation of whether the impact of ETS/CORISA changes have been taken into account?	Likely Addressed
78	Legislation policy and guidance – Consideration of UK Climate Change Committee (CCC) Progress in reducing emissions report	The latest Climate Change Committee Progress Report to Parliament published in June 2023 has identified their main concerns and criticisms of the current UK Aviation climate change policy and risks to achieving net zero.	GAL needs to analyse and assess the issues raised by the CCC regarding the Jet Zero Strategy and consider in relation to the NRP and how this could compromise the UK's net zero trajectory in alignment with the IEMA GHG Assessment Guidance (2022).	Likely Addressed
7977	Baseline information review – GHG emissions from airport buildings and ground operations does not appear to include maintenance, repair, replacement or refurbishment emissions.	The scope of the GHG emissions arising from airport buildings and ground operations does not appear to cover maintenance, repair, replacement or refurbishment emissions. Therefore, this would under account the operational GHG emissions. It is not clear what is captured under “other associated businesses”.	GAL needs to clarify if the maintenance, repair, replacement or refurbishment emissions were calculated within the GHG Assessment and, if not, justify why. 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%.	Likely Addressed
80	Assessment of significant effects – The ES fails to consider the risks	The CCC, in their latest progress in reducing emissions publication (June 2023) and previous publications, raised	GAL needs to assess the concerns and the issues raised	Likely Addressed

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	<p>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, it is considered that the conclusion of ES is not in alignment with the IEMA (2022) GHG Assessment Guidance.</p>	<p>serious concerns over the UK Jet Zero policy as summarised in Page 267, 'Airport expansion' bullet point of the latest report¹.</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>by the CCC regarding the Jet Zero Strategy and consider in relation to the NRP and how this could compromise the UK's net zero trajectory in alignment with the IEMA GHG Assessment Guidance (2022).</p> <p>The Applicant needs to consider the issues raised in the UK Aviation Jet Zero strategy's judicial review and the CCC's concerns.</p>	
81	<p>Assessment of significant effects – 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 levels². 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>GAL needs to provide an updated cumulative assessment that considers the combined impact of all major UK airport expansions and how this could impact the UK's net zero trajectory in alignment with the</p>	Likely Addressed

¹ <https://www.theccc.org.uk/publication/2023-progress-report-to-parliament/>

² <https://www.ft.com/content/52cdd536-103b-4db0-91c5-f1337bc47baa>

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		As discussed above, airport expansion, demand management, and reliance on nascent technology are three key areas raised by the CCC that could jeopardise the UK's net zero trajectory. A significant increase of >150 million passengers will greatly increase the UK's cumulative aviation emissions, which may have significant consequences on the UK's net zero trajectory.	IEMA GHG Assessment Guidance (2022).	
82	Assessment of aviation GHG emissions— It is not clear how or if GAL converted CO ₂ emissions from aircraft to CO ₂ e.	It is not clear if GAL undertook a conversion from CO ₂ to CO ₂ e as this would impact the aviation emissions by around a 0.91% increase BEIS (2023) ³ . If not accounted for, this would increase aviation GHG emissions by approximately 48,441 tCO ₂ e in 2028 in the most carbon-intensive year where 5.327 MtCO ₂ e was estimated to be released (Table 5.2.1).	GAL needs to confirm if a conversion was undertaken from CO ₂ to CO ₂ e? If not, the Applicant is required to update the GHG Aviation Assessment to account for this.	Likely Addressed
83	ES Chapter 15 Climate Change baseline— Time periods considered for climate change projections are not far enough into the future to represent the worst case scenario.	The most distant time period chosen for assessment was 2040-2069 (2060s) (as detailed in paragraph 15.5.2), however, some asset components are assumed to be operational in perpetuity, and therefore these climate change projections are not adequately far enough into the future to represent the worst case scenario.	GAL should include additional data from the furthest time period available e.g. 2100 to ensure the most conservative projections are accounted for.	Likely Addressed
84	ES Chapter 15 Climate Change assessment of significant effects— Identification of construction risks is limited.	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.	GAL should undertake a more detailed identification/ assessment of construction related climate risks and distinguish areas that are particularly vulnerable and may	Uncertain Addressed

³ <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2023>

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			require specific adaptation measures to be in place.	
85	ES Chapter 15 Climate Change assessment of significant effects – Inconsistency and lack of detail in some climate impact statements.	The climate impact statements (Table 15.8.5 and Table 15.8.6 of ES Chapter 15 Climate Change) are lacking in consistency in in that some are missing an ‘impact’. They have a cause, an ‘event’ but no end ‘impact’. This end result is what should determine the consequence rating and could have led to an underestimation of risk.	GAL should update all climate impacts statements to have a clear end impact and so that all risks are articulated in a consistent way.	Uncertain <u>Addressed</u>
86	ES Chapter 15 Climate Change mitigation, enhancement and monitoring – Lack of identification of additional mitigation/ adaptation measures.	Whilst GAL 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.	GAL should identify further adaptation measures that can be implemented in design, construction or operation to further reduce the project’s vulnerability to climate change. Detail will be required as to how they are secured.	Uncertain <u>Addressed</u>
87	ES appendix 15.5.2 Urban Heat Island Assessment – Mitigation measures should be proposed to reduce the impact of UHI effect.	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.	Identification of further adaptation measures that can be implemented in design, construction or operation to further reduce the UHI effect.	Uncertain <u>Addressed</u>
88	ES appendix 15.8.1 Climate Change Resilience Assessment – Inconsistency and lack of detail in some climate impact statements.	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.	GAL should update all climate impacts statements to have a clear end impact and so that all are articulated in a consistent way. The risk ratings should then be revised accordingly.	Uncertain <u>Addressed</u>

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89	ES appendix 15.8.1 Climate Change Resilience Assessment – Concerns regarding underestimation of risk.	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.	GAL should review the articulation of risk, impact and risk rating and revise where appropriate. Further consideration should be given to climate risks associated with hydrogen storage and usage.	<u>Uncertain Addressed</u>
90	ES appendix 15.8.1 Climate Change Resilience Assessment – Lack of consideration of storm events/ wildfire/ fog	Storm events are not considered sufficiently in this assessment. Wildfire is not mentioned as a possible climate hazard to impact the airport's operation. However, wildfires in the surrounding area, in particular the smoke they generate can impact airport operations. Risks associated with fog were not included in the risk assessment, however, fog can impact visibility and ability to perform day to day airport operations.	GAL should give further consideration to be given to storm events, wildfire and associated smoke and fog and risk description and rating to be reconsidered.	<u>Likely Addressed</u>
91	ES appendix 15.8.1 Climate Change Resilience Assessment – Insufficient detail on the climate change impact on critical airport equipment and infrastructure.	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 and causing a power outage.	GAL should include risk and mitigation details regarding the climate change impact on critical airport equipment and infrastructure.	<u>Likely Addressed</u>
78	The unsustainable growth of airport operations may result in significant adverse impacts to the climate.	Growth may lead to unsustainable surface access transportation and airport operation growth.	To monitor and control GHG emissions during the project construction and operation it is suggested a control mechanism similar to the Green Controlled Growth Framework submitted as part of the London Luton	<u>Not Addressed</u>

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			<p>Airport Expansion Application, is provided. Implementing such a framework would make sure that the Applicant demonstrates sustainable growth while effectively managing its environmental impact. 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. Emission limits and thresholds for pertinent project stages should be established. Should any exceedances of these defined limits occur, growth should be halted.</p>	
79	<p>GAL does not identify the risks associated with using carbon offset schemes.</p>	<p>Document 5.4.2, Section 1.14 This states that, "In 2016/17, we achieved 'Level 3+ - Neutrality' status under the Airport Carbon Accreditation scheme, which is a global carbon management certification programme for airports (Ref 1.1). GAL has been working hard to reduce carbon emissions under GAL's control (from a 1990 baseline) and offset the</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.</p>	<p><u>Addressed</u></p>

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		<p>remaining emissions using internationally recognised offset schemes."</p> <p>The scientific community has identified various risks around using offsetting schemes to claim net zero or carbon neutrality. GAL should specifically state which offset scheme they intend to use so research can be conducted into the trustworthiness of the scheme.</p>	<p>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. These should align key offsetting principles.</p>	
80	<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 Project'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 must actively promote the transition to a decarbonised economy, incentivising airport users to adopt low-carbon technologies like electric cars and public transportation systems.</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, the Applicant should support measures such as Green Bus programmes.</p>	<p><u>Addressed</u></p>
Draft Development Consent Order				
92	<p>Revisions required to Article 22 Discharge of Water</p>	<p>Ordinary watercourses are not adequately addressed</p>	<p>Appropriate wording in relation to ordinary watercourses to be included</p>	<p>Uncertain <u>Addressed</u></p>
9382	<p>Revisions required to the definition of "commencement"</p>	<p>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>Revisions required. <u>The authorities' main concerns are with the potential impacts of</u></p>	<p>Uncertain <u>Not agreed</u></p>

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			the works that fall within paragraph (k), (m), (n) and (o). Detailed comments are provided in the Legal Partnership consolidated comments of the dDCO submitted at Deadline 8.	
94	Article 3 (development consent etc. granted by Order)	Use of the wording “construct, operate and use”	Justification for drafting required	Uncertain Addressed
9584	Article 9 (planning permission)	Confirmation required around which planning permission and conditions the applicant is concerned about	Justification required	Uncertain
9685	Article 21 Agreements with highway authorities	The need for highway authorities to agree template agreements before the end of the Examination with the applicant under article 21 (agreements with highway authorities)	Discussions on agreements to be held. The Applicant has made an open commitment to rely on the councils’ S278 and 38 agreements as the basis for any agreement to be entered into under article 21 for the local highway works. However, agreements have not yet been entered into.	Likely Addressed
97	Article 10 Consideration of Highway authority Lane Rental and Permit Scheme	The disapplication of several provisions of the New Roads and Street Works Act 1991 without the application of the	Revisions required SCC has provided details of how the Surrey Permit Scheme has been	Uncertain Addressed

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		relevant highway authority's permit scheme (article 10; application of the 1991 Act)	incorporated within a made DCO. This is now incorporated in the dDCO.	
9887	Article 11 Street works	The way in which street works are controlled under article 11 (street works). It departs from most precedents by authorising interference with any street within the Order limits, rather than those specified in a schedule.	Revisions required. The usual cross-reference to a schedule should be included. We welcome the revisions in the ExA proposed dDCO changes to address this point.	Uncertain Not addressed
9988	Deeming provisions	The inclusion of deeming provisions in articles 12(4) (power to alter layout, etc. of streets), article 14(8) (temporary closure of streets), 18(10) (traffic regulations), 22(5) (discharge of water), and 24(6) (authority to survey and investigate the land)	Revisions required SCC welcome the deletion of "or delayed" from a number of articles.	Uncertain Addressed
100	Alternative routes	The standard to which alternative routes must be provided under article 14(5) (temporary closure of streets)	Revisions required	Uncertain Addressed
101	Article 16 New means of access	The proposal to allow the applicant to create new means of access without the street authority's consent under article 16 (access to works)	Revisions required	Uncertain Addressed
102	Traffic regulations	How the "instrument" referred to in article 18(6)(a)(traffic regulations) will be accessed	Revisions required	Uncertain Addressed
10392	Article 25 which relates to trees and hedgerows	Hedgerow works are excluded from the definition of "commencement" (art.2) but this article controls hedgerow works so further explanation is needed as to how they work together	Revisions required	Uncertain
104	Article 31 (time limit for exercise of authority to acquire land compulsorily)	The usual period of five years is doubled. Further information about project complexity is required	Justification required The authorities welcome the amendment to 7 years	Uncertain Addressed

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105	Article 40 (special category land)	Timing of vesting of special category land	Justification for applicant's approach required Maintenance responsibilities are now confirmed.	Uncertain <u>Addressed</u>
95	Article 48 (Defence to proceedings in respect of statutory nuisance) Exemptions are proposed from large parts of section 79(1) of the Environmental protection Act without adequate justification	<u>Residents should be able to bring nuisance action as they can at present</u>	Justification for exemptions required. Revisions required to ensure it is not so wide-ranging. Further comments provided at D8 in the Legal Partnership submission	Uncertain
106	Inclusion of hotels as authorised development	Further justification requested in relation to inclusion of work nos 26, 27 and 28 as authorised development	Justification required	Uncertain <u>No longer pursuing</u>
10797	Drafting of requirements in 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 and omissions in R.19 (airport operations);	Revisions required	Uncertain
98	Drafting of Requirement 14 (archaeological remains)	Within Surrey, SCC should be the discharging authority for this requirement	References to the local planning authority should be replaced with the county Archaeologist from a Surrey context	Likely <u>Addressed</u>

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99	Drafting of Requirement 15 (air noise envelope)	The Air Noise Envelope is not considered fit for purpose as it does not align with policy requirements. In addition there is no role for any local authority control in this requirement. A mechanism should be included in the DCO to require the CAA to involve the local authorities and other key stakeholders in scrutinising noise envelope reporting.	<p>The air noise envelope provision should include:</p> <ul style="list-style-type: none"> -A “mitigate to grow approach” An Environmental Scutiny Group (ESG) including local authorities -Appropriate enforcement powers for the ESG -Establish appropriate sanctions for technical and limit breaches -Integrate existing noise controls into the noise envelope <p>The Council is broadly supportive of the principle behind the ExA’s revised requirements R15 and R16 in Schedule 2 [PD-028] to progressively reduce the noise contour area over time.</p>	Not addressed
100	Drafting of Requirement 18 (noise insulation scheme)	Justification is required on a number of points, such as why the time limits in the requirement have been chosen.	Drafting revisions to ensure the requirement is enforceable and precise. The local authorities require amendments to ensure provisions in the scheme are consistent with their proposed metrics and thresholds.	Not addressed

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			<p>The Council is broadly supportive of the principle behind the ExA's revised requirements R15 and R16 in Schedule 2 [PD-028] to progressively reduce the noise contour area over time.</p>	
<p>101</p>	<p>Drafting of Requirement 19 (airport operations)</p>	<p>Greater specificity is required. R.19(2) would restrict dual runway operations to 386,000 commercial air transport movements per annum. The Councils consider a control on total air transport movements per annum would be preferable.</p> <p>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 Councils consider "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.</p> <p>The requirement needs to restrict use of the northern runway to departures and to Code C aircraft or smaller (the basis of the current proposals and assessments in the ES);</p> <p>The requirement needs to include a night movement cap.</p>	<p>Revisions required. Comments are provided in the Legal Partnership consolidated comments of the dDCO submitted at Deadline 8.</p>	<p>Not addressed</p>

Ref	Principal Issue in Question	Concern held	What needs to change/be amended/be included in order to satisfactorily address the concern	Likelihood of concern being addressed during Examination
102	<p>Drafting of Requirement 20 (surface access)</p>	<p>The dDCO gives too much flexibility in allowing the development to proceed with only retrospective checks to see if the mitigation proposed is delivering results. This is reactive and ineffective, in particular in considering whether the development is appropriate for the communities who may be affected by the adverse impacts of the development and whether there is sufficient amelioration of those impacts. R20 appears to say that the operation can only be carried on if there is adherence to the surface access commitments but when those surface access commitments are considered more carefully they are toothless in terms of constraining any activity at the airport.</p> <p>The intention is that the surface commitments will be a certified document, and Requirement 20 requires the operation to be in accordance with those commitments. For example, the mode shift target of 55% has to be tested three years after the commencement of operations. If this is not achieved, the monitoring arrangements in the SAC envisage a reporting process and preparation of action plans for future activity. However, there is no commitment to curtail operations either during the period of the preparation of action plans or until such time as the targets are met. Therefore, this target does not actually constrain the operation of the airport.</p>	<p>SCC considers it as more appropriate to have clear steps set out in the DCO to regulate the growth and clear sanctions should the mitigation measures not be achieved.</p> <p>The Luton airport expansion is currently before the Secretary of State with proposals which seek to manage growth as the Authorities suggest, i.e. green controlled growth (which is set out in Part 3 of Schedule 2 of the Luton dDCO. The Secretary of State will have to decide, in deciding that development consent order, whether those controls are necessary, but it is clearly relevant that the operator and promoter of that development consider that managed growth is workable and they are putting that forward as the way in which they will achieve both their growth but also achieve the environmental objectives.</p> <p>D9: The local authorities submitted comments on the ExA</p>	<p>Not addressed</p>

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			recommended amendments to Requirement 20 at ISH9	
108103	Schedule 11 (procedure for approvals, consents and appeals)	the 8-week for determining significant applications. Fees and resourcing.	Revisions required. The S106 includes a requirement for the Applicant to enter into a PPA in relation to the discharging of requirements.	Uncertain Addressed
109104	DCO schedules and plans	Amendments required to address inconsistencies and errors	Revisions required	Likely Addressed
110105	Finalisation of Section 106 Agreement	Negotiation on the S106 has not yet started Substantial revisions required to draft S106.	Discussions to commence An agreed S106 has been submitted at D9	Uncertain Addressed