



Meeting note

File reference	TR02005
Status	Final
Date	15 November 2019
Meeting with	Gatwick Airport Limited (GAL)
Venue	Temple Quay House
Meeting objectives	Project update meeting (post-EIA Scoping)
Circulation	All attendees

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Project and programme update

GAL explained its on-going engagement with various stakeholders, noting particularly the work undertaken with relevant local authorities and the role of the established Gatwick Airport Consultative Committee (GATCOM). GAL noted that GATCOM meetings are open to the public to observe. The discussion noted the material available via the National Infrastructure Planning website in respect of Advice Notes and a series of short videos that help explain the various stages of the Planning Act process.

GAL noted that it is considering the approach to take to writing Statements of Common Ground with various parties. The Inspectorate also noted that some Applicants have prepared a Statement of Commonality to provide an accessible overview of current positions between the Applicant and relevant parties as a way of presenting levels of agreement/ dispute across specific topic areas - an example document is presented on the National Infrastructure Planning website¹.

The Government's consultation on the draft Aviation Strategy 2050 closed in June 2019 and GAL explained that it is aware that the final version may have a bearing on GAL's approach to preparing its Development Consent Order (DCO) application.

GAL indicated that statutory consultation may take place in Q2 2020 and that submission of a DCO application is currently anticipated in 2021.

¹ <https://infrastructure.planninginspectorate.gov.uk/application-process/example-documents/>

Post-EIA Scoping Opinion queries

The Inspectorate highlighted paragraph 3.1.3 of the Scoping Opinion i.e. that its content need not prevent GAL from subsequently agreeing (with relevant consultees or through further evidence) to scope aspects/ matters out of the Environmental Statement (ES), and that the ES should provide evidence to justify this approach. Where the Scoping Opinion had not scoped out some matters, it was based on the information available in the Scoping Report.

Flooding/ Surface water

GAL explained that the design of the Proposed Development's drainage solution had changed slightly since the scoping stage due to flooding and surface water drainage modelling results. GAL confirmed it was in discussion with the Environment Agency (EA) regarding drainage solutions including underground storage cisterns, treatment and attenuation systems and modifications to the River Mole within the airport boundary.

Assessment scenarios

GAL and the Inspectorate discussed the proposed approach to the assessment scenarios taking into account Heathrow and perceived uncertainty regarding the 'opening year'. GAL clarified its proposed approach, which includes assessing against different assumptions in this regard. The Inspectorate highlighted that such assumptions may be tested during examination and pointed to references in the Scoping Opinion to sensitivity analysis as a potential approach to demonstrate consideration of uncertainty/ worst case assumptions.

GAL and the Inspectorate discussed the proposed approach to defining the worst-case "peak spreading" for the assessment, i.e. the greatest additional impact of the Proposed Development (particularly in terms of noise) may be outside of the current peak activities. These comments were covered in 4.8.15 of the Scoping Opinion.

GAL explained that growth assumed in future baseline scenarios could be achieved through the existing airport operational parameters with extant consents (including permitted development rights).

GAL recognised the need for realistic and demonstrable future baseline scenarios presented in the ES and used for the assessments. GAL also confirmed that, where relevant, EIA topics would consider impacts modelled on 74mppa and not just the difference between 74mppa and future baseline growth (61mppa), scenarios (ie to assess the effects of the entirety of planned growth).

GAL explained its approach to the assessment of potential cumulative impacts with the Heathrow proposals and considered that currently there was insufficient publicly available data about the Heathrow scheme to enable this. GAL is looking at the potential for cumulative traffic effects but considers that significant effects are unlikely and that a detailed assessment would therefore not be necessary. This will be confirmed once the strategic road model (the scope of which includes the Heathrow area) is complete.

Airspace change and CAP 1616

GAL provided a summary of its discussions with the Civil Aviation Authority (CAA) relating to airspace change and dual runway operations.

GAL identified potential difficulties in considering the Future Airspace Strategy Implementation South (FASI-S) process within relevant assessments to the ES as the necessary details are currently unknown and unlikely to be forthcoming before the application submission. The Inspectorate reaffirmed the position stated in the Scoping Opinion that the airspace change process was not an aspect or matter that could be scoped out (noting the potential relevance of updated flightpaths to the assessment of significant effects). The Inspectorate advised GAL to undertake assessments having regard to relevant and available information on the FASI-S process that may be available at the time of submitting the application. The Inspectorate also reminded GAL of the need to ensure that ES methodologies are 'compatible' with the methodological approaches outlined in the CAA's CAP 1616 and CAP 1616a.

GAL explained that, particularly in respect of noise, the assessment(s) would be completed assuming existing flightpaths (unless a meaningful outcome from the FASI-S process was available) and using the CAP 1616 requirements for airspace change and environmental metrics and assessment requirements.

Surface access

GAL outlined that the ES will account for likely and ambitious targets for modal splits and demand for public transport. The Inspectorate advised that such metrics and assumptions, as well as the security of and reliance placed on any DCO requirements would likely be tested during examination.

GAL commented that the north/ south terminal highways works associated with the Proposed Development are likely to constitute a Nationally Significant Infrastructure Project (NSIP) in their own right due to the size of the proposed junction amendments being beyond the threshold of the PA2008. There are ongoing discussions with Highways England regarding the options for these junctions, particularly around the interface with the Horley Business Park Development at the south terminal roundabout, including how this will be incorporated into the ES for the Proposed Development (for example, whether it will be included in the future baseline traffic modelling, as a cumulative development or as a sensitivity test).

Cumulative effects, property values and FDI

GAL discussed its approach to cumulative assessment and in particular residential developments which are not yet formally committed development. The Inspectorate pointed the Applicant towards the advice contained in the cumulative assessment Advice Note, noting that other developments in the assessment should be kept under review and assessments made on the basis of the most current information.

GAL explained that it does not consider that the Proposed Development would result in significant effects to property value and that subsequently the ES would not assess impacts from loss of value in the property market. The Inspectorate reminded GAL of

the information contained within the Scoping Opinion in this regard (paragraph 3.1.3), and that the ES should provide evidence to justify this approach.

GAL also sought clarification on the comments in the Scoping Opinion around foreign direct investment (FDI) effects of the Proposed Development, and how the ES should consider these matters. The Inspectorate explained that the Scoping Report did not address whether FDI and trade would feature in the proposed methodology for the assessment of socio-economic effects but should do so where relevant at a local and regional authority level where significant effects are likely to occur.

Carbon and climate change

GAL discussed its approach to the assessment of carbon and climate change, noting that part of paragraph 3.3.25 of the Scoping Opinion could be difficult to address due to climate change being an international issue. The Inspectorate noted that this text is largely the same as that contained within Schedule 4 of the EIA Regulations (information for inclusion in Environmental Statements).

AoB/ Next steps

GAL suggested that the Inspectorate's 'outreach' service would be welcomed and enquired whether the Inspectorate could attend a GATCOM meeting.

The Inspectorate agreed to forward two pieces of correspondence that it had received from local interest groups who were not identified as consultation bodies for the purposes of the scoping process under the EIA Regulations.