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Gatwick Airport Consultative Committee

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9 February 2022

Dear Peter,

Request for emergency meeting

Thank you for your letter of 31 January and for bringing this important matter to my attention. I have carefully considered your request to call an emergency meeting of GATCOM to discuss the findings of the New Economics Foundation (NEF) as outlined in [their article of 27 January](#). However, having liaised with the Vice-Chair and the Secretariat, I do not believe there is a need to call a special meeting.

My reason for this is that it is not unusual over the course of preparing a submission of a planning application, particularly for complex/large scale development projects, for circumstances to change. What is important is that when the actual application is eventually submitted the supporting evidence is up to date reflecting the latest government requirements, policies and cost values which will then be scrutinised and assessed by the Examining Authority (PINS) to initially determine whether there are errors and omissions and then ultimately by the Secretary of State.

I have sought GAL's comments on your concerns and its response is set out in the Annex to this letter for your information. As you will see GAL accepts that it will need to study what the Government's updated cost values mean for its expansion plans over the next few months. I am also aware that many GATCOM member organisations are of the view that GAL needs to update evidence (and/or to provide the missing evidence) for a number of topics, not just in relation to carbon.

In addition to this, it is likely that Government will issue a new aviation strategy, its response to the Jet Zero consultation and other new policy guidance between now and GAL's submission of its DCO application, meaning that any new policies and requirements will also need to be taken into account in GAL's submission.

Notwithstanding this, I would also remind you that in responding to GAL's Northern Runway pre-application consultation GATCOM referenced the fact that the Committee was aware that other organisations had commissioned their own economic research into GAL's assumptions on the economic benefits of and the need for the Northern Runway project and had requested that GAL gives full consideration to and takes account of the outcomes of those studies in

BY EMAIL

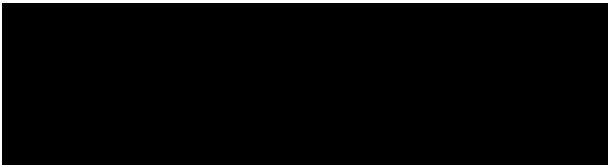
Peter Barclay
Chairman
Gatwick Area Conservation Campaign

advance of preparing the DCO application submission. GATCOM's response therefore captures the fact that the previous work by the NEF for GACC which, as you say, is referenced in your own response to the consultation. In light of GACC's continuing concerns and the new findings of NEF, I suggest it is for GACC to seek to add to its own consultation submission.

GAL reported at the last GATCOM that it will take several months for all the comments received to the consultation to be considered before work begins on revising and finalising the environmental statement and the submission to the Planning Inspectorate (GAL anticipates submission towards the end of the year). I suggest therefore that at the appropriate time we seek an update on this topic and indeed on other matters, where GAL has added to or revised its assumptions and calculations as a result of consultation responses and changes to Government policy and requirements.

I will circulate your letter and my response to all GATCOM members so that they are aware of the concerns you have raised and my response.

Yours sincerely,



Tom Crowley
Chairman

GAL's advice to Secretariat 07/02/22

From: Tim Norwood

The responsibility of examining GAL's planning (DCO) application including checking how calculations have been made and then balancing the reported economic benefits and environmental impacts in reaching a decision rests initially with the Planning Inspectorate and ultimately with the Secretary of State.

For some background info – by necessity our consultation was a snap shot in time. The Govt published its 'Valuation of greenhouse gas emissions: for policy appraisal and evaluation' on 2nd Sept 2021, less than a week before we launched the consultation and after we had already published the SOCC and announced the start date. We did not and could not have foreseen this information becoming available.

We are aware that the Government has updated its carbon pricing but just because we didn't use the figures published a few days before we launched our consultation, does not mean our consultation was misleading or cannot be relied on. Its perfectly normal in the course of preparing big planning submissions for things to change, and so what is important is that the latest values are used in the planning application itself and examined in the proper way through the examination process.

Again for info – we issued the following statement to the local papers in response to some enquiries

A Gatwick spokesperson said: "We are acutely aware of our responsibilities on climate change and the environment and we will grow in a way that supports the Government in achieving its commitment to net zero emissions by 2050. Our Northern Runway plans are designed to unlock new capacity from our existing infrastructure, much of which is already in place.

"We believe our Northern Runway plans can be compatible with UK climate change targets given a strong industry focus on reducing emissions through market-based measures and innovation, including improvements in engine efficiency, the use of sustainable aviation fuels and hydrogen and electric-power technologies.

"We will be studying what the Government's updated figures mean for our expansion plans over the next few months, but we do not anticipate that adopting the new carbon pricing will mean that our plans are not necessary or not consentable."