

Gatwick Northern Runway Project: approval of consultation response

Schedule of Post-Cabinet Changes

17 November 2021

Ref	Change	Reason
Decision Report		
Ecology and Nature Conservation Para 2.59	AMEND to read: "GAL report the sustainability goal for biodiversity is to "have a sector-leading 'net gain' approach to protecting biodiversity and habitats on the airport estate". Even though it is not <u>yet</u> mandatory, GAL should adopt a voluntary BNG approach as good practice. If the proposals are to deliver a <u>minimum of 10%</u> BNG, it will require significantly more biodiversity enhancement than is currently proposed."	Update (following the Environment Act receiving Royal Assent)
Air Quality Para 2.67	AMEND to read: "There are concerns around the Impact Pathway Assessments and the requirement for damage cost calculations presented as part of the air quality assessment. The provisional view is that current calculations by GAL are limited, providing too great a range (£12m to £423m). <u>Complete M</u> odelling data has not been published as part of the PEIR and, therefore, it is difficult to determine if the modelling is reasonable."	Update (following late publication of additional information by GAL and discussions with Reigate and Banstead BC)
Air Quality Para 2.68	AMEND to read: "There is <u>was</u> no source apportionment data in the PEIR <u>when it was published at the start of the consultation period</u> , meaning there is <u>was</u> no indication of where the pollution is <u>was</u> coming from, for example, aircraft, road traffic (airport and non-airport), construction, the proposed CARE facility or wastewater treatment works. <u>Following the officer review of the PEIR, GAL published the missing evidence; therefore, additional comments may need to be made (post-consultation) once officers have had the opportunity to review the additional information.</u> Furthermore, although there are expected to be significant falls in pollution from road traffic, pollutant concentrations in the 2029 scenario are unchanged from the 2019 position and the lack of source apportionment in the PEIR means there is no way of determining why pollution levels are not falling."	Update (following late publication of additional information by GAL and discussions with Reigate and Banstead BC)
Air Quality Para 2.69	AMEND to read: "It is noted that the World Health Organisation (WHO) published revised guidance on ambient air pollution in September 2021, which recommends that annual average nitrogen dioxide concentration should reduce from 40 µg/m ³ (which is the current UK and EU standard) to 10 µg/m ³ . This compares to average nitrogen dioxide	Update (following late publication of additional information by GAL and discussions with

	concentration of around 27 µg/m ³ at sites around the airport. Given that GAL do not forecast any change in concentrations, Therefore, the revised WHO guideline value is of significance if the project is progressed."	Reigate and Banstead BC)
Appendix C: Detailed Comments on the Preliminary Environmental Information Report		
Landscape, Townscape and Visual Resource General	AMEND to read: "It is not clear how the early LVIA work fed into the site selection process for the proposed development. How has LVIA work helped guide the location for the construction compounds? The need for a surface access contractor compound on greenfield land north of the A23 Spur is questioned, when the airport has so much surface access <u>car parking significant brownfield land and existing hard standing available</u> that could be utilised without the environmental damage and disruption this site would cause to nearby residents."	Clarification (following input from CHESC TFG)
Water Environment 11.13.23	ADD the following: "Given the groundwater levels and depth of attenuation basin excavations, can GAL indicate the degree of reliance its drainage measures will have on lined basins (with all the long-term membrane integrity maintenance challenges they pose)?"	Additional comment (following input from CHESC TFG)
Traffic and Transport Appendix 12.9.1, Part 4, 7.2.2	ADD the following: "It is anticipated that the assessment will demonstrate the need to complete the Crawley Western Link Road (CWLR) to provide a through route, including bus priority, between A264 and A23 due to the cumulative impacts of the West of Ifield development and growth at Gatwick. It is also anticipated that further sustainable transport interventions will be needed to provide connectivity between Gatwick and these strategic sites, and to support the achievement of GAL's mode share targets."	Clarification (following discussions with Crawley BC)
Traffic and Transport Appendix 12.9.1, Part 4: General comment	ADD the following: "Following the officer review of the PEIR, GAL published additional information on the transport assessment (Appendix 12.9.1 Preliminary Transport Assessment Report (PTAR) Part 4 Appendix A: Uncertainty Log). Therefore, additional comments may need to be made (post-consultation) once officers have had the opportunity to review the additional information."	Update (following late publication of additional information by GAL)