



YOUR LONDON AIRPORT
Gatwick

Our northern runway: making best use of Gatwick

Preliminary Environmental Information Report
Appendix 6.2.1: Scoping Responses and Location within PEIR
September 2021

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1 Scoping Responses and Location within PEIR

1.1 General

1.1.1 This document forms Appendix 6.2.1 of the Preliminary Environmental Information Report (PEIR) prepared on behalf of Gatwick Airport Limited (GAL). The PEIR presents the preliminary findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport's existing runways (referred to within this report as 'the Project'). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase. Further details regarding the components of the Project can be found in the Chapter 5: Project Description.

1.2 Purpose

1.2.1 In September 2019, GAL submitted a Scoping Report to the Planning Inspectorate, which described the scope and methodology for the Environment Impact Assessment (EIA) process being undertaken to provide an assessment of any likely significant effects and, where necessary, to determine suitable mitigation measures for the construction and operational phases of the Project. It also described those topics or sub-topics which are proposed to be scoped out of the EIA process and provided justification as to why the Project would not have the potential to give rise to significant environmental effects in these areas.

1.2.2 Following consultation with the statutory bodies, the Planning Inspectorate (on behalf of the Secretary of State) provided a Scoping Opinion on 11 October 2019.

1.2.3 This document sets out details of the overarching points raised by the Planning inspectorate in its Scoping Opinion dated October 2019. This includes points raised in Sections 1, 2, 3 and 4.16 of the Scoping Opinion and the response to these/location in which information can be found within the PEIR. Details of the response on topic-specific matters covered in Section 4.1 to 4.15 of the Scoping Opinion are provided in Chapters 7 to 19 of the PEIR and in Appendices 5.3.2 (for waste) and 5.3.3 (for major accidents and disasters).

Table 1.2.1: Summary of Scoping Responses

PINS Ref	Details	How/where addressed in PEIR
1.1.14	An assessment under The Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations) may be required. This assessment must be co-ordinated with the EIA in accordance with Regulation 26 of the EIA Regulations. The Applicant's Environmental Statement (ES) should therefore be co-ordinated with any assessment made under the Habitats Regulations.	The EIA has been undertaken with due regard for the Habitats Regulations. Appendix 9.9.1: Habitat Regulations Assessment – Non-Significant Effects Report, presents the initial assessment undertaken in relation to the Habitats Regulations. This will inform the ES and a final version will support the application for development consent.
1.2.3	The final ES should demonstrate consideration of the points raised by the consultation bodies. It is recommended that a table is provided summarising the applicant's responses from the consultation bodies and how they are, or are not, being addressed in the EIA.	This appendix provides a summary of how the 'general' comments in the Scoping Opinion have been addressed while each of the topic chapters (Chapters 7-19) provides a summary table of points raised by the Planning Inspectorate during scoping relating to their topic and how these are addressed in the PEIR. The ES will include similar tables relating to responses from consultation bodies received during the scoping and future consultation exercises.
2.3.1/2	The ES should include a description of the Proposed Development. Specific information on the characteristics of elements in the Proposed Development should be set out in the ES, including the location of existing buildings/facilities and clarification on what will be retained and how existing structures will co-exist with the Proposed Development.	The design, location and parameters of elements within the existing and future baseline are outlined in Chapter 4: Existing Site and Operation. The design, location and parameters of the Project which have been used to undertake the environmental assessment are set out in Chapter 5: Project Description. Further details will be provided in the ES as design development evolves in consultation with relevant stakeholders.
2.3.3	Detailed information is requested on the specifications of proposed CARE facility including the type of waste managed, the throughput, methods of processing and relevant outputs.	Chapter 5: Project Description of the PEIR sets out the two design options for the central airfield maintenance and recycling (CARE) facility at the current stage of design development with further detail found in Appendix 5.3.2: Draft Waste Strategy. A single option will be selected for the ES, together with further details of the CARE facility and its components (including the types of waste managed).

PINS Ref	Details	How/where addressed in PEIR
2.3.4	The ES must include details of how elements of the Proposed Development are to be delivered within the DCO and to relevant design detail.	The design, location and parameters of the Project which are used to undertake the environmental assessment are set out in Chapter 5: Project Description. An Outline Code of Construction Practice (CoCP) is provided at Appendix 5.3.1. This will be refined further and will form the basis of implementation of mitigation and monitoring measures during construction. The ES and draft Development Consent Order (DCO) will contain details of implementation for mitigation and monitoring measures as part of the application for development consent.
2.3.5	The description of the Proposed Development provided in the ES must be sufficiently certain to meet the requirements of the EIA Regulations. This requires the inclusion of a description of all components including reference to the location, alignments and dimensions of each individual element, including maximum heights, design parameters and Limits of Deviation (LoD) (if required).	The design, location and parameters of the Project which are used to undertake the environmental assessment are set out in Chapter 5: Project Description. If required, Limits of Deviation will be made clear in the ES and in the plans accompanying the application for development consent.
2.3.6	Detailed information requested on the North and South terminal junction access improvements, including any land take associated with the North terminal junction improvements.	A preliminary description of the highway works is included in Chapter 5: Project Description. Further details of the design will be provided in the ES as design development evolves in consultation with Highways England and local highway authorities.
2.3.7	The ES should include a quantification of the total temporary and permanent land take at Riverside Garden Park affected by the Proposed Development and a description of any proposed mitigation.	Details are provided in Chapter 18: Agricultural Land Use and Recreation.
2.3.8	The Scoping Report refers to a “satellite Airport Fire Service” (AFS) facility but fails to describe where any such a facility will be located. The ES should describe any such facility (if required) and clearly explain its proposed location.	A description of the Satellite AFS is included in Chapter 5: Project Description. This would be located to the south of the main runway (see Figure 5.2.1a, Sheet 2).
2.3.9	The description of the Proposed Development should explain the Proposed Developments relationship to other proposed/ consented projects.	A description of proposed/ consented projects and projects undertaken by others at Gatwick Airport is provided in Section 4.4 of Chapter 4: Existing Site and Operation. Details of other relevant proposed developments are provided in Chapter 19: Cumulative Effects and Inter-relationships and Appendix 19.4.1.
2.3.10	A clear description of any additional foul water treatment facilities either within the airport boundary or adjacent to the existing Crawley Sewage Treatment Works on land owned by the Applicant. The effects of this should be assessed in the ES.	A description of the proposed wastewater treatment is included in Chapter 5: Project Description and have been assessed as part of the Project in each topic chapter of the PEIR (where relevant), including Chapter 11: Water Environment. Further details of the preferred option will be provided within the ES.
2.3.11	Provide details of the reasonable alternatives studied and the reasoning for the selection of the chosen option(s), including a comparison of the environmental effects. This should specifically address all of the scenarios presented by the Applicant in the Scoping Report. 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.	A description of three alternative scenarios is located in Chapter 3: Need and Alternatives Considered. Scenario 1 is considered the ‘do minimum’ or ‘no development’ scenario, as it would go ahead in the absence of the Project. Section 3.2 of Chapter 3 highlights the need for project, concluding that Government policy and studies undertaken to date demonstrate that additional capacity is required at airports in the south east of England. In particular, the Airports Commission clearly identified that a third runway at Heathrow should be pursued while other airports should make best use of their existing runways. Details of the likely changes in passenger numbers in the absence of the Project are provided in Chapter 4: Existing Site and Operation.
2.3.14/15	Note that where flexibility is required within the design, parameters should not be so wide ranging as to represent different developments. Design parameters to be clearly defined in the application for development consent and accompanying ES.	Chapter 5: Project Description includes details of the currently proposed design, including key parameters included in the assessment. The EIA process remains ongoing and the ES will include details of the Project, corresponding to the parameters set out in the draft DCO.
2.3.20	The Scoping Report seeks to scope out the Airspace Change Process entirely from the ES. The Inspectorate does not consider that the Airspace Change Process is, in itself, an aspect or matter that can be scoped out from the ES. Instead, the Inspectorate considers that the ES methodology should be compatible with the methodological approaches outlined in the CAA’s CAP 1616 and CAP 1616a3 documents to ensure consistency and continuity	In order to determine whether an airspace change is required to enable dual runway operations at Gatwick, GAL submitted a Statement of Need within the scope of CAP 1616 to the CAA on 11 November 2019. This set out details of the Project. The CAA issued CAP 1908 in May 2020, assigning the airspace change as Level 0[1] as the proposal would not alter traffic patterns and in December

PINS Ref	Details	How/where addressed in PEIR
	between the Proposed Development and Airspace Change process assessments. The ES should explain how the methodologies used for the assessment of the Proposed Development are compatible with the CAP methodologies.	2020, the CAA issued its decision (Decide Gateway) which approved the implementation of the proposed airspace change proposal. These will be considered, where relevant, within the ES.
3.1.2	The ES should be based on the Scoping Opinion in so far as the Proposed Development remains materially the same as the Proposed Development described in the Applicant's Scoping Report.	This appendix and each of the technical aspect chapters of the PEIR (Chapters 7-19) describe how the assessment has taken into account the Scoping Opinion. It is not considered that there have been any material changes to the Project which would warrant a request for a new Scoping Opinion.
3.1.4 and 3.3.18	Any mitigation relied upon for the purposes of the assessment should be explained in detail, with an explanation of its effectiveness and impact on residual effects. The ES should also address how any mitigation proposed is secured, with reference to specific DCO requirements or other legally binding agreements and whether relevant consultees agree on the adequacy of the measures proposed.	Chapter 5: Project Description includes details of the embedded mitigation measures within the Project. Each of the topic chapters of the PEIR (Chapters 7-18) also provide a summary of how these mitigation measures and specific measures relevant for the technical topic assessment and their relation to the resulting effects. An Outline Code of Construction Practice (CoCP) (is provided at Appendix 5.3.1. This will be refined further and will form the basis of implementation of mitigation and monitoring measures during construction. The ES and draft DCO will contain details of implementation for mitigation and monitoring measures as part of the application for development consent.
3.2.2	In order to assist the decision-making process, a recommendation is made to use tables to complete the following: <ul style="list-style-type: none"> to demonstrate how the assessment has taken account of the Scoping Opinion; to identify and collate the residual effects after mitigation for each of the aspect chapters, including the relevant interrelationships and cumulative effects; to set out the proposed mitigation and/ or monitoring measures including cross-reference to the means of securing such measures (eg a DCO requirement); to describe any remedial measures that are identified as being necessary following monitoring; and to identify where details are contained in the Habitats Regulations Assessment (HRA report) (where relevant), such as descriptions of European sites and their locations, together with any mitigation or compensation measures, are to be found in the ES. 	<ul style="list-style-type: none"> Information on how the PEIR has taken into account the Scoping Opinion has been presented in tables in this appendix and in each of the topic chapters (Chapters 7-19), as well as within key appendices (eg Appendix 5.3.2 and 5.3.3). Effects are presented in tables at the end of each aspect chapter and a further summary is provided in Chapter 20: Summary of Effects. Proposed mitigation and/ or monitoring measures are presented in tables in each topic chapter. The ES will include further details of implementation for mitigation and monitoring measures as part of the application for development consent. At the current stage of design, development of monitoring proposals is at the early stages and therefore, remedial measures have not been clarified. More details will be provided in the ES as design development evolves. Appendix 9.9.1: Habitat Regulations - Non-Significant Effects Report presents the initial assessment dedicated to achieving compliance with the Habitat Regulations. This has informed the relevant topic chapters and will inform the ES.
3.3.3/4	Include a description of the baseline scenarios with and without implementation of the development based on available environmental information and scientific knowledge. The introductory or concluding chapters of the ES should set out a holistic summary of the various scenarios considered.	The predicted passenger growth in the absence of the Project is set out in Chapter 4: Existing Site and Operation. Baseline conditions relevant to each topic are set out in topic Chapters 7-18. Details of assessment scenarios are set out in Chapter 6: Approach to the Environmental Assessment.
3.3.5	The description of the Proposed Development should explain the Proposed Development's spatial and temporal relationship to other projects, stating which works have been assessed and whether they form part of the DCO application or whether certain assumptions or reliance is otherwise placed on their delivery. Where these works do not specifically form part of the DCO application, the ES should ensure that they are adequately assessed as part of the baseline (and future baseline) conditions or within the cumulative effects assessment where significant effects are likely to occur.	Section 4.3 and 4.4 of Chapter 4: Existing Site and Operation present other developments proposed within Gatwick Airport but subject to separate consent. These are included as part of the baseline/future baseline assumptions. An update will be provided at the ES stage regarding the status of these developments.
3.3.6	The ES should clearly define the future baseline and explain the extent to which the growth in passenger numbers are associated with and/or reliant upon other consents and assumptions. The ES should also set out any additional consents needed to enable the growth.	Chapter 4: Existing Site and Operation presents details of the future baseline, including predicted future changes in passenger and cargo throughput. Further details are presented in the Forecast Data Book.
3.3.8	Timescales of the surveys which underpin the technical assessments are requested. For clarity, this information should be provided either in the introductory chapters of the ES (with confirmation that these timescales apply to all chapters), or in each aspect chapter.	The technical topic chapters (Chapters 7-19) provide the details of topic specific surveys undertaken to support each assessment, including details of their timing. Further details are provided in supporting appendices for some topics (eg Ecology and Nature Conservation).

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3.3.9	Zones of Influence (Zoi) of the Proposed Development should be described to determine the extent of study areas and receptors which have the potential to be affected. Study areas should be defined with regard to relevant aspect specific guidance and where arbitrary distances or professional judgement is relied upon in defining them, this should be explained, and justification provided (including reference to agreement with relevant consultation bodies).	Each topic chapter (Chapters 7-19) present the specific Zoi and/or study areas for that assessment in the methodology section.
3.3.10	ES to include a chapter setting out the overarching methodology for the assessment, which clearly distinguishes effects that are 'significant' from 'non-significant' effects (the Scoping Report does not define the level(s) of effect that would be determined as 'significant'). Any departure from that overarching methodology in applying these definitions should be described in the individual aspect assessment chapters as relevant.	The general EIA methodology is presented in Chapter 6: Approach to the Environmental Assessment. Each individual topic assessment chapter (Chapters 7-19) also contains a dedicated section detailing the specific methodologies for that assessment with clear parameters to define a 'significant' and 'non-significant' effect.
3.3.11	The aspect chapters will need to carefully present how the reported levels of significance are derived (in a general sense and on a receptor-by-receptor basis) where the matrix based approach leads to a judgement as to the outcome between two potential descriptors.	The general EIA methodology is presented in Chapter 6: Approach to the Environmental Assessment. Section 4 of each individual topic chapter (Chapters 7-18) contains information regarding the use of significance matrices for that technical discipline. Section 9 in the topic chapters conducts the assessment of significance with due regard for individual receptors.
3.3.12	The ES should include details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved.	Chapter 6: Approach to the Environmental Assessment presents the general assumptions and limitations within the assessment with regard to project parameters and the establishment of a future baseline. Each individual topic chapters (Chapters 7-18) also contain a dedicated section detailing the specific assumptions and uncertainties relating to that assessment.
3.3.13	The extent to which each of the assessment years account for variability in the potential opening date of Heathrow's third runway should be clearly set out and assessed (using sensitivity analysis where relevant).	Given the continuing uncertainty surrounding Heathrow R3, it has been decided that the most robust assumption to adopt, at least for the purpose of preparing the PEIR, is to assume that a third runway does not come forward at Heathrow. This has been explained further in Appendix 4.3.1: Forecasts Data Book.
3.3.14	Include a detailed phasing plan against which aspect chapters have based their assessment, and it should describe how the predicted rates of growth in air traffic movements (ATMs) fit in with the demand and delivery of the various components of the Proposed Development	The indicative phasing of the construction works to be undertaken is detailed in Section 5.3 of Chapter 5: Project Description.
3.3.15	Clear explanation of what constitutes a 'temporary' effect. The ES should explain this with regards to the duration of effect and the proposed construction phasing.	A definition of temporary is not provided within the EIA Regulations. For the purposes of this assessment it is defined as an effect that occurs for a limited period of time (ie is not permanent), as explained in Chapter 6: Approach to the Environmental Assessment. The duration of each temporary effect has been considered using the terms short, medium and long term, as described in Chapter 6: Approach to the Environmental Assessment.
3.3.16	The EIA Regulations require an estimate, by type and quantity, of expected residues and emissions. Specific reference should be made to water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases, where relevant.	A description of the estimate, by type and quantity, of expected residues and emission is included in Chapter 5: Project Description and within the topic chapters of the PEIR (Chapters 7-19).
3.3.17	The air quality assessment should take into account any proposals from relevant Environment Act 1995 Directions and how this may affect the Proposed Development during both construction and operation.	The air quality assessment takes into account the existing Air Quality Management Areas (AQMA) in the area where necessary and will review all local policy including the Air Quality Action Plans for the ES.
3.3.19/20	Clarification should be provided in relation to proposed mitigation areas, the 'Environmental Bund' and mitigation and enhancement at Riverside Garden Park.	Details of the proposed mitigation areas are provided within Chapter 5: Project Description and in Chapters 8 and 9. The mitigation remains under development and further details will be provided in the ES. Details of effects on the Riverside Garden Park, together with potential mitigation outcomes, are set out Chapter 18: Agricultural Land Use and Recreation.

PINS Ref	Details	How/where addressed in PEIR
3.3.21	Supporting technical documents such as an earthworks strategy, a lighting strategy, surface water drainage strategy and Code of Construction Practice (CoCP) should be included as part of the Application documents. These must be sufficiently detailed, and cross referred to as part of the ES to inform the assessments and understanding of mitigation measures.	Work on these aspects is ongoing during the EIA process. Initial details regarding earthworks and lighting are provided in Chapter 5: Project Description. More detailed documents will be provided in the ES. An outline Code of Construction Practice is provided at Appendix 5.3.1. Details of the drainage strategy are provided in Chapter 5: Project Description, Chapter 11: Water Environment and Appendix 11.9.1: Flood Risk Assessment.
3.3.22	Description and assessment (where relevant) of the likely significant effects resulting from accidents and disasters applicable to the Proposed Development. Any risk assessment used to inform this assessment must be in line with European and national legislation and provide details of measures envisaged to prevent or mitigate the significant adverse effects of such events on the environment and details of the preparedness for and proposed response to such emergencies.	Appendix 5.3.3: Major Accidents and Disasters provides the preliminary results of the assessment of the risks associated with the Project with respect to potential major accidents and disasters. It includes details of the vulnerability of the Project to a potential accident or disaster and assesses significant effects resulting from the risks to human health, cultural heritage or the environment including any measures that will be employed to prevent and control significant effects.
3.3.25	Description and assessment (where relevant) of the likely significant effects the Proposed Development has on the climate (for example having regard to the nature and magnitude of greenhouse gas (GHG) emissions) and the vulnerability of the project to climate change. Where relevant, the ES should describe and assess the adaptive capacity that has been incorporated into the design of the Proposed Development. This may include, for example, alternative measures such as changes in the use of materials or construction and design techniques that will be more resilient to risks from climate change.	The assessment of the Project's resilience to climate change and carbon emissions is completed at Chapter 15: Climate Change and Carbon.
3.3.27	Schedule 4 Part 5 of the EIA Regulations requires a description of the likely significant transboundary effects to be provided in an ES. The Scoping Report has not indicated whether the Proposed Development is likely to have significant impacts on another European Economic Area (EEA) State (Reg 32).	A transboundary screening exercise is provided at Appendix 6.2.3 (also provided at the scoping stage) which identifies that significant effects on other EEA States are not likely, therefore a transboundary assessment has been scoped out of the EIA process.
3.3.32	A reference list detailing the sources used for the descriptions and assessments must be included.	Each chapter and accompanying appendices within the PIER clearly specifies all references that have informed the assessment.
4.16.1	The Inspectorate agrees that a separate sustainability chapter is not required.	No action required.
4.16.2	The Inspectorate agrees that a separate consideration of material assets is not required.	No action required.
4.16.3	The Inspectorate agrees that a separate consideration of radiation effects is not required (and that where relevant these can be considered within the major accidents and disasters assessment). The ES should consider effects in relation to thermal emissions from increased air traffic movements and whether effects on heat may arise from additional heating and power plant.	Effects in relation to heat to be considered within the ES.
4.16.4	The Inspectorate agrees that a separate consideration of sunlight/daylight is not required. Microclimatic effects should be assessed within the ES.	Effects in relation to microclimate to be considered within the ES
4.16.5	Effects in relation to decommissioning to be considered within the ES.	An explanation as to why decommissioning effects are scoped out are set out in Paragraph 6.2.15 of Chapter 6: Approach to Environmental Assessment. No further action required
4.16.6	As 2.3.20 above	As 2.3.20 above.

2 References

Airports Commission (2015) Airports Commission: Final Report, July 2015. [Online] Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/440316/airports-commission-final-report.pdf

3 Glossary

3.1 Glossary of Terms

Term	Description
AFS	Airport Fire Service
ATM	Air Traffic Movement
BPM	Best Practicable Means
CAA	Civil Aviation Authority
CARE	Central Airfield Maintenance and Recycling Enclosure
CoCP	Code of Construction Practice
CTMS	Construction Traffic Management Strategy
DCO	Development Consent Order
EEA	European Economic Area
EIA	Environmental Impact Assessment
EMS	Environmental Management System
ES	Environmental Statement
GAL	Gatwick Airport Limited
GHG	Greenhouse Gas
LoD	Limits of Deviation
NPS	National Policy Statement
PEIR	Preliminary Environmental Information Report
SoS	Secretary of State
Zol	Zone of Influence