

# Written summary of oral submissions made at Issue Specific Hearing 4 on Surface Transport on behalf of Marathon Asset Management MCAP Global Finance (UK) LLP

## 1 INTRODUCTION

1.1 This document summarises the submissions advanced by Marathon Asset Management MCAP Global Finance (UK) ("**Marathon**") at Issue Specific Hearing 4 on 5 March 2024. Issue Specific Hearing 4 focused on the impact of the Gatwick Airport Northern Runway Project on surface transport. The main items for discussion were strategic transport modelling, rail modelling, car parking assessment, movement frameworks and modal targets and controls.

1.2 The hearing opened at 2pm at the Sandman Signature London Gatwick Hotel, and closed at 5.19pm.

## 2 ATTENDEES ON BEHALF OF MARATHON

2.1 Daisy Noble, counsel instructed by Bryan Cave Leighton Paisner LLP ("**BCLP**"), appeared on behalf of Marathon.

2.2 Tom Althorpe, a senior transport planner at Stantec, also made submissions on behalf of Marathon.

## 3 SUMMARY OF SUBMISSIONS

Agenda Item	Summary of oral submission
<b>3.1</b> <b>Future Baseline Development</b>	<p>It was noted that contact has been made between Marathon and the Applicant and the parties are working towards resolving issues voluntarily and amicably.</p> <p>Ms Noble noted that the ExA will be aware that Marathon has various concerns that are relevant to surface access, such as the need to maintain access to our client's hotel during the construction process; but that is a matter that the parties intend to explore through discussions between the parties' technical experts.</p> <p>The ES uses acoustic survey data [Document reference APP-174] from 2016 and traffic data from 2018 as the baseline for future projections for 'with' and 'without' scheme traffic numbers.</p> <p>The Applicant's post-Covid traffic assessment [Document reference APP-121] indicates that traffic numbers have fallen significantly between 2018 and 2023 – this means that reduced traffic numbers are now expected in future years without the scheme (i.e. in the baseline scenario).</p> <p>The Applicant has not yet updated the future road traffic baseline position.</p> <p>It was explained that the reason for highlighting this now is simply to flag that the future baseline has implications for the road traffic noise modelling. In short, unless the future baseline is adjusted, the assessment will underestimate the noise effects of the Project in terms of road traffic.</p>
<b>9</b> <b>Any Other Business</b>	<p>It was explained that there is currently a 24 hour shuttle bus service operated by BM Coaches that connects various hotels at and near to Gatwick Airport with the Airport terminals. This service is called the 'Hoppa bus'.</p> <p>A significant part of Holiday Inn's business relies upon customers using this service to access the Airport (known as 'Park, Stay, Fly'). Marathon therefore</p>

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	<p>have concerns about the impacts of the Project on this service and consequentially upon my client's business operations.</p> <p>Mr Tom Althorpe made two key submissions in respect of the Hoppa bus service:</p> <ol style="list-style-type: none"><li>1. Having reviewed the technical surface access information within the Environmental Statement [Document Reference APP-037] submitted as part of the application, it is apparent that the Applicant has not assessed the impact of the Project on the Hoppa bus service, including the impact arising during the construction period of the highway works along the A23 and Longbridge Roundabout. It is understood that there has been no active engagement between BM Coaches and the Applicant. We consider this to be an omission in the assessment.</li><li>2. Secondly, it is understood from engagement with the Applicant that notwithstanding the lack of any assessment in the TA, it will be necessary to divert the Hoppa bus service during the construction period. Marathon does not yet have any certainty as to the duration of any diversion or any alternative route. It was highlighted that any delays, disruption or impact on the reliability of the Hoppa bus service would have a significant impact on the Holiday Inn's business and potentially also that of other third-party hotel operators.</li></ol> <p>It was highlighted that these points will be developed further in Marathon's written representations but these were also raised at the ISH so that the ExA are aware of them as they prepare their written questions for the Applicant.</p>
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