



# Gatwick Airport Northern Runway Project

Statement of Common Ground Between Gatwick Airport Limited and Horsham District Council

**Book 10**

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## 1 Introduction

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in support of the examination phase for the proposed Gatwick Northern Runway Project (NRP). The Application was made by Gatwick Airport Limited (the Applicant) to the Secretary of State for the Department for Transport (the Secretary of State) pursuant to Section 37 of the Planning Act 2008 (PA 2008).
- 1.1.2 The Application comprises alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. It also includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable an increase in the airport's passenger throughput capacity. This includes substantial upgrade works to certain surface access routes which lead to the airport. A full description of the Proposed Development is included in **ES Chapter 5: Project Description** (Doc Ref. 5.1).
- 1.1.3 SoCGs are an established means in the planning process of allowing all parties to identify and focus on specific issues that may need to be considered during the Examination. The purpose and possible content of SoCG is detailed in the Department for Communities and Local Government's guidance entitled 'Planning Act 2008: examination of applications for development consent' (2015), stating:
- "A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."*
- 1.1.4 The SoCGs between the Applicant and the local authorities comprises several documents, to which this document is one. The Statement of Commonality provides details of the structure and status of the SoCG between all the relevant Interested Parties, including the local authorities. Naturally, the level of detail across the suite of SoCG varies to reflect the nature and complexity of the matter, as well as the position between the parties.
- 1.1.5 This document solely relates to matters between the Applicant and Horsham District Council. A summary of the meetings and correspondence that has taken place between the parties is detailed in **Appendix 1** of this document.
- 1.1.6 The engagement between the parties across the breadth of matters is ongoing. Therefore, the SoCG is an evolving document and the detailed wording within it is still being discussed in detail between the parties. Future iterations will be submitted at each deadline; and both parties reserve the right to supplement the matters identified as discussions progress, to ensure it is comprehensive and up to date.
- 1.1.7 This SoCG has been produced to confirm to the Examining Authority (ExA) where agreement has been reached between the parties, and where agreement has not (yet) been reached, and is presented in a tabular form. This SoCG does not seek to replicate information that is available elsewhere, either within the Application and/or Examination documents, referring out where

appropriate. The terminology used within the SoCG to reflect the status between the parties is either:

- “Agreed” to indicate where a matter has been resolved to the satisfaction of the parties.
- “Not Agreed” to indicate a final position where parties cannot agree.
- “Under discussion” to indicate where matters are subject of on-going discussion with the aim to either resolve or refine the extent of disagreement between the parties.

1.1.8 It can be assumed that any matters not specifically referred to in Section 2 of this SoCG are not of material interest or relevance to Horsham District Council; and therefore, have not been the subject of any discussions between the parties, or have been previously discussed and addressed through the DCO process. As such, those matters should be assumed to be agreed, unless otherwise raised in due course by any of the parties.



## 2 Current Position

### 2.1. Agricultural Land Use and Recreation

2.1.1 **Table 2.1** sets out the position of both parties in relation to agricultural land use and recreation matters.

**Table 2.1 Statement of Common Ground – Agricultural Land Use and Recreation Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Agricultural Land Use and Recreation within this Statement of Common Ground.</i>					

2.2. Air Quality

2.2.1 Table 2.1 sets out the position of both parties in relation to air quality matters.

Table 2.2 Statement of Common Ground – Air Quality Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
<b>Assessment Methodology</b>					
2.2.2.1	Air Quality and Emissions Mitigation Guidance for Sussex (2021)	<p>Clarification from the Applicant is requested to explain the extent to which the Sussex Guidance was given consideration in preparing the air quality mitigation plan. The overarching principle of the guidance is to, as far as it is possible, design emissions out of a scheme, and mitigate or offset any residual emissions. Thus, the guidance aligns with the aims of Defra’s Clean Air Strategy on reducing emissions to protect health and protect the environment, and the HDC environmental policy, which is why it is essential applicants adhere to its principles.</p> <p><b>Updated position (Deadline 1):</b> It is noted that an appraisal of air quality damages has been presented in Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment (APP-251). It is also noted that measures to mitigate air quality have been identified. It is understood from the December TWG air quality meeting that an AQAP will be produced by GAL. Within this AQAP it is requested that GAL demonstrate how the overall monetary disbenefits identified will be redressed by the measures proposed.</p> <p>Sussex Air Quality Guidance should be referred to. The AQAP should include performance costings, estimated impacts in terms of emission / concentration reductions, performance indicators, delivery partners, sources of funding, and implementation timeframes.</p> <p>As a matter of clarification it is noted that road traffic NOX and PM2.5 Other on-site operations are predicted to improved, can GAL outline the source of this improvement?</p>	<p>This approach taken for the ES is consistent with the principles of the Clean Air Strategy and guidance set out in the Sussex Guidance; it follows requirements for EIA and NPSs; and provides detailed commitments for suitable measures to be secured through the DCO.</p> <p>Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment includes the TAG assessment identifying the air quality damage costs of the Project.</p> <p>Table 13.4.1 of ES Chapter 13: Air Quality considers the Sussex Guidance.</p> <p>The air quality assessment undertaken in ES Chapter 13: Air Quality has indicated that there are no significant effects as a result of the Project and the Project is not predicted to impact compliance with the air quality standards.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p><b>Updated position (Deadline 1):</b> GAL has provided a draft Outline AQAP to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the Outline document into the Examination in due course taking account of the LAs feedback.</p>	<p>Table 7.2.1 of <b>ES Needs Case Appendix 1 – National Economic Impact Assessment</b> <a href="#">[APP-251]</a></p> <p><b>ES Chapter 13 Air Quality</b> <a href="#">[APP-038]</a></p>	Under discussion
2.2.2.2	Health Damage Cost Calculation	<p>The emissions calculation and total calculated value of emissions’ health damage cost were not included in the DCO documents.</p> <p>Understanding costs is essential to effective and necessary mitigation and Chapter 13.12.6 states the costs associated with air pollution are considered under the Socio-Economic Effects of Chapter 17. However, there is no mention of such costs in Chapter 17.</p>	<p>This approach taken for the ES is consistent with the principles of the Clean Air Strategy and guidance set out in the Sussex Guidance; it follows requirements for EIA and NPSs; and provides detailed commitments for suitable measures to be secured through the DCO.</p> <p>Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment includes the TAG assessment identifying the</p>	<p>Table 7.2.1 of <b>ES Needs Case Appendix 1 – National Economic Impact Assessment</b> <a href="#">[APP-251]</a></p> <p>Table 13.4.1 and</p>	Under discussion

		<p><b>Updated position (Deadline 1):</b> It is noted that an appraisal of air quality damages has been presented in Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment (APP-251). It is also noted that measures to mitigate air quality have been identified. It is understood from the December TWG air quality meeting that an AQAP will be produced by GAL. Within this AQAP it is requested that GAL demonstrate how the overall monetary disbenefits identified will be redressed by the measures proposed.</p> <p>Sussex Air Quality Guidance should be referred to. The AQAP should include performance costings, estimated impacts in terms of emission / concentration reductions, performance indicators, delivery partners, sources of funding, and implementation timeframes.</p> <p>As a matter of clarification it is noted that road traffic NOX and PM2.5 Other on-site operations are predicted to improved, can GAL outline the source of this improvement?</p>	<p>air quality damage costs of the Project.</p> <p>Table 13.4.1 of ES Chapter 13: Air Quality considers the Sussex Guidance.</p> <p>ES Chapter 13: Air Quality has indicated that there are no significant effects as a result of the Project and the Project is not predicted to impact compliance with the air quality standards.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p><b>Updated position (Deadline 1):</b> GAL has provided a draft Outline AQAP to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the Outline document into the Examination in due course taking account of any feedback from the LAs.</p>	<p>Section 13.9 of <b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p>	
<p><b>2.2.2.3</b></p>	<p>Model Set Up and Methodology</p>	<p>Regarding model verification, Appendix 13.6.1: Air Quality Data and Model verification is missing details on how model verification factors for the selected zones were established. Details are required of the initial verification including Monitored Road NOx Contribution versus Unverified Modelled Road NOx, which monitoring sites were used, and which were removed from the verification process. To facilitate the scrutiny of the model set up and any assumptions used, it is requested that a complete set of input files be shared for 2018 (Base Year) and 2029 (nearest future year). In addition, Operational and Construction impacts for 2029 should be modelled jointly as one scenario, in order to enable the evaluation of all impacts associated with the development.</p> <p><b>Updated position (Deadline 1):</b> We welcome the provision of model files. There are a few residual queries from this review and the review of the verification appendix. These include: further details on why so many sites were excluded from the verification and how we identify which receptors received which verification factor. Confirmation on why a later 2022 baseline year was not used too.</p> <p>It is welcomed that GAL propose to provide further information on modelling scenarios at the next air quality TWG. This matter will remain under discussion until this TWG has been held.</p>	<p>Full details of the model verification process are included in Section 3 within the ES Appendix 13.6.1. Table 3.2.2 provides a list of all sites excluded along with justification and Table 3.3.2 provides a comparison between modelled and monitored NO<sub>x</sub> and NO<sub>2</sub> concentrations.</p> <p>The verification methodology was agreed with local councils at the modelling methodology workshop in November 2022. Model files and results were provided to the TWG via email 18<sup>th</sup> August 2023.</p> <p>Traffic modelling has been undertaken for two construction scenarios, airfield construction and surface access (highways) construction. Further detail is contained in Report 7.4 of the Transport Assessment. The construction scenarios assume the peak construction traffic flows applied to the first year of airfield (2024) and surface access (2029) construction which is a conservative assumption since emissions and background concentrations are anticipated to improve in future years.</p> <p>As set out in paragraph 13.5.53 of ES Chapter 13: Air Quality, the 2029 surface access construction scenario represents years 2029-2032, during which there will be an overlap with the operation of the Project. The 2029 surface access construction scenario is a combined scenario considering the contribution from both construction and operational traffic over this period to represent a realistic worst case assessment.</p>	<p><b>ES Appendix 13.6.1 Air quality Data and Model Verification</b> [<a href="#">APP-159</a>]</p> <p><b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p> <p><b>ES Report 7.4 Transport Assessment</b> [<a href="#">AS-079</a>]</p> <p><b>Appendix A of the Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4)</p> <p><b>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4)</p>	<p>Under discussion</p>

			<p><b>Updated position (Deadline 1):</b> A verification figure has been provided at Deadline 1 which shows the factor applied to each receptor, contained in <b>Appendix A</b> of the <b>Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4).</p> <p>GAL has also set out the model scenarios and provide that summary at Deadline 1, within <b>Appendix D</b> of the <b>Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4).</p>		
2.2.2.4	Model results – 2047 scenario	<p>Despite previous commitments to including a 2047 scenario, this scenario has not been modelled.</p> <p><b>Updated position (Deadline 1):</b> It is noted that air quality should improve beyond 2038. However, it is our understanding that the ANPS requires a full assessment of the airport at full capacity.</p>	<p>An assessment of 2047 has been included in the ES Chapter 13: Air Quality with an emissions inventory (Table 13.10.8), including aircraft and road vehicle emissions. The air quality assessment concludes that no significant effects for air quality are anticipated for 2047. Between 2038 and 2047 a number of predicted improvements to air quality would be expected to occur as a result of national policies to reduce emissions and also as a result of the project.</p> <p>Background concentrations are expected to reduce between 2038 and 2047 and vehicle emissions would continue to reduce. Road traffic is the main source of emissions likely to result in an impact from the project due to the proximity of road sources to sensitive receptors, compared with aircraft emissions. Therefore, despite the uncertainty of predicting emissions for a future year of 2047, it has been concluded that the 2047 future year is not at risk of resulting in a significant impact to air quality.</p>	ES Chapter 13 Air Quality [APP-038].	Under discussion
2.2.2.5	Worst-case scenario	<p>The scenarios in the ES do not provide a realistic worst-case assessment.</p> <p><b>Updated position (Deadline 1):</b> A key part of this concern is around the modelled scenarios assessed. It is welcomed that GAL propose to provide further information at the next air quality TWG. This matter will remain under discussion until this TWG has been held.</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. The assessment has been based on the best estimate of emissions and conservative assumptions where applicable, presenting reasonable worst case effects in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant.</p> <p>Conservative assumptions have also been built into the air quality assessment to reduce uncertainty in any future scenario such as background values being frozen to 2030 and no improvements in aircraft emissions being accounted for in the air quality modelling.</p> <p>Paragraph 13.7.16 in ES Chapter 13: Air Quality outlines the approach for future road traffic emissions including how the approach is conservative, since road traffic emissions are anticipated to improve in line with the Transport Decarbonisation</p>	<p>ES Chapter 13 Air Quality [APP-038]</p> <p>ES Report 7 Transport Assessment [AS-079]</p> <p>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs (Doc Ref. 10.4)</p>	Under discussion



			<p>Plan.</p> <p><b>Updated position (Deadline 1):</b> GAL has set out the model scenarios and provide a summary at Deadline 1, contained in <b>Appendix D of the Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4).</p>		
2.2.2.6	Road traffic study	<p>Road traffic study information is required to understand the air quality assessment of road traffic air quality effects.</p> <p><b>Updated position (Deadline 1):</b> The information requested is the full ARN shown on a figure for each of scenarios modelled. With the ARNS showing locations with increased traffic flows within the ARN as red and locations with decreases in traffic flows as green.</p>	<p>The traffic and transport assessment (AS-079) provides full details of the assessment methodology and potential traffic and transport effects of the Project during construction and operation.</p> <p>Model files and results were provided to the TWG via email on 18<sup>th</sup> August 2023.</p> <p><b>Updated position (Deadline 1):</b> GAL has provided an updated ARN figure at Deadline 1, contained in the updated <b>ES Air Quality Figures</b> (Doc Ref. 5.2).</p>	<p><b>ES Report 7.4 Traffic and Transport</b> [<a href="#">AS-079</a>]</p> <p><b>ES Air Quality Figures Part 1</b> [<a href="#">APP-066</a>]</p> <p><b>ES Air Quality Figures Part 2</b> [<a href="#">APP-067</a>]</p> <p><b>ES Air Quality Figures Part 3</b> [<a href="#">APP-068</a>]</p> <p><b>ES Air Quality Figures Part 4</b> [<a href="#">APP-069</a>]</p> <p><b>ES Air Quality Figures Part 5</b> [<a href="#">APP-070</a>]</p>	Under discussion
2.2.2.7	Model verification	<p>Information is required to establish if the air quality model verification is robust.</p> <p><b>Updated position (Deadline 1):</b> We welcome the provision of model files. There are a few residual queries from this review and the review of verification appendix. These include: further details on why so many sites were excluded from the verification and how we identify which receptors received which verification factor. Confirmation on why a later 2022 baseline year was not used too.</p>	<p>Full details of the model verification process are included in Section 3 within the ES Appendix 13.6.1. The verification methodology was agreed with local councils at the modelling methodology workshop in November 2022. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and data.</p> <p>GAL engaged with key stakeholders through the topic working groups and during such engagement, efforts were made to gain agreement with local authorities on model verification. Methodology transparency has been demonstrated and model files and results were provided to the TWG via email on 18<sup>th</sup> August 2023.</p>	<p><b>ES Appendix 13.6.1 Air quality Data and Model Verification</b> [<a href="#">APP-159</a>]</p> <p><b>Appendix A of the Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4).</p> <p><b>Appendix D of the Supporting Air Quality Technical</b></p>	Under discussion

			<p><b>Updated position (Deadline 1):</b> A verification figure has been provided at Deadline 1 which shows the factor applied to each receptor, contained in <b>Appendix A</b> of the <b>Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4).</p> <p>GAL will also set out the model scenarios and provide a summary at Deadline 1, contained in <b>Appendix D</b> of the <b>Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4)</p> <p>GAL is happy to liaise with the Councils on any further information that may be requested in relation to model verification.</p>	<p><b>Notes to the SoCGs</b> (Doc Ref. 10.4)</p>	
2.2.2.8	Air quality action plan	<p>The proposed air quality action plan could be informed by local monetisation of air quality impacts. Whilst this may not be a requirement of the Airports National Policy Statement (ANPS) and National Networks National Policy Statement (NNNPS), this is a matter of local concern, as shown in the local guidance prepared by the Sussex Air Quality Partnership and participating members in 2021.</p> <p><b>Updated position (Deadline 1):</b> It is noted that an appraisal of air quality damages has been presented in Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment (APP-251). It is also noted that measures to mitigate air quality have been identified. It is understood from the December TWG air quality meeting that an AQAP will be produced by GAL. Within this AQAP it is requested that GAL demonstrate how the overall monetary disbenefits identified will be redressed by the measures proposed.</p> <p>As a matter of clarification it is noted that road traffic NOX and PM2.5 Other on-site operations are predicted to improved, can GAL outline the source of this improvement?</p>	<p>This approach taken for the ES is consistent with the principles of the Clean Air Strategy and guidance set out in the Sussex Guidance; it follows requirements for EIA and NPSs; and provides detailed commitments for suitable measures to be secured through the DCO.</p> <p>Table 13.4.1 of ES Chapter 13: Air Quality considers the Sussex Guidance.</p> <p>ES Chapter 13: Air Quality has indicated that there are no significant effects as a result of the Project and the Project is not predicted to impact compliance with the air quality standards.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p><b>Updated position (Deadline 1):</b> GAL will provide a draft Outline AQAP to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the Outline AQAP into the Examination in due course taking account of any feedback received.</p>	<p>Table 7.2.1 of <b>ES Needs Case Appendix 1 – National Economic Impact Assessment</b> [<a href="#">APP-251</a>]</p> <p>Table 13.4.1 and Section 13.9 of <b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p>	Under discussion
2.2.2.9	Additional information	<p>Additional information is also required to fully understand the air quality assessment methodology and assessment outcomes, including, (i) technical details to help understand if a realistic worst-case has been assessed, (ii) further information on the Construction Transport Management Plan (CTMP) and Construction Workforce Transport Management Plan (CWTMP) to understand how any deviation from the Air Quality Action Plan will be addressed to protect air quality and (iii) information on the Emission Ceiling Calculations.</p> <p><b>Updated position (Deadline 1):</b> A key part of this concern is around the</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant.</p> <p>Conservative assumptions being applied in the assessment include background values being frozen to 2030 and no</p>	<p><b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p> <p><b>Appendix D</b> of the <b>Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4)</p>	Under discussion

		<p>modelled scenarios assessed. It is welcomed that GAL propose to provide further information at the next air quality TWG. This matter will remain under discussion until this TWG has been held.</p> <p>Concerning the CTMP and CWTMP it is not clear what air quality monitoring and air quality triggers will be used to identify where air quality is worse than predicted in the ES and what actions would then be taken.</p> <p>Concerning Emission ceilings some of the results appear counter intuitive. Further details can be provided to GAL for discussion.</p>	<p>improvements in aircraft emissions being accounted for in the air quality modelling.</p> <p>Paragraph 13.7.16 in ES Chapter 13: Air Quality outlines the approach for future road traffic emissions including how the approach is conservative, since road traffic emissions are anticipated to improve in line with the Transport Decarbonisation Plan.</p> <p>GAL engaged with key stakeholders through the topic working groups and during such engagement, efforts were made to gain agreement with local authorities on key modelling points. Methodology transparency has been demonstrated and model files and results were provided to the TWG via email on 18<sup>th</sup> August 2023.</p> <p><b>Updated position (Deadline 1):</b> GAL has set out the model scenarios and provide a summary at Deadline 1, contained in <b>Appendix D</b> of the <b>Supporting Air Quality Technical Notes to the SoCGs</b> (Doc Ref. 10.4).</p> <p>A draft Outline AQAP will be provided to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the Outline AQAP into the Examination in due course taking account of any feedback received from the LAs.</p> <p>GAL would welcome clarification on the emissions ceilings questions, to then be able to provide a response or further detail (as necessary).</p>		
<b>Assessment</b>					
2.2.3.1	Sensitivity of predictions to modal shift objectives	<p>The future air quality predictions, in part, are reliant on modal shift assumptions. Future information is required on how sensitive predictions are to modal shift objectives not being achieved, to understand how much air quality may deteriorate if measures are not successful.</p> <p><b>Updated position (Deadline 1):</b> The applicant response has not provided sensitivity testing in relation to air quality. Therefore, uncertainty remains for air quality as to how sensitive predictions presented are to the success of mode shift. Additionally, whilst there are provisions to monitor mode shift it is unclear what actions would be taken if mode shift was not identified and what air quality triggers would be used.</p>	<p>The mode share commitments within the Surface Access Commitments (SACs) document represent the position GAL is confident it can achieve, based on the modelling of mode choice and transport network operation. Further details are provided in Report 7 of the Transport Assessment. The range of interventions to improve sustainable travel has been tested to inform the mode share commitments reported in the Application. The SAC also includes a section on GAL's further aspirations, which includes more ambitious mode share targets which it will be working towards, but it has set the committed mode shares explicitly to ensure that the core surface access outcomes set out in Environmental Statement are delivered. The SAC contains measures to monitor and ensure that the mode commitments are met.</p>	<p><b>ES Report 7.4 Transport Assessment</b> [<a href="#">AS-079</a>]</p> <p><b>ES Appendix 5.4.1: Surface Access Commitments</b> [<a href="#">APP-090</a>]</p> <p><b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p> <p><b>Appendix F</b> of the <b>Supporting Air Quality</b></p>	Under discussion

			<p>Conservative assumptions have also been built into the air quality assessment to reduce uncertainty in any future scenario such as background values being frozen to 2030 and no improvements in aircraft emissions being accounted for in the air quality modelling.</p> <p>The assessment of air quality is measured against the relevant air quality standards. The draft Section 106 agreement includes commitment to monitoring of air quality at current and proposed monitoring sites against relevant air quality standards. Results will be reported to local authorities.</p> <p><b>Updated position (Deadline 1):</b> A sensitivity test with the conservative assumption that there are no improvements in emissions beyond 2030 has been provided a Deadline 1, within <b>Appendix F</b> of the Supporting <b>Air Quality Technical Notes to the SoCGs</b>. The draft AQAP will separately be provided to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the outline version into the Examination in due course taking account of any feedback received.</p>	<p><b>Technical Notes to the SoCGs</b> (Doc Ref. 10.4)</p>	
2.2.3.2	Damage Cost Calculation	<p>There should be a Damage Cost Calculation for the air quality impacts, and the Transport Analysis Guidance forms the basis for the calculation.</p> <p><b>Updated position (Deadline 1):</b> It is noted that an appraisal of air quality damages has been presented in Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment (APP-251). It is also noted that measures to mitigate air quality have been identified. It is understood from the December TWG air quality meeting that an AQAP will be produced by GAL. Within this AQAP it is requested that GAL demonstrate how the overall monetary disbenefits identified will be redressed by the measures proposed.</p> <p>Sussex Air Quality Guidance should be referred to.</p> <p>The AQAP should include performance costings, estimated impacts in terms of emission / concentration reductions, performance indicators, delivery partners, sources of funding, and implementation timeframes.</p> <p>As a matter of clarification it is noted that road traffic NOX and PM2.5 Other on-site operations are predicted to improved, can GAL outline the source of this improvement?</p>	<p>Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment includes the TAG assessment identifying the air quality damage costs of the Project.</p> <p><b>Updated position (Deadline 1):</b> GAL will provide a draft Outline AQAP to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the Outline AQAP into the Examination in due course taking account of any feedback received.</p>	<p>Table 7.2.1 of <b>ES Needs Case Appendix 1 – National Economic Impact Assessment</b> [<a href="#">APP-251</a>]</p>	Under discussion
<b>Mitigation and Compensation</b>					
2.2.4.1	Air Quality Mitigation Plan (Operational)	<p>Lack of a stand-alone operating Air Quality Plan. The guidance requires that each application is supported by an air quality mitigation plan detailing measures to mitigate and/or offset the impacts and setting out itemised</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local</p>	<p>Table 7.2.1 of <b>Needs Case Appendix 1</b> [<a href="#">APP-251</a>]</p>	Under discussion



		<p>costing for each proposed measure. It is recognised that air quality mitigation measures have been set out in the Carbon Action Plan (Appendix 5.4.2: Carbon Action Plan) and Appendix 5.4.1: Surface Access Commitments. Although they may contain the same measures, the aim of a Carbon Plan is reducing emissions on a larger scale, such as a region, whereas the aim of an air quality plan would be to reduce/offset emissions locally. Furthermore, an effective air quality plan would contain the following elements for each proposed measure: Costings; Performance Indicators; and Delivery Timescales. These are the essential mechanisms that can enable the Authorities and the Airport to respond accordingly for the benefit of communities and public health. It is essential that there is confidence that proper monitoring mechanisms and indicators are established at the outset and reviewed as necessary. The Carbon and Surface Access plans do not address any of these criteria.</p> <p><b>Updated position (Deadline 1):</b> This response does not align with the commitment provided by GAL in the December 2023 Air Quality TWG to provide an AQAP. Please can GAL confirm this response is out of date</p>	<p>councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, taking into account embedded mitigation, no other mitigation is required as a result of the project.</p> <p>Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment includes the TAG assessment identifying the air quality damage costs of the Project.</p> <p>Table 13.4.1 of ES Chapter 13: Air Quality considers the Sussex Guidance.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation and are included in the Code of Construction Practice, to be secured under a Requirement of the DCO.</p> <p>The ES Appendix Carbon Action Plan sets out outcomes that GAL is committing to deliver for key airport operational and construction emissions sources. Commitments on surface access emissions are set out in ES Appendix Surface Access Commitments.</p> <p>Measures and monitoring commitments will be secured via the DCO and updated draft section 106 agreement. The commitments will provide suitable monitoring to allow for the local authorities to carry out their LAQM requirements.</p> <p><b>Updated position (Deadline 1):</b> GAL will provide a draft Outline AQAP to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the Outline AQAP into the Examination in due course taking account of any feedback received.</p>	<p>Table 13.4.1 and Section 13.9 of <b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p> <p><b>ES Appendix 13.8.1 Air Quality Construction Period Mitigation</b> [<a href="#">APP-161</a>]</p> <p><b>ES Appendix 5.3.2 Code of Construction Plan</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.4.1 Surface Access Commitments</b> [<a href="#">APP-090</a>]</p> <p><b>ES Appendix 5.4.12 Carbon Action Plan</b> [<a href="#">APP-091</a>]</p>	
<p><b>2.2.4.2</b></p>	<p>Air Quality Mitigation Plan (Construction) Appendix 13.8.1: Air Quality Construction Period</p>	<p>Construction traffic will use the strategic route network in the District. Although commitment to adopting London Low Emission Zone standards was made at the PEIR stage, Appendix 13.8.1 advises the standards will be used "where applicable" while Paragraph 7.2.15 of Appendix 5.3.2</p>	<p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation and contained within the Code of Construction Practice (CoCP).</p>	<p><b>ES Appendix 13.8.1: Air Quality Construction Period Mitigation</b> [<a href="#">APP-161</a>]</p>	<p>Under discussion</p>

	<p>Mitigation Appendix 5.3.2: Code of Construction Practice Annex 3 - Outline Construction Traffic Management Plan</p>	<p>states that “Low emission plant would be encouraged and used where practicable [...]” but provides no further details and makes no commitment to using London Low Emission Zone standards and adopting a Fleet Recognition Scheme. Lack of Emissions Monitoring Strategy for the Construction Phase. No specific details for the construction phase monitoring strategy were provided. Although it is expected that a dust monitoring plan and a monitoring plan will be provided at a later date, key points and decisions should have already been made available.</p> <p><b>Updated position (Deadline 1):</b> It is still requested that all plant and construction traffic achieve the standards requested.</p>	<p>This explains that all on-road vehicles will comply with the requirements of the London Low Emission Zone and the London Non-Road Mobile Machinery standards, where applicable, which is appropriate when considering availability of equipment, specialist kit and non-discrimination of local suppliers. This commitment is secured through the updated <b>CoCP</b> (Doc Ref. 5.3), submitted at Deadline 1.</p> <p><b>Updated position (Deadline 1):</b> The Code of Construction Practice (Section 5.8) has been updated and submitted at Deadline 1 to include the requirements of the London Low Emission Zone and the London Non-Road Mobile Machinery standards.</p>	<p><b>ES Appendix 5.3.2 Code of Construction Plan</b> (Doc Ref. 5.3)</p>	
<p>2.2.4.3</p>	<p>Operational air quality monitoring</p>	<p>Further information is required to understand operational air quality monitoring and reporting and further steps, should air quality deteriorate further than predicted.</p> <p><b>Updated position (Deadline 1):</b> Whilst there are provisions to monitor air quality from GAL it is unclear what actions would be taken if greater changes in air quality occur than predicted in the ES and what air quality triggers would be used to identify this. This could be addressed as part of the AQAP that GAL committed to provide in the Air Quality TWG in December 2023.</p>	<p>ES Chapter 13: Air Quality has provided an assessment of air quality impacts from all related sources (road vehicles, aircraft and airport sources) following the methodology agreed with the local councils. A robust assessment presenting reasonable worst case effects has been provided in line with best practice guidance and available data. The assessment concludes that the impact of the Proposed Development would not be significant. As such, taking into account embedded mitigation, no other mitigation is required as a result of the project.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>The draft Section 106 agreement sets out the mechanism for monitoring air quality (NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>) and the impacts from the Proposed Development, to identify and manage any new exceedances of the National Air Quality Standards occur as a result of airport activity.</p> <p>GAL has worked with Local Authorities over many years to fund air quality monitoring to understand air quality locally. As part of the Project, a commitment will be made in the draft Section 106 agreement to the continuation of current monitoring, and additional monitoring at several proposed sites (Chapter 13 Figure 13.1.12) using a mixture of monitoring types, including another DEFRA equivalent reference monitor (reference MCERTS monitor) and indicative MCERTS monitoring equipment to be able to monitor key pollutants of concern. Compared to current monitoring, this approach increases the spatial and temporal</p>	<p><b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p>	<p>Under discussion</p>

			<p>collection of monitoring data to allow detailed assessment of ambient air quality. The approach is considered proportionate given the cost of monitoring equipment and the results of the ES which show there are no significant effects being predicted.</p> <p><b>Updated position (Deadline 1):</b> GAL will provide a draft Outline AQAP to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the outline version into the Examination in due course taking account of any feedback received.</p>		
2.2.4.4	Dust Management Plan	<p>There is no Dust Management Plan (DMP) provided with the application and the Applicant is therefore requested to provide a DMP (or Outline DMP) for Examination.</p> <p><b>Updated position (Deadline 1):</b> It is understood that a final DMP cannot yet be provided, but an outline or draft DMP can be prepared. This is still requested.</p>	<p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in Section 5.8 of the ES Appendix Construction Period Mitigation and are included in the Code of Construction Practice, to be secured under a Requirement of the Draft DCO.</p> <p>Paragraph 2.2.7 of the CoCP sets out that Construction Dust Management Plans (CDMP) will be prepared in accordance with the CoCP.</p> <p>Management plans will be prepared for specific areas of the Project to reflect any site-specific conditions or measures to mitigate dust impacts (set out in para 5.8.2 of the CoCP).</p> <p>The CDMPs will be prepared for approval by the relevant local planning authority prior to construction works commencing, as confirmed in paragraph 5.8.2 of the CoCP.</p> <p><b>Updated position (Deadline 1):</b> An outline CDMP will be shared with the Local Authorities for comment by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the outline version into the Examination in due course taking account of any feedback received.</p>	<p><b>ES Appendix 13.8.1: Air Quality Construction Period Mitigation</b> [APP-161]</p> <p><b>ES Appendix 5.3.2 Code of Construction Plan</b> (Doc Ref. 5.3)</p> <p><b>Draft DCO</b> (Doc Ref. 2.1)</p>	Under discussion
2.2.4.5	Air Quality Management Plan	<p>There should be a stand-alone Air Quality Management Plan. It is recognised that air quality mitigation measures have been set out in the Carbon Action Plan (Appendix 5.4.2: Carbon Action Plan) and Appendix 5.4.1: Surface Access Commitments. However, carbon measures are focused on reducing emissions on a larger scale, such as a region, whereas the aim of an air quality plan would be to reduce/offset emissions locally. Furthermore, the Sussex Guidance recommends that applicants produce an action plan where measures are costed and assessed for air quality impact/effectiveness individually. The carbon and surface access plans do not address any of these criteria.</p>	<p>ES Chapter 13: Air Quality has indicated that there are no significant effects as a result of the Project and the Project is not predicted to impact compliance with the air quality standards.</p> <p>This notwithstanding, the assessment in Section 13.9 of ES Chapter 13: Air Quality sets out the proposed measures with the aim of reducing the airport contribution to local air quality regardless of significance.</p> <p>Measures that will be in place through the construction of the Project including mitigation and monitoring of dust are detailed in</p>	<p>Section 13.9 and Table 13.4.1 of <b>ES Chapter 13 Air Quality</b> [APP-038]</p> <p><b>ES Appendix 5.4.2: Carbon Action Plan</b> [APP-091]</p> <p><b>ES Appendix 13.8.1: Air Quality</b></p>	Under discussion

		<p><b>Updated position (Deadline 1):</b> This response does not align with the commitment provided by GAL in the December 2023 Air Quality TWG to provide an AQAP. Please can GAL confirm this response is out of date.</p>	<p>Section 5.8 of the ES Appendix Construction Period Mitigation and are included in the Code of Construction Practice, to be secured under the requirements of the DCO.</p> <p>The ES Appendix Carbon Action Plan sets out outcomes that GAL is committing to deliver for key airport operational and construction emissions sources. Commitments on surface access emissions are set out in ES Appendix Surface Access Commitments.</p> <p>Measures and monitoring commitments will be secured via the DCO and updated draft Section 106 agreement. The commitments will provide suitable monitoring to allow for the local authorities to carry out their LAQM requirements.</p> <p>This approach taken for the ES is consistent with the principles of the Clean Air Strategy and guidance set out in the Sussex Guidance; it follows requirements for EIA and NPSs; and provides detailed commitments for suitable measures to be secured through the DCO. Table 13.4.1 of ES Chapter 13: Air Quality considers the Sussex Guidance.</p> <p>Table 7.2.1 of Needs Case Appendix 1 – National Economic Impact Assessment includes the TAG assessment identifying the air quality damage costs of the Project.</p> <p><b>Updated position (Deadline 1):</b> GAL will provide a draft Outline AQAP to the LAs by 26<sup>th</sup> March (to align with Deadline 2), with the intention of submitting the Outline AQAP into the Examination in due course taking account of any feedback received.</p>	<p><b>Construction Period Mitigation</b> [<a href="#">APP-161</a>]</p> <p><b>ES Appendix 5.3.2 Code of Construction Plan</b> (Doc Ref. 5.3)</p> <p><b>ES Appendix 5.4.1: Surface Access Commitments</b> [<a href="#">APP-090</a>]</p> <p>Table 7.2.1 of <b>ES Needs Case Appendix 1 – National Economic Impact Assessment</b> [<a href="#">APP-251</a>]</p>	
<p>2.2.4.6</p>	<p>Monitoring Commitment</p>	<p>Monitoring commitment – it is not clear what is being funded and over what timeframe.</p> <p><b>Updated position (Deadline 1):</b> Further discussions on operational monitoring and the S106 are proposed to resolve this matter.</p>	<p>The assessment in Section 13.9 of ES Chapter 13 Air Quality summarises the proposed operational phase air quality monitoring.</p> <p>Monitoring commitments will be secured under the draft Section 106 agreement to be entered in relation to the Project.</p> <p>The draft Section 106 agreement commits to funding of monitoring at three existing local authority stations and the continuation of monitoring at Gatwick airport monitoring site. In addition, Gatwick will add an additional Defra reference equivalent monitor and additional indicative MCERT continuous monitors. Therefore, there is no change in the monitoring as currently carried out and additional monitoring will be added. This approach is considered</p>	<p>Section 13.9 of <b>ES Chapter 13 Air Quality</b> [<a href="#">APP-038</a>]</p>	<p>Under discussion</p>



			<p>proportionate given the cost of monitoring equipment and the results of the ES which show there are no significant effects being predicted.</p> <p>Chapter 13 Figure 13.1.12 outlines draft locations of the proposed monitoring stations.</p>		
<p><b>Other</b></p>					
<p><i>There are no other issues relevant to this topic in this Statement of Common Ground.</i></p>					

2.3. Capacity and Operations

2.3.1 Table 2.3 sets out the position of both parties in relation to capacity and operations matters.

**Table 2.3 Statement of Common Ground – Capacity and Operations Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>Please see the joint Statement of Common Ground prepared in relation to Capacity and Operations (Doc Ref. 10.1.18).</i>					

2.4. Climate Change

2.4.1 Table 2.4 sets out the position of both parties in relation to climate change matters.

**Table 2.4 Statement of Common Ground – Climate Change Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
<b>Assessment Methodology</b>					
2.4.2.1	The risks associated with storm events, wildfire and fog are not considered sufficiently in the risk assessment	<p>There is a lack of consideration of a number of climate variables including storm events, wildfire and fog, which is a key omission in the Climate Change Resilience Assessment.</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that the Applicant will update the SoCG with the newly available wildfire data, and add in additional information on fog.</p> <p>It is noted and accepted regarding storm events.</p>	<p>Storm events are considered through the inclusion of extreme rainfall (increased probability of extreme weather events (Risks 2, 13-15 in Appendix 15.8.1 Climate Change Resilience Assessment) and high winds (risks 18-21 in Appendix 15.8.1 Climate Change Resilience Assessment) within the assessment. The risks associated with these hazards have been assessed as medium. Additional information on changes in wind speeds can be found in Chapter 15 (Paragraph 15.5.28). Reductions in wind speeds are anticipated in winter and summer. Quantitative data on changes in lightning across the UK are not provided by UKCP18 at the 12km scale. A summary of the Met Office findings for changes in lightning flash rate across the UK is provided in Chapter 15 (Paragraph 15.5.27) which suggests that Gatwick can expect lightning frequency to increase during summer and spring and decrease during autumn. Risks 22 and 23 in Appendix 15.8.1 Climate Change Resilience Assessment provide information on the potential impacts, existing mitigation measures and risks associated with increased lightning strikes.</p> <p>Additional data is now available for wildfire that was not available at the time of submission of the DCO application, GAL will put more detail about wildfire in the SoCG.</p> <p>GAL will put more detail about fog in the Statement of Common Ground (SoCG) of which there will be one combined one for climate change.</p>	<p>Risks 2, 13-15, 18-23 in <b>Appendix 15.8.1 Climate Change Resilience Assessment</b> [APP-187]</p> <p>Paragraph 15.5.27 and 15.5.28 of <b>ES Chapter 15 Climate Change</b> [APP-040]</p>	Agreed
<b>Assessment</b>					
2.4.3.1	Climate impact statements lacking consistency	The climate impact statements documented in both Chapter 15 Climate Change and Appendix 15.8.1 Climate Change Resilience Assessment are lacking in consistency in the way they are articulated in that some are missing an 'impact'. This end result is what should determine the consequence rating and could arguably have led to an under-estimation of risk.	The anticipated impacts of climate change are provided for all risks identified within the CCRA. In Chapter 15 of the ES (Climate Change) this is included within Tables 15.8.5 and 15.8.6 within the 'Climate Change Impact' column and in Appendix 15.8.1 (Climate Change Resilience Assessment) within Table 2.1.1 in the 'Climate Change Impact' column. Risk ratings would not change following a clarification of specific impacts and therefore no material impact on	<p>Tables 15.8.5 and 15.8.6 of <b>ES Chapter 15 Climate Change</b> [APP-040]</p> <p><b>ES Appendix 15.8.1 Climate Change</b></p>	Agreed

		<p><b>Updated position (Deadline 1):</b> Whilst there are different approaches to undertaking climate change risk assessments, and further detail and clarity around impact statements would be helpful, the Applicant's assessment of operational impacts does constitute a robust assessment that meets the planning requirements.</p>	the assessment will arise.	<p><b>Resilience Assessment</b> [APP-187]</p>	
2.4.3.2	Disagree with the assessment that 'cumulative effects are not relevant'.	<p>The Council understands that a conclusion may be drawn that cumulative impacts from nearby projects maybe be 'insignificant', but we disagree with the statement that 'An assessment of cumulative effects is not relevant'. For example, nearby projects could exacerbate the urban heat island impact of the Project or increase the impact of flooding to the site or access to the site.</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that the Applicant did not assess for cumulative effects outside of the project site boundary, as the CCR only assessed those within this area.</p>	The Zone of Influence considered within the cumulative effects assessment was the project site boundary for the CCR assessment. This does not include nearby projects therefore it was not relevant to assess the potential impact of additional projects on the UHI. The UHI effect was found to be low and therefore it would be unlikely that any nearby development would exacerbate this.	<p><b>ES Appendix 15.8.1 Climate Change Resilience Assessment</b> [APP-187]</p>	Agreed
<b>Mitigation and Compensation</b>					
2.4.4.1	Lack of identification of additional mitigation / adaptation measures	<p>The lack of identification of additional mitigation / adaptation measures is a key omission from the Climate Change Resilience Assessment and the Urban Heat Island Assessment. Whilst the Applicant may not have assessed any of the risks as 'significant', the identification of further adaptation measures that can increase asset resilience should be noted, especially considering the potential underestimation of risk detailed above.</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that the Applicant has outlined mitigation and adaptation measures for the project in the report and appendixes, in addition to referencing existing policies and plans in place at GAL.</p>	<p>Further adaptation measures are not formally identified (under the heading of 'further mitigation') as no significant risks were identified within the assessment which would require mitigation that is not already embedded within the Project. However, mitigation measures are included within relevant chapters/documents. The Code of Construction Practice (ES Appendix 5.3.2) includes an overview of relevant mitigation measures. This document is referenced within Chapter 15 of the ES (Climate Change). The Gatwick Airside Operations Adverse Weather Plan (GAL, 2021) sets out additional measures that should be followed during other extreme weather events. The Outline Climate Resilience Design Principles captured within the Design and Access statement detail how elements of the design have been developed to account for climate change adaptation and would be implemented at the time of construction.</p> <p>An additional summary of mitigation measures/commitments made in relation to mitigation can be found in ES Appendix 5.2.3 Mitigation Route Map.</p> <p>Additionally, several mitigation measures are already embedded within the project. These are detailed within Table 15.8.4 and 15.9.1 in Chapter 15 of the ES (Climate Change).</p>	<p><b>ES Appendix 5.3.2 Code of Construction Plan</b> (Doc Ref. 5.3)</p> <p>Table 15.8.4 and 15.9.1 of <b>ES Chapter 15 Climate Change</b> [APP-040]</p> <p><b>Design and Access Statement Volume 5</b> [APP-257]</p> <p><b>Appendix 5.2.3 Mitigation Route Map</b> [APP-078]</p>	Agreed
<b>Other</b>					
There are no other matters relevant to this topic in this Statement of Common Ground.					



2.5. Construction

2.5.1 Table 2.5 sets out the position of both parties in relation to construction matters.

**Table 2.5 Statement of Common Ground – Construction Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.5.1.1	Air Quality Mitigation Plan (Construction) Appendix 13.8.1: Air Quality Construction Period Mitigation Appendix 5.3.2: Code of Construction Practice Annex 3 - Outline Construction Traffic Management Plan	<p>Construction traffic will use the strategic route network in the District. Although commitment to adopting London Low Emission Zone standards was made at the PEIR stage, Appendix 13.8.1 advises the standards will be used “where applicable” while Paragraph 7.2.15 of Appendix 5.3.2 states that “Low emission plant would be encouraged and used where practicable [...]” but provides no further details and makes no commitment to using London Low Emission Zone standards and adopting a Fleet Recognition Scheme. Lack of Emissions Monitoring Strategy for the Construction Phase. No specific details for the construction phase monitoring strategy were provided. Although it is expected that a dust monitoring plan and a monitoring plan will be provided at a later date, key points and decisions should have already been made available.</p> <p><b>Updated position (Deadline 1):</b> The Council expects to see London Low Emission zone standards in construction traffic unless otherwise stated, justified and agreed. Further work is required to ensure this is a commitment in the CoCP.</p>	<p>The commitments are detailed in the Environmental Statement (ES) Appendix 5.4.2, Carbon Action Plan. ES Appendix 5.3.2, 'Code of Construction Practice Annex 3 - Outline Construction Traffic Management Plan', should be considered in conjunction with this document and further detail will be developed in consultation with the local authorities though the final Construction Traffic Management Plan.</p> <p><b>Updated position (Deadline 1):</b> The Code of Construction Practice (Section 5.8) has been updated and submitted at Deadline 1 to include the requirements of the London Low Emission Zone and the London Non-Road Mobile Machinery standards.</p>	<p><b>ES Appendix 5.4.2 Carbon Action Plan</b> [<a href="#">APP-091</a>]</p> <p><b>ES Appendix 5.3.2 Code of Construction Practice Annex 2 – Outline Construction Workforce Travel Plan</b> [<a href="#">APP-084</a>]</p> <p><b>ES Appendix 5.3.2 Code of Construction Plan</b> (Doc Ref. 5.3)</p>	Not Agreed
2.5.1.2	Additional information requirements	<p>Additional information is also required to fully understand the air quality assessment methodology and assessment outcomes, including, (i) technical details to help understand if a realistic worst-case has been assessed, (ii) further information on the Construction Transport Management Plan (CTMP) and Construction Workforce Transport Management Plan (CWTMP) to understand how any deviation from the Air Quality Action Plan will be addressed to protect air quality and (iii) information on the Emission Ceiling Calculations.</p> <p><b>Updated position (Deadline 1):</b> Ongoing – issues to be addressed as per points (i), (ii) and (iii)</p>	<p>The impact from construction traffic due to movement of construction materials will be managed in accordance with a Construction Traffic Management Plan (CTMP). The impact of construction workforce travelling to and from the Airport will be managed in accordance with a Construction Workforce Travel Plan (CWTP), both of which will be developed by GAL and its contractors during detailed design / pre-construction stage in accordance with the Outline Construction Traffic Management Plan.</p> <p>The detailed (oCTMP) and Outline Construction Workforce Travel Plan (oCWTP) will be finalised in consultation with the relevant highway authorities and the National Highways</p>	<p><b>ES Appendix 5.3.2 Code of Construction Practice Annex 2 – Outline Construction Workforce Travel Plan</b> [<a href="#">APP-084</a>]</p> <p><b>ES Appendix 5.3.2 Code of Construction Practice Annex 3 – Outline Construction Traffic Management Plan</b> [<a href="#">APP-085</a>]</p>	Not Agreed

2.6. Cumulative Effects and Interrelationships

2.6.1 Table 2.6 sets out the position of both parties in relation to cumulative effects and interrelationships matters.

Table 2.6 Statement of Common Ground – Cumulative Effects and Interrelationships Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.6.1.1	Baseline data for Heathrow	<p>There are other concerns in relation to the consideration of a third runway at Heathrow Airport in the CEA including the assumptions around air traffic levels at Gatwick if a third runway is operational by mid-2030s, the appropriateness of using future baseline data published as part of the 2019 Heathrow DCO consultation and whether it is realistic to assume that development at both Heathrow and Gatwick Airports is unlikely to have a significant effect on the UK’s ability to meet Net Zero targets.</p> <p><b>Updated position (Deadline 1):</b> R3 has been assessed, and the Council questions the robustness of the data underlying this assessment (i.e. 2019 data).</p> <p>PINS Scoping Opinion makes clear that the likelihood of another runway coming forward at Heathrow should not be ignored and the implications should be assessed both individually and cumulatively.</p>	The approach to the assessment of cumulative effects with Heathrow R3 has taken into account the ongoing uncertainty around the status of the Heathrow R3 project and is described in section 20.7.2 to 20.7.6 of ES Chapter 20 Cumulative Effects and Inter-relationships.	<b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> [APP-045]	Not Agreed
2.6.1.2	Land West of Ifield	<p>This site should be included in the short-list as a Tier 2 development for the CEA given the scale and proximity of the proposal. It is not considered that the potential for impact on key ecological receptors and core habitats has been adequately assessed.</p> <p><b>Updated position (Deadline 1):</b> Pleased that Wol has been included as Tier 2 development, however there are inconsistencies in the approach to the cumulative effects of the site alongside the Project.</p>	As per Item 15.6 of the October 2023 Issues Trackers, Land West of Ifield was included as a Tier 2 site (see ref. 353 on Page 27 of ES Appendix 20.4.1: Cumulative Effects Assessment Long and Short List for GAL’s reasoning).	n/a	Under discussion
<b>Assessment Methodology</b>					
2.6.2.1	Concerns about CEA methodology and rationale and consistency of assessment across topics	The Applicant appears to have assumed a high level of certainty around other development sites in the District in order to support favourable socioeconomic outcomes, while simultaneously citing lack of certainty or information as justification for excluding these same developments from various topics assessments. The methodology and rationale used for the CEA has not been made clear, leading to concerns that the assessment of individual sites may have been applied inconsistently or incorrectly. There is an inconsistent approach applied across the various topic assessments that have the potential to skew the assessment results. For example, Land West of Ifield has been excluded from some assessments, i.e., Transport during its construction phase, despite the Project relying on future Local Plan development coming forward to mitigate housing need arising from	<p>The cumulative effects assessment has been undertaken in accordance with the approach set out in PINS Advice Note 17 and the approach is described in Chapter 20 Cumulative Effects and Inter-relationships of the ES. This includes the development of a long list and short list of other developments that have been used for the cumulative effects assessment provided in the ES. Whilst this chapter also provides a summary of the cumulative effects per topic, the detailed cumulative effects assessments are within the topic chapters of the ES.</p> <p>Land West of Ifield is included on the short list as a tier 2 development.</p>	<b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> [APP-045]	Not Agreed

		<p>the Project. It is also difficult to understand the extent to which key developments have been considered without more transparency in how the CEA has been carried out in more detail.</p> <p><b>Updated position (Deadline 1):</b> Minimal detail on, and justification of, the approach to the CEA has been provided. Advice Note 17, and other guidance, indicates some professional judgment can be applied but that this should be transparent and justified.</p> <p>As per para 12.11.9 of ES Chapter 12 West of Ifield, Horley Employment Park and Gatwick Green have been excluded from the cumulative effects assessment during the project's construction period however the Council does not consider enough information has been sought, or provided by, the applicant to demonstrate there will be no significant transport impacts during the period.</p> <p>The Council is also concerned at the lack of support for a new multi-modal transport link from the A264 to the A23 in order to address the cumulative impacts of other development alongside the Project.</p>	<p>In terms of traffic modelling, as set out in Section 12.11 of ES Chapter 12, cumulative developments have been considered in accordance with Department for Transport (DfT) Transport Analysis Guidance (TAG) and developments with uncertainty levels of 'near certain' or 'more than likely' are included in the future baseline. West of Ifield was identified with an uncertainty level of 'reasonably foreseeable' and therefore not included in the future baseline but in a separate scenario together with Horley Employment Park and Gatwick Green following comments from local stakeholders. This assessment scenario is based on the best available information about the uses and floorspace proposed for the three sites. Given the level of uncertainty, the assessment is undertaken for the core scenarios of 2029, 2032 and 2047.</p>		
<p><b>2.6.2.2</b></p>	<p>Rationale and information underlying the Zones of Influence is unclear</p>	<p>There are a number of concerns with the thresholds used and the ES does not adequately explain the rationale behind them. While it is accepted that professional judgement is necessary, further detail should be provided. Chapter 12: Traffic and Transport states: "The Zone of Influence for considering cumulative effects related to traffic and transport is the same as that used for the core assessment described in previous sections." It is not made clear which previous sections the reader should refer to. Chapter 11: Water Environment states "The Zone of Influence (Zol) for the water environment has been identified based on the spatial extent of likely effects." Other topic chapters are similarly vague. It is unclear exactly how these Zols have been set, and it is disappointing local authorities have been unable to scrutinise the rationale. There are concerns more specifically with the Zol boundaries. The current Zol used for the assessment of cumulative socio-economic impacts does not reflect the likely impacts on conurbations in the north of the District meaning potentially significant impacts are not properly understood.</p> <p>There are a number of concerns with the Zones of Influence (Zols). For example, local authorities were not given sight of the criteria used to set Zones of Influence for the various topics before submission and there are a number of concerns with the thresholds. However, given the ES does not adequately explain the rationale it is difficult for local authorities to scrutinise the appropriateness or otherwise of the thresholds. The Council accepts that professional judgement is required but this should be a transparent and replicable process.</p>	<p>The Zols for the cumulative effects assessment are summarised in ES Chapter 20: Cumulative Effects and Inter-relationships with the detail being provided in the individual topic chapters 7 to 19 of the ES.</p> <p>GAL will review this request to provide further detail on the Zone of Influence for the various assessments.</p> <p>The Zone of Influence (Zol) for the Water Environment assessment has been defined by the Upper Mole Hydraulic Model extent as it captures all upstream watercourse catchments (specially the River Mole and its tributaries: Burstow Stream, Crawler's Brook, the Gatwick Stream, Man's Brook and Westfield Stream) interacting within the Project site boundary, and further continues 2km downstream. This Zol was defined in order to cover the extent if all anticipated impacts due to Project and to identify any significant flood risk effects to third parties. As demonstrated by the depth difference mapping in ES Figure 11.9.1 and 11.9.2 in Chapter 11: Water Environment, which show no adverse impacts outside the site boundary.</p>	<p><b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> <a href="#">[APP-045]</a></p>	<p>Not Agreed</p>

		<b>Updated position (Deadline 1):</b> Awaiting further detail from the applicant.			
2.6.2.3	Rationale and assumptions underlying the shortlist of other developments is unclear	<p>A number of assumptions and reflections made in relation to other developments are not considered accurate or consistent throughout the assessment.</p> <p>There is concern around the assumptions made in relation to development and there is a lack of clarity around the methodology and rationale used for the CEA. Comments previously made by the Council, relating to errors and information, have not been fully reflected and there is some inconsistency and factual errors in the assessment.</p> <p><b>Updated position (Deadline 1):</b> The long and short lists were shared and comment provided by the Council, however there are inconsistencies and errors within the CEA itself which should be reviewed and corrected.</p>	The long list and short list was shared with the local authorities prior to use in the Environmental Statement. The cumulative effects assessment methodology is set out in ES Chapter 20 Cumulative Effects and Inter-Relationships and accords with the approach set out in the PINS advice note.	<b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> [APP-045]	Not Agreed
2.6.2.4	Treatment of temporal boundaries is unclear	<p>The assessment appears to assume that only development occurring at the same time will interact or combine. No mention of how impacts not occurring at the same time as the Project have been assessed.</p> <p><b>Updated position (Deadline 1):</b> Issue in relation to the temporal boundaries has not been addressed by the applicant.</p>	The cumulative effects assessment has been undertaken in accordance with the approach set out in PINS Advice Note 17 and the approach is described in Chapter 20 Cumulative Effects and Inter-relationships of the ES. The criteria used to identify the short list from the long list are set out in section 20.4.21.	<b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> [APP-045]	Not Agreed
2.6.2.5	Temporal interaction	<p>It is unclear how temporal interaction has been considered. The Applicant states that the assessment considers impacts “from two or more developments which could occur at the same time”. Guidance2 suggests cumulative impacts should consider “incremental changes caused by other past, present or reasonably foreseeable actions together with the project” but the Application has not made clear what temporal boundaries have been applied.</p> <p><b>Updated position (Deadline 1):</b> The applicant has considered the temporal information of other development included in the CEA shortlist, but the issue refers to the exclusion of impacts based on the limited temporal scope applied.</p>	Where publicly available and applicable, temporal information about the phasing of other developments has been considered.	n/a	Not Agreed
2.6.2.6	Treatment of Heathrow expansion (R3)	The Council has several concerns around the way the Heathrow expansion proposals have been considered across the CEA. While the assessment of Heathrow’s expansion (R3) alongside the Project is supported, it is disappointing that this has been undertaken in isolation and has not been explored in combination with other developments. As currently presented the assessment is unlikely to capture the realistic worst-case scenario should expansion at both airports occur. In addition, the Council questions the use of future baseline data published as part of the 2019 DCO consultation for a third runway and whether this data is still	The approach to the assessment of cumulative effects with Heathrow R3 has taken into account the ongoing uncertainty around the status of the Heathrow R3 project and is described in section 20.7.2 to 20.7.6 of ES Chapter 20 Cumulative Effects and Inter-relationships.	<b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> [APP-045]	Not Agreed



		<p>relevant. It is also unclear on what basis the assumption that air traffic levels at Gatwick would decline if Heathrow R3 is operational by the mid-2030s.</p> <p>It is disappointing the Applicant has chosen not to include the Heathrow expansion in the main CEA, especially given the Planning Inspectorate's advice in its Scoping Opinion<sup>3</sup>. The consideration of impacts in combination with the Project, excluding other developments, is, in the Council's view, not in the spirit of CEA, and is unlikely to provide for a realistic assessment should both Heathrow and Gatwick receive development consent for further development.</p> <p><b>Updated position (Deadline 1):</b> R3 has been assessed, and the Council questions the robustness of the data underlying this assessment (i.e. 2019 data).</p> <p>PINS Scoping Opinion makes clear that the likelihood of another runway coming forward at Heathrow should not be ignored and the implications should be assessed both individually and cumulatively.</p>			
2.6.2.7	Further information	<p>Further information provided by local authorities should be taken into account as the examination progresses where this is likely to have a material impact. Owing to this additional or alternative mitigation may be required.</p> <p><b>Updated position (Deadline 1):</b> Acknowledge sharing of list of sites in advance of examination, however the Council continues to request this is reviewed as the examination progresses.</p>	<p>As set out in Chapter 20: Cumulative effects and inter-relationships the long list of other developments was reviewed and updated up until three months prior to the submission of the application for development consent to allow the assessment to be finalised. Any applications for other developments submitted after this cut off date will be considered, where required, during the examination period.</p> <p>The long list and short list was shared with the local authorities prior to use in the Environmental Statement. The cumulative effects assessment methodology is set out in ES Chapter 20 Cumulative Effects and Inter-Relationships and accords with the approach set out in the PINS advice note.</p>	<p><b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> <a href="#">[APP-045]</a></p>	Not Agreed
<b>Assessment</b>					
2.6.3.1	Further assessment of cumulative impacts on health and wellbeing are necessary	<p>The Applicant has not addressed the potential for several impacts considered, when reviewed in isolation, not to have significant effects, to interact and have significant effects on health and wellbeing when considered in combination. For instance, noise impacts coupled with air quality impacts and traffic impacts may combine to have significant detrimental impacts.</p> <p><b>Updated position (Deadline 1):</b> The section has been noted. This should be provided on a more local / community specific scale in order to address these concerns, both quantitatively and qualitatively.</p>	<p>ES Chapter 18: Health and Wellbeing sets out the assessment of interactions and combined effects in Section 18.11, paragraph 18.11.1 to 18.11.22. That section considers how each of the potential health effects that are assessed in isolation within Section 8.8 may interact or result in greater effects in combination. The assessment follows guidance (IEMA 2022) and presents the analysis both by geographic population and by vulnerable group sub-population. The assessment concludes that there would not be no new or materially different significant population health effects due to inter-related effects. Notwithstanding this</p>	<p><b>ES Chapter 18: Health and Wellbeing</b> <a href="#">[APP-043]</a></p> <p><b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> <a href="#">[APP-045]</a></p>	Not Agreed



			<p>conclusion, paragraph 18.11.22 sets out further mitigation to ensure there is a process to mitigate against exceptional circumstances relating to vulnerable individuals and combined effects. This is a best practice assessment and approach to combined effect mitigation.</p> <p>Additional information is set out in ES Chapter 20: Cumulative Effects and Inter-Relationships.</p> <p>Project Lifetime Effects are set out in Table 20.8.3 of ES Chapter 20: Cumulative Effects and Inter-Relationships. This specifically considers the combined effects of different assessment years. ES Chapter 20 also reports on receptor-led Inter-related effects. i.e. the potential for multiple effects to interact, spatially and temporally, to create inter-related effects on a receptor or receptor group.</p>		
<b>Mitigation and Compensation</b>					
<i>There are no issues relating to the mitigation and compensation for this topic within this Statement of Common Ground.</i>					
<b>Other</b>					
<i>There are no other issues relating to this topic within this Statement of Common Ground.</i>					

2.7. Draft DCO and Explanatory Memorandum

2.7.1 Table 2.7 sets out the position of both parties in relation to Draft DCO and Explanatory Memorandum matters.

**Table 2.7 Statement of Common Ground – Draft DCO and Explanatory Memorandum Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.7.1.1	Definition of 'commencement'	<p>The definition of “commencement” and, in particular, the implications arising from certain operations which fall outside that definition, and which do not appear to be controlled (article 2(1), interpretation).</p> <p><b>Updated position (Deadline 1):</b> All references in this column to the draft Development Consent Order (“dDCO”) are to Version 3.0 of the dDCO [PDLA-004] dated February 2024. This column provides a summary of the Council’s position in respect of the points detailed in Table 2.7. Further detail, particularly in respect of points not addressed in Table 2.7, will be submitted at Deadline 1.</p> <p>It is noted that each of the 15 exceptions to the definition of “commencement” is either included in at least one of the following made DCOs: Sizewell C, Manston Airport, and M25 Junction 28, or “aligns with emerging drafting submitted in the Luton Airport Expansion” dDCO.</p> <p>The SoCG and Explanatory Memorandum (“EM”) [AS-006] identify precedents; however, this is not enough. For instance, it does not follow that a provision relevant to the authorisation of a nuclear-powered generating station in Suffolk or the alteration of a motorway junction in Essex is relevant to the instant project. The relevance must be explained and the inclusion of the provision justified. The same point applies to provisions based on those which are included in airport DCOs, made or otherwise.</p> <p>Advice Note Fifteen: Drafting Development Consent Orders (republished July 2018 (version 2)) is clear on this point. It states –</p> <p>“If a draft DCO includes wording derived from other made DCOs, this should be explained in the Explanatory Memorandum. The Explanatory Memorandum should explain why that particular wording is relevant to the proposed draft DCO, for example detailing what is factually similar for both the relevant consented NSIP and the Proposed Development. It is not sufficient for an Explanatory Memorandum to simply state that a particular provision has found favour with the Secretary of State previously; the ExA and Secretary of State will need to understand why it is appropriate for the scheme applied for. Any divergence in wording from the consented DCO drafting should also be explained. Note, though, that policy can change and develop”.</p>	<p>The drafting of the definition of "commence" has advanced since the version commented upon. There are now 15 exceptions at sub-paragraphs (a) to (o) of article 2(1).</p> <p>These exceptions are all preceded by at least one of the Sizewell C (article 2), Manston Airport (article 2) or M25 J28 (article 2) DCOs or align with emerging drafting submitted in the Luton Airport Expansion application (Schedule 2, Part 1). The only additional provision is sub-paragraph (n) (establishment of temporary haul roads), which has been included as a separate limb for clarity, though the stated activity falls within the scope of other more generally worded exceptions from "commencement" in precedent DCOs (e.g. 'construction of temporary structures').</p> <p>As per paragraph 3.4.1 of the Explanatory Memorandum to the Draft Development Consent Order [AS-006] ("ExM"), it is reasonable and proportionate to include the specified exceptions to enable the efficient use of time in the construction timetable prior to the triggering of "commencement" under the DCO. All pre-commencement activities will be subject to the Code of Construction Practice and its associated management plans (see requirement 7) and must be carried out in accordance with the Carbon Action Plan (see requirement 21).</p> <p>The activities specified in this definition were selected to accord with precedent and as activities which can be (and, in many cases, must be) carried out early in the construction timetable. As per the ExM, the activities do not give rise to materially new or materially different environmental effects to those assessed in the ES.</p> <p>The ES assesses the environmental impacts from preparatory and construction activities for the project, and the activities captured by the exceptions to the definition of "commence" have been assessed as part of this exercise. However, given that the exceptions are categories of activities which form part of the wider preparatory and construction works timetable, there are not specific passages of the ES which can be cited in respect of each individual exception. Certain of the pre-commencement activities which can be identified with particular certainty at this stage are described from Paragraph</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p>Paragraph 3.4.1 of the <b>Explanatory Memorandum to the Draft Development Consent Order [AS-006]</b></p> <p>Paragraph 5.3.8 onwards of <b>ES Chapter 5 Project Description</b> (Doc Ref. 5.1)</p>	Under discussion

		<p>(Paragraph 1.5, emphasis added).</p> <p>In the light of the above, it is clear the applicant should give reasons specific to each exception being suggested, rather than seeking to rely on the generic reference to precedent made in the EM and SoCG.</p> <p>The Council notes pre-commencement activities are subject to the COCP; however, this is not clear from Requirement 7 (code of construction practice) and it should be made explicit on the face of the dDCO. The limitations of the COCP, and the Council's concerns about that document, are described elsewhere in this document.</p> <p>Paragraph 3.4.1 of the EM [AS-006] states the excluded operations “do not give rise to any materially new or materially different environmental effects to those assessed in the Environmental Statement (Doc Ref. 5.1), being either de minimis or having minimal potential for adverse effects, in line with the Planning Inspectorate’s Advice Note 15”. Paragraph 3.4.1 then goes on to refer to them as “low impact preparatory works”.</p> <p>Certain of the excluded operations would seem capable of giving rise to significant effects and it is not clear how the dDCO restricts these works to “low impact preparatory works”. To give one example, sub-paragraph (k) (“erection of temporary buildings and structures”) does not place any limit on the size of the “buildings and structures” or indicate what “temporary” might mean. An explanation is needed.</p> <p>Regarding temporary exempted works generally (for instance, as well as the temporary buildings and structures already referred to, sub-paragraph (n) provides for the “establishment of temporary haul roads” and sub-paragraph (o) for the “temporary display of site notices, advertisements or information”) it is not clear how these will be dealt with when they are no longer needed. Again, this needs to be made clear on the face of the dDCO.</p> <p>The Council is surprised by the applicant’s conclusion that no passage from the ES can be cited in respect of any exception (noting that, to give one example, the exception could provide for a temporary building of limitless size). The Council considers this approach to pre-commencement activities to be too casual and owing to this, and the lack of certainty as to what the exceptions to “commencement” would entail, considers these works should be subject to the approval of either the local planning authority or local highway authority, depending on the type of works involved.</p>	<p>5.3.8 of ES Chapter 5: Project Description.</p>		
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2.7.1.2	Article 3	<p>The drafting of article 3 (development consent etc. granted by Order);</p> <p><b>Updated position (Deadline 1):</b> A drafting point regarding article 3(2): the EM says this paragraph is preceded in art.3(2) of the Manston Airport DCO 2022; however, while Gatwick refers to “Any enactment applying to land within or adjacent to the Order limits ...” Manston refers to “Any enactment applying to land within, adjoining or sharing a common boundary with the Order limits”.</p> <p>The Council would be grateful if the applicant could confirm why it departed from the cited precedent.</p>	<p>Several precedent DCOs contain a separate article authorising the operation and use of the authorised development – see, for example, article 7 of the Sizewell C DCO: “<i>The undertaker is authorised to operate and use the authorised development for which development consent is granted by this Order.</i>”</p> <p>In drafting article 3 of the draft DCO, it was considered that it was clearer and more succinct to subsume the separate authorisation of operation and use into a single provision in article 3.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion
2.7.1.3	Article 9	<p>The drafting of article 9 (planning permission) and confirmation regarding which planning permission and conditions the applicant is concerned about.</p> <p><b>Updated position (Deadline 1):</b> To allow the Council to understand the full implications of article 9(3) and (4), the Council requests the applicant provides a full list of the existing planning permissions (including deemed planning permission) which are at issue. Once that information is provided, the Council will be better able to say whether those provisions are acceptable.</p> <p>Regarding article 9(4), who will decide what “incompatible” means and how that will be conveyed to other parties (e.g. the local planning authority)?</p> <p>Regarding article 9(5), the Council disagrees with the applicant’s analysis that retaining permitted development rights would “allow for minor works to be separately consented without needing to rely on an amendment to the Order, which would be disproportionate and impractical”.</p> <p>First, the Council considers the potential scope of development permitted by the provisions cited in article 9(5) cannot be dismissed as “minor works” and is unconvinced these should be retained. Second, if further development, which is not authorised by the DCO, is to take place at the airport, it should be subject to control by the local planning authority. Third, if the applicant wants the DCO to authorise yet further works, these should be included in Schedule 1 in the usual way (and their effects assessed). This approach is consistent with Advice note thirteen: Preparation of a draft order granting development consent and explanatory memorandum (Republished February 2019 (version 3)) which states (at paragraph 2.9) the dDCO should include the following –</p> <ul style="list-style-type: none"> <li>• “A full, precise and complete description of each element of the</li> </ul>	<p>Please refer to paragraphs 4.24 – 4.28 of the ExM, which explains the rationale for article 9 in light of the recent Supreme Court decision in <i>Hillside Parks Ltd v Snowdonia National Park Authority</i> [2022] UKSC 30. Other recently submitted DCO applications make similar provision, including the draft Luton Airport Expansion DCO (article 45) and Lower Thames Crossing DCO (article 56).</p> <p>As regards the cited wording which disapplies incompatible conditions of previously granted planning permissions, similar wording features in article 45(2)(c) of the draft Luton Airport Expansion DCO.</p> <p>In response to the further queries:</p> <ol style="list-style-type: none"> <li>1) The drafting at article 9(1) of the draft DCO is a model provision (article 36) which is well-established in numerous precedent DCOs. The drafting is by reference to section 264 of the Town and Country Planning Act 1990 (“TCPA 1990”) and the effect is to ensure that permitted development rights attaching to the undertaker in relation to operational land have effect as they would do if planning permission had been granted for the authorised development. “Operational land” is defined in section 263 TCPA 1990.</li> <li>2) Sub-paragraphs (2) and (3) address legal risk arising from the <i>Hillside</i> decision and ensure that (i) the authorised development can continue to be carried out notwithstanding an incompatible planning permission and (ii) planning permissions granted and initiated prior to commencement of the authorised development under the DCO can continue to be lawfully implemented thereafter. Whether activities authorised by the DCO are taking place pre- or post-commencement do not affect these principles.</li> </ol>	Draft DCO (Doc Ref. 2.1)  <b>Explanatory Memorandum to the Draft Development Consent Order</b> <a href="#">[AS-006]</a>	Under discussion



		<p>NSIP, preferably itemised in a Schedule to the DCO; and</p> <ul style="list-style-type: none"> <li>A full, precise and complete description of each element of any necessary “associated development”.</li> </ul> <p>The retention of permitted development rights could, contrary to Advice note thirteen, result in a partial and incomplete description of the proposed development being included in the dDCO.</p>	<p>3) As above.</p> <p>4) 'Incompatibility' is as discussed in the Hillside decision. A planning permission would be 'incompatible' with the development authorised by the DCO if it were physically impossible to build out both developments (e.g. due to overlapping consented structures).</p> <p>There is no sub-paragraph (9) in article 9 of the current draft DCO and it is presumed that this point is in reference to sub-paragraphs (5) and (6) of the present drafting. These make clear that the DCO does not restrict the future exercise by the undertaker of permitted development rights. This is necessary to ensure that GAL as airport operator can continue to rely on its extant permitted development rights to facilitate the ongoing operation of the airport and allow for minor works to be separately consented without needing to rely on an amendment to the Order, which would be disproportionate and impractical.</p>		
2.7.1.4	Article 10	<p>The disapplication of several provisions of the New Roads and Street Works Act 1991 without the application of the relevant highway authority's permit scheme (article 10; application of the 1991 Act).</p> <p><b>Updated position (Deadline 1):</b> The Council maintains its opposition to the disapplication of sections 73B, 73C, 77 and 78A of the 1991 Act. The Council notes the cited precedents. It is now for the applicant to explain why the disapplication of the cited provisions is relevant to this project. That is the approach required by paragraph 1.5 of Advice Note Fifteen (see comments on article 2(1) re “Commencement” above). While the Council has not undertaken an analysis of the cited precedents, the Council assumes the inclusion of these provisions was not controversial in those projects. The position is different here because their inclusion is of concern to the Council. Moreover, it does not follow that what is appropriate for a highways or a nuclear power DCO is relevant to an airport DCO. Similarly, provisions relevant to one airport DCO might not be relevant to another.</p> <p>The Council considers the disapplication of the provisions would be acceptable if the relevant highway authority's permit scheme was applied to the construction and maintenance of the authorised development.</p>	<p>The drafting of article 10 has advanced since the version commented on by the Councils and the cross-references are now complete. The latest draft no longer refers to "permit schemes".</p> <p>Section 74A of the 1991 Act is no longer disapplied in the latest draft of the DCO. Sections 73B, 73C and 78A of the 1991 Act are disapplied in several precedent DCOs, including the Sizewell C (article 15), Manston Airport (article 10), A303 (Amesbury to Berwick Down) (article 8) and A417 Missing Link (article 12) DCOs. Section 77 of the 1991 Act is disapplied in the Sizewell C DCO (article 15).</p> <p>GAL invites the Councils to please specify the precise nature of their concern with the disapplication of these provisions and why the approach here should depart from the precedent outlined.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion
2.7.1.5	Article 11	<p>The way in which street works are controlled under article 11 (street works).</p> <p><b>Updated position (Deadline 1):</b> Owing to the small number of streets affected within the Order limits, it would seem straightforward to cross-</p>	<p>Article 11 is by reference to streets "within the Order limits" rather than a specified list of streets because (i) there are only a small number of streets within the Order limits and there is little benefit therefore in listing them in a schedule and (ii) GAL foresees a need for flexibility as regards the streets under which it may need to carry</p>	Draft DCO (Doc Ref. 2.1)	Under discussion



		<p>refer in the article to a specified list. The applicant will be aware that such an approach is not unusual. Absent such cross-reference, the Council maintains its position that the power should be subject to street authority control.</p>	<p>out works, particularly in relation to necessary utility diversions which may become apparent during construction.</p> <p>Further, such an approach is preceded in several DCOs, including the A38 Derby Junctions (article 11), A47 Wansford to Sutton (article 15), A57 Link Roads (article 10) and Thurrock Flexible Generation Plant (article 11) DCOs.</p> <p>The additional wording proposed in bold is not included in any of these precedent DCOs. Its inclusion would be a departure from well-established precedent and therefore unjustified.</p> <p>The approach in the draft DCO, that article 11 does not require the consent of the street authority while article 12 does, is preceded in the Sizewell C DCO (see articles 13 and 14). The works envisaged by article 12, which extend inter alia to permanently altering the nature and characteristics of streets, are of greater consequence to the ongoing use of the streets in question than the more limited works envisaged by article 11, which are largely in or under the streets. There is therefore good reason why the street authority's consent should be required for works under article 12 and not article 11.</p>		
2.7.1.6	Article 14	<p>The inclusion of deeming provisions in articles 12(4) (power to alter layout, etc. of streets), article 14(8) (temporary closure of streets), 18(10) (traffic regulations), 22(5) (discharge of water), and 24(6) (authority to survey and investigate the land).</p> <p><b>Updated position (Deadline 1):</b></p> <p><u>New sub-paragraph after sub-paragraph (5)</u></p> <p>The Council cannot envisage a situation when it would not want an alternative temporary route to be provided and considers it would be more straightforward if this was made clear in the DCO.</p> <p><u>"Must not be of a lower standard"</u></p> <p>The Council notes the applicant's response and is considering its position.</p> <p><u>Deeming provision</u></p> <p>The extension of deadline from 28 to 56 days is welcomed; however, the Council maintains its in-principle objection to the deeming provision.</p>	<p>The drafting of article 14 has advanced since the version commented on by the Councils.</p> <p><u>New sub-paragraph after sub-paragraph (5)</u></p> <p>The additional wording proposed to be included after existing sub-paragraph (5) is not considered necessary. Sub-paragraph (4) already provides that: "The undertaker must not temporarily alter, divert, prohibit the use of or restrict the use of any street without the consent of the street authority, which may attach reasonable conditions to any consent but such consent must not be unreasonably withheld or delayed". Should the street authority wish to request an alternative route to the temporarily altered/diverted/restricted etc. street be provided, it can do so as a condition to its consent (provided that such a condition is reasonable in the circumstances).</p> <p>Materially similar formulations of article 14 (without the additional proposed wording) were included in precedent DCOs including the M25 Junction 10/A3 Wisley Interchange (article 14) and A38 Derby Junctions (article 15) DCOs. It is also noted that a similar approach has been taken in the emerging draft Luton Airport Expansion DCO</p>	Draft DCO (Doc Ref. 2.1)	Under discussion

			<p>(article 13).</p> <p><u>"Must not be of a lower standard"</u></p> <p>The further proposed amendment in bold to what is now sub-paragraph (5) ("and must not be of a lower standard") is not justified. Where a street is being temporarily altered, diverted or restricted (etc.), it is not reasonable to require that the temporary diversion be of the same standard as the main permanent route. Indeed, this is unlikely to be the case.</p> <p><u>Deeming provision</u></p> <p>Several provisions of the DCO (including this article 14) contain deeming provisions where the consent of a third-party body is required. A failure to respond to requests for consent in a timely manner can lead to significant delays in a construction timetable. Use of deeming provisions in respect of some key consents is therefore considered reasonable and in alignment with the objectives of the Planning Act 2008 to ensure efficient delivery of nationally significant infrastructure projects. To reflect the Councils' concern regarding deemed approval, the time period after which consent is deemed given has been extended to 56 days rather than the 28 days included in the version of the DCO upon which the Councils have commented.</p>		
2.7.1.7	Article 14(5)	<p>The standard to which alternative routes must be provided under article 14(5) (temporary closure of streets).</p> <p><b>Updated position (Deadline 1):</b></p> <p><u>New sub-paragraph after sub-paragraph (5)</u></p> <p>The Council cannot envisage a situation when it would not want an alternative temporary route to be provided and considers it would be more straightforward if this was made clear in the DCO.</p> <p><u>"Must not be of a lower standard"</u></p> <p>The Council notes the applicant's response and is considering its position.</p> <p><u>Deeming provision</u></p> <p>The extension of deadline from 28 to 56 days is welcomed; however, the Council maintains its in-principle objection to the deeming provision.</p>	<p>The drafting of article 14 has advanced since the version commented on by the Councils.</p> <p><u>New sub-paragraph after sub-paragraph (5)</u></p> <p>The additional wording proposed to be included after existing sub-paragraph (5) is not considered necessary. Sub-paragraph (4) already provides that: "The undertaker must not temporarily alter, divert, prohibit the use of or restrict the use of any street without the consent of the street authority, which may attach reasonable conditions to any consent but such consent must not be unreasonably withheld or delayed". Should the street authority wish to request an alternative route to the temporarily altered/diverted/restricted etc. street be provided, it can do so as a condition to its consent (provided that such a condition is reasonable in the circumstances).</p> <p>Materially similar formulations of article 14 (without the additional proposed wording) were included in precedent DCOs including the</p>	Draft DCO (Doc Ref. 2.1)	Under discussion

			<p>M25 Junction 10/A3 Wisley Interchange (article 14) and A38 Derby Junctions (article 15) DCOs. It is also noted that a similar approach has been taken in the emerging draft Luton Airport Expansion DCO (article 13).</p> <p><u>"Must not be of a lower standard"</u></p> <p>The further proposed amendment in bold to what is now sub-paragraph (5) ("and must not be of a lower standard") is not justified. Where a street is being temporarily altered, diverted or restricted (etc.), it is not reasonable to require that the temporary diversion be of the same standard as the main permanent route. Indeed, this is unlikely to be the case.</p> <p><u>Deeming provision</u></p> <p>Several provisions of the DCO (including this article 14) contain deeming provisions where the consent of a third-party body is required. A failure to respond to requests for consent in a timely manner can lead to significant delays in a construction timetable. Use of deeming provisions in respect of some key consents is therefore considered reasonable and in alignment with the objectives of the Planning Act 2008 to ensure efficient delivery of nationally significant infrastructure projects. To reflect the Councils' concern regarding deemed approval, the time period after which consent is deemed given has been extended to 56 days rather than the 28 days included in the version of the DCO upon which the Councils have commented.</p>		
2.7.1.8	Article 16	<p>The proposal to allow the Applicant to create new means of access without the street authority's consent under article 16 (access to works).</p> <p><b>Updated position (Deadline 1):</b> The Council maintains its position that consent is required for the creation of new means of access.</p>	<p>Article 16 provides an appropriate degree of flexibility in case the need for an access only becomes apparent at a later stage of the implementation of the authorised development.</p> <p>As airport operator, GAL exercises a significant degree of autonomy over streets within the airport. A requirement for street authority consent is not, therefore, necessary or justified.</p> <p>In any event, the wording of article 16(1) is identical to that in the M25 Junction 28 (article 12) and M54 to M6 Link Road (article 14) DCOs.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion
2.7.1.9	Article 18	<p>How the "instrument" referred to in article 18(6)(a)(traffic regulations) will be accessed.</p> <p><b>Updated position (Deadline 1):</b> The Council looks forward to hearing</p>	<p>GAL will consider this further and revert in due course.</p>	Draft DCO (Doc Ref. 2.1)	Under discussion

		from GAL regarding the way in which the “instrument” will be accessed.			
<b>2.7.1.10</b>	Article 40	<p>The timing of the vesting of special category land in the applicant under article 40 (special category land).</p> <p><b>Updated position (Deadline 1):</b> The Council looks forward to hearing from GAL regarding the way in which the “instrument” will be accessed.</p>	<p>The precise nature of the Council's concern is not clear from this comment – please clarify.</p> <p>Pursuant to article 40, special category land cannot be vested in the undertaker until (i) the undertaker has acquired the necessary replacement land (to the extent not already in its ownership) and (ii) an open space management plan has been approved by the relevant planning authority. The undertaker must comply with the open space management plan.</p> <p>Any concern of the relevant planning authority as to the provision of replacement open space land can therefore be dealt with in the open space management plan to be agreed, which the undertaker is then obliged to comply with.</p>	<b>Draft DCO</b> (Doc Ref. 2.1)	Under discussion
<b>2.7.1.11</b>	Schedule 1	<p>The inclusion of Work Nos. 26, 27, 28 and 29 (which all concern hotels) in Schedule 1 (authorised development).</p> <p><b>Updated position (Deadline 1):</b> It is not clear to the Council how these hotel-related Works are “associated development”, per section 115 of the Planning Act 2008. There does not appear to be an explanation in the EM. A satisfactory explanation is needed. Moreover, the Council is concerned about the prospect of these works evading proper environmental controls. Owing to these facts, the Council considers these Works should be deleted from the dDCO.</p>	<p>It is presumed that this concern relates to hotel provision constituting “associated development” under the 2008 Act, though please clarify if this is not the case.</p> <p>Section 115 of the 2008 Act provides that development consent may be granted for “associated development” alongside “development for which development consent is required”. “Associated development” is defined as development associated with the principal development.</p> <p>As per the 'Guidance on associated development applications for major infrastructure projects' (Department for Communities and Local Government – April 2013), it is for the Secretary of State to decide on a case-by-case basis whether development constitutes “associated development”. By reference to the 'core principles' that the guidance notes the Secretary of State will take into account:</p> <ul style="list-style-type: none"> <li>• Associated development should support the construction or operation of the principal development or help address its impacts. Hotel accommodation on-site supports the operation of the airport in providing necessary accommodation for passengers. It further helps to address the airport's impacts, as alluded to in the Councils' comment, by reducing the need for transport between accommodation and the airport.</li> <li>• Associated development should be subordinate to the principal development. The hotels are subordinate to the use of the airport and facilitate this use. They are not an</li> </ul>	n/a	Under discussion

			<p>aim in themselves.</p> <ul style="list-style-type: none"> <li>• Development should not be treated as associated development if its purpose is solely to cross-subsidise the principal development. That is not the case here.</li> <li>• Associated development should be proportionate to the nature and scale of the principal development. The hotels are a proportionately small part of the overall proposed development.</li> </ul> <p>In light of the above application of the 'core principles', GAL considers that it is open to the Secretary of State to conclude that the hotels are "associated development", and that such a conclusion is clearly justified.</p>		
<p><b>2.7.1.12</b></p>	<p>Schedule 2</p>	<p>The drafting of several requirements (Schedule 2) including: the drafting of "start date" (R.3(2) (time limits and notifications); the 14-day notification period in R3(2); why some documents must be produced "in accordance with" the certified documents and others must be produced either "in general accordance" or "in substantial accordance" with them; paras 12 (construction traffic management plan) &amp; 13 (Construction workforce travel plan) – "following consultation with the relevant local planning authority on matters related to its function."; the drafting of R.14 (archaeological remains); and of those which concern noise (e.g. R.15 (air noise envelope), R.18 (noise insulation scheme)); the ambiguous drafting in R.19 (airport operations); para 21 (carbon action plan) ambiguous "general accordance" is vague.</p> <p><b>Updated position (Deadline 1):</b></p> <p><u>Requirements: general</u></p> <p>The Council notes the response in Row 20.29 in Table 20 of the Issues Tracker; however, it does not consider it answers its question. Put another way, the Council would like to understand why "in general accordance" has been used in Requirements 8(3), 10(2), 11(2), 21 and 22(2); and why "substantially in accordance" has been used in Requirements 7, 8(4), 12(2), 13(2) and 22(3).</p> <p><u>Requirement 3: start date</u></p> <p>By Requirement 3(1), development must commence within 5 years of the "start date" i.e. the later of the day after (a) the day on which the period for legal challenge of the Order under the 2008 Act has expired; and (b) the final determination of any legal challenge under the 2008 Act. The Council objects to the extended duration of "start date", which should be when the</p>	<p>The precise nature of the Council's concerns in respect of the cited drafting is not clear from this comment – please clarify.</p> <p>Where appropriate and reasonable, some requirements allow (i) activities to be carried out either "in general accordance" or "substantially in accordance" with specified control documents or (ii) subsequent details/plans to be submitted which are "in general accordance" or "substantially in accordance" with prior documents/strategies.</p> <p>Use of these terms in the former context allows for departures which are minor or inconsequential and not of substance, without giving rise to a criminal offence. It is beneficial to draft control documents in clear and straightforward language. Strict compliance with such wording may not always be possible. Without the wording above, in such circumstances the relevant requirement would be too easily breached and a criminal offence too easily committed. The wording above therefore ensures a proportionate approach.</p> <p>Use of these terms in the latter context allows for minor improvements (e.g. due to advances in technology or best practice) to the principles underlying the original document/strategy upon submission of the subsequent details. In any event, the submitted details will be subject to the approval of the relevant body under the terms of the requirement.</p> <p>Paragraphs 9.4 – 9.36 of the ExM contain further details in respect of each requirement.</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p>Paragraphs 9.4 – 9.36 of the <b>Explanatory Memorandum to the Draft Development Consent Order</b> [<a href="#">AS-006</a>]</p>	<p>Under discussion</p>



		<p>order comes into force.</p> <p><u>Requirement 3: notice period etc.</u></p> <p>By Requirement 3(2), the relevant planning authority must be given 14 days' notice of commencement of each part of the authorised development. The Council considers a more generous notice period should be included. The Council also considers the local highway authority, which is also a discharging authority for certain requirements, should be notified of commencement.</p> <p>The Council's has several concerns about each of the noise-based requirements. In summary, these include the following points –</p> <p><u>Requirements 15 (air noise envelope)</u></p> <p>There is no role for any local authority control in this Requirement and the Council considers there should be. (The same point applies to R.16 (air noise envelope) and R17 (verification of air noise monitoring equipment)).</p> <p>While the EM summarises the Requirement, it does not provide the necessary justification as required by paragraph 1.5 of Advice Note Fifteen. For instance, it does not provide the source of this provision (if any), the section of the Planning Act 2008 under which it is made, or why it is appropriate for the development of the project. Similarly, It does not explain why the CAA is the appropriate body for discharging Requirements 15 to 17. The Council considers the EM should be amended to reflect these points. The Councils can then better consider their position in respect of them these requirements.</p> <p>The Council notes R.15(4) requires the applicant to publish certain information on a website within 45 days of it being approved by the independent air noise reviewer. The Council seeks confirmation as to why such a long deadline is included. Once approved, a document can be published on a website within seconds. (The same point applies to Rs. 16(6) and 17.</p> <p><u>Requirement 18 (noise insulation scheme)</u></p> <p>Again, little justification is provided for this requirement, which appears to be unprecedented.</p> <p>In the first instance, it would be helpful to know why each of the time limits set out in the requirement has been chosen. For instance, in R.18(1), why does the applicant have up to 3 months from commencement of Work</p>			
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		<p>Nos. 1 to 7 to submit noise insulation scheme details to the relevant planning authority? Why can't that be done (say) before commencement? The same point applies to the 6-month limit in R.18(2). The Council would expect these points to be explained or sign-posted in the EM.</p> <p>Again in R.18(2), the Council considers the requirement to use "appropriate steps" to notify residential properties to be imprecise and considers these "steps" should be described in the requirement. As well as being imprecise, absent the explanation, the requirement would be difficult to enforce. In its current form, the requirement does not appear to satisfy at least two of the six tests of conditions (i.e. enforceable and precise) as required by the Circular 11/95: Use of conditions in planning permission.</p> <p><u>Requirements 19 (airport operations)</u></p> <p>R.19(1) requires the applicant to serve notice on the relevant planning authority no later than 7 days after the commencement of dual runway operations informing of the same. The EM explains the timeframe is relevant "to other control mechanisms", though it does not explain what these are and it is not clear from the DCO what these are. The Council would welcome an explanation.</p> <p>R.19(2) would restrict dual runway operations to 386,000 commercial air transport movements per annum. The Council considers a control on total air transport movements per annum would be appropriate and considers a total of no more than 389,000 would be reasonable.</p> <p>R.19(3) allows the use of the northern runway between the hours of 23:00 - 06:00 when the southern runway is not available for use "for any reason". The Council considers "for any reason" to be too broad and considers the use of the northern runway between these times should only be used when the southern runway is not available because of planned maintenance and engineering works.</p>			
2.7.1.13	Schedule 11	<p>The 8-week deadline in Schedule 11 (procedure for approvals, consents and appeals) for determining significant applications (e.g., the waste recycling facility).</p> <p><b>Updated position (Deadline 1):</b> For certain major works which are listed in Schedule 1 (including, but not limited to Work Nos. 26 to 29) the standard 6-week/ 8-week deadline is unreasonably short. The Council notes paragraph 1(2)(a) and (b) of Part 1 of Schedule 1 is subject to the applicant agreeing to an extension. There is no guarantee that an extension would be agreed and no obligation for the applicant to act</p>	<p>The 8-week period (or 6-week where the discharging authority need not consult with any other body) is the default period within which the discharging authority must respond. If further information is requested from the undertaker by the discharging authority, the 8/6 weeks run from the day immediately following that on which said further information is supplied. If a longer period is required, the undertaker and discharging authority can agree such longer period in writing (paragraphs 1(2)(a) and (b), Part 1, Schedule 11). Given the above, the specified periods provide sufficient time for the discharging authority to scrutinise applications pursuant to the</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p>	<p>Under discussion</p>

		<p>reasonably in considering any request for extension.</p> <p>The Council considers it would be more straightforward if the major works had their own deadlines. More detail on this point will follow at Deadline 1.</p> <p>The Council disagrees that such an approach would cause unnecessary delay. Major applications under the TCPA 1990 regime can take 13 weeks (or longer) to determine. Providing a 6 or 8 week deadline runs the risk of the application having to be refused and the parties spending time and resources on an appeal which might have been avoided if the Schedule included a reasonable timeframe for determination.</p>	<p>requirements of the draft DCO. Any longer period would unduly and unnecessarily delay progress in implementing the authorised development.</p>		
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2.8. Ecology and Nature Conservation

2.8.1 Table 2.8 sets out the position of both parties in relation to ecology and nature conservation matters.

**Table 2.8 Statement of Common Ground – Ecology and Nature Conservation Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.8.1.1	Evidence base for the presence of Barbastelle and Bechstein's Bat roosts	<p>The Applicant's evidence base records the presence of Barbastelle and Bechstein's Bat roosts to the west of the Airport. There is concern that the bat trapping and radio tracking surveys do not show the full extent of Bechstein bat roosts. This area is predicted to be subject to increased noise pollution and there are properties near to the Bechstein's maternity roosts that have been identified as being above the acceptable threshold for noise and will receive noise insulation.</p> <p><b>Updated position (Deadline 1):</b> Awaiting result of review with Natural England.</p>	The issue will be reviewed in consultation with Natural England.	n/a	Under discussion
<b>Assessment Methodology</b>					
2.8.2.1	Ancient woodland around Land North of Horsham	<p>The noise impacts on areas of Ancient Woodland habitat parcels around Land North of Horsham (with records of Barbastelle) and around the A264 should also be assessed.</p> <p><b>Updated position (Deadline 1):</b> Issue not addressed.</p>	The impact of changes in construction noise (disturbance) on ecology receptors is assessed in Section 9 of Chapter 9 Ecology and Nature Conservation of the ES.	<b>ES Chapter 9 Ecology and Nature Conservation</b> [APP-034]	Not Agreed
<b>Assessment</b>					
2.8.3.1	Concerns in relation to potential impacts on sensitive species and habitats, the High Weald AONB and heritage assets in the District	<p>The full extent of the Bechstein bat roosts to the west of the Airport have not been shown and there is concern around the noise impacts on Bechstein and Barbastelle bat populations. The Applicant's Ecology and Nature Conservation Figures do not show the Ancient Woodland, St Leonard's Forest SSSI or Local Wildlife Sites within the 15km buffer from the Project Site Boundary nor are the noise impacts / flight paths overlain, including WIZAD (Route 9) which affects the AONB. The impacts of increased overflight on WIZAD (Route 9) on heritage assets in the District also do not appear to have been assessed.</p> <p><b>Updated position (Deadline 1):</b> Issue not addressed.</p>	<p>All Bechstein's bat roosts identified during surveys are shown in the figures accompanying Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys.</p> <p>As set out in ES Chapter 9 Ecology and Nature Conservation national designated sites have been considered within 5km of the Project unless they occurred within 200m of a major road that might experience an increase in traffic flows as a result of the Project. This scope was agreed with Natural England during pre-submission consultation. St Leonard's Forest SSSI is located east of Horsham with no major roads near to it. As such, it has not been scoped into the assessment.</p>	<p><b>ES Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys Part 1</b> [APP-131]</p> <p><b>ES Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys Part 2</b> [APP-132]</p>	Not Agreed
2.8.3.2	Impact of WIZAD route	<p>Additionally, the shift of air traffic on to WIZAD (Route 9) flies over areas of Ancient Woodland within St Leonard's Forest and beyond (where Barbastelles have been recorded) as well as the High Weald Area of Outstanding Natural Beauty. These areas contain many core sites as part of the Wilder Horsham Nature Recovery Network and Sussex Biodiversity Opportunity Areas. The</p>	As set out in ES Chapter 9 Ecology and Nature Conservation national designated sites have been considered within 5km of the Project unless they occurred within 200m of a major road that might experience an increase in traffic flows as a result of the Project. This scope was agreed with Natural England during pre-submission consultation. St Leonard's Forest SSSI is located east	<b>ES Chapter 9 Ecology and Nature Conservation</b> [APP-034]	Not Agreed



		<p>Applicant's Ecology and Nature Conservation Figures do not show the Ancient Woodland, St Leonard's Forest SSSI or Local Wildlife Sites within the 15km buffer from the Project Site Boundary nor are the noise impacts / flight paths overlain, including the WIZAD (Route 9) route. There is also a lack of clear data on the noise impacts associated with the WIZAD (Route 9) route. The Council requests that the Applicant addresses the potential impacts additional noise will have on the local Bechstein and Barbastelle bat population. Within this context the Council wishes to highlight paragraph 4.2.2 of the Airports National Policy Statement to the Applicant and the Examining Authority along with paragraphs 5.90, 5.91, 5.96 and 5.102.</p> <p><b>Updated position (Deadline 1):</b> Issue not addressed.</p>	<p>of Horsham with no major roads near to it. As such, this site and associated receptors (including any bats resident there have not been scoped into the assessment.</p>		
<b>Mitigation and Compensation</b>					
<b>2.8.4.1</b>	Biodiversity Net Gain	<p>Whilst the Council has specific concerns about the impacts on bats and the loss of woodland habitat the delivery of Biodiversity Net Gain is welcomed. However, further consideration of appropriate mitigation to minimise any harm to bats, including Bechstein maternity roosts which may require off-site mitigation, is required. There are also errors in relation to the BNG metric assessment which need to be addressed to ensure the correct baseline is applied in the BNG metric for all habitat types (e.g., area, linear watercourse and linear hedgerow). Subject to these issues being addressed, the Council requests that the proposed level of net gain is committed to by the Applicant and secured in the DCO, should the application be consented.</p> <p><b>Updated position (Deadline 1):</b> Further discussion on BNG assessment welcomed, particularly in relation to Bechstein roosts and how off site mitigation can be delivered.</p>	<p>The Bechstein's maternity colonies identified during survey work (Appendix 9.6.3 Bat Trapping and Radio Tracking) are located to the west of the airport within Glovers Wood and other areas of ancient woodland. The potential for any impacts on these colonies is considered in Section 9 of Chapter 9 Ecology and Nature Conservation of the ES.</p> <p>The approach to the BNG baseline was discussed extensively with both Natural England and the Biodiversity Working Group. There are extensive areas of habitats that are not impacted by the construction of the Project but have been included within the Order Limits to reflect the existing airport boundary and make clear that such land, forming part of the operational airport, remains subject to (as well as benefitting from) the powers and controls secured by the DCO. As set out in Natural England's RR, the area impacted should be used as the baseline for the BNG assessment. This is in line with other DCO applications such as Luton Airport Expansion.</p> <p>GAL are committed to delivering biodiversity net gain through the Project and have worked extensively with stakeholders to ensure this is incorporated.</p>	<p><b>ES Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys Part 1</b> <a href="#">[APP-131]</a></p> <p><b>ES Appendix 9.6.3 Bat Trapping and Radio Tracking Surveys Part 2</b> <a href="#">[APP-132]</a></p> <p><b>ES Chapter 9 Ecology and Nature Conservation</b> <a href="#">[APP-034]</a></p>	Under discussion
<b>Other</b>					
<i>There are no other issues relevant to this topic within this Statement of Common Ground.</i>					

2.9. Forecasting and Need

2.9.1 **Table 2.9** sets out the position of both parties in relation to forecasting and need matters.

**Table 2.9 Statement of Common Ground – Forecasting and Need Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>Please see the joint Statement of Common Ground prepared in relation to Forecasting and Need (Doc Ref. 10.1.18).</i>					

2.10. Geology and Ground Conditions

2.10.1 Table 2.10 sets out the position of both parties in relation to geology and ground conditions matters.

**Table 2.10 Statement of Common Ground – Geology and Ground Conditions Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Geology and Ground Conditions within this Statement of Common Ground.</i>					

2.11. Greenhouse Gases

2.11.1 Table 2.11 sets out the position of both parties in relation to greenhouse gases matters.

**Table 2.11 Statement of Common Ground – Greenhouse Gases Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
<b>Assessment Methodology</b>					
2.12.2.1	No consideration is provided in the ES around the risk of the Jet Zero Strategy and the impact this would have on the significance of the assessment. There is also no assessment of cumulative UK airport expansions and how this will impact the UK's net zero trajectory	<p>The GHG Assessment fails to consider the risks of the Jet Zero Aviation Policy and how this could compromise the UK's net zero trajectory in alignment with the concerns raised to the UK Government by the CCC and in the judicial review. Additionally, the GHG Assessment does not assess the cumulative impact of the Project in the context of the eight of the biggest UK airports planning to increase to approximately 150 million more passengers a year by 2050 relative to 2019 levels.</p> <p><b>Updated position (Deadline 1):</b> We acknowledge the Applicant's assessment has been undertaken with consideration to the Jet Zero high ambition trajectory and that this trajectory is representative of government's current 'budget' for aviation to contribute to net zero. On this basis it could be considered to align with the approach set out by IEMA.</p>	<p>It is not for the applicant or for the examination to assess risks on the basis that government policy will fail.</p> <p>It is apparent that government is committed to its net zero target and to closely monitoring aviation and other trajectories to ensure compliance.</p>	n/a	Agreed
2.12.2.2	In Aviation methodology well-to-tank (WTT) emission sources are not confirmed to be accounted for which is against the GHG Protocol Standard mentioned in the GHG ES Methodology [TR020005].	<p>Not accounting for WTT is non-compliant with the GHG Protocol Corporate Accounting standard, referenced in the GHG ES Methodology [TR020005] in Section 16.4.18 where scope 3 emissions were included. Furthermore, this also contradicts the GHG ES Methodology [TR020005] referenced under Section 16.4.24. This would result in an underestimation of the GHG emissions associated with aviation since a 20.77% (BEIS, 20231) uplift would be required on all aviation emissions. Therefore, this would result in 1,106,530tCO<sub>2</sub>e not being accounted for in 2028 (the most carbon-intensive year), where 5.327 MtCO<sub>2</sub>e was estimated to be released (Table 5.2.1).</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that excluding specific emission sources from the assessment is valid for the purpose of conducting a like-for-like comparison against a carbon budget/trajectory. However, given that transparency is a fundamental principle of GHG accounting, GAL should openly report these potential emission sources at least qualitatively.</p>	<p>The assessment does not seek either to develop a Corporate Reporting Account (which is informed by the GHG Corporate Protocol Standard) nor a Whole Life Carbon Appraisal for the Project - the methodology has been developed to allow for the assessment of impact, and doing this within the context of the contextualisation exercise that forms part of the assessment. It is not debated that Well-to-tank emissions arise in the supply chain for fuels and methodologies for estimating these (as an uplift to direct emissions) are well established.</p> <p>However, the approach adopted is based on the assessment process which is contextualising emissions against a) the UK carbon budget and b) the Jet Zero Strategy. The context for Jet Fuel usage is specifically challenging due to the proportion of this fuel that is imported from outside the UK (approximately 70% in recent years<sup>1</sup>) and as a result WTT emissions would predominantly fall outside the scope of the UK carbon budgets and the Net Zero commitment. Additionally the aviation strategy set out in Jet Zero does not include WTT within the main emissions calculation methodology. For these reasons WTT has been excluded from the aviation impact assessment. For consistency across the assessment methodology it has also been</p>	n/a	Not Agreed

			<p>removed from other aspects of the GHG assessment.</p> <p>Ref 1: <a href="https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes">https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes</a></p>		
2.12.2.3	It is not clear how or if the Applicant converted CO2 emissions from aircraft to CO2e.	It is not clear if the Applicant undertook a conversion from CO2 to CO2e as this would impact the aviation emissions by around a 0.91% increase BEIS (2023) <sup>2</sup> . Therefore, if not accounted for, this would increase aviation GHG emissions by approximately 48,441 tCO2e in 2028 in the most carbon intensive year where 5.327 MtCO2e was estimated to be released (Table 5.2.1).	The modelling process estimated fuel consumption from aviation, and that this was then converted to estimated tCO2e using the appropriate conversion factor. All aviation emissions within the ES are reported to reflect tonnes of carbon dioxide equivalent (tCO2e).	n/a	Agreed
2.12.2.4	Conversions from CO2 to CO2e	<p>Fundamental errors were identified in the GHG Assessment, with significant emission sources such as well-to-tank emissions and conversions from CO2 to CO2e not undertaken, which could potentially increase the total emissions by around 20%. Therefore, millions of tonnes of CO2e are not accounted for, which is non-compliant with the GHG Protocol Corporate Accounting Standard and GHG accounting best practice.</p> <p><b>Updated position (Deadline 1):</b> It is acknowledged that excluding specific emission sources from the assessment is valid for the purpose of conducting a like-for-like comparison against a carbon budget/trajectory. However, given that transparency is a fundamental principle of GHG accounting, GAL should openly report these potential emission sources at least qualitatively.</p>	<p>The assessment does not seek either to develop a Corporate Reporting Account (which is informed by the GHG Corporate Protocol Standard) nor a Whole Life Carbon Appraisal for the Project - the methodology has been developed to allow for the assessment of impact, and doing this within the context of the contextualisation exercise that forms part of the assessment. It is not debated that Well-to-tank emissions arise in the supply chain for fuels and methodologies for estimating these (as an uplift to direct emissions) are well established.</p> <p>However, the approach adopted is based on the assessment process which is contextualising emissions against a) the UK carbon budget and b) the Jet Zero Strategy. The context for Jet Fuel usage is specifically challenging due to the proportion of this fuel that is imported from outside the UK (approximately 70% in recent years<sup>1</sup>) and as a result WTT emissions would predominantly fall outside the scope of the UK carbon budgets and the Net Zero commitment. Additionally the aviation strategy set out in Jet Zero does not include WTT within the main emissions calculation methodology. For these reasons WTT has been excluded from the aviation impact assessment. For consistency across the assessment methodology it has also been removed from other aspects of the GHG assessment.</p> <p>The modelling process estimated fuel consumption from aviation, and that this was then converted to estimated tCO2e using the appropriate conversion factor. All aviation emissions within the ES are reported to reflect tonnes of carbon dioxide equivalent (tCO2e).</p> <p>Ref 1: <a href="https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes">https://www.gov.uk/government/statistics/petroleum-chapter-3-digest-of-united-kingdom-energy-statistics-dukes</a></p>	n/a	Not Agreed
2.12.2.5	Concern regarding	Given the fundamental errors and the potential for a large amount of	It is not credible to consider the scope of any potential under-	n/a	Agreed



	unaccounted carbon	unaccounted carbon, the Council is concerned that this will have a knock-on effect on the climate change resilience assessment.	reporting of GHG emissions within the assessment resulting from Well-to-Tank to be of a scale that would materially affect the assessment of climate resilience.		
<b>Assessment</b>					
There are no issues relating to the assessment for this topic within this Statement of Common Ground.					
<b>Mitigation and Compensation</b>					
There are no issues relating to mitigation and compensation for this topic within this Statement of Common Ground.					
<b>Other</b>					
2.12.5.1	Expansion of the Airport at a time when the environmental impacts associated with air travel are of local, national and global concern	The Council asks for careful consideration of airport expansion and whether the expansion proposed as part of this DCO application can be justified and supported at this time. The Council is also disappointed at the lack of acknowledgement of local authority positions on Climate Change and what an expanding airport adjacent to Horsham District's boundary means for locally set climate strategy objectives.	It is clear that the Government has committed to monitoring and managing aviation and other emissions trajectories – i.e. there is a process in place for that purpose.  By definition this is a global, rather than a local issue.	n/a	Agreed
2.12.5.2	Adequacy of assessment	It is considered that the GHG Assessment documented in the ES 'Chapter 16 Greenhouse Gases' is not considered a comprehensive GHG Assessment since it does not adequately assess the impact of the Project in relation to carbon. A number of fundamental issues that need to be addressed to ensure carbon has been effectively assessed have been identified.  <b>Updated position (Deadline 1):</b> It is acknowledged that excluding specific emission sources from the assessment is valid for the purpose of conducting a like-for-like comparison against a carbon budget/trajectory. However, given that transparency is a fundamental principle of GHG accounting, GAL should openly report these potential emission sources at least qualitatively.	The comment is noted but it does not specifically identify what issues need to be responded to. Please may HDC provide clarification.	n/a	Not Agreed
2.12.5.3	General concerns	There are key concerns in relation to the latest legislation and guidance, baseline information, assessment of significant effects, and mitigation, enhancement and monitoring.	The comment is noted but it does not specifically identify what issues need to be responded to. Please can HDC provide clarification.	n/a	Agreed
2.12.5.4	Local planning policy	ES Appendix 16.2.1 summarises relevant current and emerging local planning policy, however, no consideration has been given to any relevant local authority positions on Climate Change or to any council climate strategies. Horsham District Council has declared a Climate Emergency and there is concern about how such significant expansion of the Airport fits with the Council's climate commitments and ability to meet our locally set objectives.  <b>Updated position (Deadline 1):</b> We acknowledge the Applicant's assessment has been undertaken with consideration to the Jet Zero high ambition trajectory and that this trajectory is representative of	It is noted that various stakeholders have their own commitments and reductions trajectories however the test applied to assess significance of the impacts arising are carried out in line with IEMA guidance by comparison to national carbon budgets, and contextualised against appropriate sectoral trajectories to achieve Net Zero at a national scale.  This is noted in ES Paragraph 16.10.4 that references the IEMA Guidance noting that "The inappropriateness of undertaking a cumulative appraisal (other than by contextualising against Carbon Budgets) is reflected in the IEMA guidance. This guidance	Para 16.1.4 of <b>ES Chapter 16 Greenhouse Gases</b> <a href="#">[APP-041]</a>	Agreed

		government's current 'budget' for aviation to contribute to net zero. On this basis it could be considered to align with the approach set out by IEMA.	notes that <i>'effects from specific cumulative projects...should not be individually assessed, as there is no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other.'</i>		
2.12.5.5	In-combination effects	<p>It is unclear how the in-combination effects of the Project, other development and further possible expansion at Heathrow will impact on the UK's ability to hit GHG emission and climate change targets.</p> <p><b>Updated position (Deadline 1):</b> We acknowledge the Applicant's assessment has been undertaken with consideration to the Jet Zero high ambition trajectory and that this trajectory is representative of government's current 'budget' for aviation to contribute to net zero. On this basis it could be considered to align with the approach set out by IEMA.</p>	<p>It is noted that various stakeholders have their own commitments and reductions trajectories however the test applied to assess significance of the impacts arising are carried out in line with IEMA guidance by comparison to national carbon budgets, and contextualised against appropriate sectoral trajectories to achieve Net Zero at a national scale.</p> <p>This is noted in ES Paragraph 16.10.4 that references the IEMA Guidance noting that "The inappropriateness of undertaking a cumulative appraisal (other than by contextualising against Carbon Budgets) is reflected in the IEMA guidance. This guidance notes that <i>'effects from specific cumulative projects...should not be individually assessed, as there is no basis for selecting any particular (or more than one) cumulative project that has GHG emissions for assessment over any other.'</i>"</p>	Para 16.1.4 of <b>ES Chapter 16 Greenhouse Gases</b> <a href="#">[APP-041]</a>	Agreed
2.12.5.6	Justification for expansion	The expansion of the Airport is presented at a time when the environmental impacts associated with air travel are of local, national and global concern and the Council asks for careful consideration of this issue and whether the expansion proposed as part of this DCO application can be justified and supported at this time.	This is a comment which relates to the application of government policy. The Government's Jet Zero Strategy is clear that its modelled outputs for emissions from airport expansion (including from the NRP) are consistent with its commitment to a net zero trajectory.	n/a	Agreed

2.12. Health and Wellbeing

2.12.1 Table 2.12 sets out the position of both parties in relation to health and wellbeing matters.

Table 2.12 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
<b>Assessment Methodology</b>					
2.13.2.1	Assumptions	The Applicant is reliant on other developments to “employ standard good practice measures” to reduce the potential for significant adverse impacts, however they have not been explicit about what assumptions have been made and on what basis (i.e., local policy).  <b>Updated position (Deadline 1):</b> Issue not addressed.	All developments covered by the cumulative assessment are required to align with relevant policy and regulatory requirements. It is considered that that is a reasonable basis for assessing cumulative effects. It would not be proportionate to set out the specific policies and regulatory standards applicable to other developments.	<b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> [APP-045]	Not Agreed
2.13.2.2	Consideration of residents living within proximity to the airport.	The assumption that residents living in proximity to the airport can “reasonably be assumed to be in a position to take the noise impacts of the Airport into account” is flawed, particularly given the high level of housing need, especially affordable housing. Proximity to the Airport is unlikely to be a sufficiently high consideration for many residents.  <b>Updated position (Deadline 1):</b> Housing need, in particular for affordable housing, is such that in reality aircraft noise is unlikely to be a consideration at all for many needing access to affordable housing. This assumption should be removed from the basis of any assessments in relation to sensitivity or vulnerability and health and wellbeing, particularly considering a) the existing communities (including sensitive receptors such as schools) already in situ, and b) the fact that many areas in the assessment will be in proximity to the airport and with overflight at a relatively low altitude.	ES Chapter 18: Health and Wellbeing notes this point at paragraph 18.10.11. The point is a reflection that aviation noise will be one of several considerations for future residents. It is agreed that housing pressures and income levels will also play an important role and for many people will be an overriding consideration. The point is specifically in the context that any future residential development can reasonably be assumed to be built to standards that provided an appropriate noise environment.  Aviation Policy Framework, 2013, para 3.21 notes “ <i>The NPPF expects local planning policies and decisions to ensure that new development is appropriate for its location and the effects of pollution – including noise – on health, the natural environment or general amenity are taken into account. This does not rule out noise-sensitive development in locations that experience aircraft noise. In the same way that some people consider themselves annoyed by aircraft noise even though they live some distance from an airport in locations where aircraft are at relatively high altitudes, other people living closer to an airport seem to be tolerant of aircraft noise and may choose to live closer to the airport to be near to employment or to benefit from the travel opportunities.</i> ”	<b>ES Chapter 18: Health and Wellbeing</b> [APP-043]	Not Agreed
<b>Assessment</b>					
2.13.3.1		The Council supports the comments of West Sussex County Council as the public health body for Horsham District. We would additionally like to express our concern about the impacts of airport expansion on public health and wellbeing which is influenced by air quality, noise impacts,	ES Chapter 18: Health and Wellbeing sets out the likely significant effects on public health and wellbeing. This is a full assessment in line with guidance (IEMA 2022) and consultation with public health stakeholders (ES Appendix 18.3.1). The assessment has been	<b>ES Chapter 18: Health and Wellbeing</b> [APP-043]	Can be removed as duplicate issue

		<p>climate change and greenhouse gas emissions and traffic and transport impacts. Given the lack of detail provided by the Applicant that has been identified in this Representation, and the concerns raised by the Council regarding the Applicant's approach to assessment, the Council considers these need to be fully addressed to understand the full extent of the public health and wellbeing impacts.</p> <p><b>Updated position (Deadline 1):</b> The Council is not satisfied that the various impacts have been sufficiently mitigated to ensure public health and wellbeing is protected. Consider this is a duplicate of a number of other issue specific topics.</p>	<p>informed by technical analyses set out in other EIA chapters, including on air quality, noise and traffic. Climate change is addressed within ES Chapter 15: Climate Change and ES Chapter 16: Greenhouse Gases.</p> <p>The Chapter 18 health assessment considers changes in annual average concentrations of air pollutants. While there would be incremental increases in exposure to the changes predicted, the absolute level of change is low and the population levels exposures remain within statutory air quality objective thresholds set to be protective of health, including vulnerable groups. The level of change is unlikely to measurably affect population health outcomes. Quantitative analysis of health outcomes supports this conclusion.</p> <p>The Chapter 18 health assessment considers changes in noise exposure, including from air noise, ground noise and traffic noise. The assessment considers average noise levels as well as indicators relevant to maximum levels and tonal characteristics. Consideration has been given to a very small minority of the population being exposed to levels of noise above the Significant Observed Adverse Effect Level (SOAEL), for whom the Project's enhanced Noise Insulation Scheme would mitigate against potentially significant population health effects. Consideration has also been given to a larger minority exposed to noise between the Lowest Observed Adverse Effect Level (LOAEL) and SOAEL. Whilst there would be incremental increases in exposure due to the Project, the absolute level of change is very small and unlikely to measurably affect population health outcomes. Quantitative analysis of health outcomes supports this conclusion.</p> <p>The Chapter 18 health assessment considers changes in road traffic affecting road safety, travel times, accessibility and active/sustainable travel. Whilst there would be increases in traffic, the Project includes substantive highway improvements that manage the additional traffic volumes and enhance the active and sustainable transport routes to, and around, the airport.</p> <p>The Chapter 18 health assessment also considers a arrange of other factors, including in relation to lifestyle factors, socio-economic factors, exposure to light, water quality, flood risk and ground conditions, local healthcare capacity and understanding of risks.</p> <p>The full extent of the public health and wellbeing impacts has</p>	<p><b>ES Appendix 18.3.1 Summary of Stakeholder Scoping Responses – Health and Wellbeing</b> [<a href="#">APP-203</a>]</p> <p><b>ES Chapter 15: Climate Change</b> [<a href="#">APP-040</a>]</p> <p><b>ES Chapter 16: Greenhouse Gases</b> [<a href="#">APP-041</a>]</p>	
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			been covered. Mitigation measures avoid significant adverse effects to population health, including for vulnerable population groups. Enhancement measures support significant beneficial effects through training and employment opportunities for local people.		
<b>Mitigation and Compensation</b>					
<b>2.13.4.1</b>	Request for further mitigation	<p>A number of impacts not identified as significant across topic areas could interact and combine to have an overall significant health and wellbeing impact but the Applicant has not addressed this.</p> <p><b>Updated position (Deadline 1):</b> The assessment provided in the chapter referred to should be provided on a more local / community specific scale in order to address these concerns, both quantitatively and qualitatively.</p>	<p>ES Chapter 18: Health and Wellbeing sets out the assessment of interactions and combined effects in Section 18.11, paragraph 18.11.1 to 18.11.22. That section considers how each of the potential health effects that are assessed in isolation within Section 8.8 may interact or result in greater effects in combination. The assessment follows guidance (IEMA 2022) and presents the analysis both by geographic population and by vulnerable group sub-population. The assessment concludes that there would not be no new or materially different significant population health effects due to inter-related effects. Notwithstanding this conclusion, paragraph 18.11.22 sets out further mitigation to ensure there is a process to mitigate against exceptional circumstances relating to vulnerable individuals and combined effects. This is a best practice assessment and approach to combined effect mitigation.</p> <p>Additional information is set out in ES Chapter 20: Cumulative Effects and Inter-Relationships.</p>	<p><b>ES Chapter 18: Health and Wellbeing</b> <a href="#">[APP-043]</a></p> <p><b>ES Chapter 20: Cumulative Effects and Inter-Relationships</b> <a href="#">[APP-045]</a></p>	Under discussion
<b>Other</b>					
<i>There are no other issues relating to this topic in this Statement of Common Ground.</i>					



2.13. Historic Environment

2.13.1 Table 2.13 sets out the position of both parties in relation to historic environment matters.

**Table 2.13 Statement of Common Ground – Historic Environment Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Historic Environment in this Statement of Common Ground.</i>					

2.14. Landscape, Townscape and Visual

2.14.1 Table 2.14 sets out the position of both parties in relation to landscape, townscape and visual matters.

**Table 2.14 Statement of Common Ground – Landscape, Townscape and Visual Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
<b>Assessment Methodology</b>					
<i>There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.</i>					
<b>Assessment</b>					
2.15.3.1	Impact of WIZAD route	<p>WIZAD (Route 9) flies over part of the High Weald Area of Outstanding Natural Beauty (AONB). The Council has had regard to section 3.2(e) of the Department for Transport’s Air Navigation Guidance 2017 which also sets out that it is desirable that airspace routes below 7,000 ft should seek to avoid flying over AONBs. The Applicant states that it is not possible to assess the impact on the tranquillity of nationally designated landscapes because of the uncertainty around airspace modernisation. This is not a valid reason to have excluded any level of assessment. There are additional concerns around increased overflight on heritage assets within Horsham District and the Council therefore queries whether the potential environmental and heritage impacts from increased use of WIZAD (Route 9) have been fully assessed.</p> <p>Further discussion required re: flightpath use.</p>	<p>The tranquillity study has been determined through an appropriate methodology (to accommodate specific criteria in CAP1616 Appendix B, para B30 and B56). Frequency of aircraft movements and general orientation of flights are illustrated in ES Figures 8.6.3 to 8.6.7 together with nationally designated landscapes. The increase in overflying aircraft at less than 7000 ft above local ground level as a result of the project, compared to the future baseline scenario in 2032, has informed the assessment of perception of tranquillity with nationally designated landscapes.</p> <p>The use of WIZAD is addressed at Row 17.3 of Table 17 Capacity and Operations.</p>	<b>ES Chapter 8 Landscape, Townscape and Visual Resources [APP-033]</b>	Under discussion
<b>Mitigation and Compensation</b>					
<i>There are no issues relating to mitigation and compensation for this topic within this Statement of Common Ground.</i>					
<b>Other</b>					
<i>There are no other issues relating to this topic within this Statement of Common Ground.</i>					

2.15. Major Accidents and Disasters

2.15.1 Table 2.15 sets out the position of both parties in relation to major accidents and disasters matters.

**Table 2.15 Statement of Common Ground – Major Accidents and Disasters Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Major Accidents and Disasters within this Statement of Common Ground.</i>					

2.16. Noise and Vibration

2.16.1 Table 2.16 sets out the position of both parties in relation to noise and vibration matters.

**Table 2.16 Statement of Common Ground – Noise and Vibration Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.17.1.1	Modelling (Air Noise)	<p>The forecast modelling is only partially complete for the future years. There is no information for 2029. Local authorities have requested a sensitivity analysis showing the 2019 base year movements with the predicted 2029 fleet mix to determine actual improvements that might be experienced with technology. A number of datasets are incomplete including missing overflight information (14.9.30 simply shows a cropped image of proposed flight paths but is listed as departure overflights). No consideration is made of arrivals as well as departures.</p> <p><b>Updated position (Deadline 1):</b> In addition to the sensitivity test the local authorities have requested the GIS files with the appropriate modelled years.</p> <p>While some data has been provided in different forms it has not all been provided in a form that allows the authorities to conduct their own independent review analysis.</p> <p>For example, in the ES overflight data is only supplied for 2019 and 2032 and it is not as stated in the response. 2032 will not be the worst year for overflights as flights are predicted to grow under baseline and with project.</p> <p>All data needs to be in the ES and also made available as GIS files to permit local authorities to conduct their own analysis as appropriate. This accords with the requirements of the Planning Noise Advice Document: Sussex.</p> <p>It is noted that Gatwick has provided some clarity on this as there are errors with the reference. These should be corrected in the ES.</p>	<p>The ES provides forecast noise modelling for the 2019 baseline, 2029, 2032, 2038 and 2047. For each year, noise contour data is provided for primary and secondary noise metrics, for the baseline and Project case, and for two rates of fleet transition. This is sufficient to assess the likely significant effect of the project and has allowed the ES to specify the required noise mitigation in line with guidance and policy.</p> <p>The ES provides 48 noise contour maps for 2019, 2032, and 2038. Noise contours for 2029 and 2047 are not mapped in the ES figures because noise impacts are higher in other years and shown by the population and contour area data that is provided for these years. Contours for years mapped in the ES figures and the other years have been provided to LPAs on the TWG in the online Air Noise Viewer.</p> <p>Modelling of the 2019 base year movements with the predicted 2029 fleet mix has not been undertaken because this scenario will not arise because in all future years there will be some growth in traffic.</p> <p>Figure 14.9.30 illustrates how overflights from the northern runway, which will only be departures, compare with those from the main runway. The overflight information referred to in this comment as 'missing' is presented in Figure 14.9.31 which is incorrectly titled. It should be titled 2018 All Airport Overflights With Project Flights (20%) as listed in the Table of content and described in paragraph 14.9.146 of ES Chapter 14. The overflight data provided covers both the base and Project cases and is considered a full illustration of how the numbers of overflights is likely to increase as a result of the Project across the whole area up to 35 miles from the airport that is overflown by Gatwick flights.</p>	<b>ES Chapter 14: Noise and Vibration [APP-039]</b>	Under discussion
<b>Assessment methodology</b>					
2.17.2.1	Local Planning Policy (Air Noise)	<p>Local planning policies in relation to noise are briefly referred to in sections 14.2.61 to 14.2.62 of Chapter 14 the Environmental Statement. There is no explanation of the policies, the weight given to them and</p>	<p>The relevant local planning policies relating to noise and vibration have been used in the assessment and reference to them is made where relevant in the ES, e.g. para 14.11.15 specifically refers to</p>	<p>Paras 14.11.15 of <b>ES Chapter 14: Noise and Vibration [APP-039]</b></p>	Under discussion

		<p>how they have influenced the design, assessment of impact and mitigation of the proposal. This is contrary to the 'Balanced Approach' required by UK and international policy.</p> <p><b>Updated position (Deadline 1):</b> Local planning policies should be covered in detail with information provided regarding where they have been addressed in the ES.</p> <p>Can the applicant confirm how they have sought to integrate their plans with the local policies in relation to housing provision and noise control. The airport is as responsible for taking into consideration existing housing (both planned and developed) as the local authority is for taking into consideration separation of sensitive development with the airport.</p>	<p>local planning guidance for new housing in accordance with the ICAO Balanced Approach. Planning policies and how they addressed in relation to the application is addressed in the Planning Statement.</p>	<p><b>Planning Statement</b> <a href="#">[APP-245]</a></p>	
2.17.2.2	Threshold and scope of LOAELS and SOAELS (Air Noise)	<p>The ES only considers the Leq metric for LOAELS and SOAELS. In doing so it makes reference to national policy. The consideration only of Leq as a metric is too narrow and other metrics should be applied to the decision processes within the Project to inform impact and mitigation. In determining the LOAELS and SOAELS more recent data, including planning decisions and revised health assessment criteria need to be applied. The consideration only of the Leq metric does not represent all the effects of air noise across the District.</p> <p><b>Updated position (Deadline 1):</b> Supplementary noise metrics should be used supplement the primary metric assessment to identify likely significant effects.</p> <p>Whilst it is important to refer to the policy there is new evidence about the other characteristics of noise which are themselves material considerations and should be properly accounted for.</p> <p>The comment on awakenings is noted and consideration of these is welcome. However, we do not consider that they have been considered or expressed appropriately and therefore we continue to believe that the effects have been underestimated.</p>	<p>The assessment follows current policy and guidance so that all air noise effects are assessed. The awakenings study provided in ES Appendix 14.9.2 provides additional assessment of the effects across the district.</p>	<p><b>ES Appendix 14.9.2 Air Noise Modelling</b> <a href="#">[APP-172]</a></p>	Not Agreed
2.17.2.3	Assumptions on WIZAD (Route 9)	<p>WIZAD (Route 9) is a tactical offload route with prohibition on use between 23:00 and 07:00. Under the proposals the local air traffic control at Gatwick Airport would have no choice but to schedule aircraft on this route thereby making it a planned permanent use. The impact on Horsham town has not been assessed and the periods of greatest impact have not been made clear. This impacts existing dwellings, those currently under development and proposed new development. Whilst this route is one of a number of options under FASI-S it cannot be relied upon and the application should not pre-determine the FASI-S process.</p>	<p>Noted, the N65 contours are effective at showing the noise footprint of the additional daytime air traffic expected to use the WIZAD Route 9 in the Northern Runway cases which is the same proportion as in the future base cases. PEIR Appendix 4.3.1 provides air traffic forecasts and fleet mix. The proportion of air traffic assigned to each route will be reported in the ES. The proportions vary slightly from year to year as traffic varies. There are no plans to use WIZ at night.</p>	<p>Figures 14.6.3 and 14.6.12 of <b>ES Noise and Vibration Figures – Part 1</b> <a href="#">[APP-063]</a></p> <p>Figure 14.9.15 of <b>ES Noise and Vibration Figures – Part 2</b> <a href="#">[APP-064]</a></p>	Under discussion



		<p><b>Updated position (Deadline 1):</b> The Council does not agree that WIZAD can be used in this way. This undermines the baseline growth.</p> <p>A full and appropriate set of metrics to determine the impact on the town needs to be used to determine the effect on the population of the use of WIZAD in this way and appropriate mitigation and compensation.</p> <p>Supplementary noise metrics should be used to supplement the primary metric assessment to identify likely significant effects as a result of the increased use of WIZAD (route 9).</p> <p>We will review this in light of the comments of the TWG of the 9th February 2024.</p>	<p>As discussed in the TWGs the existing WIZAD SID is to be used more in the future baseline, but not so as to require an airspace change. It is not used at night.</p> <p>For daytime, Figure 14.6.12 shows the 2032 baseline Leq 16 hr. Horsham town is outside the LOAEL. For daytime, Figure 14.9.1 shows the 2032 with Project Leq 16 hr, the largest for any future year. Horsham town is outside the LOAEL. Changes in air noise below LOAEL are not significant.</p> <p>For daytime, Figure 14.6.3 shows the 2019 baseline N65. Horsham town is outside the N65 20 contour. For daytime, Figure 14.6.14 shows the 2032 baseline N65. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. For daytime, Figure 14.9.15 shows the 2032 N65 with the Project, the largest N65 contour for any future year with the Project. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. The contour is slightly larger than the baseline 2032 contour indicating slightly more events above Lmax 65dB. Using the online air noise viewer to look at the area in the North of Horsham Town in more detail, for example at postcode RH12 5JY just south of the A264 the number of events above Lmax 65dB is expected to increase from 23.2 to 24.8 as a result of the Project in the noisiest year, 2032 with the noisiest fleet. The addition of 1.6 aircraft noise events above Lmax 65dB over an average 16 hour summer day would not lead to an increased noise effect.</p>	<p>Diagram 2.1.1 of <b>ES Appendix 14.9.2: Air Noise Modelling</b> <a href="#">[APP-172]</a></p>	
<p><b>2.17.2.4</b></p>	<p>Air Noise</p>	<p>The reliance on the average noise level (the Leq) does not help to fully explain the effect on Horsham District whereas the metric that shows the number of aircraft noise events above a specified level (known as the “N above”) shows a marked effect. The lack of clarity over diurnal runway and departure route usage with an hourly breakdown have not allowed the effects of noise to be made clear. Key information has not been made available during the public consultation and prior to submission of the application.</p> <p><b>Updated position (Deadline 1):</b> We do not consider that there has been adequate modelling and sensitivity testing of different noise metrics.</p> <p>We are reviewing our position in relation to the comments on the policy of Sharing the Benefit.</p> <p>Please can full breakdowns of the fleet and hourly operation be provided.</p>	<p>As discussed in the TWGs, the existing WIZAD SID is to be used more in the future baseline, but not so as to require an airspace change. It is not used at night.</p> <p>For daytime, Figure 14.6.12 shows the 2032 baseline Leq 16 hr. Horsham town is outside the LOAEL. For daytime, Figure 14.9.1 shows the 2032 with Project Leq 16 hr, the largest for any future year. Horsham town is outside the LOAEL. Changes in air noise below LOAEL are not significant.</p> <p>For daytime, Figure 14.6.3 shows the 2019 baseline N65. Horsham town is outside the N65 20 contour. For daytime, Figure 14.6.14 shows the 2032 baseline N65. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. For daytime, Figure 14.9.15 shows the 2032 N65 with the Project, the</p>	<p>Tables 4.2.1 to 4.2.14 of <b>ES Appendix 14.9.2: Air Noise Modelling</b> <a href="#">[APP-172]</a></p> <p><b>ES Appendix 14.9.5: Air Noise Envelope Background</b> <a href="#">[APP-175]</a></p>	<p>Under discussion</p>

		<p>The air noise viewer does not facilitate the analysis we require for the Local Impact Report and therefore places the local authorities at a disadvantage.</p> <p>Supplementary noise metrics should be used to supplement the primary metric assessment to identify likely significant effects.</p>	<p>largest N65 contour for any future year with the Project. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. The contour is slightly larger than the baseline 2032 contour indicating slightly more events above Lmax 65dB. Using the online air noise viewer to look at the area in the North of Horsham Town in more detail, for example at postcode RH12 5JY just south of the A264 the number of events above Lmax 65dB is expected to increase from 23.2 to 24.8 as a result of the Project in the noisiest year, 2032 with the noisiest fleet. The addition of 1.6 aircraft noise events above Lmax 65dB over an average 16 hour summer day would not lead to an increased noise effect.</p> <p>Paragraph 14.2.44 of the ES described how the reference to Sharing the Benefits of aircraft noise emission reduction has been removed from the government's Overarching Aviation policy Statement in March 2023. We consulted on sharing the benefits through our Noise Envelope Group in summer 2022. An illustration of sharing the benefits was discussed and is reported in pages 165 to 175 of ES Appendix 14.9.9: Report on Engagement on the Noise Envelope.</p> <p>The effect referred to as 'marked' in the N65 contours is due to the baseline for the Project.</p> <p>Departure route usage has been discussed with the TWG where Diagram 2.1.1 of Appendix 14.9.2 was provided.</p> <p>Full tables of operations for day and night periods by aircraft type will be provided.</p> <p>We consider all key information has been made available. The air noise viewer has provided easy access to all the noise contours and was viewed over 600 times during September 2023.</p>		
2.17.2.5	Air Noise	<p>The quantification of the impacts does not take into consideration the cumulative impacts of the different types of airport related noise that have been modelled independently. This includes the combined effect of Gatwick's predicted baseline growth and the Northern Runway for awakenings, the difference in the absolute sound levels within Horsham District and the changes to those as a result of development. The Applicant has not provided any data that will help explain how people will experience the sound, for example the single mode contours.</p> <p><b>Updated position (Deadline 1):</b> We note the applicant's comments but do not consider it addresses our concerns,</p>	<p>Cumulative noise impacts are assessed in Section 14.11 of ES Chapter. The reasons why this is done qualitatively instead of quantitatively are explained.</p> <p>The use of single mode contours is discussed at Row 13.53 of this table.</p> <p>Noise changes in Horsham District is discussed at Row 13.40 of this table.</p>	Section 14.11 of <b>ES Chapter 14 Noise and Vibration</b> <a href="#">[APP-039]</a>	Not Agreed

2.17.2.6	Air Noise	<p>There is an overreliance on limited metrics by the Applicant to describe and place control on sound whereas the Council's view is that a range of metrics, stated for different periods, are needed to understand effects upon (and mitigation required for) certain appropriate areas.</p> <p><b>Updated position (Deadline 1):</b> We note the applicant's comments but do not consider it addresses our concerns,</p>	<p>The ES provides forecast noise modelling for the 2019 baseline, 2029, 2032, 2038 and 2047. For each year, noise contour data is provided for primary and secondary noise metrics, for the baseline and Project case, and for two rates of fleet transition. This is sufficient to assess the likely significant effect of the project and has allowed the ES to specify the required noise mitigation in line with guidance and policy.</p> <p>The ES provides 48 noise contour maps for 2019, 2032, and 2038. Noise contours for 2029 and 2047 are not mapped in the ES figures because noise impacts are higher in other years and shown by the population and contour area data that is provided for these years. Contours for years mapped in the ES figures and the other years have been provided to LPAs on the TWG in the online Air Noise Viewer.</p> <p>Modelling of the 2019 base year movements with the predicted 2029 fleet mix has not been undertaken because this scenario will not arise because in all future years there will be some growth in traffic.</p> <p>Figure 14.9.30 illustrates how overflights from the northern runway, which will only be departures, compare with those from the main runway. The overflight information referred to in this comment as 'missing' is presented in Figure 14.9.31 which is incorrectly titled. It should be titled <i>2018 All Airport Overflights With Project Flights (20%)</i> as listed in the Table of content and described in paragraph 14.9.146 of ES Chapter 14. The overflight data provided covers both the base and Project cases and is considered a full illustration of how the numbers of overflights is likely to increase as a result of the Project across the whole area up to 35 miles from the airport that is overflowed by Gatwick flights.</p>	ES Chapter 14: Noise and Vibration [APP-039]	Not Agreed
<b>Assessment</b>					
2.17.3.1	Quantification of effects based on limited threshold information (Air Noise)	<p>Chapter 18 – Health and Wellbeing for the significant effects of noise is based on the disputed thresholds contained in ES Chapter 14 – Noise and Vibration. As the thresholds are disputed, this calls into question the calculation of the significance of effects.</p> <p><b>Updated position (Deadline 1):</b> We note the applicant's comments but do not consider it addresses our concerns.</p>	The monetisation of the health effects of noise follows the current DfT methodology in WebTAG. Whilst other dose/response relationships and thresholds are discussed in various literature these are not in the current WebTAG methodology or other policy guidance. The monetisation of health effects is not used to judge the significance of noise effects.	n/a	Not Agreed
2.17.3.2	Assessment of significance of effects – the disregard of total effects of noise on health and	The Environmental Statement takes into consideration only the marginal increase in noise as a result of the additional capacity of the NRP. Given this, it disregards the existing health effects of the otherwise uncontrolled	It is not the purpose of an Environmental Statement to either assess or identify mitigation for the impacts of the current operation. The ES, as prepared, assesses the likely significant	ES Chapter 14: Noise and Vibration [APP-039]	Not Agreed

	annoyance by referring only to marginal impacts of the NRP over a rapidly increasing baseline (Air Noise)	<p>and unmitigated growth. For example, awakening data for the NRP part of capacity is below the Heathrow SOAEL of one additional awakening. However, this disregards the awakenings that occur now and the increase in awakenings that will occur with purported increase in baseline growth without the Northern Runway.</p> <p><b>Updated position (Deadline 1):</b> We cannot agree with the applicant's approach for reasons stated elsewhere.</p> <p>There are uncertainties around the forecasting and the baseline growth. The lack of sharing the benefit with the local community by the airport that would have been brought into focus with sensitivity testing of the 2019 movements with 2029 fleet technology. Furthermore, the existing operation appears to be causing harm without any mitigation and that appears set to become worse with the NRP.</p>	<p>effects of the Project, i.e. the increase in flights and use of the northern runway for some of these flights, over and above the baseline. It is widely accepted in EIA methodology to consider the future baseline when the Project occurs, as has been done in this case when looking at the changes and impacts that the Project will likely create. In fact, the future baseline noise impacts in this case are lower than currently, as illustrated in Diagrams 14.9.1 and 14.9.2 of Chapter 14 of the ES because in the future baseline the noise reduction due to fleet transition more than offsets traffic growth. This means the assessment of the Project against the future baseline shows larger impacts than when assessed against the current baseline, as explained in Section 9 of Chapter 14 of the ES.</p> <p>However, GAL propose a Noise Insulation Scheme to address not only the impacts of the Project but the total impacts of the airport in the future worst case year consistent with government policy.</p>	<b>ES Appendix 14.9.10: Noise Insulation Scheme</b> <a href="#">[APP-180]</a>	
2.17.3.3	Assessment of changes in sound levels (Air Noise)	<p>There is insufficient consideration of the impacts of changes to noise levels for a range of metrics that lie between the LOAEL and SOAEL or above the SOAEL. An assessment of significance of the changes is required to determine if it is acceptable and if so, what mitigation is required in such circumstances.</p> <p><b>Updated position (Deadline 1):</b> Supplementary noise metrics should be used supplement the primary metric assessment to identify likely significant effects.</p>	<p>Section 14.9 provides information of the changes in noise levels expected and the populations exposed to these changes (e.g. Tables 14.9.10 and 14.9.11. All metrics are discussed. There are 16 figures provided which show the noise changes expected for Leq 16 hr, Leq 8 hr, N65 and N60 metrics and Lmax change between the two runways is provided. Overflights and awakening changes and are mapped.</p>	<p>Section 14.9 of <b>ES Chapter 14: Noise and Vibration</b> <a href="#">[APP-039]</a></p> <p><b>ES Noise and Vibration Figures Part 1</b> <a href="#">[APP-063]</a></p> <p><b>ES Noise and Vibration Figures Part 2</b> <a href="#">[APP-064]</a></p> <p><b>ES Noise and Vibration Figures Part 3</b> <a href="#">[APP-065]</a></p>	Not Agreed
2.17.3.4	WIZAD Route	<p>Paragraph 14.6.39 of ES Chapter 14: Noise and Vibration describes a shift of 8% of traffic onto WIZAD (Route 9) westerly standard instrument departure route on which aircraft departing west turn south between Crawley and Horsham with usage predicted to be 13% by 2038. Whilst this is an existing Noise Preferential Route (NPR) it is a tactical offload route and is currently used very rarely (0% (rounded) in 2019). The Council considers that increased capacity at the Airport will drive traffic on to WIZAD (Route 9) resulting in a permanent significant noise effect, along with other impacts, which we do not consider have been properly assessed and which the Council seeks to resist.</p> <p><b>Updated position (Deadline 1):</b> Supplementary noise metrics should</p>	<p>Noted, the N65 contours are effective at showing the noise footprint of the additional daytime air traffic expected to use the WIZAD Route 9 in the Northern Runway cases which is the same proportion as in the future base cases. PEIR Appendix 4.3.1 provides air traffic forecasts and fleet mix. The proportion of air traffic assigned to each route will be reported in the ES. The proportions vary slightly from year to year as traffic varies. There are no plans to use WIZ at night.</p> <p>The increased use of WIZAD as a result of the Project has been assessed and is not expected to be significant.</p>	<p>14.6.12 of <b>ES Noise and Vibration Figures – Part 1</b> <a href="#">[APP-063]</a></p> <p>Diagram 2.1.1 of <b>ES Appendix 14.9.2: Air Noise Modelling</b> <a href="#">[APP-172]</a></p>	Under discussion



		<p>be used supplement the primary metric assessment to identify likely significant effects as a result of the increased use of WIZAD (route 9).</p> <p>Reviewing in light of additional information provided at TWG of 9 February.</p>	<p>As discussed in the TWGs the existing WIZAD SID is to be used more in the future baseline, but not so as to require an airspace change. It is not used at night.</p> <p>For daytime, Figure 14.6.12 shows the 2032 baseline Leq 16 hr. Horsham town is outside the LOAEL. For daytime, Figure 14.9.1 shows the 2032 with Project Leq 16 hr, the largest for any future year. Horsham town is outside the LOAEL. Changes in air noise below LOAEL are not significant.</p>		
2.17.3.5	Noise impact at Horsham District	<p>The Applicant has not adequately assessed the impact of noise within Horsham District meaning that the north of the District will be exposed to noisy aircraft events, particularly between 06:00 and 07:00 when sleep is at its most vulnerable.</p> <p><b>Updated position (Deadline 1):</b> Supplementary noise metrics should be used supplement the primary metric assessment to identify likely significant effects as a result of the increased use of WIZAD (route 9). In particular, the use of overflights would help understand how communities are affected.</p> <p>The statement is noted that Route 9 is not proposed to be used at night but we continue to be of the view that the proposed use is a change to that intended and that the impacts have not been adequately considered.</p>	<p>As discussed in the TWGs the existing WIZAD SID is to be used more in the future baseline, but not so as to require an airspace change. It is not used at night.</p> <p>For daytime, Figure 14.6.12 shows the 2032 baseline Leq 16 hr. Horsham town is outside the LOAEL. For daytime, Figure 14.9.1 shows the 2032 with Project Leq 16 hr, the largest for any future year. Horsham town is outside the LOAEL. Changes in air noise below LOAEL are not significant.</p> <p>For daytime, Figure 14.6.3 shows the 2019 baseline N65. Horsham town is outside the N65 20 contour. For daytime, Figure 14.6.14 shows the 2032 baseline N65. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. For daytime, Figure 14.9.15 shows the 2032 N65 with the Project, the largest N65 contour for any future year with the Project. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. The contour is slightly larger than the baseline 2032 contour indicating slightly more events above Lmax 65dB. Using the online air noise viewer to look at the area in the North of Horsham Town in more detail, for example at postcode RH12 5JY just south of the A264 the number of events above Lmax 65dB is expected to increase from 23.2 to 24.8 as a result of the Project in the noisiest year, 2032 with the noisiest fleet. The addition of 1.6 aircraft noise events above Lmax 65dB over an average 16 hour summer day would not lead to an increased noise effect.</p> <p>Under the current published operating protocols the WIZAD SID is only available for use 0700-2300. No flights on this route are expected between 0600 and 0700. The ES has assessed noise impacts across all districts. For the vast majority of the Horsham District Leq 16 hr and leq 8 hr night noise levels are forecast to increase by less than 1dB, ie slightly, as a result of the Project.</p>	<p>Figures 14.6.3 and 14.6.12 of <b>ES Noise and Vibration Figures – Part 1</b> <a href="#">[APP-063]</a></p> <p>Figure 14.9.15 of <b>ES Noise and Vibration Figures – Part 2</b> <a href="#">[APP-064]</a></p>	Not Agreed



			Figure 14.9.4 shows the small area within the district in the extreme north, north of Prestwood Lane, where Leq 16 hr noise levels are predicted to increase by between 1 and 2 dB (a low and not significant increase) in the worst case (2032 with the slower transition fleet).		
<b>Mitigation and Compensation</b>					
2.17.4.1	Noise Insulation Scheme	<p>The noise insulation scheme is not sufficient to protect those who will suffer adverse effects of noise and deal with the unintended consequences of the installation of noise insulation. There are multiple issues with the scheme, by way of example, the Council: (i) disagrees that the thresholds of qualification are set at the correct level and within the correct parameters; (ii) considers the Applicant has had no regard to overheating created as a result of the installation of noise insulation measures; (iii) disagrees that once installation is complete all ongoing maintenance and running costs are borne by the householder or person in charge of the premises; and (iv) considers that everyone should be eligible for the scheme whether or not they have qualified previously.</p> <p><b>Updated position (Deadline 1):</b> Points are still to be agreed with stakeholders. It should be stressed that overheating is not addressed by acoustic ventilators, which only introduce fresh air and do not have any cooling capability.</p> <p>Modulated MVHR alone is also unlikely to be capable of achieving sufficient cooling.</p>	<p>The noise insulation scheme proposed was presented as 4 slides and discussed in the TWG on 4th January 2023 and has been discussed with the TWG.</p> <ul style="list-style-type: none"> <li>i) The noise thresholds applied are in line with good practice and exceed government policy requirements. This issue has been responded to at Row 13.100 of Table 13 in Appendix 1.</li> <li>ii) Overheating has been addressed by the provision of acoustic ventilators to all rooms with acoustic insulation. Further details have been developed on the specification of these ventilators and this will be provided in the technical note on implementation of the scheme and shared with the TWG. This issue has been responded to at Row 13.102 of Table 13 in Appendix 1.</li> <li>iii) The running costs of acoustic ventilators have been discussed with the TWG and are very low particularly if only used in hot weather.</li> <li>iv) Everyone is eligible for the scheme whether or not they have qualified previously. This will be further clarified in a technical note on implementation of the scheme and shared with the TWG.</li> </ul>	<b>ES Appendix 14.9.10 Noise Insulation Scheme</b> <a href="#">[APP-180]</a>	Under discussion
2.17.4.2	Noise Envelope	<p>The Council does not consider the noise envelope is fit for purpose on multiple grounds.</p> <p><b>Updated position (Deadline 1):</b> The Council's position has not changed. The applicant refers to the process of the noise envelope and we do not consider that it followed a balanced and reasonable approach.</p>	<p>The approach to the noise envelope is considered to be entirely appropriate and there is no intention for any re-design of this to be undertaken.</p> <p>As described in ES Appendix 14.9.7: The Noise Envelope, each year an Annual Monitoring and Forecasting Report will be required to not only report monitoring of last year's performance against the Noise Envelope limits but to forecast compliance 5 years ahead, so that noise control measures can be planned and implemented in advance. The Noise Envelope, in Section 7.3, puts restrictions of further capacity declaration in the event that an exceedance of the noise envelope is forecast. The approach ensures action is taken in a timely manner to require compliance, with the sufficient threat of capacity restrictions if a breach is not</p>	<p><b>ES Appendix 14.9.7: The Noise Envelope</b> <a href="#">[APP-177]</a></p> <p><b>ES Appendix 14.9.9: Report on Engagement on the Noise Envelope</b> <a href="#">[AS-023]</a></p> <p><b>ES Appendix 14.9.5 Air Noise Envelope Background</b> <a href="#">[APP-175]</a></p>	Not Agreed

			<p>remedied through the action plan measures within a reasonable time period. This strikes an appropriate fair balance, for the in the unlikely event of actual breach taking into account the purposefully forward-looking nature of the annual monitoring and forecasting approach.</p> <p>Paragraph 14.2.44 described how the reference to Sharing the Benefits of aircraft noise emission reduction has been removed from the government’s Overarching Aviation Policy Statement in March 2023. We consulted on sharing the benefits through our Noise Envelope Group in summer 2022.</p> <p>An illustration of sharing the benefits was discussed and is reported in pages 165 to 175 of ES Appendix 14.9.9: Report on Engagement on the Noise Envelope.</p> <p>As communicated previously, GAL does not control airline fleet procurement and the airport sits within well-defined existing regulatory frameworks governing noise management, airport charges, slots and the requirement to consult on noise related actions which could be operating restrictions. Airline feedback to the Noise Envelope Group also explained that many factors can influence fleet procurement, some of which could be outside of the airlines’ control. The York Aviation review of the PEIR for the Local Authorities noted <i>‘We consider that the fleet mix assumed in the Central Case for assessment is somewhat optimistic, particularly in the early years given the deferral of aircraft orders that has occurred during the pandemic, but that the Slower Transition Case represents a robust worst case’</i>.</p> <p>The reasons for adopting the Slower Transition Fleet noise contours areas are given in ES Appendix 14.9.5 Air Noise Envelope Background at Section 3.2.</p> <p>It is not agreed that airspace change (which is a project in its own right and subject to its own assessment) can reasonably be assessed in the ES. Moreover, the noise impacts of more carbon emissions efficient aircraft and legislative drivers for their adoption are not able to be predicted. For further information on those matters please refer to sections ,6.5 and 6.6 of the Noise Envelope Document.</p> <p>The host local authorities will be provided with the annual monitoring and forecasting reports approved by the CAA. This will confirm the position in respect of compliance with the noise</p>		
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			<p>envelope. In the unlikely event of any breach of the terms of the DCO the Host LPA's may petition action and seek to rely on section 161 of the Planning Act 2008. Moreover, the host LPA's will also retain their role under Regulation 598/2014 in relation to the introduction of noise related operating restrictions pursuant to the DCO requirements. There is therefore a sufficient level of scrutiny and ability to take action provided for the host LPA's. The CAA, who have relevant knowledge and expertise, are the most appropriate persons to review the noise envelope submissions made pursuant to the DCO of the purpose of their verification.</p>		
2.17.4.3	Draft DCO	<p>The control of air noise, by metric and operational limitation, is underrepresented in the DCO including (but not exclusively) the noise envelope requirements, use of routes, night flying restrictions, limitation on passenger numbers and freight movements; and conditional slot management.</p> <p><b>Updated position (Deadline 1):</b> The response does not address the numerous concerns associated with the noise envelope.</p>	<p>This is a general comment and in general our responses to other comments refer. However, it should be noted that there are a wide range of noise control measures in place, as summarised in the Noise Action Plan, Section 8 of Chapter 14 of the ES and Section 4 of Appendix 14.9.2 Air Noise Modelling, that are ongoing and will continue to control noise irrespective the DCO. The Night Restrictions is an example of one of a suite of measures enforced by the DfT that are assumed to continue outside the DCO by virtue of other applicable legal regimes.</p>	<p>Section 8 of ES <b>Chapter 14 Noise and Vibration</b> <a href="#">[APP-039]</a></p> <p><b>ES Appendix 14.9.2 Air Noise Modelling</b> <a href="#">[APP-172]</a></p>	Not Agreed
2.17.4.4	Lack of ongoing research to test adequacy of proposals	<p>The ES utilises models to predict noise levels, the impacts, the locations of the impacts and inform mitigation. All decision-making is based on the knowledge described in the ES at the time of the determination of the application. There are no proposals for research to improve understanding as part of an iterative development of an environmental impact and management system.</p> <p><b>Updated position (Deadline 1):</b> The response does not address the issues raised by the Council.</p>	<p>GAL supports research into noise management in a number of areas and will continue to do so, as summarised in the Noise Action Plan secured via other legislative means. GAL commissions ERCD to carry out noise modelling including calibration every year. The Noise Envelope commits to a review of the data used to do this. GAL funds the Noise Management Board whose workplan covers a wide range of new ways to address noise impacts prioritised through community engagement. The Noise Action Plan includes a requirement to review the Noise Insulation Scheme which was last reviewed in 2019 with local authority input.</p>	<p><b>ES Appendix 14.9.7: The Noise Envelope</b> <a href="#">[APP-177]</a></p>	Not Agreed
2.17.4.5	Ground noise	<p>There seem to be little new provisions to control the ground noise from the Airport. During construction the noise bund is due to be removed but aircraft taxi-ing will continue. The creation of a flood area to the West of the runway will change the propagation characteristics of the sound and the Council is concerned about increases in ground noise as a result, particularly the lower frequencies.</p> <p><b>Updated position (Deadline 1):</b> Comments re: construction noise noted, however, this issue relates to ground noise, as differentiated in the ES.</p> <p>There are numerous errors in the ground noise assessment that need to</p>	<p>ES Appendix 14.9.1: Construction Noise and Vibration describes the Construction Noise Model identifying assumptions on the plant used, for which construction activities and in which period (day, night or both).</p> <p>Tables 14.9.1 and 14.9.2 provide predicted levels of construction noise for 24 periods during construction at community receptors in each of 12 receptors Areas, for daytime and night-time. Paras 14.9.5 and 14.9.46 of ES Chapter 14: Noise Vibration explain that construction will be carried out in accordance with ES Appendix 5.3.2 Code of Construction Practice. Table 14.9.3 of Chapter 14, identifies relevant "Best Practical Means" measures</p>	<p><b>ES Appendix 14.9.1: Construction Noise and Vibration</b> <a href="#">[APP-171]</a></p> <p><b>ES Chapter 14: Noise Vibration</b> <a href="#">[APP-039]</a></p> <p><b>ES Appendix 5.3.2 Code of Construction Plan</b> (Doc Ref. 5.3)</p>	Not Agreed

		<p>be resolved before any meaningful discussion can be had. Additionally, it is not clear where barriers/ bunds are secured.</p> <p>Furthermore there is an expectation of ground noise modelling established so that the effects can be quantified.</p> <p>As there are existing controls over ground noise these ought to be modelled to determine how they change with the new configuration and the effect of the proposals to extinguish all other existing planning controls by virtue of the DCO.</p>	<p>which will be adopted. Where noise barriers have been identified as practicable they have been included within the assessment as discussed in paras 14.9.50 – 14.9.52.</p> <p>The need to minimise the time when part of the existing noise bund will be removed before the new bund and barrier are complete has been recognised and hence has been addressed in the construction programme. Where necessary to maintain noise screening a strip of the existing bund will be left during the construction as a temporary barrier.</p>		
2.17.4.6	Air Noise – Noise Envelope	<p>The process for the creation of a Noise Envelope did not facilitate the effective contribution of local authorities and community groups, contrary to CAP1129 guidance and good practice of other airports. The Council considers that the Noise Envelope, as presented, is not fit for purpose because it provides little incentive to stabilise noise levels let alone reduce them. It provides no local accountability and no meaningful penalties or sanctions if there is a failure in compliance.</p> <p><b>Updated position (Deadline 1):</b> Comments re: construction noise noted, however, this issue is about the noise envelope.</p> <p>Comments elsewhere on the noise envelope do not address these issues</p>	<p>ES Appendix 14.9.1: Construction Noise and Vibration describes the Construction Noise Model identifying assumptions on the plant used, for which construction activities and in which period (day, night or both).</p> <p>Tables 14.9.1 and 14.9.2 provide predicted levels of construction noise for 24 periods during construction at community receptors in each of 12 receptors Areas, for daytime and night-time. Paras 14.9.5 and 14.9.46 of ES Chapter 14: Noise Vibration explain that construction will be carried out in accordance with ES Appendix 5.3.2 Code of Construction Practice. Table 14.9.3 of Chapter 14, identifies relevant “Best Practical Means” measures which will be adopted. Where noise barriers have been identified as practicable they have been included within the assessment as discussed in paras 14.9.50 – 14.9.52.</p>	<p><b>ES Appendix 14.9.1: Construction Noise and Vibration</b> [APP-171]</p> <p>Tables 14.9.1, 14.9.2, 14.9.3 and paras 14.9.5 and 14.9.46 and 14.9.50 to 14.9.52 of <b>ES Chapter 14: Noise Vibration</b> [APP-039]</p> <p><b>ES Appendix 5.3.2 Code of Construction Plan</b> (Doc Ref. 5.3)</p>	Not Agreed
2.17.4.7	Construction Noise	<p>The Applicant does not justify how the work is scheduled to ensure the impact of noise on residents is to be mitigated.</p> <p><b>Updated position (Deadline 1):</b> The comment relates to scheduling of construction work whereas the answer appears to relate to another matter. The comments are interesting nonetheless and if it appears elsewhere we will respond appropriately.</p> <p>Is observed that there are numerous errors in the construction noise assessment that need to be resolved before any meaningful discussion can be had.</p>	<p>GAL has considered the thresholds for noise mitigation carefully and proposed to offer noise insulation at levels below the DfT guidance, i.e. making the scheme more generous than others. The two zone scheme also provides a higher level of mitigation to these worst affected which GAL feels is appropriate. We welcome views on the details of this scheme and will work with stakeholders to develop those details including through discussions at the Noise Envelope Group. We have provided 100% easterly and 100% westerly operations noise predictions for ground noise, and operations noise predictions for air noise at the Community Representative Locations (See ES Appendix 14.9.2 Section 2, and discussion in para 14.9.67 to 14.9.84) however, these are provided for additional information and not used in the assessment of effects because the accepted criteria for judging those effects are the long-term average not the noise levels on a selection of the days when operations are only easterly or westerly.</p>	<p>Section 14.8 of <b>ES Chapter 14: Noise and Vibration</b> [APP-039]</p> <p><b>ES Appendix 14.9.10: Noise Insulation Scheme</b> [APP-180]</p> <p><b>ES Appendix 14.9.2 Air Noise Modelling</b> [APP-172]</p>	Not Agreed



			<p>An enhanced NIS is to be introduced as part of the Project, with details included in ES Appendix 14.9.10: Noise Insulation Scheme.</p> <p>The Government has been consulting on noise insulation schemes as part of its future aviation policy. In its consultation Aviation 2050 — the future of UK aviation (December 2018) it proposed a number of measures including: a) extending the noise insulation policy threshold beyond the current 63dB LAeq 16hr contour to 60dB LAeq 16hr. This is the average mode Leq 16 hr not single mode. The proposed scheme follows government guidance, in terms of the metric with which to define a noise insulation scheme, and in addition offers it at lower noise levels. For an airport such as Gatwick that has an uneven split between easterly and westerly operations in the summer (roughly 70/30) it would be unfair to use single mode contours that arise on 30% of days for some but 70% of say for others.</p> <p>Further detail on implementation of the NIS is being prepared and will be shared with the TWG. Further prioritisation will use higher noise level bands to implement the scheme to those most affect first.</p>		
2.17.4.8	Air Noise	<p>The proposals for mitigating aircraft noise rely on the noise insulation of properties. These proposals are too narrowly defined and should not solely be based on Leq. Grants should be based on single mode contours and not standard mode contours as the Applicant proposes. The Applicant must make provision for overheating assessments and overheating mitigation works due to the increased risk as a result of noise insulation and cover the ongoing costs of use and maintenance.</p> <p><b>Updated position (Deadline 1):</b> The Applicant's response appears to have been cut off and possibly relates to another matter,</p>	<p>More in the future baseline, but not so as to require an airspace change. It is not used at night.</p> <p>For daytime, Figure 14.6.12 shows the 2032 baseline Leq 16 hr. Horsham town is outside the LOAEL. For daytime, Figure 14.9.1 shows the 2032 with Project Leq 16 hr, the largest for any future year. Horsham town is outside the LOAEL. Changes in air noise below LOAEL are not significant.</p> <p>For daytime, Figure 14.6.3 shows the 2019 baseline N65. Horsham town is outside the N65 20 contour. For daytime, Figure 14.6.14 shows the 2032 baseline N65. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. For daytime, Figure 14.9.15 shows the 2032 N65 with the Project, the largest N65 contour for any future year with the Project. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. The contour is slightly larger than the baseline 2032 contour indicating slightly more events above Lmax 65dB. Using the online air noise viewer to look at the area in the North of Horsham Town in more detail, for example at postcode RH12 5JY</p>	n/a	Not Agreed



			<p>just south of the A264 the number of events above Lmax 65dB is expected to increase from 23.2 to 24.8 as a result of the Project in the noisiest year, 2032 with the noisiest fleet. The addition of 1.6 aircraft noise events above Lmax 65dB over an average 16 hour summer day would not lead to an increased noise effect.</p> <p>Paragraph 14.2.44 of the ES described how the reference to Sharing the Benefits of aircraft noise emission reduction has been removed from the government's Overarching Aviation policy Statement in March 2023. We consulted on sharing the benefits through our Noise Envelope Group in summer 2022. An illustration of sharing the benefits was discussed and is reported in pages 165 to 175 of ES Appendix 14.9.9: Report on Engagement on the Noise Envelope.</p>		
2.17.4.9	Noise control regime	<p>There is a lack of confidence in the Applicant to deliver and implement a meaningful noise control regime that takes into account the needs of the local communities.</p> <p><b>Updated position (Deadline 1):</b> The Council position remains unchanged.</p>	<p>This is a general comment that will be discussed in the TWG. The DCO provides assurance that the various noise control measures including the Noise Envelope and the Noise Insulation Scheme will be delivered.</p> <p>Details of enforcement, compliance and engagement with local communities and stakeholders on the Noise Envelope have been set out previously in response to the issue at Row 13.109 of Table 13 in Appendix 1.</p>	<p><b>ES Appendix 14.9.7: The Noise Envelope</b> <a href="#">[APP-177]</a></p> <p><b>ES Appendix 14.9.10: Noise Insulation Scheme</b> <a href="#">[APP-180]</a>.</p>	Not Agreed
2.17.4.10	Mitigation/Compensation	<p>There is no offer of compensation for people affected by the nuisance they are likely to experience. This should be addressed by the Applicant.</p> <p><b>Updated position (Deadline 1):</b> While it is acknowledged that aviation noise is exempt from statutory claims – Civil Aviation Act 1982 This does not address compensation which should be made available over and above mitigation against noise impacts.</p>	<p>The Noise Insulation Scheme is separate from the Noise Envelope.</p>	<p><b>ES Appendix 14.9.10: Noise Insulation Scheme</b> <a href="#">[APP-180]</a>.</p>	Not Agreed
2.17.4.11	Noise envelope	<p>The Applicant should take a "mitigate to grow" approach to protect communities affected by airport operations.</p> <p><b>Updated position (Deadline 1):</b> There should be no allowance for Noise Envelope limits to increase over 2019 baseline contour areas.</p> <p>The noise envelope does none of the things that the applicant states.</p> <p>The Council has made suggestions as to how it may be possible to move toward these, which have not been take forward by the applicant.</p>	<p>The progress of the Luton Airport example was discussed in both the Noise Envelope Group and the TWG meetings. The review, monitoring and enforcement process in respect of the Limits included as part of the Noise Envelope are included in sections 6 to 8 of the Noise Envelope (including the provision for 5 yearly reviews – section 6.2).</p> <p>The purpose of the fixed noise limits being 9 years after opening is to give certainty that noise levels will reduce. GAL consider the Slower Transition Fleet forecasts for this period are sufficiently certain that GAL can commit to these limits.</p>	<p><b>ES Appendix 14.9.7: The Noise Envelope</b> <a href="#">[APP-177]</a></p> <p>GAL provided detailed explanations of the regulatory framework the Airport Operated within, and options for a review body in the Noise Envelope Group meetings in July 2022</p>	Not Agreed

				(see <b>ES Appendix 14.9.9: Report on Engagement on the Noise Envelope</b> [ <a href="#">AS-023</a> ]).  GAL's proposal is that the CAA will become the Independent Reviewer for the purposes of the noise envelope (see <b>ES Appendix 14.9.7: The Noise Envelope</b> [ <a href="#">APP-177</a> ] paragraphs 6.1.6 – 6.2.4 and Sections 7 – 8).	
<b>2.17.4.12</b>	Noise Envelope	<p>The Zone of Influence for noise and vibrations stops short of the most populated areas of Horsham town, particularly the Land North of Horsham (Mowbray) strategic site which includes permission for at least 2,750 new homes and other sensitive receptors, such as schools. There should be consideration of the interaction between the Project and other developments.</p> <p><b>Updated position (Deadline 1):</b> The study area should be explicitly defined for all assessment topics. Whilst the study area for ground noise and construction noise is illustrated in Figure 14.4-2 [<a href="#">APP-063</a>], there is no information on how this was defined. As such, there is no guarantee that all receptors experiencing noise levels above LOAEL are identified.</p> <p>The airport is increasing its impact on an area which has been subject to publicly consulted and examined development plans. The Applicant has a responsibility mitigate its impact on these receptors.</p>	<p>The study area includes this area where is falls within any of the noise contours provided.</p> <p>The potential for cumulative effects with other developments, is assessed in Section 14.11 of ES Chapter 14 including the role of local authority land use planning policy and guidance on noise. The online air noise viewer has been provided to assist local authorities in their land use planning.</p>	<b>ES Chapter 14 Noise and Vibration</b> [ <a href="#">APP-039</a> ].	Not Agreed
<b>2.17.4.13</b>	Noise impacts	<p>While the Council supports the use of layout and design on-site to mitigate against the impacts of air, ground and road traffic noise on any other development, this should not negate the need for the Applicant to mitigate its own impacts. The possible increase in use of WIZAD (Route 9) means there will be an, as yet unquantifiable, impact on existing and new communities in proximity to the Airport.</p> <p><b>Updated position (Deadline 1):</b> Supplementary noise metrics should be used supplement the primary metric assessment to identify likely significant effects as a result of the increased used of WIZAD (route 9). In particular, the use of overflights would help understand how</p>	<p>The study area includes this area where is falls within any of the noise contours provided.</p> <p>The potential for cumulative effects with other developments, is assessed in Section 14.11 of ES Chapter 14 including the role of local authority land use planning policy and guidance on noise. The online air noise viewer has been provided to assist local authorities in their land use planning.</p> <p>As discussed in the TWGs the existing WIZAD SID is to be used more in the future baseline, but not so as to require an airspace</p>	<b>ES Chapter 14 Noise and Vibration</b> [ <a href="#">APP-039</a> ].	Under discussion

		<p>communities are affected.</p> <p>We will give this further consideration in light of information presented in the TWG of the 9th February 2024.</p>	<p>change. It is not used at night.</p> <p>For daytime, Figure 14.6.12 shows the 2032 baseline Leq 16 hr. Horsham town is outside the LOAEL. For daytime, Figure 14.9.1 shows the 2032 with Project Leq 16 hr, the largest for any future year. Horsham town is outside the LOAEL. Changes in air noise below LOAEL are not significant.</p> <p>For daytime, Figure 14.6.3 shows the 2019 baseline N65. Horsham town is outside the N65 20 contour. For daytime, Figure 14.6.14 shows the 2032 baseline N65. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. For daytime, Figure 14.9.15 shows the 2032 N65 with the Project, the largest N65 contour for any future year with the Project. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. The contour is slightly larger than the baseline 2032 contour indicating slightly more events above Lmax 65dB. Using the online air noise viewer to look at the area in the North of Horsham Town in more detail, for example at postcode RH12 5JY just south of the A264 the number of events above Lmax 65dB is expected to increase from 23.2 to 24.8 as a result of the Project in the noisiest year, 2032 with the noisiest fleet. The addition of 1.6 aircraft noise events above Lmax 65dB over an average 16 hour summer day would not lead to an increased noise effect.</p> <p>Paragraph 14.2.44 of the ES described how the reference to Sharing the Benefits of aircraft noise emission reduction has been removed from the government's Overarching Aviation policy Statement in March 2023. We consulted on sharing the benefits through our Noise Envelope Group in summer 2022. An illustration of sharing the benefits was discussed and is reported in pages 165 to 175 of ES Appendix 14.9.9: Report on Engagement on the Noise Envelope.</p>		
2.17.4.14	Noise Envelope	<p>The Applicant has worked on the assumption that Tier 1 developments south of the Airport fall within lower air noise contour bands, and indicate noise levels will be reduced over time. This does not take account of the increased use of WIZAD (Route 9).</p> <p><b>Updated position (Deadline 1):</b> Supplementary noise metrics should be used supplement the primary metric assessment to identify likely significant effects as a result of the increased used of WIZAD (route 9). In particular, the use of overflights would help understand how</p>	<p>The use of WIZAD have been taken into account and reported in the ES.</p> <p>The assumptions regarding the use of WIZAD have been set out previously in response to the issues raised at Rows 13.61 and 13.90 of Table 13 in Appendix 1.</p>	<p><b>ES Chapter 14: Noise and Vibration</b> <a href="#">[APP-039]</a>.</p>	Not Agreed

		communities are affected.			
<b>Other</b>					
2.17.5.1	The Applicant's interpretation of national policy and the effect this has on the communities affected by the airport operations (Air Noise)	<p>The Council disagrees with the Applicant's interpretation of national policy in respect of noise and aviation noise policy statements. This has influenced their approach to the work. In consequence, the benefits of technological improvements are not being shared sufficiently with affected communities and the total adverse impacts of noise are not being mitigated. The approach does not appear consistent with the Noise Policy Statement for England.</p> <p><b>Updated position (Deadline 1):</b> We will refer to the documents cited and then update accordingly.</p>	<p>The noise envelope proposed in the DCO is consistent with government policy including the NPPF, ANPS and NPSE and follows the guidance provided by the CAA in CAP1129. Criteria metrics and levels were discussed in detailed with Noise Envelope Group.</p> <p>GAL notes the Council's disagreement and would be interested to understand how the Council interpret national policy and which specific parts of GAL's interpretation it disagrees with.</p> <p>GAL has consulted with the TWG since August 2021, explaining our proposed methodology and emerging finds and approach to mitigation. While it is not wholly clear what aspect of policy HDC refer to, we note that policy on sharing the benefits has been discussed at the Noise Envelope Group and our interpretation, as discussed in summer 2022 is recorded in ES Appendix 14.9.9: Report on Engagement on the Noise Envelope including in pages 165 to 175.</p>	<p><b>ES Appendix 14.9.5: Air Noise Envelope Background</b> <a href="#">[APP-175]</a></p> <p><b>ES Appendix 14.9.7: The Noise Envelope</b> <a href="#">[APP-177]</a></p> <p><b>ES Appendix 14.9.8: Noise Envelope Group Output Report</b> <a href="#">[APP-178]</a></p> <p><b>ES Appendix 14.9.9: Report on Engagement on the Noise Envelope</b> <a href="#">[AS-023]</a>.</p>	Under discussion
2.17.5.2	Airspace Change	<p>The proposal will adversely affect the District's residents due to an increase in exposure to aircraft noise during the day and night. Furthermore, the FASI South work could lead to changes in airspace that result in increased overflight from both Heathrow and Gatwick and the cumulative impact is not taken into consideration.</p> <p><b>Updated position (Deadline 1):</b> It would be helpful to undertake a 'worst case' assessment of potential airspace changes was undertaken so it could be understood if airspace changes could occur within Noise Envelope constraints.</p> <p>We continue to consider that FASI may have a cumulative effect that may result in additional impacts and that this ought to be taken into consideration at this stage.</p>	<p>FASI-S is not required (nor is any other airspace change) to enable dual runway operations at Gatwick.</p> <p>Although the proposed FASI-S airspace changes lie outside of the scope of this Project, should information on the outcome of FASI-S project become available at a time when the information can be taken into account during the examination of the DCO application, the implications of this, in terms of the environmental effects such as those associated with noise and other emissions, will be reviewed and considered. Although the lateral tracks of the arrival and departure route structure around Gatwick will take some time to be determined through the airspace change process, improvements in the vertical design of routes can be expected to deliver both carbon and noise reduction benefits.</p> <p>For air noise, Tables 14.9.10 and 14.9.11 of ES Chapter 14 give the populations predicted to have various changes in noise from across 9 ranges. Only noise levels above LOAEL are reported. Paragraphs 14.9.102 to 14.9.104 describe where these significant changes are expected. 40 have changes above 3dB all above SOAEL. 40 have changes of 1dB above SOAEL. These are the 80 significantly affected by the Project.</p> <p>For ground noise the changes in noise and whether they are</p>	<p>Section 6 of <b>ES Chapter 6: Approach to Environmental Assessment</b> <a href="#">[APP-031]</a></p> <p>Section 9 of <b>ES Chapter 14: Noise and Vibration</b> <a href="#">[APP-039]</a></p> <p><b>ES Appendix 14.9.3: Ground Noise Modelling</b> <a href="#">[APP-173]</a>.</p>	Under discussion



			above LOAEL and/or SOAEL are described in the Section 8.1 of ES appendix 14.9.3 across each of the 12 noise sensitive receptor areas.		
2.17.5.3	Noise envelope	<p>The benefits of technological improvements are not being shared sufficiently with affected communities.</p> <p><b>Updated position (Deadline 1):</b> Having reviewed the policy we do not consider that the requirement for sharing the benefits has been removed.</p>	<p>Paragraph 14.2.44 of the ES described how the reference to Sharing the Benefits of aircraft noise emission reduction has been removed from the government's Overarching Aviation policy Statement in March 2023. We consulted on sharing the benefits through our Noise Envelope Group in summer 2022.</p> <p>An illustration of sharing the benefits was discussed and is reported in pages 165 to 175 of ES Appendix 14.9.9: Report on Engagement on the Noise Envelope.</p>	<p><b>ES Appendix 14.9.9: Report on Engagement on the Noise Envelope</b> [<a href="#">AS-023</a>]</p> <p><b>ES Appendix 14.9.8: Noise Envelope Group Output Report</b> [<a href="#">AS-023</a>]</p>	Not Agreed
2.17.5.4	WIZAD route	<p>The use of the Northern Runway is considered to force the use of WIZAD (Route 9) that has the potential to affect the residents of Horsham town and nearby villages and impact current and emerging Local Plan allocations in the north of the District.</p> <p><b>Updated position (Deadline 1):</b> Supplementary noise metrics should be used supplement the primary metric assessment to identify likely significant effects as a result of the increased used of WIZAD (route 9). In particular, the use of overflights would help understand how communities are affected.</p> <p>While the Applicants comments are noted the Council's concerns about the impact on the District remain.</p>	<p>As discussed in the TWGs the existing WIZAD SID is to be used more in the future baseline, but not so as to require an airspace change. It is not used at night.</p> <p>For daytime, Figure 14.6.12 shows the 2032 baseline Leq 16 hr. Horsham town is outside the LOAEL. For daytime, Figure 14.9.1 shows the 2032 with Project Leq 16 hr, the largest for any future year. Horsham town is outside the LOAEL. Changes in air noise below LOAEL are not significant.</p> <p>For daytime, Figure 14.6.3 shows the 2019 baseline N65. Horsham town is outside the N65 20 contour. For daytime, Figure 14.6.14 shows the 2032 baseline N65. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. For daytime, Figure 14.9.15 shows the 2032 N65 with the Project, the largest N65 contour for any future year with the Project. The northern part of Horsham town is within the N65 20 contour indicating more than 20 Lmax events on an average 16 hour summer day. The contour is slightly larger than the baseline 2032 contour indicating slightly more events above Lmax 65dB. Using the online air noise viewer to look at the area in the North of Horsham Town in more detail, for example at postcode RH12 5JY just south of the A264 the number of events above Lmax 65dB is expected to increase from 23.2 to 24.8 as a result of the Project in the noisiest year, 2032 with the noisiest fleet. The addition of 1.6 aircraft noise events above Lmax 65dB over an average 16 hour summer day would not lead to an increased noise effect.</p> <p>Paragraph 14.2.44 of the ES described how the reference to Sharing the Benefits of aircraft noise emission reduction has been</p>	<p><b>ES Appendix 14.9.9: Report on Engagement on the Noise Envelope</b> [<a href="#">AS-023</a>].</p>	Not Agreed



			<p>removed from the government's Overarching Aviation policy Statement in March 2023. We consulted on sharing the benefits through our Noise Envelope Group in summer 2022. An illustration of sharing the benefits was discussed and is reported in pages 165 to 175 of ES Appendix 14.9.9: Report on Engagement on the Noise Envelope.</p>		
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2.17. Planning and Policy

2.17.1 Table 2.17 sets out the position of both parties in relation to planning and policy matters.

**Table 2.17 Statement of Common Ground – Planning and Policy Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.18.1.1	Incomplete and inconsistent consideration of local planning policies	<p>The Applicant has failed to include Horsham District Council's local planning policies in the Planning Statement. In the ES chapters, local plan policy has been applied inconsistently. For example, for the Socio-Economics chapter paragraph 17.2.14 provides a table which lists adopted and emerging local planning policies relevant to Socio-Economics based on the local study area for this assessment and provides further detail in Appendix 17.2.1. The table of policies is considered incomplete. Furthermore, both the chapter and appendix provide limited analysis of how the Project aligns with the policies of Horsham District Council. Notably, consideration of some of the potential constraints brought about by the Project on the local authority area is absent from any of the analysis produced.</p> <p><b>Updated position (Deadline 1):</b> Awaiting outcomes of applicant's review.</p>	<p>Relevant local policies are set out within the DCO Application, namely within the legislation and policy sections of the topic-specific ES Chapters 7 to 20 and Gatwick Airport-specific local plan policies and supplementary planning documents and guidance in Section 6.6 of the Planning Statement.</p> <p>In response to HDC's comment, GAL will undertake a review of local policies within the ES Chapter 17: Socio-Economics to identify any inconsistencies.</p>	<p><b>ES Chapter 17 Socio-Economic</b> [APP-042]  <b>ES Chapter 18 Health and Wellbeing</b> [APP-043]  <b>Planning Statement</b> [APP-254].</p>	Under discussion
2.18.1.2	Safeguarding of land for a wide-spaced additional runway	<p>The land safeguarded for an additional runway is a very large area of land, around 700 hectares, some of which falls within Horsham District, although the vast extent is within Crawley Borough. The continued safeguarding of land reduces Crawley Borough Council's ability to meet the Borough's own housing and employment needs which has implications for neighbouring authorities, such as Horsham District. The Applicant is not actively pursuing this as a growth option and should therefore review the safeguarding of land, given the scale of development proposed as part of the future baseline and Northern Runway Project as part of the DCO process.</p> <p><b>Updated position (Deadline 1):</b> The safeguarded land is a result of the growth aspirations of the airport vs the actual development proposed as part of the DCO.</p>	<p>This matter is not considered relevant to this DCO Application, instead to be dealt with via the Local Plan process.</p> <p>As set out in GAL's representations to the CBC's Local Plan examination, GAL consider that the safeguarded land is required and justified as set out in the Gatwick Airport 2019 Masterplan. We are therefore not seeking to remove, review or amend the boundary or extent of the safeguarded land.</p> <p>GAL has made representations at every stage of CBC's Local Plan preparations objecting to its proposals to allocate employment land to the east of Balcombe Road in the safeguarded land. We continue to engage with CBC through the Local Plan examination.</p> <p>GAL continues to monitor Local Plan activity in host and neighbouring authorities and will make representations as and when required.</p>	n/a	Not Agreed
2.18.1.3	Justification by the Applicant regarding what forms part of the 'Authorised Development' in the NSIP and what parts are 'Associated	<p>There are 4no additional hotels proposed as part of the DCO but within the description of development outside of the DCO no additional hotels are proposed as part of the future baseline growth. The Council also notes that the hotels are not defined as operational use.</p> <p><b>Updated position (Deadline 1):</b> If hotels are to be included as associated</p>	<p>Further clarity is requested from HDC on this concern. As explained at earlier TWGs and in responses to previous Issues Trackers, the future baseline comprises developments which are either under construction, subject to planning permission or are reasonably expected to gain planning permission. There are no existing proposals for new hotel(s) that fall within these categories and are</p>	n/a	Under discussion

	Development'	development within the DCO, additional controls are needed over these developments, including preventing hotel parking being created in future, and there would need to be some way any future operator would be signed into the airport surface access commitments. This would be to ensure that 'sufficient but no more' parking is provided on-airport consistent with the Applicant delivering upon its Surface Access Commitments.  The maximum number of hotel bedrooms to be created for each works site should also be clearly specified in the DCO.	therefore excluded from the future baseline that has underpinned the environmental assessment, to provide a worse case assessment.  In respect of hotel provisions being Associated Development as part of the Project proposals, an explanation of this was provided at the Planning TWG in November 2022 justified against the Planning Act 2008 and Government's supporting guidance, and no subsequent queries were raised by the LAs. A response was also provided against Item 3.93 in the October 2023 versions of the Issues Trackers.		
2.18.1.4	Planning Statement	When the Applicant expects the Letter of No Impediment referred to in paragraph 1.3.3 will be provided.  <b>Updated position (Deadline 1):</b> Awaiting receipt of letter	GAL expects CAA's letter of no impediment to be submitted early in the Examination stage. As confirmed in the Planning Statement (para 1.3.3), GAL is confident that there are no safety-related impediments why the Project should not progress and that this will be confirmed through the CAA's letter.	<b>Planning Statement</b> <a href="#">[APP-245]</a> .	Under discussion
2.18.1.5	Planning Statement	How the changes mentioned in paragraphs 1.3.7 and 1.3.8 will be secured.	Airspace within the UK is regulated by the Civil Aviation Authority (CAA) and managed by NATS En Route, which is a subdivision within the National Air Traffic Services. An explanation of the relationship between the DCO Project and airspace regulations was set out in paragraphs 3.3.10 to 3.3.13 of the Autumn 2021 Consultation, contained in Consultation Report Appendices, Part B, Volume 2.	<b>Consultation Report Appendices, Part B, Volume 2</b> <a href="#">[APP-225]</a> .	Under discussion
2.18.1.6	Planning Statement	Whether there is any legal precedent for the statement that it is "appropriate to use the policy framework of the [Airports National Policy Statement] as the primary framework against which the Project as a whole should be tested" (paragraph 1.5.19).  <b>Updated position (Deadline 1):</b> Awaiting legal advice.	The Airport National Policy Statement (para 1.41) itself confirms that "the Secretary of State considers that the contents of the Airports NPS will be both important and relevant considerations in the determination of such an application [not comprising an application for the Heathrow Northwest Runway], particularly where it relates to London or the South East of England."	n/a	Under discussion
2.18.1.7	Planning Statement	When further information regarding the proposed section 106 agreement will come forward and when negotiations will begin in earnest.  <b>Updated position (Deadline 1):</b> The Council acknowledges submission of a draft S106 to legal representatives.	GAL will issue a draft of the Section 106 Agreement in connection with the NRP to the local authorities. GAL looks forward to receiving initial feedback on the first draft and continuing engagement with the parties to ensure a final, signed version has been submitted by the close of the examination.	n/a	Under discussion
2.18.1.8	Planning Statement	Why the Applicant considers the provision of hotels (Works 26, 27, 28 and 29) falls within the scope of the DCO regime. The same point applies to the proposed commercial space	An explanation of hotel and office provisions as Associated Development within the Project was provided at the Planning TWG in November 2022 justified against the Planning Act 2008 and Government's supporting guidance, and no subsequent queries were raised by the LAs. A response was also provided on this against Item 3.93 in the October 2023 versions of the Issues	n/a	Under discussion

			Trackers.		
2.18.1.9	Planning Statement	How the Flood Resilience Statement will be secured (paragraph 5.5.8 and Table 5.2).  <b>Updated position (Deadline 1):</b> Awaiting response.	GAL will consider how best to secure the Flood Resilience Statement and confirm in due course.	n/a	Under discussion
2.18.1.10	Planning Statement	Whether an updated Mitigation Route Map will be prepared (stating, for example, which parts of the dDCO are relevant).  <b>Updated position (Deadline 1):</b> Awaiting update.	The Mitigation Route Map will be updated during the course of the DCO Examination to reflect any changes / updates made through the process. The next iteration (and any subsequent updates) will specify the relevant schedule/requirement of the draft DCO, as requested by HDC.	<b>ES Appendix 5.2.3 Mitigation Route Map</b> <a href="#">[APP-078]</a>	Under discussion
2.18.1.11	Planning Statement	Why highway improvements will not be in place and open to the public until after the northern runway comes into commercial use (paragraph 7.2.9);	An explanation of the timing of the surface access improvement works is contained further in the Planning Statement, within Section 8.4. Further detail is also contained in ES Chapter 12: Traffic and Transport and the Transport Assessment, underpinned by the traffic modelling.	<b>Planning Statement</b> <a href="#">[APP-245]</a>  <b>ES Chapter 12: Traffic and Transport</b> <a href="#">[APP-037]</a>  <b>Transport Assessment</b> <a href="#">[APP-258]</a> .	Under discussion
2.18.1.12	Planning Statement	Why the Planning Policy Compliance Tables appear to make no reference at all to local plan policies (contrasting with the Manston DCO where, in the decision letter, the Secretary of State listed the Thanet Local Plan as an important and relevant matter in the context of policy compliance).  Why there is no reference to local plan policies in the following sections: Air Quality (8.5); Noise and Vibration (8.6); Greenhouse Gas Emissions (8.7); Biodiversity and Ecological Conservation (8.9); Agricultural Land Use and Recreation (8.10); Resource and Waste Management (8.11); Flood Risk (8.12); Water Environment (Water Quality and Resources) (8.13); Historic Environment (8.14); Landscape, Townscape and Visual Resources (Visual Impacts) (8.15); Geology and Ground Conditions (8.16); Artificial Light, Smoke and Steam (8.17); Major Accidents and Disasters (8.18); Health and Wellbeing (8.19); Sustainability (8.20); Community Compensation (8.21); Community Engagement (8.22).	Relevant local policies are set out within the DCO Application, namely within the legislation and policy sections of the topic-specific ES Chapters (namely ES Chapter 7 to 20) and Gatwick Airport-specific local plan policies in Section 6.6 of the Planning Statement. The purpose of the Planning Policy Compliance Table is to set out and consider relevant national policies against the Project proposals, in recognition that the Government's National Policy Statements provide the primary planning policy framework for NSIPs under the Planning Act 2008.	<b>Planning Statement</b> <a href="#">[APP-245]</a> .	Under discussion
2.18.1.13	Planning Statement	The adequacy of Employment, Skills and Business Strategy (ESBS) (paragraph 8.3).  <b>Updated position (Deadline 1):</b> While the overarching objectives of the ESBS are welcomed, further detail is required on how this will benefit Horsham District. Further detail around engagement with providers is	Please may HDC provide further detail on this concern or confirm if its concerns on the ESBS are covered elsewhere in its RRs and PADSS (and therefore responded to elsewhere in these Issues Tables).	n/a	Under discussion

		required.			
2.18.1.14	Planning Statement	Whether the replacement open space land secured by article 40 of the dDCO is suitable in terms of location, size and amenity (paragraph 7.2.9);	ES Chapter 19: Agricultural Land Use and Recreation provides an assessment of the potential effects of the Project on areas of open space and the provision of replacement open space. The Statement of Reasons (Section 10) also explains the approach to the acquisition of open space land/rights over open space land.	<b>ES Chapter 19 Agricultural Land Use and Recreation</b> <a href="#">[APP-044]</a>  <b>Statement of Reasons</b> <a href="#">[AS-008]</a>	Under discussion
2.18.1.15	Planning Statement	Why the dDCO does not make any provision about securing that Site Waste Management Plans follow the template in the Construction Resources and Waste Management Plan.	The Construction Resources and Waste Management Plan (CRWMP) is an Annex to the Code of Construction Practice to be secured as a certified document and under Requirement 7 of the draft DCO. Paragraph 1.4.1 explains that the CRWMP will be implemented through the preparation of site waste management plans and which is also referenced under the Code of Construction Practice, to be secured as a certified document and under Requirement 7 of the draft DCO.	<b>ES Appendix 5.3.2 Code of Construction Plan</b> (Doc Ref. 5.3)  <b>ES Appendix 5.3.2 Code of Construction Practice Annex 5 Construction Resources and Waste Management Plan</b> <a href="#">[APP-087]</a>  <b>Draft DCO</b> (Doc Ref. 2.1).	Under discussion
2.18.1.16	Planning Statement	Regarding the proposed flood risk mitigation, it is not clear how the timing of the River Mole works (Work No.39) and Car Park Y attenuation tank (Work No. 30(a)) will be secured; similarly, it is not clear where the culverts and syphons are secured.  <b>Updated position (Deadline 1):</b> Awaiting legal advice.	The cited works are anticipated to take place early in the construction timetable – see Section 5.3 of ES Chapter 5: Project Description and ES Appendix 5.3.3: Indicative Construction Sequencing. GAL will consider further whether it is appropriate to secure the timing of their delivery.  Culverts and syphons are included in the design principles in Appendix A1 of the Design and Access Statement (Volume 5) and their delivery is therefore secured in the draft DCO by Requirements 4 and 5, which require detailed designs to be approved by the relevant planning or highway authority prior to commencement. The detailed designs must be in accordance with the design principles.	<b>ES Chapter 5: Project Description</b> (Doc Ref. 5.1)  <b>ES Appendix 5.3.3: Indicative Construction Sequencing</b> <a href="#">[APP-088]</a>  <b>Appendix A1 of the Design and Access Statement: Volume 5</b> <a href="#">[APP-257]</a>  <b>Draft DCO</b> (Doc Ref. 2.1).	Under discussion
2.18.1.17	Planning Statement	Section 8.16 (Geology and Ground Conditions) refers to “existing legislative regimes” for spillages and storage facilities. Aside from the Control of Pollution (Oil Storage) (England) Regulations, are any other	Legislation in place to protect existing geology and ground conditions is set out in Section 10.2 of ES Chapter 10: Geology and Ground Conditions.	<b>ES Chapter 10: Geology and Ground Conditions</b> <a href="#">[APP-035]</a>	Under discussion



		regimes relevant?			
2.18.1.18	Planning Statement	It is not clear how the mitigation referred to in paragraph 8.17.11 (Artificial Light, Smoke and Steam) will be secured;	Mitigation measures for lighting are contained within the design principles, in Appendix A1 of the Design and Access Statement (Volume 5) and secured under the draft DCO (i.e. Requirements 4, 5 and 10).	<b>Design and Access Statement Volume 5</b> <a href="#">[APP-257]</a>  <b>Draft DCO (Doc Ref. 2.1).</b>	Under discussion
2.18.1.19	Land West of Ifield	The Council is currently conducting a Local Plan Review and it is expected that Regulation 19 will be published in January 2024. Homes England is promoting the site Land West of Ifield as a strategic allocation in the emerging Horsham District Local Plan (HDLP). At the time of writing, no formal decisions have been taken by the Council regarding the emerging HDLP as to whether this site will be allocated or not.  <b>Updated position (Deadline 1):</b> Response noted.	Noted. No response required.	n/a	Under discussion
2.18.1.20	Safeguarded Land	The Applicant should commit to limiting the Airport to a two-runway operation, thereby releasing the land safeguarded for an additional runway, and agree to a voluntary cap on passenger throughput, should the DCO be consented.  <b>Updated position (Deadline 1):</b> The comment relates to the need for future safeguarding should the NRP be approved (i.e. in the next Local Plan) given the significant constraint it imposes on housing and employment development in Crawley borough. This prevents economic development in the borough which could be a positive benefit from the NRP, hence it is considered relevant.	As set out in GAL's representations to the CBC Local Plan, GAL consider that the safeguarded land is required and justified as set out in the Gatwick Airport 2019 Masterplan. We are therefore not seeking to remove, review or amend the boundary or extent of the safeguarded land.  Appendix 2 of GAL's representations dated 3rd November 2023 to the Planning Inspectors' Matter Issues and Questions on the Crawley Borough Council Local Plan Examination sets out an overview of relevant national and local policy, guidance and documents relating to the need to continue to safeguard land at Gatwick Airport for a new runway. There is a clear longstanding policy commitment which is supported by Government to safeguard land at airports to maintain a supply of land for future national requirements and to ensure that inappropriate developments do not hinder sustainable aviation growth. Indeed, it is a policy that CBC have themselves adopted and recognised in full within the current and previous versions of their Local Plan, and which were found to be sound.	n/a	Under discussion
2.18.1.21	Airport Operator Permitted Development Rights:	The Applicant benefits from significant Permitted Development rights as an airport operator, some of which the Council considers are incompatible with the proposals presented as part of the Project and we therefore consider that a number of these should be removed as part of the DCO to ensure that the commitments to be secured by the Order are achieved, should be application be consented.  <b>Updated position (Deadline 1):</b> The Council does not propose removal	It is necessary that Gatwick Airport Limited, as the airport operator, can continue to rely on its extant permitted development rights to facilitate the ongoing operation of the airport and to allow for minor works to be separately consented without needing to rely on an amendment to a DCO (should the application be approved) which would be disproportionate and impractical in the circumstances. This is set out in Article 9(5) of the draft DCO.	<b>Draft DCO (Doc Ref. 2.1)</b>	Not Agreed

		of all PD rights but suggests the compatibility of existing PD rights with the DCO should be explored further as part of the examination process.			
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2.18. Project Elements and Approach to Mitigation

2.18.1 Table 2.18 sets out the position of both parties in relation to project elements and approach to mitigation matters.

**Table 2.18 Statement of Common Ground – Project Elements and Approach to Mitigation Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
2.19.1.1	Lack of effective controls and enforceable measures to sustainably manage the growth of the Airport	<p>The growth of the Airport should be contained within agreed environmental parameters and managed through control mechanisms, which will ensure mitigation is sufficient and effective.</p> <p>The Applicant has not presented proposals that will ensure effective control mechanisms necessary to ensure the Airport’s growth is managed within expected and agreed environmental parameters in the short and long terms. This will unfairly impact the environment and communities affected by airport operations and should be addressed.</p> <p><b>Updated position (Deadline 1):</b> Notwithstanding concerns with some of the environmental controls proposed, HDC welcomes ongoing engagement on appropriate controls. Further information is required. Proposed that the Green Controlled Growth approach taken at Luton Airport should be followed</p>	<p>The Applicant has included as part of the Application the mitigation identified as being necessary under the Environmental Statement to address the potential adverse impacts of the Project. Specific to those environmental topics and impacts which are considered most sensitive to airport growth (noise, carbon, surface access and air quality), the relevant mitigation is primarily contained within the Noise Envelope, Surface Access Commitments and Carbon Action Plan documents, each secured as requirements to, and to be certified as part of, the draft DCO (with additional air quality mitigation proposed to be included within the s106 Agreement). Each of those ‘control’ documents sets out bespoke independent governance, monitoring and mitigation arrangements to ensure the proper functioning and delivery of the underlying mitigation/commitments.</p> <p>The extents and parameters of the Project would be secured through the draft DCO, namely Schedule 1 in defined the authorised development and Schedule 12 setting out the certified documents, including the series of application drawings submitted for approval.</p> <p>The Mitigation Route Map sets out how the Project’s mitigation measures would be legally secured.</p>	<p><b>Draft DCO</b> (Doc Ref. 2.1)</p> <p><b>ES Appendix 14.9.7 The Noise Envelope</b> <a href="#">[APP-177]</a></p> <p><b>ES Appendix 5.4.2 Carbon Action Plan</b> <a href="#">[APP-091]</a></p> <p><b>ES Appendix 5.4.1 Surface Access Commitments</b> <a href="#">[APP-090]</a>.</p>	Under discussion
2.19.1.2	Limited engagement on the proposed Section 106 and an overall lack of acknowledgement of the Airport’s expansion on Horsham District’s infrastructure, facilities and services and the quality of life of the District’s communities	<p>To date, there has been very limited engagement on the draft Heads of Terms and any potential Section 106 contributions. It is expected that there will be a significant discrepancy between the Applicant and Horsham District Council (along with the other affected local authorities) on the scope and scale of funding required to mitigate the impacts of the Project.</p> <p><b>Updated position (Deadline 1):</b> Awaiting draft S106.</p>	<p>GAL will issue a draft of the Section 106 Agreement in connection with the NRP to the local authorities. GAL looks forward to receiving initial feedback on the first draft and continuing engagement with the parties to ensure a final, signed version has been submitted by the close of the examination.</p>	n/a	Under discussion
2.19.1.3	Section 106 agreement	<p>The Council is very concerned about the expansion of the Airport presented by the Applicant as the “future baseline”. The scale of growth is significant and has the potential for numerous impacts on Horsham District that are outside of the Northern Runway Project. We understand</p>	<p>GAL will issue a draft of the Section 106 Agreement in connection with the NRP to the local authorities. GAL looks forward to receiving initial feedback on the first draft and continuing engagement with the parties to ensure a final, signed version has</p>	n/a	Under discussion

		<p>that the Applicant has publicly indicated that the existing Section 106 will be updated and rolled forward until such time as the new Section 106 is in place and will capture this additional future baseline growth. The Council asks that the Applicant makes every effort to protect communities affected by airport operations, both as part of this Project and from the growth coming forward outside of the DCO.</p> <p><b>Updated position (Deadline 1):</b> Awaiting draft S106.</p>	<p>been submitted by the close of the examination.</p>		
2.19.1.4	Mitigation and compensation	<p>The Council is very concerned about the limited proposals for mitigation and community compensation which, as currently presented, will be unlikely to mitigate the likely adverse impacts arising from the Project in accordance with the expectations set out in national aviation policy. The Council has had regard to, and would like to highlight to the Examining Authority, the significant package of mitigation and community compensation, contained within a series of 11 pledges for the local community, that the Applicant put forward in its bid to the Airports Commission in 2015 in relation to the short-listed options for expanding London airport capacity.</p> <p><b>Updated position (Deadline 1):</b> There is a gap in the measures put forward in the Applicant's 2015 bid to the Airports Commission in relation to, and in order to address requirements of, national aviation policy, and the current proposal. The concerns the Council has with the current proposal are covered in more detail elsewhere in this document, however this point stands as an overarching issue which has been consistently raised by the Council in its responses to the 2018 Draft Masterplan consultation and the Gatwick NRP Statutory Consultation (2021).</p>	<p>Please may HDC provide further detail on this concern or confirm if its concerns on mitigation are covered elsewhere in its RRs and PADSS (and therefore responded to elsewhere in these Issues Tables).</p>	n/a	Not Agreed

2.19. Socio-Economics and Economics

2.19.1 Table 2.20 sets out the position of both parties in relation to socio-economics and economics matters.

Table 2.19 Statement of Common Ground – Socio-Economics and Economics Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.20.1.1	Use of out-of-date data sources	<p>Census 2011 data being relied upon for a number of different assessments, for example, data on dwelling vacancy and economic activity, amongst other data, which is significantly out of date. Several Baseline Data Tables are out of date and do not use the most recent data sources available at the time. This includes education data on shortfall/surplus which needs to be tested with relevant local education authorities.</p> <p><b>Updated position (Deadline 1):</b> The Applicant should source up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p>	<p>The analysis presented in the PEIR was primarily based on 2019 data (i.e. pre-Covid) given that the economy and wider socio-economic conditions are expected to rebound to pre-pandemic levels before the Project's commencement. For the same reasons, the same approach is carried over in the ES, however, where appropriate, relevant data sources such as labour market and employment indicators have been updated to reflect the latest available position based on data availability.</p> <p>There is no effect on demand for school places so updating the baseline will make no difference to the assessment of effects.</p>	n/a	Not Agreed
2.20.1.2	Use of out-of-date data sources	<p>The assessment of housing and population relies on out-of-date data and should be using up-to-date information given it will impact on labour supply/housing conclusions. The assessment also makes optimistic projections on housing and does not appear to fully consider existing constraints.</p> <p><b>Updated position (Deadline 1):</b> The Applicant should source up-to-date for all data sources used in the chapter to avoid adopting an inconsistent approach to the assessment.</p>	<p>The analysis presented in the PEIR was primarily based on 2019 data (i.e. pre-Covid) given that the economy and wider socio-economic conditions are expected to rebound to pre-pandemic levels before the Project's commencement. For the same reasons, the same approach is carried over in the ES, however, where appropriate, relevant data sources such as labour market and employment indicators have been updated to reflect the latest available position based on data availability.</p>	n/a	Not Agreed
2.20.1.3	Certainty of development	<p>The Applicant appears to rely on the certainty of development being delivered to support growth at the Airport, whilst also assessing the same development as being too uncertain to include in other elements of the Cumulative Effects Assessment (CEA).</p> <p><b>Updated position (Deadline 1):</b> The Applicant hasn't provided a reasonable explanation for not undertaking a cumulative assessment of construction socio-economic effects. This assessment should be undertaken.</p> <p>In terms of operation, the Applicant is not identifying local issues because they haven't undertaken an assessment of impacts at a local authority level.</p>	<p>The cumulative effects assessment has been undertaken in accordance with the approach set out in PINS Advice Note 17 and the approach is described in ES Chapter 20 Cumulative Effects and Inter-relationships of the ES. This includes the development of a long list and short list of other developments that have been used for the cumulative effects assessment provided in the ES. Whilst this chapter also provides a summary of the cumulative effects per topic, the detailed cumulative effects assessments are within the topic chapters of the ES.</p> <p>In terms of traffic modelling, as set out in Section 12.11 of ES Chapter 12, cumulative developments have been considered in accordance with Department for Transport (DfT) Transport Analysis Guidance (TAG) and developments with uncertainty levels of 'near certain' or 'more than likely' are included in the future baseline. West of Ifield was identified with an uncertainty level of 'reasonably</p>	<b>ES Chapter 20: Cumulative Effects and Inter-Relationships [APP-045].</b>	Not Agreed



			foreseeable' and therefore not included in the future baseline but in a separate scenario together with Horley Employment Park and Gatwick Green following comments from local stakeholders. This assessment scenario is based on the best available information about the uses and floorspace proposed for the three sites. Given the level of uncertainty, the assessment is undertaken for the core scenarios of 2029, 2032 and 2047.		
<b>Assessment Methodology</b>					
<b>2.20.2.1</b>	No consideration of effects at a local authority level and concerns with the approach to the assessment of effects	<p>Despite being raised as a gap in the assessment at several Socioeconomic Topic Working Group meetings between the Applicant and the Authorities and the Council's formal response to the Applicant's section 42 consultation, there is still no assessment of effects undertaken at a local authority level. The impacts of the Project on key variables such as employment, labour market, housing (including affordable), social infrastructure and temporary accommodation need to be assessed given they affect both functioning and decision making at the local level. Assessment of effects on the labour market, population, temporary accommodation, construction noise impacts on residents, community facilities, and construction employment need to be revisited. The Council holds concerns in relation to the magnitude criteria used and sensitivity grading for identified receptors. Assessment based on the different study areas are unlikely to fully capture the impacts on Horsham District. There are also concerns with the Cumulative Effects Assessment for the local authority areas in the FEMA, including Horsham District.</p> <p><b>Updated position (Deadline 1):</b> An assessment of impacts is required at the local authority level.</p> <p>Concerns related to sensitivity and magnitude criteria for several socio-economic receptors.</p>	<p>Detailed analysis of the construction employment expected to be generated by the Project is provided in ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note, including an assessment of the potential construction labour supply and their spatial distribution. This data has informed the assessment of the labour market within Section 17.9 of ES Chapter 17: Socio-Economic.</p> <p>Wider effects of the construction phase have been assessed in terms of potential impacts on the construction supply chain measured relative to the scale of construction sector enterprises (as opposed to employment which is used for direct effects only) in each of the assessment areas.</p> <p>GAL's response reiterated that an assessment of the potential demand for housing during the construction phase has been added to the Assessment of Population and Housing Effects.</p> <p>As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.</p> <p>As shown in ES Chapter 17 Socio-Economics, the thresholds applied vary across receptors and geographies. These are ultimately based on a professional judgment, however proposed thresholds were presented during Topic Working Groups for comment.</p> <p>Section 17.4 of ES Chapter 17 Socio-Economic sets out in detail the updated approach adopted in the ES in relation to defining magnitude and sensitivity.</p>	<p><b>ES Chapter 17 Socio-Economics</b> <a href="#">[APP-042]</a></p> <p><b>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note</b> <a href="#">[APP-199]</a></p> <p>Section 17.9 of <b>ES Chapter 17: Socio-Economic</b> <a href="#">[APP-042]</a></p> <p><b>Appendix 17.9.3 Assessment of Population and Housing Effects</b> <a href="#">[APP-201]</a>.</p>	Not Agreed
<b>2.20.2.2</b>	The approach to analysis of housing delivery does not analyse the full range of inputs required when	There needs to be a more granular assessment of housing delivery in the area in particular of future supply, as well as the unmet affordable housing need to inform the assessment. The Applicant fails to consider the complex reasons why Plans have not been delivered in line with national	In response to the Autumn 2021 consultation greater clarity was sought on the number, type, quality, and location of jobs created by the Project; GAL's response set out the further work that would be undertaken in this regard, including assessing the impact on	<b>Consultation Report Annex A Consultation Issues Tables Autumn</b>	Not Agreed

	<p>determining local housing needs or requirements at a housing market area or local level (such as market signals, affordable housing or constraints on housing supply).</p>	<p>policy, and the local and national issues in planning that have prevented this.</p> <p><b>Updated position (Deadline 1):</b> The Applicant needs to undertake a more granular assessment of housing delivery in the local area particularly recognising the unmet affordable housing need.</p>	<p>temporary housing need during construction and housing need across different tenures during operation. In the Summer 2022 response a similar comment was made, that housing affordability should be considered and include types and tenures for new workers and concerns that the assessment did not take account of the type and quality of employment being generated and how this translates into the need for different types of housing. GAL's response reiterated that the potential need for affordable housing in the operational phase was included in the analysis.</p> <p>The Assessment of Population and Housing Effects contains specific analysis of housing need during the construction phase, including the scope within the private rented sector and another housing types/tenures to accommodate potential demand (based on peak employment). It also analysed, based on a breakdown of Project jobs by National Socio-Economic Classification, the potential need for affordable housing and compared this with existing assessments of affordable housing needs undertaken by local authorities, recent delivery affordable housing delivery rates, local plan policies for affordable housing and pipeline supply (based on large-scale strategic schemes and the proportion of affordable housing they expect to deliver). The analysis concludes that the potential tenure demands associated with the Project are unlikely to have any impact on affordable housing demands beyond what is already emerging or being planned for.</p> <p>A similar comment was made in response to the Autumn 2021 consultation; GAL's response stated that the Assessment of Population and Housing Effects adopts the same approach as applied in Strategic Housing Market Assessments which are typically prepared for the purposes of plan-making.</p> <p>Following other comments raised on the approach taken to assessing housing effects which were received in the Autumn 2021 and Summer 2022 consultations (and as outlined in GAL's responses), a range of analysis has been added to the Assessment of Population and Housing Effects throughout the process, including analysis of potential affordable housing demand (based on a breakdown of jobs by classification), temporary housing demand during construction, additional commentary on housing trajectory points raised (including past delivery trends and potential impacts of water/nutrient neutrality) and additional detailed outputs at a local authority level.</p>	<p>2021 <a href="#">[APP-219]</a></p> <p><b>Consultation Report Annex C Consultation Issues Tables Summer 2022</b> <a href="#">[APP-221]</a></p> <p><b>Appendix 17.9.3 Assessment of Population and Housing Effects</b> <a href="#">[APP-201]</a> Section 6 and 7.</p>	
2.20.2.3	Comments raised by local	Paragraph 17.3.6 provides a table that summarises consultation and	Issues trackers have been updated and shared with the local	n/a	Not Agreed

	authorities not sufficiently captured	engagement through the Socio-economic Topic Working Group. The chapter does not capture the significant extent or detail of comments raised by the local authorities particularly on the scope of the assessment, assessment approach and study area.  <b>Updated position (Deadline 1):</b> Issues in the tracker have not been addressed. Local authorities have also raised a significant number of comments during TWG meetings which have not been referenced in the socio-economic chapter.	authorities.		
2.20.2.4	Age of data for estimating construction employment and forecasting availability of temporary accommodation	There is a need to revisit the approach to estimating construction employment and forecasting availability of temporary accommodation given reliance on old data and not accounting for local variations.  <b>Updated position (Deadline 1):</b> Up-to-date data should be used to inform the assessment of impacts related to construction employment and temporary accommodation.	The estimate of construction employment is provided by GAL's construction team. The estimate is sound.  See 3.28 for a response on the availability of accommodation.	<b>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note</b> <a href="#">[APP-199]</a> .	Not Agreed
2.20.2.5	Approach and calculations in relation to operational employment	Clarification is required from the Applicant with regards to its approach and calculations in relation to operational employment.  <b>Updated position (Deadline 1):</b> The Applicant needs to explain their assumptions in relation to additionality, catalytic effects have been overestimated.	The approach to calculating operational employment is fully explained in the ES chapter and appendices.	<b>ES Appendix 17.9.2 Local Economic Impact Assessment</b> <a href="#">[APP-200]</a> .	Not Agreed
2.20.2.6	Sensitivity and magnitude gradings	The Applicant should revisit sensitivity and magnitude gradings for several assessments in the socio-economic chapter.  <b>Updated position (Deadline 1):</b> Council has concerns related to sensitivity and magnitude criteria for several socio-economic receptors.	As shown in ES Chapter 17 Socio-Economics, the thresholds applied vary across receptors and geographies. These are ultimately based on a professional judgment, however proposed thresholds were presented during Topic Working Groups for comment.	<b>ES Chapter 17 Socio-Economics</b> <a href="#">[APP-042]</a> Table 17.4.5-6.	Not Agreed
2.20.2.7	Assessment of impacts at a local authority level	The assessment of socio-economic effects has been undertaken at different geographical levels but has not assessed impacts at a local authority level. This is despite ongoing issues concerning labour supply, housing (inc. affordable) and temporary accommodation in the local authorities located close to the Project. The Council has particular concerns about how Horsham District is not sufficiently represented within the Local Study Area and that impacts in Horsham District may be diluted in the wider Labour Market Area. As a result of this approach, the assessment does not identify specific impacts on Horsham District which we consider to be inadequate.  <b>Updated position (Deadline 1):</b> Assessment is required at the local authority level to inform potential implications on labour supply, future housing growth and demand for affordable housing, temporary	An overview of the baseline environment is set out in Section 17.6 of ES Chapter 17: Socio-Economic, including the economic and labour market baseline, population and housing baseline, and community facilities baseline. Detailed data is provided in ES Appendix 17.6.1: Socio-Economic Data Tables for all of the socio-economic characteristics profiled across all the study areas, as well as at the individual Local Authority level.  The methodology and presentation of the assessment was discussed and agreed through a series of Socio-Economics TWGs, including sessions on 16th May, 7th July, 28th September, 18th November and 6th December 2022, and 31st July 2023.  A range of geographies are used on the basis that significant	<b>ES Chapter 17: Socio-Economics</b> <a href="#">[APP-042]</a>  <b>ES Appendix 17.6.1: Socio-Economic Data Tables</b> <a href="#">[APP-197]</a> .	Not Agreed

		<p>accommodation.</p> <p>Whilst the Applicant presented their method and assessment at the TWG sessions, these were not agreed with by the local authorities who provided written feedback on their concerns to the Applicant.</p>	<p>effects on socio-economic receptors might differ in geography depending on the receptor. This includes the Project Site Boundary, Local Study Area, North West Sussex Functional Economic Market Area (also the same as the North West Sussex Housing Market Area, 'NWS HMA'), Labour Market Area and Six Authorities Area. Reasoning and justification for these is given within the Socio-Economic Chapter. Local authority level outputs are also provided. A further study area has also been adopted for the purposes of assessing housing effects, as housing effects are felt across housing market areas which are not reflected in any of the other geographies. In response to the Summer 2022 consultation it was commented the analysis did not address previous concerns about most of the demand for housing being concentrated in the NWS HMA. Subsequently, for the assessment of population and housing effects, outputs are given at a local authority level within Annexes including for the key scenarios a total specifically for the NWS HMA.</p>		
2.20.2.8	Zone of Influence	<p>The Zone of Influence should be extended to reflect the likely impacts on conurbations in the north of the District as the current 8km boundary does not take into account the inevitable socio-economic impacts, particularly for housing and affordable housing need.</p> <p><b>Updated position (Deadline 1):</b> Question has not been responded to. Applicant hasn't provided sufficient rationale for why the ZOI shouldn't be extended.</p>	<p>Please refer to the ES assessment for details.</p>	<p>Table 17.11.1 of <b>ES Chapter 17 Socio-Economic</b> [APP-042].</p>	Not Agreed
<b>Assessment</b>					
2.20.3.1	Overstatement of the wider, catalytic, and national level economic benefits of the NRP.	<p>The methodology used to assess the catalytic employment and GVA benefits of the development is not robust, leading to an overstatement of the likely benefits in the local area.</p> <p>The national economic impact assessment is derived from demand forecasts which are considered likely to be optimistic and fails to properly account for potential displacement effects, as well as other methodological concerns.</p> <p><b>Updated position (Deadline 1):</b> Awaiting input from York Aviation.</p>	<p>Catalytic impacts refers to the economic activity of firms that are not in the indirect or induced footprint of the airport choosing to locate near the airport because of the connectivity that it offers. The catalytic effect is derived as a residual from total net impacts and footprint impacts. Total net impacts are estimated on the basis of an elasticity relationship we have derived between air traffic and local employment. This elasticity relationship represents a net relationship as it accounts for the net increase in local employment generated by an increase in air traffic.</p> <p>The assessment of national impacts follows DfT's TAG and assesses costs and benefits from the scheme where possible given the available data and information at the time of submission. While this type of assessment is not required for private-sector schemes, we use TAG welfare analysis as it is considered a useful framework to assess and present the economic impacts (costs and benefits) of the Project that are additional at the national level. Benefits included in the Net Present Value calculations exclude impacts that would</p>	<p><b>ES Appendix 17.9.2 Local Economic Impact Assessment</b> [APP-200]</p> <p><b>Needs Case Appendix 1 - National Economic Impact Assessment</b> [APP-251].</p>	Under discussion



			<p>potentially double-count benefits (e.g. trade benefits are quantified but not included in the NPV).</p> <p>We are arranging a TWG meeting to address these issues in early January 2024.</p>		
<b>2.20.3.2</b>	Impacts on affordable housing	<p>Paragraph 7.5.1 recognises that the Project is likely to generate demand for affordable rented housing which is greater than the number of homes in the existing stock. If this exercise is done at a local authority level, then the figures are very different and the true impacts at local authority level are being hidden. Secondly, assessment goes on to conclude that despite the demand from the Project being skewed towards affordable housing, there are unlikely to be impacts on affordable housing beyond what is emerging or planned for. However, analysis of completions by local authority (Table 7.4.1) has demonstrated that the delivery frequently does not meet the need, and therefore a shortfall is likely. On that basis, the conclusion that the Project is unlikely to have any impact on affordable housing demand beyond what is planned for does not appear well founded.</p> <p><b>Updated position (Deadline 1):</b> Project will increase pressures on supply of affordable housing.</p> <p>Applicant should undertake assessment at local authority level.</p>	<p>Paragraph 7.5.1 talks about proportions not numbers. The absolute level of demand is significantly lower than the supply of stock.</p> <p>The proportions being delivered are higher than the proportion of demand from workers.</p> <p>In addition, many of the workers will already be resident in the area so will not constitute new housing demand.</p> <p>The analysis concludes that the potential tenure demands associated with the Project are unlikely to have any impact on affordable housing demands beyond what is already emerging or being planned for.</p> <p>As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.</p>	<p><b>Consultation Report Annex A, Consultation Issues Tables Autumn 2021</b> <a href="#">[APP-219]</a></p> <p><b>Consultation Report Annex C, Consultation Issues Tables Summer 2022</b> <a href="#">[APP-221]</a></p> <p><b>ES Appendix 17.9.3 Assessment of Population and Housing Effects</b> <a href="#">[APP-201]</a>.</p>	Not Agreed
<b>2.20.3.3</b>	Impact of the Project on residential and commercial property prices	<p>The Council does not agree with the scoping out of the impact on property prices as a result of the Project. The reference to the PPG and the Land Compensation Act 1973 (LCA) have been arbitrarily applied – indeed an assessment of the impact on residential and commercial properties should have been undertaken to determine whether payment is required under the LCA. The references to National Planning Practice Guidance are inconsistent, relying on the PPG on the one hand to discount the scoping in of the effect on property prices and then suggesting in the Planning Statement that the “NPPG does not set policy tests for NSIPs” (para 6.4.5). In the Second Scoping Opinion dated October 2019, PINS stated: “The ES should assess any likely significant effects associated with the Proposed Development in relation to [the Project’s effects on property value]”.</p> <p><b>Updated position (Deadline 1):</b> PINs advised that the applicant should undertake an assessment of impacts on property prices. Applicant advised at a TWG meeting that they would be undertaking this assessment. Applicant has acknowledged in the ES there will be an adverse impact on property prices. The Council considers this should be scoped into the assessment.</p>	<p>GAL has not included a specific assessment of effects on property prices in the ES for the reasons set out in Table 17.4.2 of ES Chapter 17 Socio-Economic.</p> <p>Impacts on residential property values have not been included in scoping for other comparable DCO projects (e.g. Heathrow, Manston, Luton).</p>	<p>Table 17.4.2 of <b>ES Chapter 17 Socio-Economic</b> <a href="#">[APP-042]</a>.</p>	Not Agreed



<p><b>2.20.3.4</b></p>	<p>Assessment of impacts on labour supply and labour supply constraints</p>	<p>Some aspects of the conclusions drawn in relation to the impacts on labour supply do not appear to be robust and should be re-visited to ensure a realistic assessment (including a worst-case scenario for construction workers) and should be undertaken at a local authority level.</p> <p><b>Updated position (Deadline 1):</b> Applicant hasn't taken account of existing labour market constraints and an assessment of impact at local authority level should be undertaken.</p>	<p>As shown in ES Chapter 17 Socio-Economics, the thresholds applied vary across receptors and geographies. These are ultimately based on a professional judgment, however proposed thresholds were presented during Topic Working Groups for comment.</p> <p>Detailed analysis of the construction employment expected to be generated by the Project is provided in ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note, including an assessment of the potential construction labour supply and their spatial distribution. This data has informed the assessment of the labour market within Section 17.9 of ES Chapter 17: Socio-Economic.</p> <p>Wider effects of the construction phase have been assessed in terms of potential impacts on the construction supply chain measured relative to the scale of construction sector enterprises (as opposed to employment which is used for direct effects only) in each of the assessment areas.</p> <p>GAL's response reiterated that an assessment of the potential demand for housing during the construction phase has been added to the Assessment of Population and Housing Effects.</p> <p>As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.</p>	<p><b>ES Chapter 17 Socio-Economics</b> <a href="#">[APP-042]</a></p> <p><b>ES Appendix 17.9.1: Gatwick Construction Workforce Distribution Technical Note</b> <a href="#">[APP-199]</a></p> <p>Section 17.9 of <b>ES Chapter 17: Socio-Economic</b> <a href="#">[APP-042]</a></p> <p><b>Appendix 17.9.3 Assessment of Population and Housing Effects</b> <a href="#">[APP-201]</a>.</p>	<p>Not Agreed</p>
<p><b>2.20.3.5</b></p>	<p>Wider economic benefits</p>	<p>The wider economic benefits of the Project are considered to be substantially overstated and this is material to assessing the balance between such benefits and any environmental impacts.</p> <p>The wider economic benefits of the proposed development have been overstated due to the failure to adequately distinguish the demand that could be met at Gatwick from the demand which could only be met at Heathrow and the economic value that is specific to operations at Heathrow. The methodology by which the wider catalytic impacts in the local area has been assessed is not robust and little reliance can be placed on this assessment.</p> <p><b>Updated position (Deadline 1):</b> Awaiting input from York Aviation.</p>	<p>The assessment of national impacts follows DfT's TAG and assesses costs and benefits from the scheme. While this type of assessment is not required for private-sector schemes, we use TAG welfare analysis as it is considered a useful framework to assess and present the economic impacts (costs and benefits) of the Project that are additional at the national level. Benefits included in the Net Present Value calculations exclude impacts that would potentially double-count benefits (e.g. trade benefits are quantified but not included in the NPV).</p>	<p><b>Needs Case Appendix 1 - National Economic Impact Assessment</b> <a href="#">[APP-251]</a>.</p>	<p></p>
<p><b>2.20.3.6</b></p>	<p>Evidence to support conclusions on labour</p>	<p>There is no evidence for the Applicant's conclusion that there will be no labour supply issues or impacts on housing demand.</p>	<p>As outlined in GAL's response to the Autumn 2021 consultation, the assessment of Population and Housing Effects adopts the same</p>	<p><b>Appendix 17.9.3 Assessment of</b></p>	<p>Not Agreed</p>

	supply and housing demand	<b>Updated position (Deadline 1):</b> Applicant hasn't taken account of existing labour market constraints and an assessment of impact at local authority level should be undertaken.	approach (using PopGroup) as applied in Strategic Housing Market Assessments which are typically prepared for the purposes of plan-making. It adopts demographic-led, housing-led and employment-led scenarios which are appropriate for the purposes of assessing housing and labour market impacts for EIA purposes. Working outputs (in the form of headline figures, charts, graphs and tables) were presented during Topic Working Groups. GAL's response to the Summer 2022 consultation also clarified the approach taken in the Assessment of Population and Housing Effects, namely that housing trajectories give a future baseline (in terms of anticipated levels of housing, population and labour force growth) and that these outcomes are compared with the housing demand which would be generated based on economic forecasts (from Cambridge Econometrics) plus the Project, to identify any potential shortfalls. The Assessment of Population and Housing Effects gives a detailed labour supply analysis for each local authority and housing market area within the study area, plus the study area as a whole. Graphs and headline figures are presented in the main report for ease of reading however full local authority level outputs are provided as Annexes in response to comments made by local authorities requesting this additional detail.	<b>Population and Housing Effects</b> [APP-201] Section 5 Labour Supply Analysis and Annexes 7 and 8  <b>Consultation Report Annex B – Autumn 2021 Consultation Consultee Response Summaries</b> [APP-220]  <b>Consultation Report Annex D Summer 2022 Consultation Consultee Response Summaries</b> [APP-222].	
2.20.3.7	Local impact on labour supply	The Council does not consider that the local impact on labour supply issues resulting from cumulative developments has been sufficiently explored.  <b>Updated position (Deadline 1):</b> The Applicant hasn't provided a reasonable explanation for not undertaking a cumulative assessment of construction socio-economic effects. This assessment should be undertaken.  In terms of operation, the Applicant is not identifying local issues because they haven't undertaken an assessment of impacts at a local authority level.	The assessment shows that across the study area as a whole there is a labour surplus even with the project as well as a surplus in individual housing market areas except Croydon and East Surrey.  The assessment is very conservative in assuming all jobs are net additional above the forecasts and that there is no change in employment or economic activity rates or commuting.  As set out in response to point 3.4, impacts are assessed at the appropriate functional spatial scale and with additional information also provided at local authority level.	<b>ES Appendix 17.9.3: Assessment of Population and Housing Effects</b> [APP-201].	Not Agreed
<b>Mitigation and Compensation</b>					
2.20.4.1	Lack of information on ESBS Implementation Plan, performance, measurable targets, funding and financial management, monitoring and reporting.	Options identified in the ESBS are not necessarily directly aligned with local specific issues and need. The document states that performance, financial management, monitoring and reporting systems will be set out in detail in the Implementation Plan. It is unclear why the Applicant is unable to provide further details on these arrangements within the ESBS in order to provide sufficient reassurance that appropriate systems will be in place.	Please refer to ES Appendix 17.8.1 Employment, Skills and Business Strategy (APP-198) for details.  The plan will include more specific detail on the objectives, initiatives and activities, targets, milestones, implementation processes and partners, including how objectives will be met at the	<b>ES Appendix 17.8.1 Employment, Skills and Business Strategy</b> [APP-198].	Not Agreed

	Route map from ESBS to Implementation Plan is not identified.	<p>The ESBS also provides no explanation on whether it would differentiate between the provision and outputs offered through the DCO vs. provision and outputs offered in a Business as Usual (BAU) scenario. Furthermore, the ESBS does not set out any process for how the Implementation Plan would be developed. Given the Applicant is currently suggesting that the majority of the relevant content for the local authorities will be set out in the Implementation Plan, it is essential that the Applicant provides further details on the process for delivering this.</p> <p><b>Updated position (Deadline 1):</b> More detailed information is required in the ESBS as set out in our response.</p>	<p>local level. The approach to monitoring and evaluation of actions and impacts will be included. GAL recognises that the skills, employment and business growth and productivity fields are dynamic and fast-moving in terms of national and local policy responses, skill needs and demands and technological changes. The project will be delivered over a period of 15+ years. Thus, the strategy and implementation plan will need to incorporate capacity for the projects and associated targets and outcomes to flex and change in response effectively to changing circumstances as required.</p> <p>The ESBS Implementation Plan will describe how GAL will collaborate with partners to define and implement a clear regional 'identity' and promotion strategy. Initial scoping research, informed by a partner workshop, has just completed and the recommendations will inform the Implementation Plan.</p>		
2.20.4.2	Alignment with local needs - Lack of clarity around how the ESBS will deliver benefits to Horsham District residents and businesses	<p>It is noted that the focus for ESBS investment and actions will be directed towards the areas most likely to be affected by the construction and operational phases of the development. The Applicant is asked to clarify which "parts of Horsham" (para 1.1.9, ES Appendix 17.8.1) would see the delivery of these activities. The Council would expect that the ESBS would seek to deliver activities across the entire District – there is concern that the spatial context described in this paragraph relates to the Local Study Area which is not sufficient in reflecting Horsham District as it contains only a small rural part of the District. The strategy should ensure that the Project delivers economic benefits to Horsham District.</p> <p><b>Updated position (Deadline 1):</b> More detailed information is required in the ESBS as set out in our response.</p>	<p>Please refer to ES Appendix 17.8.1 Employment, Skills and Business Strategy (APP-198) for details.</p> <p>The plan will include more specific detail on the objectives, initiatives and activities, targets, milestones, implementation processes and partners, including how objectives will be met at the local level. The approach to monitoring and evaluation of actions and impacts will be included. GAL recognises that the skills, employment and business growth and productivity fields are dynamic and fast-moving in terms of national and local policy responses, skill needs and demands and technological changes. The project will be delivered over a period of 15+ years. Thus, the strategy and implementation plan will need to incorporate capacity for the projects and associated targets and outcomes to flex and change in response effectively to changing circumstances as required.</p> <p>The ESBS Implementation Plan will describe how GAL will collaborate with partners to define and implement a clear regional 'identity' and promotion strategy. Initial scoping research, informed by a partner workshop, has just completed and the recommendations will inform the Implementation Plan.</p>	<b>ES Appendix 17.8.1 Employment, Skills and Business Strategy [APP-198].</b>	Not Agreed
2.20.4.3	ESBS	<p>The objectives of the ESBS are supported but without more specific details and commitment, it is difficult to see how the overall benefits will be delivered. The delivery of an on-site STEM centre could be a significant benefit but there is no real commitment (or costs). There does not appear to have been any engagement with education, training and employment</p>	<p>The ESBS includes specific engagement with schools and Careers Hubs.</p> <p>Through the ESBS and its Implementation Plans, GAL will ensure that its contractors and sub-contractors contribute to the delivery of</p>	<b>ES Appendix 17.8.1 Employment, Skills and Business Strategy [APP-198].</b>	Not Agreed

		<p>support providers. This will be critical in the delivery of the wider benefits.</p> <p><b>Updated position (Deadline 1):</b> More detailed information is required in the ESBS as set out in our response.</p>	<p>the agreed ESBS objectives (including Social Value). The ESBS also proposes engagement with schools and Careers Hubs.</p> <p>The ESBS sets out the overarching strategy for how GAL will engage with stakeholders including FE/HE (Further Education/Higher Education). This will be supported by an Implementation Plan that will provide more detail on that engagement. As it draws up the Implementation Plan, GAL will consult with local authorities on which partners need to be involved.</p>		
<b>Other</b>					
<b>2.20.5.1</b>	Water neutrality implications for housing delivery and incorrect AMR details used for Horsham District	<p>It is not correct for the Applicant to surmise at 4.3.11 that the Local Authorities (as of August 2021) would have been able to take account of water neutrality implications on housing delivery through their trajectories. Whilst there was at the time an awareness and emerging understanding of water neutrality, work was being undertaken to address these issues through the Local Plan process. Issue of the Natural England Position Statement in September 2021 instantly applied water neutrality requirements to planning applications, effectively stopping development as planning applications could not be consented without having demonstrated water neutrality. As such, the housing delivery implications of water neutrality were not fully understood as of August 2021. Furthermore, the Applicant has not used the latest housing delivery reports which would take account of these issues (the 2020/21 Authority Monitoring Report for Horsham District Council has been used despite the more recent 2021/22 report being publicly available from December 2022). The implications of the recent CG Fry v SoS and Somerset Council High Court judgment (June 2023) will also need to be taken into consideration.</p> <p><b>Updated position (Deadline 1):</b> Applicant has not directly answered the question.</p>	<p>Analysis of the potential impact of water neutrality on housing trajectories is included in the Assessment of Population and Housing Effects, including justification for why – on the basis of this analysis - this was not taken forward within the scenario modelling.</p>	<p>Para 4.3.8 onwards of <b>ES Appendix 17.9.3 Assessment of Population and Housing Effects</b> <a href="#">[APP-201]</a>.</p>	Not Agreed
<b>2.20.5.2</b>	Water neutrality	<p>There is no acknowledgement of the impact the requirement for development to be water neutral will have on the housing being delivered during the Project's construction and operation.</p> <p><b>Updated position (Deadline 1):</b> Applicant should undertake an assessment of impacts at the local authority to robustly determine implications of the Scheme.</p>	<p>Analysis of the potential impact of water neutrality on housing trajectories is included in the Assessment of Population and Housing Effects, including justification for why – on the basis of this analysis - this was not taken forward within the scenario modelling.</p>	<p>Para 4.3.8 onwards of <b>ES Appendix 17.9.3 Assessment of Population and Housing Effects</b> <a href="#">[APP-201]</a>.</p>	Not Agreed



2.20. Traffic and Transport

2.20.1 Table 2.1 sets out the position of both parties in relation to traffic and transport matters.

Table 2.20 Statement of Common Ground – Traffic and Transport Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
2.21.1.1	Transport modelling data	<p>The Council is concerned about the historic nature of the data used to inform the baseline conditions across a number of different modes and what implications this has for testing the likely effects of the Project. For example, the differences between the rail and bus frequencies from 2016 being modelled compared with the current 2022 baseline for services via Horsham District (7.4 Transport Assessment, Tables 6.3.1 and 6.4.2) are very different and our concern is that the frequencies being modelled will suggest there is greater public transport capacity available than there actually will be in reality. Staff travel data based on 2016 and 2019 information needs to be updated to reflect 2023 staff travel survey. There are also concerns with the assessment of cumulative impacts on rail capacity.</p> <p><b>Updated position (Deadline 1):</b> Further information is awaited.</p>	<p>The Examining Authority has made a Procedural Decision dated 24 October 2023 to request the Applicant to provide a detailed response to look at accounting for COVID-19 in the transport modelling. This work is being undertaken for submission to the ExA in due course and will include analysis regarding the changes in public transport frequencies since the COVID-19 pandemic.</p> <p>The 2023 staff travel survey is currently being analysed and will be shared with HDC in due course.</p> <p><b>Updated response (Deadline 1):</b> The response to the ExA's Procedural Decision on accounting for Covid-19 in the transport modelling has been submitted and is available on the Project Webpage.</p>	<p><b>Accounting for Covid-19 in Transport Modelling [AS-121] and its Appendices [AS-122]</b></p>	Not Agreed
2.21.1.2	Modelling inputs	<p>The Council has a number of concerns with regard to the core modelling scenario. There is concern that the exclusion of certain developments, such as Land West of Ifield and Heathrow R3, but the inclusion of transport improvements such as the SMART motorway improvements on the M25 (J10-16) (which has now been cancelled), may skew the results of the transport assessment. The concern is that the scenario assessed may not provide a realistic worst-case assessment.</p> <p>The Council does not agree that sites, such as Land West of Ifield, should be excluded from the core modelling scenario while growth from future housing trajectory is being relied upon in the socio-economic assessment.</p> <p><b>Updated position (Deadline 1):</b> The development is included in the Regulation 19 Local Plan as a site allocation. Suggest given the scale and proximity that the status of this development in relation to the core scenario is kept under review.</p> <p>Suggest that Heathrow R3 should be assessed as part of the main CEA. Applicant has not sufficiently justified its approach to considering Heathrow R3.</p> <p>Await further transport modelling.</p>	<p>This issue has been responded to previously at Rows 5.23 (Land West of Ifield) and 5.122 (Heathrow) of Table 5 in Appendix 1.</p> <p>The approach taken to considering future development West of Ifield is described in Annex B (Strategic Transport Modelling Report) of the Transport Assessment. This development is not sufficiently certain to be included in the core scenarios for the assessment of the Project, but has been included in a separate cumulative scenario which is described in Chapter 14 of Annex B of the Transport Assessment and in Section 12.11 of ES Chapter 12: Traffic and Transport</p> <p>Paragraphs 8.1.4 to 8.1.6 of the Transport Assessment describe the approach taken to the third runway at Heathrow, which is not included in the assessment of the Project. This approach provides a conservative assessment from a traffic and transport perspective. If Heathrow's third runway was to come forward, traffic levels at Gatwick would be likely to decline in the period immediately following the opening of the third runway, meaning that the impacts of the Project, such as traffic and therefore associated noise and emissions would be lower than are reported in the DCO Application. By not including the Heathrow third runway, the assessment is therefore conservative. However, by 2047, there would be little</p>	<p>Annex B of the <b>Transport Assessment [APP-260]</b></p> <p>Section 12.11 of <b>ES Chapter 12: Traffic and Transport [AS-076]</b></p> <p>Paragraphs 8.1.4 to 8.1.6 of the <b>Transport Assessment [AS-079]</b></p>	Not Agreed



			<p>difference between demand at Gatwick Airport with or without the Heathrow third runway and accordingly the outcomes reported in the DCO Application for this scenario would be unchanged irrespective of developments at Heathrow.</p> <p>The transport modelling follows DfT's Transport Appraisal Guidance advice relating to the treatment of growth, including specific developments that are "near certain" or "more than likely" in core scenarios. At the time the transport modelling was undertaken the assumptions regarding smart motorways between J10-16 were classified as "more than likely". Given that the Examining Authority has made a Procedural Decision dated 24 October 2023 to request the Applicant to look at accounting for COVID-19 in the transport modelling, sensitivity tests are being undertaken which will also look at changes in infrastructure assumptions. This work is being undertaken for submission to the ExA in due course.</p>		
2.21.1.3	2,500 robotic parking spaces should not be included in the future baseline	<p>The Council endorses the view of Crawley Borough Council that the proposed 2,500 robotic parking should not be included as permitted development and therefore part of the baseline. The current temporary trial for 100 robotic spaces is not comparable. It would significantly increase parking capacity and the highways impact will need to be considered in full.</p> <p><b>Updated position (Deadline 1):</b> GAL advise that the proposed increase in spaces via robotic parking would come forward as Permitted Development through a phased approach, with Crawley Borough Council to be consulted at the appropriate times. As part of PDR consultation, Crawley Borough Council would ask GAL to demonstrate that a proposed increase in parking is justified by evidence of demonstrable need and having regard to GAL's surface access commitments.</p> <p>At the present time, the proposed 2,500 space increase has not been justified by evidence, which GAL would presumably provide at the time of each PDR consultation. If that is the case, it is unclear what (if any) evidence is presently in place to demonstrate that a substantial 2,500 space increase through PDR would be consistent with the 'demonstrable need' approach and the meeting of surface access commitments placed on GAL through the S106 legal agreement.</p> <p>GAL appears to be assuming that all 2,500 PDR parking spaces can be taken as a given at this stage. However, this is some way in advance of the individual PDR consultations that GAL advise would be submitted in 2024/25/26. Given that each of those PDR consultations would be expected to be supported by sufficient evidence to demonstrate 'sufficient</p>	<p>This issue has been responded to previously at Row 5.102 of Table 5 in Appendix 1.</p> <p>Robotic parking is proposed to be extended over a larger area of existing car park to provide the additional 2,500 spaces in three phases - 500 spaces in 2024 and 1000 spaces in each of 2025 and 2026. These further phases will come forward as permitted development subject to GDPO consultations with Crawley Borough Council. The location of car parking is assessed as part of the modelling work and therefore the impact of this parking is fully assessed.</p>	Highway impact contained in Chapters 12 and 13 of the <b>Transport Assessment</b> [AS-079] and associated annexes.	Not Agreed

		but no more parking' than is needed to ensure GAL's mode share obligations can be met, it is not considered appropriate for GAL to simply assume, without justification, that 2,500 spaces through PDR can be considered as forming part of the baseline. It would be more appropriate if GAL were to include this parking as part of the DCO.			
2.21.1.4	2,500 robotic parking spaces should not be included in the future baseline	<p>The Council agrees with the position of Crawley Borough Council that the 2,500 robotic parking spaces currently forming part of the baseline should be removed. We also agree that the airport operator's permitted development rights should be reviewed as part of the DCO within the context of achieving the Surface Access Commitments.</p> <p><b>Updated position (Deadline 1):</b> GAL advise that the proposed increase in spaces via robotic parking would come forward as Permitted Development through a phased approach, with Crawley Borough Council to be consulted at the appropriate times. As part of PDR consultation, Crawley Borough Council would ask GAL to demonstrate that a proposed increase in parking is justified by evidence of demonstrable need and having regard to GAL's surface access commitments as per Local Plan Policy GAT3 and the S106 legal agreement.</p> <p>At the present time, the proposed 2,500 space increase has not been justified by evidence, which GAL would presumably provide at the time of each PDR consultation. If that is the case, it is unclear what (if any) evidence is presently in place to demonstrate that a substantial 2,500 space increase through PDR would be consistent with the 'demonstrable need' approach and the meeting of surface access commitments placed on GAL through the S106 legal agreement.</p> <p>GAL appears to be assuming that all 2,500 PDR parking spaces can be taken as a given at this stage. However, this is some way in advance of the individual PDR consultations that GAL advise would be submitted in 2024/25/26. Given that each of those PDR consultations would be expected to be supported by sufficient evidence to demonstrate 'sufficient but no more parking' than is needed to ensure GAL's mode share obligations can be met, it is not considered appropriate for GAL to simply assume, without justification, that 2,500 spaces through PDR can be considered as forming part of the baseline. It would be more appropriate if GAL were to include this parking as part of the DCO.</p>	As explained in Section 4.4 of ES Chapter 4, a GPDO Consultation was submitted for a trial of Robotic Parking in 2019 (Crawley Borough Council reference CR/2018/0935/CON). The trial was delayed due to COVID-19 pandemic. It is proposed to extend robotic parking over a larger area of existing car park to provide the additional 2,500 spaces in three phases - 500 spaces in 2024 and 1000 spaces in each of 2025 and 2026. These further phases will also come forward as permitted development subject to GDPO consultations with Crawley Borough Council.	<b>ES Chapter 4 Existing Site and Operation</b> [APP-029]	Not Agreed
2.21.1.5	Impact on Covid-19 on baseline	The impact of the Covid 19 pandemic on the availability of data is acknowledged, however, the Council considers that the historic nature of the data may have implications for any robust testing of the likely effects of the Project. This includes (but is not limited to) the modelling data relating to bus and rail services serving Horsham District with the	The Examining Authority has made a Procedural Decision dated 24 October 2023 to request the Applicant to provide a detailed response to look at accounting for COVID-19 in the transport modelling. This work is being undertaken for submission to the ExA in due course and will include analysis regarding the changes in	<b>Accounting for Covid-19 in Transport Modelling</b> [AS-121] and its Appendices	Not Agreed

		<p>discordance between 2016 and 2022 frequencies, plus the staff travel survey which should be updated to reflect the latest 2023 data. There is also concern about whether the consideration of travellers with luggage and public transport capacity is robust enough.</p> <p><b>Updated position (Deadline 1):</b> Await further transport modelling and travel survey data.</p>	<p>public transport frequencies since the COVID-19 pandemic.</p> <p>The 2023 staff travel survey is currently being analysed and results will be shared with HDC once available.</p> <p>The rail crowding analysis provides forecasts of the proportion of seats taken in each scenario. All seats are available for passenger use, and overhead luggage racks, space under seats, and luggage compartments provided throughout the train are available for luggage.</p> <p><b>Updated response (Deadline 1):</b> The response to the ExA's Procedural Decision on accounting for Covid-19 in the transport modelling has been submitted and is available on the Project Webpage.</p>	<p><a href="#">[AS-122]</a></p>	
2.21.1.6	Reliance on future infrastructure improvements	<p>Concern about the reliance on future infrastructure improvements, some of which are to be delivered by third parties, and the implications if these do not come forward or are delayed.</p> <p><b>Updated position (Deadline 1):</b> Elements of the transport infrastructure, i.e. relating to West of Ifield, have been assumed as coming forward to support the development enough for the development not to result in a significant impact on the road or rail network, however the CEA transport assessment has not included the construction phase of this development. This results in a favourable outcome for the applicant and is not representative of the actual impacts during construction.</p>	<p>The future year scenarios contain infrastructure with an uncertainty level of 'near certain' or 'more than likely'. This follows TAG guidance set out in TAG unit M4 'Forecasting Uncertainty'. Development and infrastructure which is considered less certain is not included in the future year scenarios for either future baseline or with Project. This and the forecasting assumptions are summarised in Chapters 6 to 8 of the Transport Assessment and set out in detail in Chapters 6 to 8 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment.</p>	<p>Chapters 6 to 8 of <b>Transport Assessment</b> <a href="#">[AS-079]</a></p> <p>Chapters 6 to 8 of <b>Transport Assessment Annex B: Strategic Transport Modelling Report</b> <a href="#">[APP-260]</a></p>	Not agreed
2.21.1.7	Rail mode share assumptions	<p>The Applicant anticipates an increase in rail mode share whilst also finding capacity on the railway will not be exceeded despite providing no mitigation. The Council questions whether data used to calculate impact on railway versus capacity is averaged or considers the worst-case, i.e., whether this is peak times of year (start of school holidays vs. midweek during term time, for example). It is unclear what level of certainty the Applicant has placed on mitigation by other developments given that any enhancements will be secured by third parties.</p> <p><b>Updated position (Deadline 1):</b> The rail modelling should include sensitivity testing to establish capacity on the network during peak times of year. While it is understood the difference between June and August peak days is forecast to reduce in future this is not considered a robust justification for not assessing an actual peak day.</p>	<p>The transport model used for the application represents an average June weekday which is detailed in section 3.6 of Annex B (Strategic Transport Modelling Report). This included calibrating the number of services and seats as detailed in section 5.2 of Annex B (Strategic Transport Modelling Report).</p> <p>The future year scenarios contain infrastructure with an uncertainty level of 'near certain' or 'more than likely'. This follows TAG guidance set out in TAG unit M4 'Forecasting Uncertainty'. Development and infrastructure which is considered less certain is not included in the future year scenarios for either future baseline or with Project. This and the forecasting assumptions are summarised in Chapters 6 to 8 of the Transport Assessment and set out in detail in Chapters 6 to 8 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment.</p>	<p>Chapters 6 to 8 of <b>Transport Assessment</b> <a href="#">[AS-079]</a></p> <p>Chapters 5.2 &amp; 6 to 8 of <b>Transport Assessment Annex B: Strategic Transport Modelling Report</b> <a href="#">[APP-260]</a></p>	Not Agreed

			The assessment of the impacts and effects of the Project is not reliant on mitigation that may or may not be delivered by other developments.		
<b>Assessment Methodology</b>					
2.21.2.1	Focus of modelling	<p>It is the Council's view that the proposed increase in passenger numbers would result in an increase in daily traffic flows on roads in Horsham District that already suffer congestion as detailed in the Council's evidence supporting our emerging Local Plan 1. The Council is concerned that the Applicant has placed to narrow a focus on the immediate vicinity of the Airport and existing capacity issues across the wider transport network could be exacerbated, and new issues caused, by the Project without sufficient mitigation.</p> <p><b>Updated position (Deadline 1):</b> The Council would like to reiterate the importance of ambitious mode share targets to ensure the outcomes of the transport modelling are reflected during Construction and Operation phases.</p> <p>The Council is also concerned at the lack of support for a new multi-modal transport link from the A264 to the A23 in order to address the cumulative impacts of other development alongside the Project.</p>	The transport modelling covers a large area which includes all roads in neighbouring Districts, as indicated in Diagram 5.3.3 of the Transport Assessment. A magnitude of impact assessment was undertaken across the modelled area to understand the impact of the Project on junctions and links within the model. This process is outlined in Chapters 5 and 12 of the Transport Assessment and in section 6.12 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment. The assessment results are presented in Section 12.8 of Annex B of the Transport Assessment.	<p>Chapters 5, 12 and 13 of <b>ES Transport Assessment</b> [<a href="#">AS-079</a>]</p> <p>Sections 6.12 and 12.8 of <b>Annex B: Strategic Transport Modelling Report of the Transport Assessment</b> [<a href="#">APP-260</a>]</p>	Under discussion
2.21.2.2	Modelling assumptions	<p>There are concerns with the assessments that have been undertaken in terms of the modelling assumptions, the thresholds that have been used to assess the magnitude of impacts, what has formed the core scenario, and how this is consistent with the assessments undertaken for other topics, and whether it is robust enough to provide for a realistic assessment.</p> <p><b>Updated position (Deadline 1):</b> The Council would like to reiterate the importance of ambitious mode share targets to ensure the outcomes of the transport modelling are reflected during Construction and Operation phases.</p> <p>The Council is also concerned at the lack of support for a new multi-modal transport link from the A264 to the A23 in order to address the cumulative impacts of other development alongside the Project.</p>	A magnitude of impact assessment was undertaken across the modelled area to understand the impact of the Project on junctions and links within the model. This process is outlined in Chapters 5 and 12 of the Transport Assessment and in section 6.12 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment. The assessment results are presented in Section 12.8 of Annex B of the Transport Assessment. This assessment was discussed with stakeholders and at Topic Working Groups; the criteria used in the magnitude of impact assessment were amended following the Autumn 2021 Consultation following feedback from stakeholders at that time.	<p>Chapters 5, 12 and 13 of <b>Transport Assessment</b> [<a href="#">AS-079</a>]</p> <p>Sections 6.12 and 12.8 of <b>Annex B: Strategic Transport Modelling Report of the Transport Assessment</b> [<a href="#">APP-260</a>]</p>	Under discussion
2.21.2.3		<p>It is unclear to what extent junctions not in proximity to the Airport have been considered, given a cumulative effect may have impacts further afield than the Project alone.</p> <p><b>Updated position (Deadline 1):</b> The Council would like to reiterate the importance of ambitious mode share targets to ensure the outcomes of</p>	The transport modelling covers a large area which includes all roads in neighbouring Districts, as indicated in Diagram 5.3.3 of the Transport Assessment. A magnitude of impact assessment was undertaken across the modelled area to understand the impact of the Project on junctions and links within the model. This process is outlined in Chapters 5 and 12 of the Transport Assessment and in	<p>Chapters 5, 12 and 13 of <b>Transport Assessment</b> [<a href="#">AS-079</a>]</p> <p>Sections 6.12 and</p>	Under discussion



		<p>the transport modelling are reflected during Construction and Operation phases.</p> <p>The Council is also concerned at the lack of support for a new multi-modal transport link from the A264 to the A23 in order to address the cumulative impacts of other development alongside the Project.</p>	<p>section 6.12 of Annex B (Strategic Transport Modelling Report) of the Transport Assessment. The assessment results are presented in Section 12.8 of Annex B of the Transport Assessment.</p>	<p>12.8 of <b>Annex B: Strategic Transport Modelling Report of the Transport Assessment</b> [APP-260]</p>	
<b>Assessment</b>					
2.21.3.1	Driver delay effects	<p>The Council questions the flawed approach of relying on other developments to mitigate the Applicant's own impacts on driver delay effects and road safety sufficiently to allow the Applicant to not have to provide any mitigation for the Applicant's development.</p> <p><b>Updated position (Deadline 1):</b> Ch 12 Para 12.11.55 states that other development will mitigate their own impacts to the extent that the project will not have any residual cumulative impacts. HDC questions the robustness of this approach.</p>	<p>No significant adverse effects are expected for driver delay as a result of the Project and road safety is expected to be improved as a consequence of delivering the highway works which form part of the Project.</p> <p>The assessment is inherently cumulative as it includes other development and infrastructure proposals which are considered sufficiently certain (in line with guidance in the DfT's Transport Appraisal Guidance). Additionally a cumulative assessment has been undertaken to consider the outcomes with the Project, should development at Horley Business Park, Gatwick Green and West of Ifield come forward, but the Project is not relying on those developments to mitigate its impacts, nor is the Project responsible for mitigating the impacts of those developments.</p>	<p>Chapter 12 of <b>Transport Assessment</b> [AS-079] and associated annexes.</p> <p>ES Chapter 12 <b>Traffic and Transport</b> [AS-076].</p>	Not Agreed
<b>Mitigation and Compensation</b>					
2.21.4.1	Absence of an Airport Surface Access Strategy	<p>ES Appendix 5.4.1 Surface Access Commitments (paras 2.1.9 and 5.1.2) highlight that an ASAS has not been prepared to support the NRP proposals. Ch.12 Traffic and Transport, Table 12.3.2, p.20 also details that the Car Parking Strategy will be part of the future ASAS and it is not clear how the proposed parking numbers fit within the wider surface access strategy. The Council is concerned that the lack of a clear strategy risks the Applicant's objectives and commitments not being secured through the DCO.</p> <p><b>Updated position (Deadline 1):</b> Await further information.</p>	<p>Further information is being prepared on car parking and will be shared with HDC in due course.</p> <p><b>Updated position (Deadline 1):</b> A Car Parking Strategy has been submitted as part of Deadline 1.</p>	<p>Car Parking Strategy (Doc Ref. 10.5)</p>	Not Agreed
2.21.4.2	Surface Access Commitments (SACs) and Target Mode Shares	<p>Concerns are held about the Surface Access Commitments that underpin the creation of a new Surface Access Strategy and the approach to meeting and monitoring these targets. Some of the concerns include: – Commitment 1, to ensure 55% of passenger journeys is made by public transport is not considered ambitious or of sufficient challenge. Prior to the Pandemic the airport achieved 47.8% public transport modal share in the 12 months up to March 2020 (Paragraph 12.6.11 ES Chapter 12 Traffic and Transport). – Target mode shares set out as Commitments are only set out as percentages. The percentages masks trends in absolute numbers and permit significant increases in car trips to and from the</p>	<p>Our mode share commitments within the Surface Access Commitments document represent the position we are committing to achieve, based on our modelling of mode choice and transport network operation. The SAC also includes a section on our further aspirations, which includes more ambitious mode share targets which we will be working towards, but we have set the committed mode shares and the timescales within which they are to be achieved explicitly to ensure that the core surface access outcomes set out in ES Chapter 12: Traffic and Transport and in the Transport Assessment are delivered.</p>	<p><b>ES Appendix 5.4.1: Surface Access Commitments</b> [APP-090]</p> <p>ES Chapter 12 <b>Traffic and Transport</b> [AS-076].</p> <p><b>Transport</b></p>	Not Agreed



		<p>airport. – Insufficient evidence and justification are provided to demonstrate how the mitigation proposed can provide sufficient sustainable and active travel infrastructure to successfully meet the some of the target modal splits. – Commitments are made in relation to bus and coach service provision. Determination of mode of travel takes into a variety of factors rather than just provision of service. The applicant has not assessed or considered the attractiveness of modes or how this could be increased. For example, by providing enhanced bus priority measures to provide journey time savings. There are no proposed enhancements for services connecting locations within Horsham District to Gatwick Airport which is very disappointing. As a minimum support for Route 200 which operates between Horsham and Gatwick Airport should be included as part of the service enhancements.</p> <p>Funding for services should be expanded and enhanced, both with a commitment to fund beyond the short-term (i.e to ensure the coach services running to the airport are viable) and with some investment in indirect journeys to and from the airport, such as journeys from home to coach terminals, with a view to minimising the use of private vehicle. – Commitment 8 indicates that there will be support for local authorities affected by unauthorised car parking in areas near to the Airport, however, there is a lack of details around the nature and scale of funding and how any monies will be distributed. – The timescale within which the Applicant will meet the mode share commitments are inadequate, and the Council considered these should be met, where appropriate, at the time the second runway becomes operational. As the Surface Access Commitments stand, the second runway can be operation for three years without these targets being achieved.</p> <p><b>Updated position (Deadline 1):</b> No additional information provided so position remains as before</p>	<p>The commitments are expressed as percentages as this is the convention for mode shares. Our commitments will see increases in the number of people using sustainable transport modes. We are aware that our forecasts also anticipate an increase in vehicular traffic and our proposed highway works are designed to address this in the immediate vicinity. Our transport modelling reported in the Transport Assessment identifies the potential impact of that additional traffic in the wider area.</p> <p>The interventions we propose in the SACs have been included in our modelling, which provides confidence that the mode share commitments can be achieved with those interventions in place. The bus and coach service enhancements were developed with consideration of services which would be most likely to make greatest difference to mode shares.</p> <p>The further aspirations identified in the SAC document acknowledge that there may be further opportunities to enhance public transport services and we are committed to using the Sustainable Transport Fund to support measures that will help to achieve the mode share commitments. For the specific bus and coach enhancements identified in the SAC document we are committing to funding those for a minimum of five years.</p>	<p><b>Assessment</b> <a href="#">[AS-079]</a> and associated annexes.</p>	
<p><b>2.21.4.3</b></p>	<p>Transport impacts, mitigation and commitments</p>	<p>The Transport Assessment states that journey times on key routes within Horsham District (A24 and A264) will increase both with and without the Project, although the changes resulting from the Project are not expected to be significant. The Council is very concerned at the potential impacts on the transport network in the District and the absence of sufficient mitigation. Outstanding issues around the modelling and inputs being subject to change plus the issues the Council has indicated with regard to the assessment of capacity are concerning. Parts of the Cumulative Effects Assessment have assumed a level of mitigation will be provided by all other developments which will reduce the overall level of impact on the transport network to a point where no mitigation by the Project is necessary. This is a flawed approach. The mitigation as proposed is insufficient and there is inadequate detail on the level of funding associated with the various funds detailed in the Mitigation Route Map and</p>	<p>The assessment undertaken does not show significant adverse effects which will require mitigation in Horsham District. As indicated in Diagrams 12.3.1 and 12.3.2 in the Transport Assessment, the Airport is well located to the strategic highway network and 69% to 75% of airport traffic is forecast to use the M23 Spur. A small proportion (4% to 5%) is expected to be travelling southwest towards Horsham. Journey times through Horsham District (routes 5 and 7 shown in Diagram 12.5.1 of the Transport Assessment) have been assessed and the Project is not expected to have a significant impact. Junctions with medium and high magnitudes of impact have been reviewed in Chapter 12 of the Transport Assessment and no junctions experiencing this level of impact are identified in Horsham District.</p>	<p>Chapter 12 of the <b>Transport Assessment</b> <a href="#">[AS-079]</a> and associated annexes</p> <p>ES Chapter 12: <b>Traffic and Transport</b> <a href="#">[AS-076]</a></p>	<p>Not Agreed</p>

		<p>how this will be distributed to fund improvements e.g., no indication of scale of funding associated with the Transport Mitigation Fund. Commitments are currently considered to lack robustness, sufficient to be secured as part of the DCO e.g., Commitments 5, 6 and 7 in the SAC detail that the Applicant will “provide reasonable support for services” but it is not clear what constitutes “reasonable support”, nor who will be responsible for determining this. As currently proposed the details are not sufficient to provide assurances to those responsible for delivering the services or to secure meaningful provision of improvements.</p> <p><b>Updated position (Deadline 1):</b> Await information on SAC.</p> <p>The Council is not content that the socioeconomic benefits being promoted for Horsham district are consistent with the conclusion that there will be only relatively minor impacts on the highway, rail and bus network in Horsham district.</p>	<p>The assessment is inherently cumulative as it includes other development and infrastructure proposals which are considered sufficiently certain (in line with guidance in the DfT’s Transport Appraisal Guidance). Additionally a cumulative assessment has been undertaken to consider the outcomes with the Project, should development at Horley Business Park, Gatwick Green and West of Ifield come forward, but the Project is not relying on those developments to mitigate its impacts, nor is the Project responsible for mitigating the impacts of those developments.</p> <p>Further information is being prepared on the application of these measures in support of the Surface Access Commitments.</p>		
2.21.4.4	Bus service enhancements	<p>The Council requests that the assumptions regarding the use of public transport to access the Airport are properly interrogated and understood and that sufficient capacity exists within public transport infrastructure to meet the significant expansion the Airport is proposing. This is especially important in relation to bus services and rail capacity (with further consideration on the absence of mitigation proposed by the Applicant). The Council is disappointed that the Applicant has not proposed bus service enhancements to Route 200 which operates between Horsham, Crawley and Gatwick Airport and would wish to see this incorporated into the proposals for service enhancements.</p> <p><b>Updated position (Deadline 1):</b> Further work required to provide clarity around the securing of sufficient bus services to meet the future demand, particularly given the need for more ambitious mode share commitments.</p> <p>Enhancements to bus services within Horsham district to and from the airport are required.</p> <p>The Council is also concerned at the lack of support for a new multi-modal transport link from the A264 to the A23 in order to address the cumulative impacts of other development alongside the Project.</p>	<p>A comprehensive assessment has been undertaken for rail capacity in the Transport Assessment. The assessment for the ‘with Project’ scenarios also includes the bus and coach enhancements set out in the Surface Access Commitments document. Other bus and coach services are assumed to be responsive to demand, based on GAL’s experience with funding for buses and discussions with operators to date. Clarification is sought as to the specific assumptions which the authority is querying.</p> <p>Regarding route 200, the Surface Access Commitments document sets out bus and coach services identified and included in the modelling work, and GAL is committed to provide reasonable financial support in relation to those services, or others which result in an equivalent level of public transport accessibility.</p> <p>The routes identified are based on the likely catchments to maximise the potential of achieving the committed mode shares.</p>	ES Appendix 5.4.1: Surface Access Commitments [APP-090]	Not Agreed
2.21.4.5	Funding to support development	<p>Given the expansion proposed at the Airport and housing growth in and around Horsham and Crawley (which the Airport is relying upon for its future labour supply) it is the Council’s expectation that the Applicant supports / contributes to identified transport upgrades required to support development.</p>	<p>GAL has undertaken its assessment of the Project to identify where the Project may give rise to significant adverse effects and, where necessary, to identify appropriate mitigation of those effects. The Project is not responsible for mitigating the impacts associated with other developments nor for providing funding or infrastructure to facilitate other developments unless such measures are directly</p>	n/a	Not Agreed

		<p><b>Updated position (Deadline 1):</b> The Council considers this mitigation is directly related to the impact of the project. GAL are reliant on the housing being delivered as “other development” to facilitate the project in socioeconomic terms, including upgrades to the transport network to facilitate this development, therefore contributions should be required.</p>	related to the impacts of the Project (rather than to the impacts of the other developments in question)		
2.21.4.6	Timing of SAC commitments	<p>Commitments, such as those around mode share targets, made in the Surface Access Commitments document, should be achieved at the point the Northern Runway comes into operation, not three years after this date.</p> <p><b>Updated position (Deadline 1):</b> Issue not addressed.</p>	Our mode share commitments within the Surface Access Commitments document represent the position we are committing to achieve, based on our modelling of mode choice and transport network operation. Other commitments which we are making to interventions which will allow us to achieve these mode share targets will come into effect earlier than three years after dual runway operations start, as it will be necessary to put those into place to influence travel behaviour and achieve our mode share commitments.	<b>ES Appendix 5.4.1: Surface Access Commitments</b> <a href="#">[APP-090]</a>	Not Agreed
2.21.4.7	Mode share commitments	<p>Mode share commitments are not considered to be sufficiently ambitious and there is a lack of adequate mitigation to encourage a shift towards active and sustainable travel. These measures should go further than providing additional services, but also consider how to enhance sustainable transport journeys to increase uptake and encourage travel via modes other than private vehicle.</p> <p><b>Updated position (Deadline 1):</b> Issue not addressed.</p>	Our mode share commitments within the Surface Access Commitments document represent the position we are committing to achieve, based on our modelling of mode choice and transport network operation. The SAC also includes a section on our further aspirations, which includes more ambitious mode share targets which we will be working towards, but we have set the committed mode shares explicitly to ensure that the core surface access outcomes set out in ES Chapter 12: Traffic and Transport and in the Transport Assessment are delivered.	<b>ES Appendix 5.4.1: Surface Access Commitments</b> <a href="#">[APP-090]</a>	Not Agreed
2.21.4.8	Actions should targets not be met	<p>As currently presented, there is a lack of commitment by the Applicant to take sufficient action if targets are not met and there are no sanctions or penalties. Failure to meet the targets is likely to have wider implications for the transport network which will need addressing.</p> <p><b>Updated position (Deadline 1):</b> Issue not addressed.</p>	The SAC set out the monitoring strategy which is in keeping with the existing process for monitoring ASAS targets and the development of Actions Plans in consultation with the Transport Forum Steering Group.	Section 6 of the <b>ES Appendix 5.4.1: Surface Access Commitments</b> <a href="#">[APP-090]</a>  Paragraph 6.2.6 of Chapter 12 of <b>ES Traffic and Transport</b> <a href="#">[AS-076]</a>	Not Agreed
2.21.4.9	Airport Surface Access Strategy	<p>Absence of an Airport Surface Access Strategy (ASAS) and a finalised Car Parking Strategy to support the Project is disappointing and should be secured by the DCO to ensure that mode share commitments are met. The Applicant should provide more detail on measures and interventions, even if these are subject to later revision.</p> <p><b>Updated position (Deadline 1):</b> Awaiting further information.</p>	<p>Further work on car parking is being undertaken and results will be shared with HDC once available.</p> <p><b>Updated position (Deadline 1):</b> A Car Parking Strategy has been submitted as part of the Deadline 1 submission.</p>	<b>ES Appendix 5.4.1: Surface Access Commitments</b> <a href="#">[APP-090]</a>  <b>Car Parking Strategy</b> (Doc Ref. 10.5)	Under discussion

2.21.4.10	Mitigation for traffic impacts in Horsham	<p>It is the Council's view that traffic and transport impacts will be experienced within Horsham District such that mitigation is required but very little has been proposed by the Applicant that will directly ensure impacts experienced within Horsham District are sufficiently mitigated. Additionally, where funds are proposed as part of the Surface Access Commitments there is inadequate information in relation to the scale and nature of support.</p> <p><b>Updated position (Deadline 1):</b> The Council is not satisfied that the socioeconomic benefits of the Project being suggested for Horsham district are consistent with the conclusion that there will be only relatively minor impacts on the highway, rail and bus network in Horsham district and that, subsequently, no mitigation is required.</p>	<p>The assessment undertaken does not show significant adverse effects which will require mitigation in Horsham District. As indicated in Diagrams 12.3.1 and 12.3.2 in the Transport Assessment, the Airport is well located to the strategic highway network and 69% to 75% of airport traffic is forecast to use the M23 Spur. A small proportion (4% to 5%) is expected to be travelling southwest towards Horsham. Journey times through Horsham District (routes 5 and 7 shown in Diagram 12.5.1 of the Transport Assessment) have been assessed and the Project is not expected to have a significant impact. Junctions with medium and high magnitudes of impact have been reviewed in Chapter 12 of the Transport Assessment and no junctions experiencing this level of impact are identified in Horsham District.</p>	<p>Chapter 12 of <b>Transport Assessment</b> [AS-079] and associated annexes.</p> <p>ES Chapter 12 <b>Traffic and Transport</b> [AS-076].</p>	Not Agreed
<b>Other</b>					
2.21.5.1	Passenger and staff parking	<p>The methodology to derive the proposed parking provision of an additional 1,100 spaces for passengers is not clear, nor how this fits with the wider mode share targets. Similarly, the loss of 1,150 spaces for staff parking also needs to be explained given the increase in staff numbers in both the with and without project scenarios.</p> <p><b>Updated position (Deadline 1):</b> Awaiting further information.</p>	<p>Further information is being prepared on car parking and will be shared with HDC in due course.</p> <p><b>Updated position (Deadline 1):</b> A Car Parking Strategy has been submitted as part of the Deadline 1 submission.</p>	<p><b>Car Parking Strategy</b> (Doc Ref. 10.5)</p>	Under discussion
2.21.5.2	Car parking	<p>The Council agrees that car parking should only be provided as and when necessary, however, the methodology in relation to the proposed car parking requirements is not clear and requires further justification.</p> <p><b>Updated position (Deadline 1):</b> Awaiting further information.</p>	<p>Further information is being prepared on car parking, including on the justification for the proposals. This will be shared with HDC once available.</p> <p><b>Updated position (Deadline 1):</b> A Car Parking Strategy has been submitted as part of the Deadline 1 submission.</p>	<p><b>Car Parking Strategy</b> (Doc Ref. 10.5)</p>	Under discussion



2.21. Waste and Materials

2.21.1 Table 2.21 sets out the position of both parties in relation to waste and materials matters.

**Table 2.21 Statement of Common Ground – Waste and Materials Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Waste and Materials</i>					



2.22. Water Environment

2.22.1 Table 2.22 sets out the position of both parties in relation to water environment matters.

**Table 2.22 Statement of Common Ground – Water Environment Matters**

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<b>Baseline</b>					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
<b>Assessment Methodology</b>					
There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.					
<b>Assessment</b>					
2.23.3.1	Wastewater capacity of the wider network and implications for current and emerging Local Plan development	<p>As the Applicant has identified, the capacity of the public sewer network to which the Gatwick wastewater system discharges is the responsibility of Thames Water. The Council has also been advised by Thames Water that an assessment of the impact of wider projected development in the local area on their sewage treatment works at Horley and Crawley is being undertaken, however this information is still awaited. Given the cumulative impact of the Project and current and emerging Local Plan growth in the area, the Council is concerned about the capacity of the Crawley Wastewater Treatment works to meet this growth and what implications any necessary network reinforcement may have on the timescales for development coming forward.</p> <p><b>Updated position (Deadline 1):</b> The Council would like to be kept updated as discussions with TW progress, particularly in light of the development being proposed in the north of Horsham District and within TW's supply area.</p>	Discussions with Thames Water are ongoing and continue with regard to the impact of the proposed scheme on Crawley WwTW. No impediment has been raised by TW to date.	<p>Para 5.3.2 of <b>ES Appendix 11.9.6: Flood Risk Assessment</b> [<a href="#">APP-147</a>]</p> <p>Para 8.1.5 of <b>ES Appendix 11.9.7 Wastewater Assessment</b> [<a href="#">APP-150</a>]</p>	Under discussion
<b>Mitigation and Compensation</b>					
2.23.4.1	Requirement for synergy between flood mitigation strategies	<p>Land West of Ifield is a strategic site promoted by Homes England through the Council's Local Plan Review. Given the proximity of the site (1km) to the Airport - and should development come forward in both locations - it is important that there is synergy between the respective flood mitigation strategies. This does not appear to have been sufficiently considered in the CEA.</p> <p><b>Updated position (Deadline 1):</b> The Council requests this is kept under review as the examination progresses.</p>	<p>The proposed mitigation measures are specific to the Project designed to deal directly with its impact in flood risk. No flood risk mitigation is placed outside the NRP boundary.</p> <p>A screening of other developments and plans has been undertaken and determined that the NRP would not affect other developments as reported in the Cumulative Effects Assessment.</p>	<p>Section 11.11 of <b>ES Chapter 11 Water Environment</b> [<a href="#">APP-036</a>]</p> <p><b>ES Appendix 20.4.1 Cumulative Effects Assessment</b> [<a href="#">APP-216</a>]</p>	Under discussion
<b>Other</b>					
2.23.5.1	Water Neutrality	Whilst the Airport is not within the Sussex North Water Supply Area, the Council considers that it is imperative that the Applicant maximises the scope for water efficiency savings, given the serious water stress across the South East of England.	<p>The Water Management Plan sets out potential measures to reduce water stress at the airport. As an appendix to the CoCP the WMP is secured via Requirement 7 of the draft DCO.</p> <p>Separately to the NRP, GAL will deliver water efficiency measures</p>	Section 4 of <b>ES Appendix 11.9.8 Water Supply Assessment</b> [ <a href="#">APP-151</a> ]	Under discussion

		<p><b>Updated position (Deadline 1):</b> Request that this is kept under discussion to ensure water efficiency is maximised.</p>	<p>as part of their Second Decade of Change that will reduce water use at the airport by 50% by 2030 (compared to 2019).</p>	<p><b>Draft DCO (Doc Ref. 2.1)</b></p> <p>Section 10.8 of <b>ES Appendix 5.3.2 Code of Construction Practice Annex 1 - Water Management Plan</b> <a href="#">[APP-083]</a></p>	
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### 3 Signatures

3.1.1 The above SoCG is agreed between the following:

Duly authorised for and on behalf of Gatwick Airport Limited, The Applicant	Name
	Job Title
	Date
	Signature
Duly authorised for and on behalf of Horsham District Council	Name
	Job Title
	Date
	Signature

## Appendix 1: Record of Engagement Undertaken

Date	Form of Correspondence	Details
13 February 2019	In-Person Meeting	TWG on DCO Application
7 March 2019	In-Person Meeting	NRP update given to Gatwick Officers Group
8 May 2019	In-Person Meeting	TWG on NRP update
5 June 2019	In-Person Meeting	NRP update given to Local Authorities Gatwick Officers Group
20 August 2019	In-Person Meeting	TWG on Land Environment
21 August 2019	In-Person Meeting	TWG on Surface Access and Transport
28 August 2019	In-Person Meeting	TWG on Air Quality, Carbon and Climate Change, and Major Accidents and Disasters
28 August 2019	In-Person Meeting	TWG on Economics and Employment
29 August 2019	In-Person Meeting	TWG Meeting on Noise
3 September 2019	In-Person Meeting	Technical Officers Group Meeting
18 September 2019	In-Person Meeting	Health Stakeholder meeting
26 September 2019	In-Person Meeting	TWG on MAAD
27 November 2019	In-Person Meeting	TWG on Consultation Update
27 January 2020	In-Person Meeting	TWG Air Quality, Carbon and Climate Change and MAAD
30 January 2020	In-Person Meeting	TWG Economics and Employment
3 February 2020	In-Person Meeting	TWG on Land Based Topics
4 February 2020	In-Person Meeting	TWG on Surface Access
5 February 2020	In-Person Meeting	TWG on Noise
6 February 2020	In-Person Meeting	TWG on Water Environment
26 February 2020	In-Person Meeting	TWG on Consultation Update
27 July 2021	Virtual Meeting – MS Teams	TWG on Surface Access
29 July 2021	Virtual Meeting – MS Teams	TWG Landscape, Visual and Land and Water Environment
3 August 2021	Virtual Meeting – MS Teams	TWG on Economy, Employment, Housing and Health
4 August 2021	Virtual Meeting – MS Teams	TWG on Health and Wellbeing
5 August 2021	Virtual Meeting – MS Teams	TWG on Land Use and Recreation, Geology, Heritage, and Ecology
12 August 2021	Virtual Meeting – MS Teams	TWG on Air Quality, Carbon and Climate Change, and MAAD
16 March 2022	Virtual Meeting – MS Teams	TWG on Post Consultation Update
4 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
10 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land and Water Environment
11 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
12 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Mitigation update and Design)
16 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ & Soc-Econ
17 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport

25 May 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Forecasting & Capacity)
07 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
09 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land and Water Environment
14 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ & Soc-Econ
15 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
20 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health & MAAD
21 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
28 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
29 June 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water Environment
5 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Mitigation Update and Design)
7 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ & Soc-Econ
14 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
26 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
27 July 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health & MAAD
8 August 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast & Capacity)
16 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast & Capacity)
26 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water Environment
27 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
28 September 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ
3 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon & Climate Change
4 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health
14 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
19 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning A (Mitigation Update & Design)
21 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
31 October 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
1 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
2 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ
7 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon & Climate Change
8 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Health
8 November 2022	Virtual Meeting – MS Teams (Recorded)	Biodiversity Sub-Group Meeting
10 November 2022	Virtual Meeting – MS Teams	Minerals Scoping meeting with WSCC/SCC
18 November 2022	Virtual Meeting – MS Teams	TWG on Econ/Soc-Econ (mop up session)



	(Recorded)	
23 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning A (Mitigation Update & Design)
24 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast & Capacity)
29 November 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
30 November 2022	Virtual Meeting – MS Teams (Recorded)	LLFA/GAL meeting on FRA and River Mole culvert
2 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
5 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
6 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
8 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon & Climate Change
12 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Major Accidents & Disasters
14 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Noise (Noise Envelope)
14 December 2022	Virtual Meeting – MS Teams (Recorded)	Biodiversity Sub-Group Meeting
14 December 2022	Virtual Meeting – MS Teams (Recorded)	TWG on Econ/Soc-Econ
4 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
10 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
16 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
17 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Planning (Mitigation Update and Design)
18 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Carbon
19 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Health and MAAD
31 January 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Transport
8 February 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
9 February 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Land & Water
7 March 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast and Capacity)
13 March 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Air-Quality
14 March 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Planning B (Forecast and Capacity)
10 November 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Transport (Highways)
11 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Greenhouse Gases
12 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Employment Skills & Business Strategy
13 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Air Quality
15 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Transport (Post-COVID Modelling)
20 December 2023	Virtual Meeting – MS Teams (Recorded)	TWG on Noise
9 February 2024	Virtual Meeting – MS Teams	TWG on Ops and Capacity

	(Recorded)	
15 February 2024	Virtual Meeting – MS Teams (Recorded)	TWG on Catalytic Impacts Assessment
15 February 2024	Virtual Meeting – MS Teams (Recorded)	TWG on Needs and Forecasting