



Gatwick Airport Northern Runway Project

Statement of Common Ground Between Gatwick Airport Limited and Kent County Council

Book 10

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Table of Contents

1	Introduction	3
2	Current Position	5
2.1.	Agricultural Land Use and Recreation	5
2.2.	Air Quality	6
2.3.	Capacity and Operations	7
2.4.	Climate Change	8
2.5.	Construction	9
2.6.	Cumulative Effects and Interrelationships	10
2.7.	Draft DCO and Explanatory Memorandum	11
2.8.	Ecology and Nature Conservation	12
2.9.	Forecasting and Need	13
2.10.	Geology and Ground Conditions	15
2.11.	Greenhouse Gases	16
2.12.	Health and Wellbeing	17
2.13.	Historic Environment	18
2.14.	Landscape, Townscape and Visual	19
2.15.	Major Accidents and Disasters	20
2.16.	Noise and Vibration	21
2.17.	Planning and Policy	23
2.18.	Project Elements and Approach to Mitigation	24
2.19.	Socio-Economics and Economics	25
2.20.	Traffic and Transport	26
2.21.	Waste and Materials	28
2.22.	Water Environment	29
3	Signatures	30
	Appendix 1: Record of Engagement Undertaken	31

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 Kent County 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 Kent County 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 in 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
<i>There are no issues related to Air Quality in this Statement of Common Ground.</i>					

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>There are no issues related to Capacity and Operations in this Statement of Common Ground.</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
<i>There are no issues related to Climate Change in this Statement of Common Ground.</i>					

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
<i>There are no issues related to Construction in this Statement of Common Ground.</i>					

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
<i>There are no issues relating to Cumulative Effects and Interrelationships 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
<i>There are no issues relating to the Draft DCO and Explanatory Memorandum within this Statement of Common Ground.</i>					

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
<i>There are no issues relating to Ecology and Nature Conservation 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
2.9.1.1	Needs Case	<p>KCC question whether the needs case for this scheme has been evaluated effectively. A review undertaken by the Gatwick Joint Local Authorities concludes that the increase in capacity attainable, and levels of usage of the Northern Runway proposals are overstated. The wider economic benefits have also been overstated. KCC concurs with this assessment and requests more detailed information related to this issue, particularly the economic case.</p> <p>Updated position (Deadline 1): KCC’s strategic position remains that the overall requirement for increased capacity at UK airports should be accomplished at Heathrow.</p> <p>Based on the evidence so far presented, the level of increase in capacity attainable from the NRP has been overstated by GAL and that, as a consequence, levels of usage – the demand forecasts – have been overstated.</p> <p>A consequence of the approach to the demand forecasts is that the wider economic benefits of the proposed development, as set out in the Oxera Report appended to the Needs Case (APP-251) 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. There are also concerns that the methodology by which the wider catalytic impacts in the local area has been assessed (Appendix 17.9.2 to the ES [APP-200]) is not robust and little reliance can be placed on this assessment.</p> <p>Overall, this means that there can be little confidence that the decision maker can rely on the assessment of effects to judge whether the benefits outweigh the harms.</p>	<p>The methodology involves extrapolating observed trends in aircraft size, occupancy and in peak spreading to the release of new capacity at Gatwick. That exercise is underpinned by known demand and forecast market growth. It is inherently robust, compared with an alternative more theoretical approach.</p> <p>GAL has demonstrated that the capacity increase delivered by the NRP is not overstated, operating procedures and performance.</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 such as the NRP, 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>Needs Case Appendix 1 - National Economic Impact Assessment [APP-251]</p>	Matter under discussion
2.9.1.2	Intensification of the main runway at Gatwick	<p>Routinely using the Northern Runway would create extra capacity on the existing main runway along with allowing Gatwick the opportunity to increase the number of larger aircraft arriving and departing from the main runway. We are concerned that the intensification of the main runway is not fully assessed within these proposals and therefore the full extent to which communities and the environment will be impacted is not being properly assessed or appropriately mitigated.</p>	<p>KCC’s comments are inconsistent – on the one hand suggesting that capacity has been over-stated but then suggesting the opposite.</p> <p>As has been explained through the TWGs, the use of the main runway would reduce below its current level of 55mph in order to enable the sequencing of take offs with the northern runway. This would enhance the resilience of the main runway</p>	n/a	Matter under discussion

		<p>Updated position (Deadline 1): Whilst KCC appreciates there is currently a limit of 55 movements per hour (mph) on the main runway, we assume the split of these movements is 50:50 arrivals/departures. If the northern runway is to be used for departures only, then clarity is needed on the proposed breakdown of arrivals and departures with the Northern Runway in operation. If a 50:50 split was still to apply, then this would result in an increase in arrivals and additional impacts on Kent. Clarification on this is requested from the Applicant.</p> <p>Furthermore, KCC notes that whilst there would be a capacity limitation of 69 movements per hour, this is only until the outputs of the Future Airspace Strategy Implementation South (FASI-S) Airspace Change Process are implemented, where movement per hour capacity will increase.</p>	<p>operations. However, capacity limitations are also inherent in the structure of airspace, limiting the overall capacity to an estimated 69 movements per hour. There is, therefore, no under estimation of capacity or impact.</p>		
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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
Baseline					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
Assessment Methodology					
There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.					
Assessment					
2.11.3.1	Climate Change - Emissions	<p>The northern runway project would have a significant material impact on the Government's ability to meet carbon reduction targets. By 2050, routinely operating the Northern Runway would see Gatwick being responsible for 20% of the overall UK aviation carbon budget. KCC is concerned that this expansion cannot be justified in the wider context of the global requirement to reduce CO2 emissions.</p> <p>Updated position (Deadline 1): The Applicant's proposals refer to the Government's Jet Zero Strategy. However, the Climate Change Committee (CCC) has several concerns around the Jet Zero Strategy and states that the strategy carries considerable risks in relation to the aviation sectors' contribution to emission abatement to the Sixth Carbon Budget.</p> <p>Jet Zero's reliance on new technologies is high risk and the Applicant should assess all risks that may occur, particularly in this current scenario where the CCC raise real issues with the current strategy.</p> <p>It is currently unclear within the Applicant's proposals how they are complying with the Climate Change Committee's recommendations. As such, KCC remains concerned that this expansion cannot be justified in the wider context of the global requirement to reduce CO2 emissions.</p>	<p>The Jet Zero strategy sets out a range of these potential rates of trend (on efficiency, SAF, and novel aircraft technologies) and these rates (based on the High Ambition scenario forming the basis of UK Government strategy and commitments) have been used to model the future emissions from aircraft as set out in Section 3.1 of ES Appendix 16.9.4.</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>	Section 3.1 of ES Appendix 16.9.4 Assessment of Aviation Greenhouse Gas Emissions [APP-194]	Matter under discussion
Mitigation and Compensation					
There are no issues relating to mitigation and compensation for this topic within this Statement of Common Ground.					
Other					
There are no other issues relating to this topic within this Statement of Common Ground.					

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 – Health and Wellbeing Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Health and Wellbeing within 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 within 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
<i>There are no issues relating to Landscape, Townscape and Visual in 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
Baseline					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
Assessment methodology					
There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.					
Assessment					
2.16.3.1	Noise - Aircraft Noise over Kent – impact on communities, the AONB and heritage sites	<p>Areas of West Kent such as Tunbridge Wells, Edenbridge, Hever and Penshurst will be further adversely affected by overflight from Gatwick. As well as the impact on residents, this also has a heightened detrimental impact on the Area of Outstanding Natural Beauty (AONB) in terms of further loss of tranquillity, which also affects heritage assets such as Hever Castle and Penshurst Place. Despite technological advances, meaning aircraft become quieter over time, the increase in movements with the Northern Runway in routine operation will result in the noise environment around Gatwick being broadly similar to today and so the benefits of quieter aircraft would not be felt by the communities around the airport. It is noted that Chiddingstone noise levels increase slightly, despite aircraft becoming quieter overtime.</p> <p>Updated position (Deadline 1): KCC disagree with GAL's statement that a detailed assessment of the likely effects of air noise and overflight in Kent has been provided.</p> <p>The Applicant's discussion on overflights is lacking any kind of information on how communities would be affected by the proposed expansion. Figure 14.9.31 [APP-065] shows analysis where areas would experience overflights from both the Main and Northern Runway in 2032. Compared to Figure 14.6.7 [APP-063], which illustrates the 2019 Baseline overflight levels, it is clear that areas within west Kent would experience a worsening of overflight and be negatively impacted. This is particularly the case where aircraft turn over areas such as Tunbridge Wells.</p> <p>However, GAL's submission does not contain any detailed information about aircraft noise at Tunbridge Wells as it is outside any of the contours that have been produced. The maps produced by the Applicant to show 'overflights' from 2019 (Figure 14.6.7 to 14.6.8 of APP-063) and 2032 (Figure 14.9.31 of APP-065) are of such coarse resolution that it is hard to draw any meaningful information from them. Additionally, the figure from 2032 does not just cover Gatwick Airport but covers all aircraft activity</p>	<p>The ES provides a detailed assessment of the likely effects of air noise and overflights in Kent, including on the AONB and heritage assets. The primary comparison upon which these assessments are made is between the levels with the Project and the levels without it (called the future baseline) it in a particular future year. The ES also reports the changes between levels with the Project and the 2019 baseline, as referred to in this representation. In both comparisons the increases in noise with the Project in Kent are predicted to be small, less than 1dB in $L_{eq\ 16\ hr\ day}$ and $L_{eq\ 8\ hour\ night}$. Consequently, these impacts in Kent are assessed at slight and not significant.</p>	<p>ES Chapter 14: Noise and Vibration [APP-039]</p> <p>ES Appendix 14.9.2: Air Noise Modelling [APP-172]</p> <p>5.2 ES Noise and Vibration Figures - Part 1 [APP-063]</p> <p>5.2 ES Noise and Vibration Figures – Part3 [APP-065]</p>	Matter under discussion

		<p>below 7,000 feet around Gatwick, which dilutes the impact from the increased movements as a result of the proposed expansion.</p> <p>Furthermore, apart from the landscape assessment locations identified, no further details on the number of overflights are provided. Therefore, it is not possible to determine the extent to which the number of overflights are anticipated to increase within the set categories. For example, an area might currently experience 101 overflights a day but with the Northern Runway in place this would increase to 199, the location would be represented the same on the two maps, but communities on the ground would experience an additional 98 overflights per day.</p> <p>The Applicant is requested to update the overflights assessment so meaningful information can be obtained regarding how communities would be affected by increased aircraft movements.</p> <p>It must also be noted that the proposals focus mainly on aircraft departing the airport, but little information is provided regarding aircraft arriving at Gatwick. The Applicant makes clear their proposals are for departing aircraft only to utilise the Northern Runway, however little consideration has been given to the fact the Project could create extra capacity on the existing main runway and allow GAL the opportunity to increase the number of larger aircraft arriving and departing from the main runway.</p>			
Mitigation and Compensation					
<i>There are no issues relating to mitigation and compensation for this topic within this Statement of Common Ground.</i>					
Other					
<i>There are no other issues relating to this topic within this Statement of Common Ground.</i>					

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
<i>There are no issues relating to Planning and Policy in this Statement of Common Ground.</i>					

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
<i>There are no issues relating to Project Elements and Approach to Mitigation in this Statement of Common Ground.</i>					

2.19. Socio-Economics and Economics

2.19.1 Table 2.19 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
Baseline					
<i>There are no issues relating to the baseline for this topic within this Statement of Common Ground.</i>					
Assessment methodology					
<i>There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.</i>					
Assessment					
2.19.3.1	Socio-economic	<p>It is the view of KCC that Kent is unfairly disadvantaged by the proposals as it receives many disbenefits from the airport (e.g. noise from overflight) and little benefit (e.g. employment and economic). We are aware that a proportion of Kent residents are employed by the airport (directly and indirectly) and that Kent charities can apply to GAL for funding, but these are not enough to outweigh the adverse health and resulting economic disbenefits of noise from overflight of West Kent.</p> <p>Updated position (Deadline 1): KCC welcomes further discussion on this matter but at present the Council's view remains unchanged.</p> <p>Whilst an increase in aircraft movements would enhance the economic benefits of the airport (through business travel, tourism, trade, and increased employment both on site and in the supply chain), it cannot be ignored that routine use of the northern runway would have an adverse impact on local communities on the ground which KCC currently view to be disproportionate to the possible economic benefits in Kent.</p>	<p>Further detail has been provided through the Topic Working Groups on the proposed Employment, Skills and Business Strategy Implementation Plan and how it will be spatially targeted. There will be further TWGs on this and GAL is happy to discuss further with KCC.</p>	ES Appendix 17.8.1: Employment, Skills and Business Strategy [APP-198]	Matter under discussion
Mitigation and Compensation					
<i>There are no issues relating to mitigation and compensation for this topic within this Statement of Common Ground.</i>					
Other					
<i>There are no other issues relevant to this topic in this Statement of Common Ground.</i>					

2.20. Traffic and Transport

2.20.1 Table 2.20 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
Baseline					
There are no issues relating to the baseline for this topic within this Statement of Common Ground.					
Assessment methodology					
There are no issues relating to the assessment methodology for this topic within this Statement of Common Ground.					
Assessment					
There are no issues relating to the assessment for this topic within this Statement of Common Ground.					
Mitigation and Compensation					
2.20.4.1	Surface Access - Public Transport	<p>Kent County Council (KCC) support the inclusion of regional coach services to locations in Kent and Medway within the proposals. However, KCC is concerned that Route 4 will not extend to Ebbsfleet as first proposed and will no longer extend into Kent, instead stopping at Bexley. KCC feel this is short sighted and fails to consider the additional passengers who would be able to access Ebbsfleet from elsewhere in Kent and East London.</p> <p>Updated position (Deadline 1): KCC notes from Transport Assessment [AS-079] Table 11.3.4 (and Annex B Tables 128 & 178) that the 55% public transport mode share targets assume a fifteen-fold increase in air passenger coach services for Kent between 2016 and 2047. With an ambitious target such as this, KCC remains concerned that Route 4 will not extend to Ebbsfleet as first proposed and will no longer extend into Kent.</p> <p>KCC appreciates that planning and funding support for additional coach services to Gatwick would be a positive impact for Kent travellers but is concerned that capacity provision for this additional traffic is unclear in the Transport Assessment [AS-079]. KCC agrees that coach supply should be determined by the operators / market forces but requests the Applicant to confirm that sufficient kerb space would be available to accommodate the significant increases in forecast coach arrivals & departures.</p>	The Surface Access Commitments document sets out bus and coach services identified and included in the modelling work. The routes identified are based on the likely catchments to maximise the potential of achieving the committed mode shares. GAL is committed to provide reasonable financial support in relation to the services, or others which result in an equivalent level of public transport accessibility. Details of new routes will be developed in conjunction with bus operators and relevant stakeholders in due course.	ES Appendix 5.4.1: Surface Access Commitments [APP-090]	Matter under discussion
2.20.4.2	Surface Access - Rail Connections	Improving transport connections to Gatwick from Kent has not been sufficiently addressed, particularly to bring forward initiatives to serve passengers & staff accessing the airport from areas in Kent by rail. There is a need for Gatwick Airport Limited (GAL) to actively support the need to extend the rail service to Canterbury West via Redhill, Tonbridge, and Ashford, with a possible link to the existing service between Gatwick & Reading. This would help widen the economic benefits of the airport to Kent.	<p>A comprehensive assessment of the rail network has been undertaken in Chapter 9 of the Transport Assessment. The full set of rail data is included in ES Appendix 12.9.2 Rail Passenger Flows. The assessment for the Project shows that there is no significant adverse impact on rail services which requires mitigation.</p> <p>GAL will continue to work with Network Rail and Train Operators on potential future improvements.</p>	<p>Chapter 9 of Transport Assessment [AS-079]</p> <p>ES Appendix 12.9.2 Rail Passenger Flows [APP-154]</p>	Matter under discussion

		<p>Updated position (Deadline 1): KCC acknowledges the significant volume of services and their theoretical capacity on the rail network to support the forecast demand from the Project, as outlined in the Transport Assessment [AS-079].</p> <p>However, KCC has concerns about potential pressure on the two London transfer stations that support Kent trips to Gatwick, given there are no direct rail services (although Network Rail has concluded that service operations would be feasible via Redhill station).</p> <p>In view of this, together with our concern over the ambitious fifteen-fold increase in air passenger coach services for Kent to support the 55% public transport mode share target, we anticipate the Northern Runway Project will have a negative impact on current rail network capacity. A request for a second model sensitivity test on public transport mode share forecasts has been made in our Written Representation.</p>			
<p>Other</p>					
<p><i>There are no other issues relevant to this topic in this Statement of Common Ground</i></p>					

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 within this Statement of Common Ground.</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
<i>There are no issues relating to Water Environment within this Statement of Common Ground.</i>					

3 Signatures

3.1.1 The above SoCG is agreed between the following:

<p>Duly authorised for and on behalf of Gatwick Airport Limited, The Applicant</p>	<p>Name</p>
	<p>Job Title</p>
	<p>Date</p>
	<p>Signature</p>
<p>Duly authorised for and on behalf of Kent County Council</p>	<p>Name</p>
	<p>Job Title</p>
	<p>Date</p>
	<p>Signature</p>

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 (Recorded)	TWG on Econ/Soc-Econ (mop up session)
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 (Recorded)	TWG on Ops and Capacity
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