



Gatwick Airport Northern Runway Project

Statement of Common Ground Between Gatwick Airport Limited and Historic England

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 Historic England. 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 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 Historic England; and therefore, have not been the subject of any discussions between the parties. 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 matters.

Table 2.1 Statement of Common Ground 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 matters.

Table 2.2 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Air Quality within 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 matters.

Table 2.3 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Capacity and Operations within 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 matters.

Table 2.4 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Climate Change within 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 matters.

Table 2.5 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Construction within 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 matters.

Table 2.6 Statement of Common Ground 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 matters.

Table 2.7 Statement of Common Ground 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 matters.

Table 2.8 Statement of Common Ground 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 matters.

Table 2.9 Statement of Common Ground Matters

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

2.10. Geology and Ground Conditions

2.10.1 Table 2.10 sets out the position of both parties in relation to matters.

Table 2.10 Statement of Common Ground 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 matters.

Table 2.11 Statement of Common Ground Matters

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

2.12. Health and Wellbeing

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

Table 2.12 Statement of Common Ground 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 matters.

Table 2.13 Statement of Common Ground 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					
2.13.2.1	Assessment – Undesignated heritage assets	We support the thoughtful approach taken to undesignated heritage assets to include unlisted but significant historic buildings, areas of enhanced archaeological potential and the possibility of not currently known about remains.	Noted.		Agreed
Assessment					
2.13.3.1	Summary – Impact on Heritage Assets	<p>In the view of Historic England, under this scheme proposal there is the potential for harm to a range of heritage assets, including:</p> <ul style="list-style-type: none"> to a number of undesignated archaeological heritage assets in areas to the east of the existing airport, probably amounting to less than substantial harm; less than substantial harm to the significance of one grade II* listed building (the Charlwood Park Farmhouse) and a small number of grade II listed buildings on the periphery of the airport estate; and less than substantial harm to the significance of a scheduled monument (Thunderfield Castle mediaeval moated site) by development in its close setting. <p>In addition, there is the potential for far-reaching impacts to the setting of heritage assets as a result of changes in the noise profile and disturbance from expanded airport operations.</p> <p>There is also the possibility of direct or indirect impacts to currently unidentified built heritage assets.</p>	Noted.		Agreed
2.13.3.2	Assessment	At this stage in the process, we feel we have sufficient information before us to assess the impacts, or to judge whether any proposed mitigation is likely to be adequate. We have been encouraged by the careful and considered approach that has been taken by the project team to carry out heritage impact assessments to inform the scheme design and to seek mitigation wherever possible.	Noted.		Agreed
2.13.3.3	Assessment – designated heritage assets	We note the potential for impacts to the setting of a number of designated heritage assets as a result of changes in the noise profile and disturbance from expanded airport operations.	Noted.		Agreed

2.13.3.4	Assessment – designated heritage assets	One scheduled monument (Thunderfield Castle medieval moated site, NH LE 1013348) to the east of the airport may be affected by the proposals to improve access roads. We are content, however, that there will be no significant change to the setting of the monument arising from the scheme and that, unless there is a substantial change to the proposals in the vicinity of the monument, this matter does not require further assessment	Noted.		Agreed
2.13.3.5	Assessment – designated heritage assets	It would appear from the plans before us currently that no listed buildings would be lost (i.e. through demolition) but that the Grade II* former Charlwood Park Farmhouse, Horley Road (NHLE1187090) and a number of grade II listed buildings would be subject to direct or indirect impacts that may compromise their significance through changes in their settings. In the context of the NPPF policies above, any harm will require clear and convincing justification. Through LTVIA analysis and additional views assessment it has been possible to demonstrate that the immediate setting of the listed Farmhouse will not be significantly affected by the proposals in the context of its existing compromised situation within the airport operational area. There may be some minor visual intrusion by some new airport structures (e.g. the CARE facility emissions stack), but these are minimal in their impact. We have no concerns about effects on this heritage asset.	This comment is noted. A Project change is being proposed that would see the removal of the emissions stack from the CARE facility.	Notification of Proposed Project Changes [AS-113]	Agreed
2.13.3.6	Assessment – designated heritage assets	There is the possibility of direct or indirect impacts to a small number of grade II listed buildings on the periphery of the airport estate. These are identified and assessed in the ES Chapter 7: Historic Environment report; we have no comment to make on these assessments in detail and broadly agree with the outputs from the assessments. Where impacts to heritage assets are identified, possible mitigations are noted, and we would expect that these are secured through the consenting process.	Noted.		Agreed
2.13.3.7	Assessment – designated heritage assets	The three most affected noise-sensitive heritage assets -viz. the Grade II listed Church of St John the Baptist, Capel (NH LE 1378150); the Grade II listed Quaker Meeting House with attached cottage at Capel (NH LE 1028737); and the relocated Grade II listed Lowfield Heath Windmill, Charlwood (NHLE 1298883) - would not experience a worsened aircraft noise impact based upon this assessment. This would be the case also in regard to the Grade II* listed Church of St Michael and All Angels at Lowfield Heath (NHLE 1187081). On the basis of this assessment we are content that no permanent significant harmful impacts to high- graded designated heritage assets	Noted.		Agreed

		from increased aircraft noise would result for the scheme proposals.			
2.13.3.8	Position	In summary, Historic England notes the potential for impacts on the settings of several heritage assets which amount to less than substantial harm. Some residual harm may be mitigated through detailed design of the scheme elements and secured through condition or agreements attached to any consent.	Noted.		Agreed
Mitigation and Compensation					
2.13.4.1	Assessment – Undesignated heritage assets	Based on the work to date (much of which is detailed in the PEIR, Chapter 7: Historic Environment) to characterise the archaeological potential of the land affected, we consider it likely that the harm to undesignated archaeological assets could to a large extent be mitigated by the public benefits of an enhanced understanding that could be derived from the opportunity to undertake a detailed archaeological study of this part of the Wealden landscape. Others will lead for advice about this aspect, notably the West Sussex County Council archaeological adviser, but we remain ready to contribute to formulation of a research agenda and to offer strategic advice about its implementation. This could include how best the effects of airport development can be understood through further studies to inform ongoing discussion of mitigation	Noted.		Agreed
2.13.4.2	Assessment – designated heritage assets	The highway changes at Langridge Roundabout and the proposed widening of the A23 bridge over the River Mole, are unlikely to result in significant harm to the setting of the Church Road, Horley Conservation Area . The impacts that have been identified from the road works, and as a result of new built structures within the airport proposals intruding in views from the conservation area, are likely to be mitigated by the scheme design and enhanced planting acting as a screening. There is also the prospect of an enhancement to the character and appearance of the conservation area arising from increased public access to Church Field via the new footbridge, and the potential for better heritage interpretation presentation relating to the historic core of Harley village and to the adjacent undesignated Medieval moated site. These mitigations and benefits should be secured in the consent for the scheme via appropriate mechanisms (such as, scheme design or planning obligations).	Noted.		Agreed
2.13.4.3	Assessment – designated heritage assets	We note that the issue of air noise and its effect on tranquillity form part of the way in which the setting of designated assets are experienced. We acknowledge the work done through the noise assessments (in particular the use of the Temple methodology, originally commissioned by English Heritage (now Historic England)) as specified in the Appendix 7.6.1: Historic	Noted.		Agreed

		Environment Baseline Report and summarised in the updated ES			
Other					
<i>There are no other issues relating to this topic 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 matters.

Table 2.14 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Landscape, Townscape and Visual 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 matters.

Table 2.15 Statement of Common Ground 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 matters.

Table 2.16 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Noise and Vibration 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 matters.

Table 2.17 Statement of Common Ground Matters

Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
<i>There are no issues relating to Planning and Policy within 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 matters.

Table 2.18 Statement of Common Ground Matters

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

2.19. Socio-Economics and Economics

2.19.1 Table 2.20 sets out the position of both parties in relation to matters.

Table 2.19 Statement of Common Ground Matters

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

2.20. Traffic and Transport

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

Table 2.20 Statement of Common Ground Matters

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

2.21. Waste and Materials

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

Table 2.21 Statement of Common Ground Matters

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

Table 2.22 Statement of Common Ground 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:

Duly authorised for and on behalf of Gatwick Airport Limited, The Applicant	Name	Jonathan Deegan
	Job Title	Planning & Environment Lead
	Date	8 March 2024
	Signature	
Duly authorised for and on behalf of Historic England	Name	Mr Alan Byrne
	Job Title	Historic Environment Planning Adviser
	Date	8 March 2024
	Signature	

Appendix 1: Record of Engagement Undertaken

Date	Form of Contact (meeting or correspondence)	Overview of the Matters Discussed and Key Outcomes
26/02/21	Meeting	Project restart briefing. Review of NRP noise assessment.
02/10/22	Meeting	Review of changes to NRP Scheme and HE consultation response.
30/3/23	Meeting	Project update. Review of project visualisations in context of historic assets.