



Gatwick Airport Northern Runway Project

The Applicant's Response to the Examining Authority's
Written Questions – Socio-Economic Effects

Book 10

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1 Response to the Examining Authority’s Written Questions – Socio-Economic Effects

The below table sets out the Applicant’s response to the Examining Authority’s Written Questions relating to socio-economic effects.

ExQ1	Question to:	Question:
SOCIO-ECONOMIC EFFECTS		
SE.1.1	The Applicant	<p>Local Enterprise Partnership</p> <p>Paragraph 2.1.7 of the Planning Statement [APP-245] references the Coast to Capital Local Enterprise Partnership (LEP).</p> <p>What role if any does the LEP now play within its area?</p> <p>In March 2023, the Government announced the planned withdrawal of core funding for Local Enterprise Partnerships (LEPs) from April 2024 and transfer of their functions, including business representation and strategic economic planning, and the delivery of government programmes where directed, to local authorities. The Coast to Capital LEP transition is still in progress with West Sussex County Council taking on these key functions, including requirements to work with Surrey County Council and Brighton and Hove City Council to complete the transition process. To support transition, West Sussex County Council has established the West Sussex Interim Economy Board, with membership including the Applicant. The Applicant also continues to engage with Surrey County Council through their LEP transition arrangements.</p> <p>Coast to Capital continues to operate through this transition period, and currently provides economic</p>

		<p>development consultancy services within the region. The Applicant will continue to engage with the Chair and Chief Executive of Coast to Capital in the coming months as changes are made to their organisation. Once Coast to Capital’s new purpose and objectives have been confirmed, GAL will explore opportunities to collaborate where appropriate to promote long-term sustainable economic growth in the region.</p>
SE.1.2	The Applicant	<p>Socio-economic Assessment</p> <p>Can the Applicant provide further justification or evidence to demonstrate that the socio-economic conditions in 2024/ 2025 are similar to conditions in 2019, as assumed in the assessment reported in ES Chapter 17 [APP-042]?</p> <p>Detail on the approach taken to the use of 2019 pre-Covid data is set out in ES Chapter 17 Socio-Economic [APP-042] (see paragraph 17.5.2), and further explanation on the basis for this approach was provided at Deadline 1 within the The Applicant’s Written Summary of Oral Submissions from Issue Specific Hearing 3: Socio-Economics [REP1-058].</p> <p>In general, it can be expected that socio-economic conditions in 2024/25 will be more comparable to the situation in 2019 prior to the pandemic as the performance of the economy and labour market recovers to a pre-Covid position. For example, as the two graphs from the Office for National Statistics (ONS) below illustrate (Figure 1 and Figure 2), both gross domestic product and unemployment levels are now back to 2019 levels. They also reinforce how abnormal conditions were within much of the 2020-2021 period, and why drawing conclusions based exclusively on economic data from this period would not represent a robust basis for assessing future conditions.</p>

Figure 1 Unemployment rate (aged 16 and over, seasonally adjusted): %

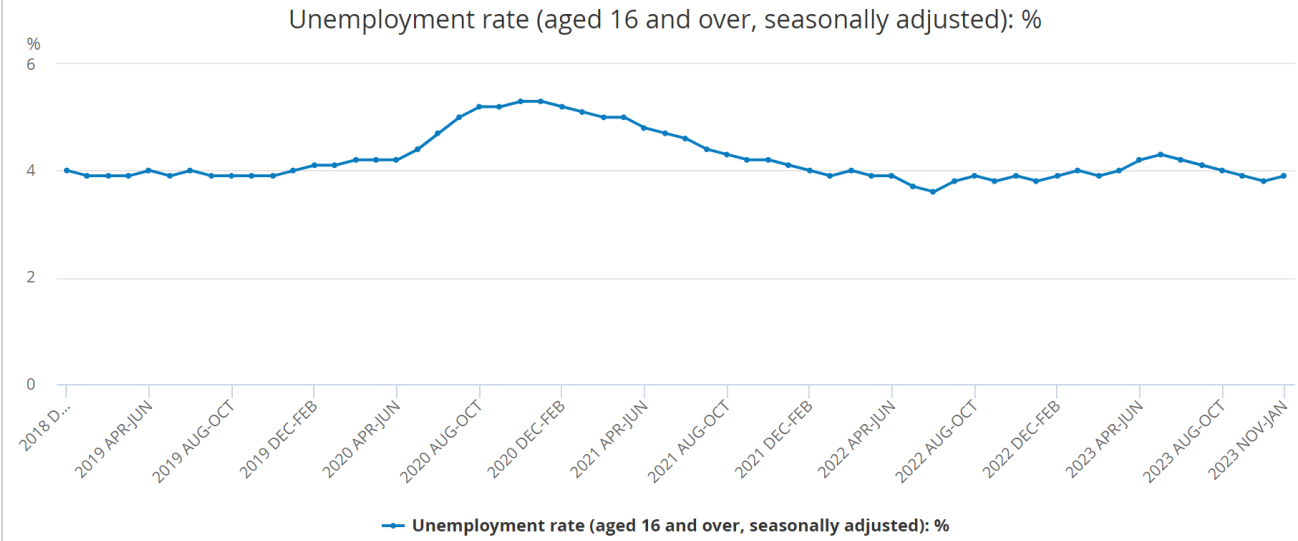
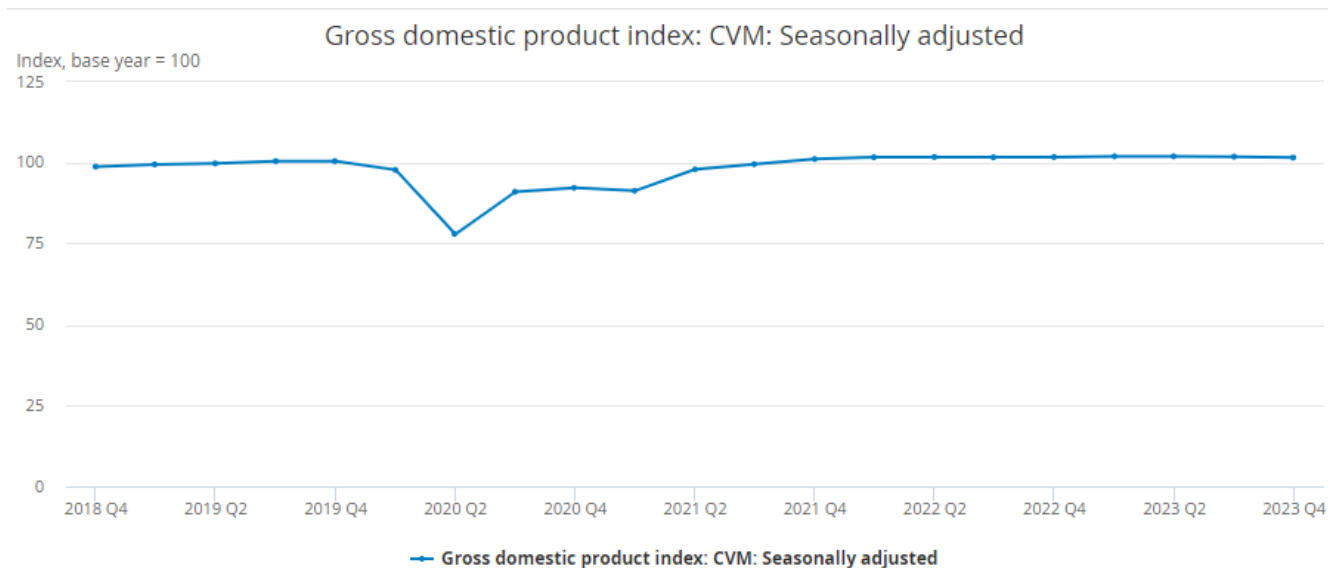


Figure 2 Gross domestic product index: CVM: Seasonally adjusted


SE.1.3

The Applicant

Mitigation Measures – Healthcare Practitioner

Paragraph 17.9.23 of the ES [APP-042] states that there are embedded mitigation measures detailed in the CoCP [REP1-021]. One such mitigation is the provision of a dedicated health care practitioner who would be available for construction workers to consult with.

Please confirm whether this role would be filled by a GP, nurse practitioner or other health care professional? If this role provides a ‘triage’ type scheme how will this reduce the need to travel to use

		<p>existing community facilities, for example if someone needs antibiotics or has an accident and requires more complex medical intervention?</p> <p>The commitment to healthcare provision , along with the other related measures discussed in Table 18.7.1 of ES Chapter 18 Health and Wellbeing [APP-043] will avoid the scenario of the construction workforce making unnecessary use of A&E and local GP surgeries. In the event of needing urgent medical care, it would remain the case that workers would access the NHS, as is appropriate and their entitlement. The role of the healthcare provision , and other listed measures, is to alleviate any additional pressure on local healthcare services related to non-emergency needs and minor ailments. The health care provision would direct any injured or sick construction workers to relevant care pathways, for example, returning to their usual place of residence when unwell to access the primary care services with whom they are registered. Similarly workers would be directed to access their usual healthcare providers for routine checks and screenings. Onsite direct care is likely to focus on high-quality first aid to minimise minor injuries attendances at A&E.</p> <p>The occupational healthcare support needs of the construction workforce will vary over time with the size and composition of the workforce. It would be onerously expensive and an inefficient use of a GP's time to have a fully qualified doctor available fulltime on-site throughout the construction period. Recruiting a local GP to such a role would likely also place workforce displacement pressures on the local NHS, undermining the benefits of the mitigation.</p> <p>Consequently, the health provision would be expected to vary according to the level of need. The CoCP is secured by DCO Requirement 7.</p>
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SE.1.4	The Applicant	<p>Employment, Skills and Business Strategy - Reviews</p> <p>Paragraph 1.1.8 of the Employment, Skills and Business Strategy (ESBS) [APP-198] states that review and recalibration intervals would be built into the programme, and these may be every five years.</p> <p>Please confirm how and when the review period would be determined and what would trigger a review?</p> <p>It is also noted that paragraph 5.2.2 of the ESBS [APP-198] states that if major changes in prevailing economic circumstances occur, this would result in a review outside of the timeframe. Please confirm what determines a ‘major change’?</p> <p>What is a ‘recalibration’ interval? How is this triggered?</p> <hr/> <p>Reviews and recalibrations/updates will be done through the ESBS Implementation Plan (Doc Ref. 10.11). The current draft of the DCO S106 Agreement requires the Applicant to review the ESBS Implementation plan every five years (paragraph 2.3 of Schedule 5) or at any other time that the Applicant considers there has been a major change in prevailing economic circumstances.. Major changes would be things like another pandemic that severely restricted activity at Gatwick airport or the abolition of a key delivery partner.</p> <p>The review of the ESBS Implementation Plan is to ensure that activities reflect contemporary needs and opportunities and can effectively contribute to the policies, priorities and ambitions of key stakeholders. The Applicant must then provide a report of the review with recommendations for</p>
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		amendments to the ESBS Steering Group.
SE.1.5	The Applicant	<p>Employment, Skills and Business Strategy - Mitigation</p> <p>The ESBS [APP-198] refers to ‘mitigation’ in paragraphs 1.1.7, 2.1.3 and 5.1.2. Paragraph 5.3.32 of the ESBS also states that <i>“It is expected that the ESBS Framework would avoid adverse construction labour supply effects arising from the Project”</i>.</p> <p>The ExA is mindful of the discussions held during ISH3: Socio-economics (including Health and Wellbeing) [EV8-001 to EV-8-002] and the content of the Applicant’s Written Summary of Oral Submissions for ISH3 [REP1-058]. However, please can the Applicant confirm:</p> <ul style="list-style-type: none"> a) Whether the ESBS is providing a form of mitigation? b) If so, should the ESBS, and the subsequent Implementation Plan, be secured by a Requirement in the dDCO? <hr/> <p>a) There are no significant adverse impacts on skills or business identified in ES Chapter 17: Socio-Economic [APP-042]. As such there are no impacts that require mitigation. Section 17.8 of the ES Chapter lists the ESBS as enhancement activity and paragraph 17.13.5 reads:</p> <p><i>“moderate beneficial significant labour market effects have been identified during the operation of the Project from 2032 to 2047 at the LSA and FEMA levels. These effects would be subject to further enhancement measures as part of the ESBS. No significant adverse effects have been identified in terms of socio-economic effects.”</i></p>

		<p>Paragraph 1.1.7 should read “activities” rather than “mitigations”. Paragraph 2.1.3 should read “contributions” rather than “mitigation”. Paragraph 5.3.32 should say that the ESBS will “enhance construction labour supply effects”.</p> <p>b) In the context of the above response, it is appropriate for the ESBS to remain secured as a s106 obligation rather than a DCO Requirement.</p>
SE.1.6	The Applicant	<p>Employment, Skills and Business Strategy – Securing Mechanism</p> <p>Both East Sussex County Council [REP1-071] and KCC [REP1-080] request that the ESBS Implementation Plan is secured through a Requirement rather than a s106 agreement. The reasoning for this is because the application of the ESBS is likely to stretch further than the geographical area over which a s106 agreement would cover. In addition, it noted that not all authorities who may be affected by the Implementation Plan would be signatories to the s106 agreement.</p> <p>The Applicant is asked to consider and address this request.</p> <p>The s106 Agreement binds the freehold land owned by the Applicant within the Order Limits. This means that any future owner of the land will also have to comply with the s106 Agreement. It does not mean that the application of the obligations must all be limited to the bound land. There is no geographical limit on where the obligations within s106 Agreement may apply. The Community Fund is another example of obligations that will have an impact beyond the land bound by the s106 Agreement. The Applicant has agreed with the JLAs that only where an obligation is due to a specific authority, should that authority be a party to the DCO s106 Agreement to reduce the number of</p>

		<p>parties and the number of ancillary documents required. Therefore, ESCC and KCC are not required to be party to the DCO s106 Agreement.</p> <p>In response to the request by ESCC and KCC, the Applicant is content to include those bodies on the ESBS Steering Group which will approve the ESBS Implementation Plan in. This will be included in the next version of the draft DCO s106 Agreement to be submitted at Deadline 5.</p>
SE.1.7	The Applicant	<p>Viewpoint Feasibility and Piloting Phase</p> <p>Table 5.1 of the ESBS describes the year-long feasibility and piloting phase trialled at Viewpoint on the South Perimeter Road and Concorde House in respect of the development of an on-site STEM Centre.</p> <p>Can the Applicant provide extra detail in respect of this trial and explain the purpose of the piloting phase?</p> <p>The option of developing an on-airport STEM Centre is a central plank of the Inspire and Motivate theme of the ESBS. The purpose of the piloting phase has been to fully explore the feasibility of on-site provision, including testing demand and gathering feedback from schools and managing the operational aspects of delivering engagement at the Airport, to ensure that it can be taken forward as a credible and deliverable option through the ESBS Implementation Plan if required.</p> <p>Viewpoint (a vacant warehouse building) was used for two trial days in April and May 2022, with two local primary schools with 60 students for each visit to help inform the development of the full-scale</p>

		<p>pilot. The original intention was to use Concorde House for the pilot phase, however a more suitable vacant space was then identified in Ashdown House (an office building adjacent to South Terminal).</p> <p>The Ashdown House pilot was launched on 31 October 2023. In the first five months of the trial, the Applicant hosted 33 events for schools (primary, secondary, and further education) at the STEM Centre, facilitating engagement with 808 students. Feedback from students and teachers has been very positive, with the combination of practical and theory-based learning regularly highlighted as an important factor. Some of the delivery has also been hybrid enabling broader access to some of the careers content via online broadcasts.</p> <p>During the trial the Applicant has also engaged with other local partners such as the DWP Crawley team; Employ Crawley; West Sussex County Council Care Leavers team; as well as several airport campus companies and the Department for Transport STEM Ambassadors team. Delivery of additional events with these partners has included an apprenticeships and careers fair during National Apprenticeships Week (125 attendees); and an Airport Jobs Fair for local residents (105 attendees). These events were supported by a wide range of airport related employers, including easyJet; Boeing; Border Force; and Retail/food and beverage companies. Both resulted in successful outcomes for example local students securing apprenticeships (e.g. with Boeing) and job seekers progressing to interview stage on the day, or shortly after.</p>
SE.1.8	The Applicant	Employment, Skills and Business Strategy – External Agencies

		<p>Paragraph 5.3.68 of the ESBS [APP-198] details how the Applicant has been engaging on an ongoing basis with external agencies to review how they would best work with external partners in the field of innovation.</p> <p>Please provide updates/ outcomes from these meetings and confirm how such work has helped shape the ESBS and the subsequent Implementation Plan?</p> <p>The Applicant has engaged with a range of external innovation agencies and partners to inform the ESBS and Implementation Plan. This is detailed in section 5.3.68 in the ESBS and includes meetings with, and visits to, innovation centres such as Fareham Innovation Centre and Sussex Innovation Centre and meetings with Oxford Innovation. Additionally, the Applicant has engaged with LEPs, Local Authorities, Economic Partnerships, Business Associations, local businesses and academic institutions through a series of round tables, ESBS topic working groups and individual meetings. In the education sector, the Applicant has engaged with local colleges and universities, notably Brighton and Sussex where we engaged with Quantum Sussex at Sussex University to understand opportunities presented by transformational and quantum technologies.</p> <p>This engagement demonstrated that there are a range of opportunities in the innovation ecosystem that the Applicant could be engaging with, and this has informed a number of the activity suggestions described throughout the ESBS:</p> <ul style="list-style-type: none"> • supporting green innovation in businesses. • supporting innovative start-ups. • Linking innovation support through and working closely in partnership with the Crawley Innovation Centre.
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		<ul style="list-style-type: none"> • Opening the Gatwick (and on campus partners) innovation pipeline more to the region. • Allow opportunities for businesses to use Gatwick as an innovation test bed. • Working more closely with universities. • Developing Innovation Challenges for regional businesses and students.
SE.1.9	The Applicant	<p>Regional Inward Investment Service</p> <p>Table 5.6 of the ESBS [APP-198] states that a Regional Inward Investment Service is to be developed, which would include a clear visitor generation strategy to help promote regional tourism.</p> <p>Please provide an update on this aspect and confirm how this in turn would promote regional tourism.</p> <p>Gatwick supports the development of a clear visitor generation strategy and set of targeted projects, and this will need to be developed and agreed with members of the Gateway Gatwick Partnership (details of the partnership can be found in the response to SE 1.11). The approach will be set out in the ESBS Implementation Plan required to be substantially in accordance with the ESBS and approved by the ESBS Steering Group under paragraph 2 of Schedule 11 of the draft DCO s106 Agreement. This visitor generation strategy could also be integrated under the umbrella of a Regional Inward Investment Service, recognising that a thriving resilient visitor economy can play an important role in providing incentives to business. The pilot Invest Gatwick Diamond delegation at the UK Real Estate Investment and Infrastructure Forum in May 2024 in Leeds, led by Gatwick and Gatwick Diamond Initiative, will showcase the venues, attractions, and experiences of the region’s visitor economy as part of the promotion of our region to investors. Gatwick’s strategic partnership with Gatwick Diamond Initiative is currently providing funding to support a limited inward investment</p>

		<p>service, and the further development of a Regional Inward Investment Service is an option that the Employment Skills and Business Strategy workstream could support.</p>
SE.1.10	The Applicant	<p>Local Economic Impact Assessment – Tourism Figures</p> <p>Box 6.2 of the Local Economic Impact Assessment [APP-200] states that the Proposed Development would lead to an increase in Gatwick-facilitated tourism to the UK economy. Gatwick-facilitated tourism could contribute an additional £1.92 billion in 2038 and £1.98 billion in 2047 (in 2019 prices) to the UK economy with the Proposed Development.</p> <p>Would these figures change using 2023/ 24 pricing? What would the tourism figures be for 2029 (using both 2019 and 2023/ 24 prices)?</p> <p>Gatwick facilitated tourism could contribute an additional £2.26 billion – £2.31 billion in 2038 and £2.33 billion – £2.38 billion in 2047 (in 2023/24 prices). It is important to note that this change in estimates is solely a reflection of the GDP deflator taking into account inflation between 2019 and 2023/24.</p> <p>The initial modelling did not consider Gatwick-facilitated tourism for the year 2029 so the Applicant does not have an answer to the question. However, by way of comparison, the increase in total passenger numbers in 2029 is around 30% of the increase in 2038 and it is reasonable to expect that the tourism benefits would increase by a slightly lower proportion (ie they would be slightly less than 30% of the 2038 benefits).</p>

SE.1.11	The Applicant	<p>Local Economic Impact Assessment – Gateway Gatwick</p> <p>Can the Applicant provide further detail regarding the ‘Gateway Gatwick’ initiative, as detailed at paragraph 6.4.5 of the Local Economic Impact Assessment [APP-200]. How, in combination with the Proposed Development, is this intended to stimulate tourism activity in the local area?</p> <p>The Gateway Gatwick Partnership has been facilitated by London Gatwick since 2018. Meeting at least bi-monthly, this partnership with visitor economy representatives was established by the airport to promote the region to international inbound passengers. The region includes West Sussex, East Sussex, Surrey, West Kent and Brighton & Hove. Terms of Reference set out the purpose, role, objectives and membership. Partners include representatives from Brighton & Hove Economic Partnership, Experience Sussex, Gatwick Airport Limited, Gatwick Diamond Initiative, Sevenoaks District Council, South Downs National Park Authority, Surrey Hills National Landscape, Tonbridge & Malling Borough Council, Tunbridge Wells Borough Council, VisitBrighton and Visit Surrey.</p> <p>The partnership focuses on a uniquely placed collaborative approach to promote the regional visitor economy to international inbound passengers arriving through London Gatwick, aiming to encourage tourists staying in London to visit the Gateway Gatwick region as part of their trip. Initiatives delivered by the partnership include the Discover Local campaign in 2019 (including webpages highlighting suggested itineraries, graphics installed along arrival routes in the airport terminals, and printed leaflets) and a regional tourism video aimed at trade stakeholders that was funded by London Gatwick in 2024.</p> <p>The development of a clear visitor generation strategy and set of targeted projects (as referenced in response to SE.1.9) would consolidate and underpin the ongoing strategic direction of the Gateway</p>
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		<p>Gatwick Partnership. Initiatives could encourage additional inbound international passengers facilitated by the Proposed Development to spend more nights in the region.</p>
SE.1.12	The Applicant	<p>Supply Chain and Medium Sized Enterprises</p> <p>How would GAL ensure that small to medium sized enterprises (SMEs) are included in contract supply chains?</p> <p>The ESBS describes the Applicant's approach to supporting SMEs and promoting their success in tendering whilst maintaining quality and supply/service continuity. The following actions could be taken in implementing the principles of the ESBS:</p> <ul style="list-style-type: none"> • Continuation of pilot enabling subscription to business database (e.g. MnAI) to allow the Applicant's procurement teams the opportunity to source diverse and SME suppliers. • Development of full procurement portal on the Applicant's website, building on the current supplier registration form to include how to supply to the Applicant, tender opportunities with the Applicant and its on campus partners. • Supply Chain development activity, delivered in partnership with local business associations, to build capacity in SMEs to be fit to supply to larger more complex organisations. • Work with internal procurement teams to develop SME / local procurement champions to ensure that creating opportunities for SMEs is built into procurement processes and policies.

SE.1.13	The Applicant	<p>Property Values</p> <p>Row 3.8 of the Updated Local Authorities Issues Tracker [AS-060] considers the issue of the impact on land values and states that GAL is commissioning a study that will investigate the potential impacts on residential property values to inform the ES assessment. Table 17.4.2 of the ES [APP-042] confirms that it is recognised that the Proposed Development could give rise to effects on property prices but that the provisions of The Land Compensation Act 1973 would apply and provide for payment of compensation to fully cover any such loss in value.</p> <p>Despite this, a significant number of submissions into the Examination have raised concern over the potential for a negative effect on property values. Is the Applicant proposing to submit the residential property value study into the Examination? If not, why not?</p> <p>Notwithstanding the proposed mitigation secured through the Noise Insulation Scheme, the Applicant recognises that there may be effects on a small number of properties where compensation under the terms of Part 1 of the Land Compensation Act 1973 could become applicable.</p> <p>As such, the Applicant commissioned external advice to make an initial assessment of the possible range of properties where this might apply in order to ensure that the reported estimates for property acquisition and compensation include an appropriate allowance for this (please see the Applicant’s response to CA.1.22 where the overall amount for the Property Cost Estimate has been referenced and includes the allowance for potential Part 1 claims). The Applicant does not consider it necessary or appropriate to share the detail of this information as part of the examination as it is commercially confidential and the assessment of compensation is not a material planning consideration.</p>
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		<p>It should also be noted that there is an inevitable level of uncertainty regarding the potential level of compensation that may attach to this impact, and the above response should also be seen in that context. The question of whether property prices more generally in the vicinity of an airport are affected (either adversely or positively) by changes in capacity at that airport over time is acknowledged as being extremely difficult to disaggregate reliably from other influencing factors. This was recognised in the Planning Inspectorate’s Scoping Opinion for Heathrow’s North West Runway DCO (p43 Section 4.6 Issue 66) where a study of these effects was scoped out:-</p> <p><i>The Applicant states that it is not possible to estimate “empirically” the quantitative effect of this Proposed Development on the wider property market because of the scale of the development and uncertainties due to the length of construction and operational periods. The Applicant however accepts that there will be effects on property and compensation will be made available to eligible parties. The ES should clearly explain how the compensation payments will mitigate the likelihood of significant effects.</i></p> <p>It should be noted that a similar study was also not scoped into the Luton Airport DCO more recently.</p>
SE.1.14	The Applicant	<p>Home Relocation Assistance Scheme</p> <p>Can the Applicant detail how the maximum figure of £20,000 in respect of the Home Relocation Assistance Scheme was calculated, as detailed at paragraph 6.1.2 of [APP-180].</p> <p>The Home Relocation Assistance Scheme offers a contribution towards the costs of moving including reasonable moving costs, estate agent fees up to 1% of the sale price, and stamp duty. The Applicant has provided further details of how the Home Relocation Assistance Scheme will be administered in</p>

		<p>5.3 ES Appendix 14.9.10 Noise Insulation Scheme Update Note [REP2-031] submitted at Deadline 2 including the commitment that the costs available for home relocation assistance will be reviewed every three years to consider inflationary increases. The maximum sum to be provided has been reviewed in view of inflation and will be revised in a future issue of the Noise Insulation Scheme to the Examining Authority.</p>
SE.1.15	RPA's	<p>Affordable Housing – Additional Funding</p> <p>The ExA notes that, in respect of affordable housing, the Joint West Sussex LIR (paragraph 18.4 [REP1- 068]) considers that further mitigation is required in the form of funding from the Applicant, to help meet increased demand for affordable housing.</p> <p>Can the Joint West Sussex Authorities provide further detail on the reasoning for such mitigation and the level of funding required. Please also confirm whether discussions with the Applicant regarding this issue have been held?</p>
		<p>N/A – this question is not directed to the Applicant.</p>
SE.1.16	The Applicant	<p>Airport-Related Employment Land Study</p> <p>Reference to an Airport-Related Employment Land Study (ARELS) is made at paragraph 18.81 of the Joint West Sussex LIR [REP1-068]. Can the Applicant confirm:</p> <p>a) Whether the ARELS forms part of the submitted application? If not, is this study going to be submitted into the Examination? If not, why not. Whether any off -airport</p>

		<p>employment land will arise as a result of the Proposed Development. If so, please provide further details.</p> <p>The ARELS is not part of the DCO Application and was not intended to be submitted.</p> <p>The study was done at the request of the local authorities to help them understand how much wider growth they may need to plan for. It includes land uses (offices, hotels and warehousing) with different levels of functional relationship to Gatwick Airport at different spatial scales.</p> <p>The basic method was to seek to identify existing activity and establish a relationship between demand for that activity (or floorspace allocated to it) and activity at the airport (either passengers or ATMs). The strength of that relationship varies for different activities and in different places and also changes over time (eg demand for on-airport office space has been declining relative to ATMs).</p> <p>Lichfields then scaled up the level of floorspace in line with the estimates of airport activity over time.</p> <p>The conclusions of the study are not spatially specific, i.e. it does not identify a specific need for certain space in certain locations, other than on-airport. The results were presented to the Local Authorities at a Topic Working Group.</p> <p>The DCO Application includes provision of space for those uses which are directly related to the Project and need to be on-airport (offices and hotels – no additional space for freight is necessary) and their provision has been considered in the Environmental Assessment.</p> <p>As the Airport grows, there is likely to be an increase in demand to be close to the airport from some businesses – whether suppliers to airport activity or businesses that use its flights. Some of this</p>
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		demand may be accommodated in existing employment locations and some may be in new space – that is a matter for the local authorities to address in the Local Plans.
SE.1.17	The Applicant	<p>Peak Number of Construction Jobs 2027</p> <p>Can the Applicant confirm the correct number of total peak construction jobs in 2027. As currently there is a small variation in application documents [APP-042, APP-198 and APP-201].</p> <p>The Applicant can confirm that the peak of the construction workforce is anticipated to occur in February 2027 at which point around 1,350 workers are expected within the Project site boundary (the specific figure is 1,357). This rounded figure is used for the purposes of ES Chapter 17: Socio-Economic [APP-042] (see paragraph 17.9.2) and ES Appendix 17.8.1 Employment, Skills and Business Strategy [APP-198] (see paragraph 5.3.29). ES Appendix 17.9.3 Assessment of Population and Housing Effects [APP-201] reports a rounded figure of c.1,400 in the summary, but uses the figure of 1,357 for the analysis (see paragraph 6.1.3). The small variations are therefore due to rounding only.</p>
SE.1.18	The Applicant	<p>Employment Type by Local Authority</p> <p>Table 3.1.3 of ES Appendix 17.9.3 [APP-201] details the jobs associated with the Proposed Development at Gatwick by local authority. Table A1.1.1 of ES Appendix 4.3.1 [APP-075] provides a breakdown of on airport employment by type.</p>

		<p>Has a similar breakdown of types of jobs by local authority been included? If so, please signpost to this information. If this information is not available, please confirm why.</p> <p>A breakdown of roles is provided for on-airport employment (i.e. direct) based on correlating each employee type/function to an appropriate air traffic metric – for example, ground handling staff is most closely linked to ATMs, while cleaning staff is more closely linked to passenger volumes.</p> <p>Annex 4 of ES Appendix 17.9.2: Local Economic Impact Assessment [APP-200] disaggregates the total incremental employment generated by the Project at the local authority level. However, it is not possible to estimate with accuracy a breakdown of the individual types of jobs for each local authority area.</p>
SE.1.19	The Applicant	<p>Economic Benefit</p> <p>Paragraph 4.1.13 of the SoR [AS-008] states that the Proposed Development would provide a one-off boost to capacity of the economy of 0.15% Gross Domestic Product, which is equivalent to approximately £3.3 billion in 2019 through the benefits of improved connectivity that support trade and investment.</p> <p>Would this figure remain the same using 2022/ 23 data?</p> <p>In 2023 UK GDP was £2,690bn (in cash terms) so 0.15% would be approximately £4bn.</p>
SE.1.20	The Applicant	<p>Catalytic Impact Methodology</p>

		<p>With regard to economic benefits and specifically catalytic impacts, York Aviation in their ‘Needs Case Review for Local Impact Report’ (Appendix A, paragraph 76, [REP1-070]), concluded that the methodology by which the wider catalytic impacts in the local area had been assessed is not robust and that little reliance can be placed on this assessment.</p> <p>Please review this conclusion and confirm whether the methodology is reliable.</p> <p>There are ongoing discussions between the Applicant and York Aviation on the methodology used to derive catalytic impacts. The Applicant has reviewed York Aviation’s comments and has identified certain aspects of the catalytic impact methodology that would benefit from clarifications which were addressed in detail as part of the Applicant’s Response to the Local Impact Reports (Doc Ref. 10.15) please refer to response to para 18.64 of REP1-068).</p> <p>The Applicant will continue discussions with York Aviation to understand if the clarifications provided appropriately address the methodological concerns raised, and to what extent any remaining issues on the methodology have an impact on potential common ground regarding the scale of likely economic impacts. The Applicant is of the view that the methodology applied is robust and is superior to estimates that would otherwise be generated using multipliers on additional air traffic, and much more likely to inform discussions around the Project’s impact on employment rates in affected local authorities.</p>
SE.1.21	The Applicant	<p>Supply Chain</p> <p>Noting the content of paragraph 17.9.3 of the ES [APP-042], is the majority of the supply chain benefit of the Proposed Development likely to be gained by Tier 2 sub-contractors and suppliers rather than</p>

		<p>Tier 1 contractors? What split between Tier 1 and 2 contractors is likely to occur? How is this to be secured to ensure maximum local benefit?</p> <p>Understandably at this stage of the Project's development/consenting process, the Applicant has not fully initiated the detailed Procurement Strategy. However, within the current Supply Chain Strategy and Capital investment period Gatwick Airport is implementing the principles set out in the Second Decade of Change¹ and fully recognise the importance of the distribution of spend across all tiers within the supply chain, including the significant benefits to Local and Regional Suppliers. Naturally within the UK's Construction Supply Chain Eco system, suppliers at all levels have an important role to play in the safe and efficient delivery of construction projects. Gatwick Airport will actively consider this in the future Procurement Strategy to deliver the Northern Runway Project and encourage local contractors and suppliers to engage via the proposals suggested within the ESBS which is appended to the draft DCO s106 Agreement.</p> <p>The details of ESBS intervention measures are being worked up with the local authorities and other partners, but construction is one of the six themes and one of the objectives is to lever the procurement process to facilitate access by SMEs from the local area to gain contracting opportunities. The details will be included within the ESBS Implementation Plan to be approved by the ESBS Steering Group under Schedule 11 of the draft DCO.</p>
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¹ [www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw10c8906f/images/Corporate-PDFs/Sustainability/Second Decade of change policy to 2030.pdf](http://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw10c8906f/images/Corporate-PDFs/Sustainability/Second%20Decade%20of%20change%20policy%20to%202030.pdf)