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The Applicant, the Joint Local Authorities.

Your Ref:

Our Ref: TR020005

Date: 9 May 2024

Dear Sir/ Madam

**Planning Act 2008 (PA2008) - Section 89(3); and the Infrastructure Planning
(Examination Procedure) Rules 2010 – Rule 17**

**Application by Gatwick Airport Limited for an Order Granting Development Consent
for the Gatwick Airport Northern Runway Project**

Request for further information and written comments

We are writing under Rule 17 of the Infrastructure Planning (Examination Procedure) Rules 2010 to request further information. These questions are set out in **Annex A**. They are addressed to the Applicant and the Joint Local Authorities, and solely to the Applicant.

Responses should be submitted by **Deadline 4 (15 May 2024)** or **Deadline 5 (6 June 2024)**, as appropriate. Any Interested Party wishing to respond to such responses can do so by Deadline 5 or Deadline 6 (26 June 2024).

Yours faithfully

Kevin Gleeson

Lead Member of the Examining Authority

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R17b	Question to:	Question:
R17b.1	The Applicant, the Joint Local Authorities	<p>Future Baseline</p> <p>At the beginning of Compulsory Acquisition Hearing 1 (CAH1) the Applicant made a statement concerning the future baseline. This statement identified a “way forward” in relation to the current gap between the two parties on the future baseline. However, it was stressed that this was not a formal agreed statement between the parties. In view of this, please provide an agreed timetable for the four steps of work proposed, including roles and responsibilities for each party. Such timetable to include dates (corresponding with the established Examination deadlines) for:</p> <ul style="list-style-type: none"> a) the Joint Local Authorities (JLA) to confirm their own future baseline figure or the range that they would be content with the Applicant assessing. Such figure/range to be provided alongside consideration of which elements of the Applicant’s case they disagree with. b) the Applicant to provide a sensitivity analysis based on this JLA future baseline figure (or, if a range, then the minimum and maximum of this range) to test the effects of this alternative future baseline upon the effects stated in the application Environmental Statement. Such effects to include, but not necessarily be limited to, noise, air quality, socio-economics, traffic & transport, ecology/HRA, and historic heritage. In addition, consider whether this sensitivity analysis gives rise to any change in the magnitudes of impacts considered within the Transport Assessment. <p>Such dates to be as soon as possible given the ongoing nature of the Examination and the importance of this issue. In this context it is noted that the statement provided in CAH1 proposed targets of Deadlines 4 and 5 for the above stages.</p> <p>In addition to the above, the ExA would also request from the Applicant:</p> <ul style="list-style-type: none"> c) A response concerning the reservations stated by the JLAs in [REP3-117] regarding peak spreading and related to Action Point 8 of Issue Specific Hearing 7 [EV13-009] concerning the propensity of airlines to grow outside of the peak period when they may not be able to add capacity in the peak (as acknowledged with reference to paragraph 6.132 of [REP3-079] in the CAH1 statement).

R17b	Question to:	Question:
		<p>d) Figure 1.2 of [REP1-047] details the breakdown of the various growth sectors that constitute the future baseline. These are categorized in the table into two areas: runway/demand related (peak growth and peak spreading) and airline/demand related (aircraft size and load factor). Is there or could there be an element of double counting in such figures? For example, would some of the stated 5mppa growth attributable to peak spreading in the table also be counted within the 9mppa growth allocated for aircraft size as some of the aircraft using the runway at off peak times may be the larger aircraft stated to make up the aircraft size category?</p>
R17b. 2	The Applicant	<p>Waste Management Assessment</p> <p>1. In response to ExQ1 RES.1.2, the Applicant incorrectly stated that the assessment of waste impacts was scoped out of the Environmental Impact Assessment in the Scoping Opinion provided by the Planning Inspectorate [APP-095]. The Inspectorate agreed that waste arising from the extraction, processing and manufacture of the construction materials and components could be scoped out of the assessment (ID 4.13.1 of the scoping tables). However, this does not cover the waste arising from the construction processes required for the Proposed Development or waste arising from the operational phase.</p> <p>To demonstrate compliance with the EIA regulations Schedule 4 Paragraph 5(c), the Applicant is asked to either:</p> <ol style="list-style-type: none"> a. provide a description of likely significant effects resulting from the creation, disposal and recovery of waste; or b. justify why an assessment of likely significant effects has not been undertaken for waste impacts, other than those agreed to be scoped out, by demonstrating that the Proposed Development would result in no likely significant effects. <p>2. The EIA regulations state that the description of the development should include an estimate, by type and quantity, of types of waste produced during the construction and operation phases (Schedule 4 Paragraph 1(d)). In relation to construction waste, the ExA note that the Applicant, provides approximate quantities of excavated materials, including potentially</p>

R17b	Question to:	Question:
		<p>contaminated material, concrete and asphalt in paragraphs 5.123 – 5.125 of ES Chapter 5 [APP-030].</p> <p>The Applicant is asked to confirm whether there are any other waste arisings (for example metal, plastic and packaging as noted from the Scoping Report) that should have a type and quantity listed in the ES project description in order to meet the EIA regulations.</p> <p>Responses to the Waste Management Assessment questions are due by Deadline 5 (6 June 2025).</p>