



Gatwick Airport Northern Runway Project

Statement of Common Ground Between Gatwick Airport Limited and NATS (En Route) Plc

Book 10

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Table of Contents

1	Introduction	2
2	Current Position	4
2.1.	Agricultural Land Use and Recreation	4
2.2.	Air Quality	5
2.3.	Capacity and Operations	6
2.4.	Climate Change	9
2.5.	Construction	10
2.6.	Cumulative Effects and Interrelationships	11
2.7.	Draft DCO and Explanatory Memorandum	12
2.8.	Ecology and Nature Conservation	13
2.9.	Forecasting and Need	14
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	22
2.18.	Project Elements and Approach to Mitigation	23
2.19.	Socio-Economics and Economics	24
2.20.	Traffic and Transport	25
2.21.	Waste and Materials	26
2.22.	Water Environment	27
3	Signatures	28
	Appendix 1: Record of Engagement Undertaken	29

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 / statutory consultees comprises several documents, to which this document is one. The Statement of Commonality provides details of the structure and status of the SoCGs between all the relevant Interested Parties, including the local authorities. Naturally, the level of detail across the suite of SoCGs 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 NATS (En Route) plc (NERL). 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 NERL; and therefore, have not been the subject of any discussions between 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	Issues Tracker 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	Issues Tracker 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
2.3.1.1	Airspace	No airspace change is required to the London Terminal Control Area route network, associated with London Gatwick arrival and departure routes, to enable London Gatwick's Northern Runway Project.	GAL agrees with this statement.		Agreed
2.3.1.2	Airspace	As a service provider NERL will always work to accommodate growth and demand wherever possible, in line with the key requirements of our licence obligations. London Gatwick's Northern Runway project would fall within this remit as it is not being driven by any wider airspace change activity.	GAL agrees with this statement		Agreed
2.3.1.3	Airspace	The London Terminal Control Area is a highly complex environment with many route interactions and supporting procedures in place. NERL's primary purpose is safety, and we have existing measures in place to manage the flows of traffic in such a way that sector/airspace loading remain within safe operational parameters should peaks in demand exceed available capacity.	GAL agrees with this statement		Agreed
2.3.1.4	Airspace	NERL agrees with this statement.	The Northern Runway Project is making a 12m adjustment to the alignment to the centreline of the Northern runway (runway 26R/08L). The CAA has assigned the airspace change as Level 0 as the proposal would not alter traffic patterns, meaning, London Gatwick's Standard Instrument Departure (SID) routes will not change as a result of the Project.	CAA airspace change proposal ACP-2019-81	Agreed
2.3.1.5	Airspace	NERL agrees with this statement.	The Northern Runway Project is making a 12m adjustment to the alignment to the centreline of the Northern runway (runway 26R/08L). The CAA has assigned the airspace change as Level 0 as the proposal would not alter traffic patterns, meaning, London Gatwick's published instrument approach procedures remain unchanged.	CAA airspace change proposal ACP-2019-81	Agreed
2.3.1.6	ATC and Runway Concept	NERL agrees with this statement.	Aircraft departing from the 26L/08R (main) and 26R/08L (northern) runways will be subject to departure-departure separation minima as those applied to departures from a single runway.	Capacity and Operations Summary Paper [REP1-053]	Agreed
2.3.1.7	ATC and Runway Concept	NERL agrees with this statement.	Where 60 second departure-departure splits are in use today, these will still be possible in the future. Prior to the implementation of a dual runway operation, the relevant safety assurance activities must be completed to validate the proposed concept of operation.	Capacity and Operations Summary Paper [REP1-053] Statement of Common Ground between Gatwick Airport Limited and the Civil	Agreed

				Aviation Authority [REP3-068]	
2.3.1.8	Airspace	<p>Airspace Modernisation is not required to facilitate the Project. The Future Airspace Strategy Implementation – South (FASI-S) / London Terminal Control Area cluster change is anticipated to deliver network improvements that will directly benefit London Gatwick in terms of safety, capacity, efficiency and resilience, and in reducing environmental impacts. The scale and nature of those benefits will only be clear once the airspace change process has been completed.</p> <p>The timing and progress of this programme is outside of the control of any single airspace change sponsor. This wider airspace change may be delivered in a similar timeframe but is not necessary to enable London Gatwick’s Northern Runway Project.</p>	GAL agrees with this statement.		Agreed
2.3.1.9	Airspace	NERL agrees with this statement.	<p>GAL, alongside NERL, is co-sponsoring the London Airspace South (LAS) airspace deployment under the same programme which is, by comparison, a less complex airspace change that can be deployed much sooner than the rest of the London Terminal Control Area airspace, realising benefits earlier than might otherwise have been the case.</p> <p>In particular for London Gatwick, London Airspace South is expected to increase network capacity in the immediate vicinity to the south of the airport and reduce the air traffic controllers’ workload per flight on associated sectors thereby strengthening resilience, reducing delays on the ground pre-departure caused by capacity constraints in the airspace and potentially increasing runway throughput during busy periods.</p> <p>The beneficial geographical location of London Gatwick, that lies to the south of the congested and complex heart of the London Terminal Control Area airspace, and the supporting airspace that lies to its south, means it is easier to take forward airspace change here compared to the north of London Gatwick, which would involve the other main London airports. The deployment of London Airspace South is scheduled to occur within a deployment window that currently spans from Q1 2027 to Q4 2028.</p>		Agreed
2.3.1.10	Airspace	NERL agrees with this statement.	In preparation for London Airspace South, NERL has simulated the proposed changes in the associated volume of London Terminal Control Area against a baseline of today’s airspace and operation, this included additional London Gatwick traffic, using a dual runway operation representative schedule. The qualitative feedback from this simulation confirmed that the proposed changes associated with London Airspace South could be safely integrated with the surrounding extant routes and airspace		Agreed

			structures that support both London Gatwick's and other surrounding airports' operations.		
2.3.1.11	Airspace	NERL is responsible for the airspace network which supports all users and airports/airfields. Future growth at other airfields relevant to the airspace sectors surrounding London Gatwick may be part of future capacity assessments and reviews of ongoing service performance. NERL is not aware of any changes that will directly impact London Gatwick's proposals at this time that lie outside of the Future Airspace Strategy Implementation Programme, in which Gatwick are fully involved.	GAL agrees with this statement		Agreed

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

2.14. Landscape, Townscape and Visual

2.14.1 Table 2.14 sets out the position of both parties in relation to matters.

Table 2.14 Statement of Common Ground Matters

Reference	Issues Tracker 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 matters.

Table 2.15 Statement of Common Ground Matters

Reference	Issues Tracker 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	Issues Tracker Reference	Matter	Stakeholder Position	Gatwick Airport Limited Position	Signposting	Status
Baseline						
<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	Issues Tracker 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	Issues Tracker 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	Issues Tracker 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	Issues Tracker 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	Issues Tracker 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	Issues Tracker 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 Andy Sinclair Job Title: Head of Noise and Airspace Strategy Date May 2024 Signature
Duly authorised for and on behalf of NERL	Name Lee Boulton Job Title: Head of Airspace Development, NATS En-Route Limited Date May 2024 Signature

Appendix 1: Record of Engagement Undertaken

Date	Form of Contact (meeting or correspondence)	Overview of the Matters Discussed and Key Outcomes
19 July 2023	Meeting	Bi-lateral discussion on the additional traffic generated by the project and the network ability to accommodate the traffic.
23 February 2024	Meeting	Bi-lateral discussion on DCO submission.
17 April 2024	Meeting	Bi-lateral discussion on Statement of Common Ground