



Gatwick Airport Northern Runway Project

Response to the Examining Authority's Written Questions
(ExQ2) – Case for the Proposed Development

Book 10

VERSION: 1.0

DATE: JULY 2024

Application Document Ref: 10.56.1

PINS Reference Number: TR020005

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1 Response to the Examining Authority’s Written Questions – Case for the Proposed Development

1.1.1 The below table sets out the Applicant’s response to the Examining Authority’s Written Questions relating to Case for the Proposed Development.

ExQ1 Question to: Question:		
CASE FOR THE PROPOSED DEVELOPMENT		
CS.2.1	Applicant Local Authorities	<p>Statements of Common Ground on Forecasting & Need and Capacity & Operations</p> <p>The ExA note the issues regarding the submission of the above SoCG referred to in the D5 Cover Letter [REP5-001] and the references within the ‘<i>Applicant’s Response to Deadline 5 Submissions – Response to York Aviation</i>’ at D6, including the intention to submit an updated version at D7.</p> <p>Please ensure that such documents are submitted at D7. Even if such documents are still in a state of flux, the agreed differences between the parties on these issues would be of assistance to the ExA.</p>
		<p>The Applicant has submitted the Statement of Common Ground between Gatwick Airport Limited and the Joint Local Authorities – Capacity and Operations (Doc Ref 10.18) and the Statement of Common Ground between Gatwick Airport Limited and the Joint Local Authorities – Forecasting and Need (Doc Ref. 10.19) at Deadline 7. These SoCGs remain as draft with the most recent versions submitted at Deadline 7 returned from the Joint Local Authorities (JLAs). GAL will continue to engage with the JLAs and update its commentary in response in future iterations. The Applicant has also updated the Statement of Commonality (Doc Ref. 10.1 v5) as part of this submission.</p>
CS.2.2	Applicant	<p>Permitted Development Rights</p> <p>The Applicant’s answer to ExQ1 CS.1.23 [REP3-084] states that no runway in the proposal is being constructed or extended.</p>

		<p>How does this statement equate with the contents of the DAS Volume 1 [REP2-032] which discusses extending the existing northern runway north by 12 metres (page 55) as the chosen option for the project.</p> <p>For consistency, the wording in the Design and Access Statement (Volume 1) (para 4.4.4) has been amended to reflect the terminology for changes to the existing northern runway and clarify that the northern runway is existing and is being repositioned, not extended. The revised Design and Access Statement (Doc Ref. 7.3 v3) has been submitted at Deadline 7.</p> <p>The northern runway will have no greater dimensions following its repositioning. As set out in response to ExQ1 CS.1.23, The Applicant’s Response to the ExA’s Written Questions (ExQ1) – Case for the Proposed Development [REP3-084], “<i>Before and after the proposed works there will be a single northern runway of the same width and length.</i>”</p>
CS.2.3	Applicant	<p>Sensitivity testing</p> <p>In their D6 submission ‘<i>Response to the Applicant’s Deadline 5 Submissions</i>’ [REP6-099], the Joint Local Authorities (JLAs) note in Appendix III that it is not possible to comment further [on the Applicant’s consideration of the environmental implications of adopting a lower Baseline throughput] as the outputs in [REP5-081] are based on the original Slow Transition case fleet mix and not the revised Fleet Mix now proposed by the Applicant at ISH8. They also refine their consideration of the capacity of the existing runway under the Future Baseline case to 57 million passenger per annum (mppa) and for the capacity of the Proposed Development to 75-76mppa.</p> <ul style="list-style-type: none"> a) Provide an assessment on the implications on the Fleet mix as used in [REP5-081] as opposed to the revised ISH8 Fleet Mix and any differences this may cause. b) [REP5-081] provides a Future Baseline Sensitivity analysis. Does the revised position of the JLAs as to their view of the likely capacity of the future baseline and the proposed development at 57mppa and 75-

		<p>76mppa respectively require a separate analysis? These figures provide a range/delta between them at 18-19mppa. If not please justify your answer.</p> <p>The Applicant responded in detail on the subject of the sensitivity cases at Deadline 5 in REP5-081. This submission explained in detail why the Applicant disagreed with the York sensitivity case assumptions, and it is clear from the York response to this in REP6-099 that York have accepted the Applicant’s evidence on some key points.</p> <p>York have further amended their assumptions on what might be achieved in both the baseline and the NRP cases and now assert that 57mppa is the highest baseline achievable and that 75mppa (using York’s load factor assumptions which they prefer) is the highest NRP case.</p> <p>The Applicant does not believe that it will assist the ExA for the Applicant to make yet another detailed response to York’s latest assertions at Deadline 7 beyond reiterating here the following key points:</p> <ul style="list-style-type: none"> • York now assert that the future baseline cannot grow beyond 57mppa – the Applicant disagrees with this and the York assumption that underpins this that the airport will achieve little or no peak spreading in the next 23 years without the project. Historical data and detailed airline intelligence both point to this position being wrong. • York now assert that the NRP case will be limited to 75-76mppa having accepted the Applicant’s arguments about the flaws in their High case which required far too many movements in the busy day to be credible (see REP5-081 Section 3.5). The same is still true of the latest York assertion, although to a lesser degree, meaning that the Applicant considers the 75-76mppa NRP case still to be overstated if the York future baseline assumption is used.
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- Given the extensive engagement with and comprehensive evidence presented to York to date, it is not considered likely by the Applicant that further discussion between the Applicant and York Aviation will result in any agreement being reached on these matters.
- However, the ExA need not be concerned by this lack of agreement, since even if York were to be correct in their predictions of traffic growth with and without the project, this would not give rise significantly different environmental effects (as evidenced in detail in [REP5-081](#)) and the case for the NRP would be stronger.

Thus, in response to **Part b)** of the ExA’s question, the JLA view is that the delta is now either the same as the York Low case or slightly higher but not as high as the York High case. There is therefore no reason in the Applicant’s view to examine a separate sensitivity test based on this latest third scenario as the conclusions of no materially different environmental effects reached in [REP5-081](#) applied equally to the York High and Low cases which this new case would sit between.

The effects on HRA for the York Low and High cases were not included in [REP5-081](#) because further assessment work was being carried out to consider specific designated sites. This has now been completed and is included in an updated version of [REP5-081](#) submitted at Deadline 7 (see Doc Ref. 10.40 v2). This demonstrates that the conclusion of the HRAR of no adverse effect on integrity would not change in the York scenarios and therefore supports the conclusion noted above of no new significant environmental effects overall with any of the York scenarios or the GAL sensitivity test.

The planning balance would therefore remain unaffected in respect of likely significant environmental impacts. The need case for the NRP would stronger if Gatwick’s ability to meet demand is as constrained as the JLAs

suggest and the economic benefits of the project would increase significantly if the increase in the with-project delta was 18-19mppa, rather than 13mppa.

With respect to **Part a)** of the ExA's question, were the Updated Central case noise figures to be used instead of the Slower Fleet Transition noise assumptions and consequent Noise Envelope limits, it would have the effect of reducing noise contours slightly in all forecast years, but this would be the same for all scenarios being considered. The amount of this reduction is set out in the Deadline 4 submission on the effects of the Updated Central case fleet [[REP4-004](#)].

With respect to the Noise Envelope and the sensitivity test implications, it is clear that, if the 92 day summer period throughput used by York for 2032 was correct and growth was lower than the Applicant's submission predicts (as depicted in Figure A below), then noise forecasts in this year would also be lower (as suggested in [REP5-081](#) paragraph 5.8.70). But the York assumption of lower growth in 2032 is based on the incorrect assumption that the absence of Charlie Box is acting as a constraint to runway movement rates and thus airport growth. The Applicant has explained in [REP6-091](#) Section 2.4 why this is incorrect and that growth will not be constrained as York maintain. It therefore follows that noise levels in 2032 are likely to be as the Applicant's submission predicts and setting a noise envelope at the York 2032 growth level would be inappropriate.

It is also clear that in 2038, both the York Low and High cases produce a greater noise footprint than the Applicant's submission case by virtue of having more movements in the 92 day summer period (see Figure B below). This would require a larger noise envelope in 2038 for the York cases than with the Applicant's case.

It is unclear why York on behalf of the JLAs were unable to determine what the effects would be of using the Updated Central case data (as these are set out in [REP4-004](#)) but it is clear that whether this data is used, or the now superseded Slower Fleet Transition data, the effects shown in the Figures below still hold, since all

scenarios would be equally affected by the data change, and whilst absolute values of noise footprints produced will be smaller with the Updated Central case, the relative effects remain – i.e. that the York cases require a larger noise envelope in the medium-term than the Applicant’s submission case.

NRP, ATMs (Avg/day), 2032

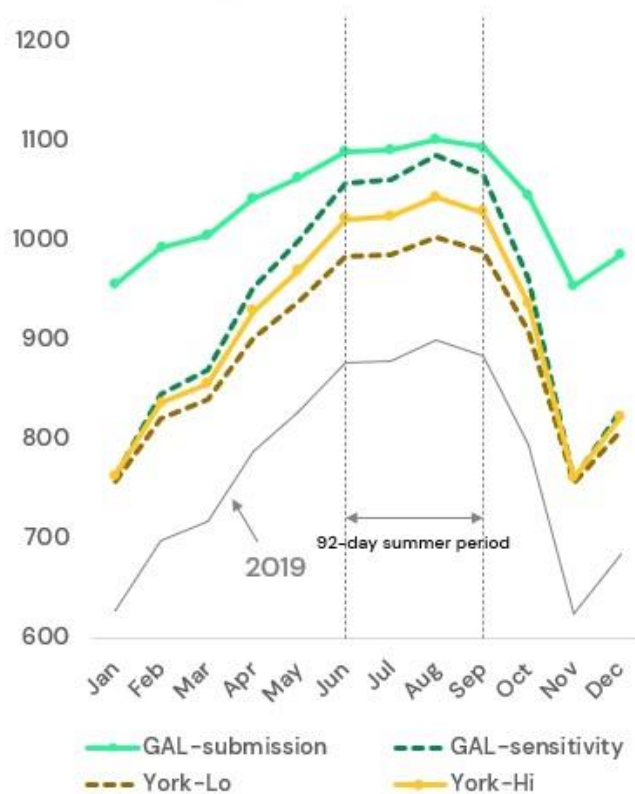


Fig. A

NRP, ATMs (Avg/day), 2038

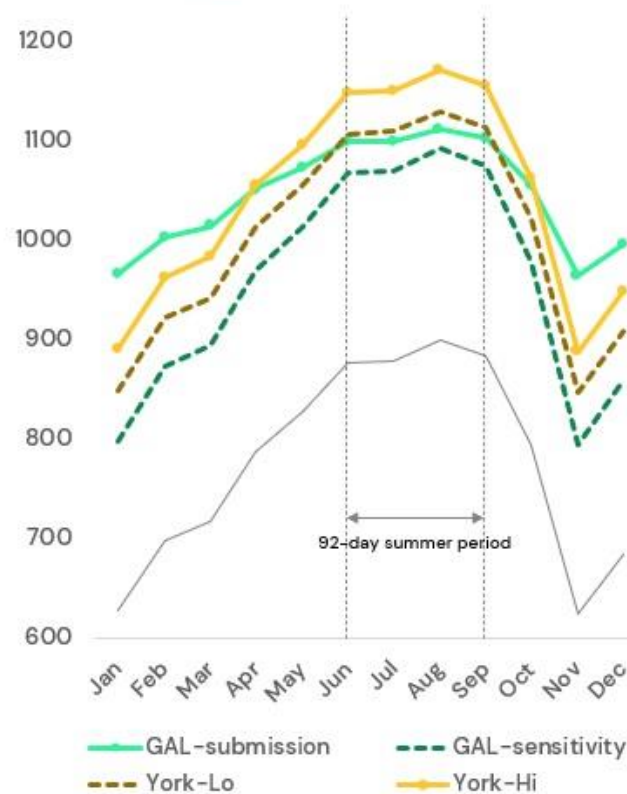


Fig. B