

An aerial photograph of Gatwick Airport's northern runway and taxiway. The runway is a long, straight concrete strip with white markings, flanked by green grass. Several aircraft are visible on the taxiway and runway. A large white aircraft with four engines is in the foreground, and a smaller white aircraft is to its left. Further back, another white aircraft and a red and white aircraft are visible. The background shows airport buildings, parking lots, and surrounding greenery.

YOUR LONDON AIRPORT  
*Gatwick*

*Our northern runway:  
making best use of Gatwick*

## Preliminary Environmental Information Report Chapter 1: Introduction

September 2021

## Table of Contents

<b>1</b>	<b>Introduction</b>	<b>1-1</b>
1.1	Introduction	1-1
1.2	Site Location	1-1
1.3	Overview of the Project	1-1
1.4	Consenting Regime and Requirement for Environmental Assessment	1-2
1.5	Purpose of this Report	1-5
1.6	Structure of the PEIR	1-5
1.7	The Applicant	1-7
1.8	The Assessment Team	1-7
1.9	Next Steps	1-7
1.10	References	1-10
1.11	Glossary	1-10

## 1 Introduction

### 1.1 Introduction

- 1.1.1 This Preliminary Environmental Information Report (PEIR) has been prepared on behalf of Gatwick Airport Limited (GAL). It presents the preliminary findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport's existing runways (referred to within this report as 'the Project'). The Project proposes alterations to the existing northern runway which, together with the lifting of the current planning restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger numbers and aircraft operations to increase.

### 1.2 Site Location

- 1.2.1 Gatwick Airport is located in the county of West Sussex between the towns of Crawley and Horley. The airport's two passenger terminals (North Terminal and South Terminal) are directly served by the M23 motorway spur off the M23, which runs approximately 1.7 km to the east of the airport. The A23 (London Road) also serves the airport, running in a north-south direction through the airport. The airport is located on the London to Brighton mainline railway. Gatwick Airport's railway station is located at the South Terminal, from which there is a direct transit link to the North Terminal.
- 1.2.2 Gatwick Airport lies within the administrative area of Crawley Borough Council and immediately adjacent to the boundaries of Mole Valley District Council to the north west, Reigate and Banstead Borough Council to the north east and Horsham District Council to the south west. Other neighbouring administrative areas include Tandridge District Council (located approximately 1.9 km to the east of Gatwick Airport) and Mid Sussex District Council (approximately 2 km to the south east).
- 1.2.3 The site location is shown on Figure 1.2.1, with administrative boundaries illustrated on Figure 1.2.2.

### 1.3 Overview of the Project

- 1.3.1 Gatwick Airport is currently served by a single main runway. The airport also has a further runway, which is located north of the main runway and is only available for use when the main runway is closed. This runway is known as the 'northern runway' or the 'standby runway'. A planning condition, together with a planning agreement, has historically prevented this runway from being used at the same time as the main runway. This agreement expired in August 2019 but the planning condition remains in place.
- 1.3.2 The Project proposes to make alterations to the northern runway, including repositioning its centreline to the north by 12 metres which, along with the lifting of the planning condition restricting its use, would enable dual runway operations in accordance with international standards. These operations would result in:
- all arriving aircraft using the existing main runway during normal operations;

- shared departures between the existing main runway and the northern runway (with smaller aircraft using the northern runway); and
- controlled dependency between the two runways to enable safe operations, including crossing of the northern runway by arriving aircraft<sup>1</sup>.

1.3.3 It is anticipated that by 2038 the Project could increase airport throughput to approximately 75.6 million passengers per annum (mppa), compared to a forecast throughput in the absence of the Project of approximately 62.4 mppa within the same timescale. This represents an increase of approximately 13.2 mppa. Further details of predicted passenger growth, including the effects of the Covid pandemic, are provided in Chapter 4: Existing Site and Operation, Chapter 5: Project Description and Appendix 4.3.1: Forecast Data Book.

1.3.4 The Project includes the following key components:

- alterations to the existing northern runway, including repositioning its centreline 12 metres further north to enable dual runway operations;
- reconfiguration of existing and provision of new taxiways;
- pier and stand amendments (including a proposed new pier);
- reconfiguration of other airfield facilities;
- extensions to the North and South Terminals;
- provision of additional hotel and office space;
- provision of reconfigured car parking, including new surface and multi-storey car parks;
- surface access (highway) improvements;
- reconfiguration of existing utilities, including surface water, foul drainage and power; and
- landscape/ecological planting and environmental mitigation.

1.3.5 The land that forms the subject of this PEIR extends to approximately 820 hectares, of which approximately 747 hectares lies within the ownership of GAL. The Project site boundary is shown on Figure 1.3.1. Further details of the existing airport operation are provided in Chapter 4 of this PEIR, while a description of the Project is provided in Chapter 5.

## 1.4 Consenting Regime and Requirement for Environmental Assessment

### Consenting Regime

1.4.1 The Planning Act 2008, as amended, defines Nationally Significant Infrastructure Projects (NSIPs). Alterations to existing airports in England fall under the Planning Act 2008, as amended, where the alteration would:

- increase by at least 10 million per year the number of passengers for whom the airport is capable of providing air passenger transport services; or
- increase by at least 10,000 per year the number of air transport movements of cargo aircraft for which the airport is capable of providing air cargo transport services.

1.4.2 'Alteration' in relation to airports for the purposes of the Planning Act 2008 includes construction, extension or alteration of a runway, buildings, radar/radio mast/antenna or other apparatus at the airport.

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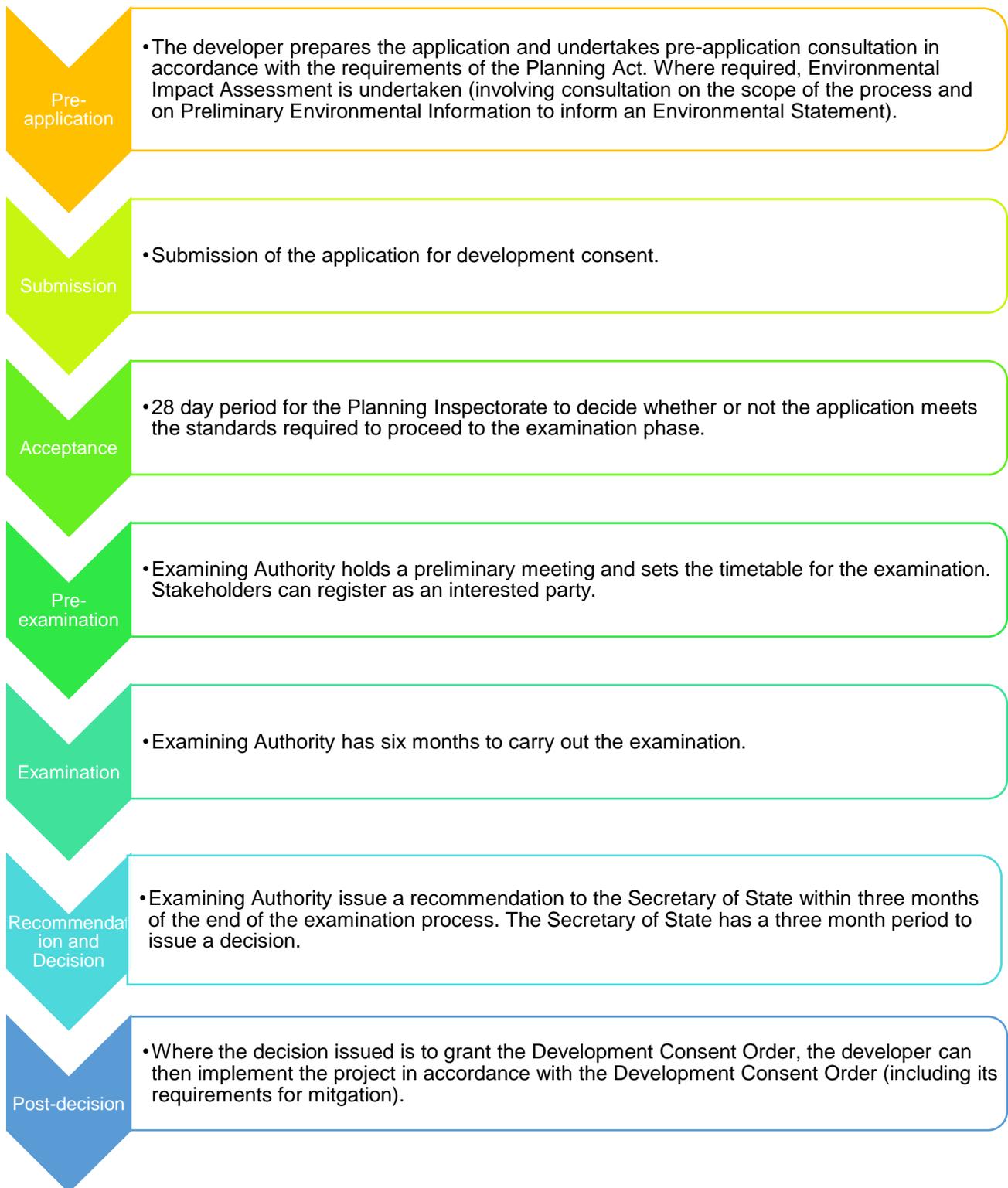
<sup>1</sup> Controlled dependency: to ensure the safety of aircraft operations, an arrival from the main runway would slow or stop short of the northern runway and cross it only after a departure on the northern runway has completed.

- 1.4.3 The Project would fall within the definition of an alteration to Gatwick Airport and would meet the threshold for change in the number of passengers and would therefore represent an airport NSIP.
- 1.4.4 Alterations to existing highways also fall the Planning Act 2008, as amended, where the affected highways fall entirely within England, where the Secretary of State or strategic highways company will be the highway authority for the highway and where the area exceeds the stated threshold. The applicable thresholds are:
- for the alteration of a motorway, 15 hectares.
  - for the alteration of a highway, other than a motorway, where the speed limit is expected to be equal to or greater than 50 mph, 12.5 hectares.
  - for the construction or alteration of any other highway, 7.5 hectares.
- 1.4.5 The proposed improvements to the North Terminal and South Terminal roundabouts would each individually involve the alteration of a highway where the speed limit is 50 mph or over. The highway works individually each exceed the 12.5 hectare limit that applies to this category of road. Therefore, the Project includes works that constitute a highways NSIP in their own right.
- 1.4.6 Applications for development consent for NSIPs are examined by the Planning Inspectorate and determined by the Secretary of State.
- 1.4.7 The Planning Act defines the key stages in the application process for NSIPs. These are summarised in Diagram 1.4.1. The Project is currently at this pre-application stage.

### Need for EIA

- 1.4.8 EIA is the process of identifying and assessing the significant effects likely to arise from a project. This requires consideration of the likely changes to the environment, where these arise as a consequence of a project, through comparison with the existing and projected future baseline conditions.
- 1.4.9 For NSIPs in England, the legislative requirements for EIA are set by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, as amended (referred to in this report as the EIA Regulations).
- 1.4.10 EIA is not required for all developments. Schedule 1 of the EIA Regulations identifies development types that always require EIA. Schedule 2 identifies development types that require EIA if they are likely to lead to significant effects on the environment by virtue of factors such as their nature, size or location.
- 1.4.11 The Project would fall under Schedule 2, Part 13 (1) relating to changes or extensions to existing developments listed in Schedule 1. Such developments comprise Schedule 2 development where the change or extension may have significant adverse effects on the environment. Taking into account the nature and scale of the development proposed, EIA is being undertaken for the Project.

**Diagram 1.4.1: Overview of Application Process**



### **Additional Assessments**

- 1.4.12 In addition to the Planning Act and the EIA Regulations, other environmental legislation applicable to the Project requires specific assessments to be undertaken. The approach to addressing this legislation within this PEIR is set out below.
- 1.4.13 The effect of the Project on designated sites is being assessed, taking into account the requirements of the Conservation of Habitats and Species Regulations 2017. A report setting out the findings of the assessment process will be prepared following the method set out in the Planning Inspectorate Advice Note Ten: Habitats Regulations Assessment Relevant to Nationally Significant Infrastructure Projects (Planning Inspectorate, 2017). The preliminary findings to date are set out in Appendix 9.9.1 of this PEIR.
- 1.4.14 The effect of the Project in relation to The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 and the effect on environmental objectives for surface and groundwater bodies is considered within Appendix 11.9.2 of this PEIR.

## **1.5 Purpose of this Report**

- 1.5.1 This PEIR presents the preliminary findings of the EIA process in accordance with Regulation 12 of the EIA Regulations. Regulation 12 requires an applicant to compile 'preliminary environmental information' that allows:

*'consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)'.*

- 1.5.2 This report provides details of the Project, together with an overview of the alternatives considered to date. For each environmental topic, details of the approach to assessment, the existing and likely future environmental conditions and the preliminary findings regarding the likely significant effects of the Project are set out, based on the information available at this time. Initial details of the measures proposed to avoid, prevent, reduce or offset significant adverse effects (known as mitigation measures) are also provided.
- 1.5.3 The EIA process is currently ongoing, with further work being carried out to enhance the understanding of existing environmental conditions and to provide further detail of the likely significant environmental effects. Feedback provided during the consultation process will be taken into account in refining the design of the Project, during the ongoing assessment work and during the development of further mitigation measures where necessary. The results of this further work will be set out within the Environmental Statement (ES) that will accompany the application for development consent.

## **1.6 Structure of the PEIR**

- 1.6.1 This PEIR has been structured in order to allow relevant environmental information to be easily accessible, as shown in Table 1.6.1.

**Table 1.6.1: Structure of the PEIR**

Volume / Chapter	Topic
Non-Technical Summary: Summary of the PEIR using non-technical terminology	
Volume 1, Chapter 1	Introduction
Volume 1, Chapter 2	Planning Policy Context
Volume 1, Chapter 3	Need and Alternatives Considered
Volume 1, Chapter 4	Existing Site and Operation
Volume 1, Chapter 5	Project Description
Volume 1, Chapter 6	Approach to Environmental Assessment
Volume 1, Chapter 7	Historic Environment
Volume 1, Chapter 8	Landscape, Townscape and Visual Resources
Volume 1, Chapter 9	Ecology and Nature Conservation
Volume 1, Chapter 10	Geology and Ground Conditions
Volume 1, Chapter 11	Water Environment
Volume 1, Chapter 12	Traffic and Transport
Volume 1, Chapter 13	Air Quality
Volume 1, Chapter 14	Noise and Vibration
Volume 1, Chapter 15	Climate Change and Carbon
Volume 1, Chapter 16	Socio-economic Effects
Volume 1, Chapter 17	Health and Wellbeing
Volume 1, Chapter 18	Agricultural Land Use and Recreation
Volume 1, Chapter 19	Cumulative Effects and Inter-relationships
Volume 1, Chapter 20	Summary of Effects
Volume 2: Figures	
Volume 3: Appendices	

- 1.6.2 This volume of the PEIR (Volume 1) provides the main text of the PEIR. Chapter 2 sets out details of the planning policy context for the Project, while information relating to the main alternatives considered during the evolution of the Project and the reasons for the choices made is found within Chapter 3.
- 1.6.3 The description of the existing airport is provided in Chapter 4, with details of the Project assessed within this PEIR set out in Chapter 5. Chapter 6 sets out the approach and methodology adopted for the EIA process.
- 1.6.4 The remainder of Volume 1 contains topic-by-topic environmental information as shown in Table 1.6.1. Chapter 19 sets out the consideration of inter-relationships between topics and potential cumulative effects with other developments. A summary of effects is provided in Chapter 20.
- 1.6.5 Figures and appendices to accompany the text are provided separately in Volumes 2 and 3. Volume 3 includes specialist reports providing relevant background and technical information. A Non-Technical Summary (NTS) of the PEIR is available as a separate summary document.

## 1.7 The Applicant

- 1.7.1 GAL is the company licensed to operate Gatwick Airport by the Civil Aviation Authority (CAA)<sup>2</sup>. Gatwick Airport is majority owned by VINCI Airports, with the remainder owned by a consortium of investors managed by Global Infrastructure Partners (GIP).

## 1.8 The Assessment Team

- 1.8.1 The team responsible for the production of this PEIR has been led by GAL, supported by lead EIA consultant RPS. RPS is a registrant of the Institute of Environmental Management and Assessment (IEMA) Quality Mark. Table 1.8.1 sets out details of the consultant team.

**Table 1.8.1: Consultant Team**

Topic	Consultant
EIA coordination and planning	RPS
Project design and buildability	GAL
Historic environment	RPS
Landscape, townscape and visual resources	RPS
Ecology and nature conservation	RPS
Geology and ground conditions	RPS
Water environment	Jacobs
Traffic and transport	Arup
Air quality	Arup (supported by Ricardo)
Noise and vibration	Mitchell Environmental Ltd (supported by Hayes McKenzie)
Climate change and carbon	Arup
Socio-economic effects	Lichfields (supported by Oxera)
Health and wellbeing	RPS/Savills
Agricultural land use and recreation	RPS
Major accidents and disasters	Atkins
Waste	RPS
Cumulative effects and inter-relationships	Assessment team

- 1.8.2 A statement setting out the relevant expertise of each of the topic authors is provided in Appendix 1.8.1.

## 1.9 Next Steps

- 1.9.1 The PEIR has been prepared to provide the basis for formal consultation under the Planning Act 2008, as amended. This builds on the consultation undertaken to date, including consultation in relation to the scope of the EIA process (see Chapter 6: Environmental Assessment Methodology for further details).

<sup>2</sup> GAL is the company holding the European Union Aviation Safety Agency (EASA) Aerodrome Certificate issued by the CAA.

- 1.9.2 The Project website will include all consultation documents, together with a virtual exhibition and details of document deposit points and mobile project office locations. In addition, the consultation process will include:
- provision of consultation documents (including the PEIR) on the Project website and on USB drives;
  - provision of hard copies of the documents at deposit points (libraries, local authority offices and other public locations) within each host or neighbouring local authority;
  - provision of individual hard copies of the documents on request;
  - telephone surgeries for members of the public – to be booked through the Project website, by email, at a mobile project office or by calling the Project hotline;
  - use of a mobile Project office to provide copies of documents and assist those who require assistance to book a telephone surgery appointment online;
  - virtual presentations and events for stakeholder groups on request;
  - use of a newsletter to publicise the consultation and details of how to access consultation documents;
  - use of social media to publicise the consultation and encourage feedback; and
  - consultation hotline and email address.
- 1.9.3 Document deposit points are set out in Table 1.9.1.
- 1.9.4 Copies of the PEIR can be requested by post from:
- FREEPOSTRTRB-LUJJ-AGBY
- 1.9.5 Or through the Project website, by phone or by email at:
- [www.gatwickairport.com/futureplans](http://www.gatwickairport.com/futureplans);
  - [feedback@gatwickfutureplans.com](mailto:feedback@gatwickfutureplans.com); or
  - 0800 038 3486 during normal business hours (Monday to Friday, 9am to 5.30pm).
- 1.9.6 A charge will be made for paper copies.
- 1.9.7 Details of how members of the public may respond to the consultation are set out in the Consultation Overview document.
- 1.9.8 The consultation process to date and ongoing consultation will continue to influence the Project design. The next stage, following completion of consultation and analysis of the consultation responses, is to make an application for development consent, addressing the consultation responses received, where appropriate.
- 1.9.9 Following consultation, an ES will be prepared. The ES will accompany the application for development consent and will take into account the comments received during consultation with the community, statutory consultation bodies and other interested parties.
- 1.9.10 Details of the consultation undertaken during the preparation of the application will be set out in a separate Consultation Report. This report will demonstrate how the comments received during consultation with the community, statutory consultation bodies and other interested parties have been considered and addressed. The Consultation Report will be submitted alongside the final ES at the time of application.

**Table 1.9.1: Consultation Document Deposit Points**

DEPOSIT LOCATIONS	OPENING TIMES (correct at time of publication)						
	MON	TUE	WED	THU	FRI	SAT	SUN
Crowborough Community Centre, Pine Grove, Crowborough, TN6 1FE	8am - 1pm						✘
Uckfield Library, Library Way, High Street, Uckfield, TN22 1AR	10am - 1pm	10am - 4.30pm	2pm - 4.30pm	10am - 6pm	10am - 4.30pm		✘
Tunbridge Wells Library, Level 1, Royal Victoria Place Shopping Centre, Tunbridge Wells TN1 2SS	9am - 6pm					9am - 5pm	10.30am - 4pm
Edenbridge Library, The Eden Centre, Four Elms Road, Edenbridge, TN8 6BY	9am - 1pm	9am - 5pm			1pm - 5pm	10am - 3pm	✘
Dorking Library, St Martin's Walk, Dorking, RH4 1UT	9.30am - 5.30pm					9.30am - 5pm	✘
Leatherhead Library, The Mansion, 68 Church Street, Leatherhead, KT22 8DP	✘	9.30am - 5pm					✘
Reigate and Banstead Town Hall, Castlefield Road, Reigate, Surrey, RH2 0SH	8.45am - 5pm				8.45am - 4.45pm	✘	✘
Horley Library, 55-57 Russell Square, Victoria Road, Horley, RH6 7QH	✘	9.30am - 5pm					✘
Oxted Library, 12 Gresham Road, Oxted, RH8 0BQ	✘	9.30am - 5pm					✘
Caterham Valley Library, Stafford Road, Caterham, Surrey, CR3 6JG	✘	9.30am - 5pm					✘
Crawley Library, Southgate Avenue, Crawley, RH10 6HG	9am - 6pm					9am - 5pm	✘
Broadfield Library, 46 Broadfield Place, Crawley, RH11 9BA	10am - 5pm					10am - 2pm	✘
Horsham Library, Lower Tanbridge Way, Horsham, RH12 1PJ	9am - 6pm					9am - 5pm	✘
Billingshurst Library, Mill Lane, Billingshurst, RH14 9JZ	10am - 5pm					10am - 2pm	✘
Mid Sussex District Council, Oaklands, Oaklands Road, Haywards Heath, RH16 1SS	8.45am - 5.15pm				8.45am - 4.15pm	✘	✘
East Grinstead Library, 32 - 40 West Street, East Grinstead, RH19 4SR	9.30am - 6pm					9.30am - 5pm	✘
Jubilee Library, Jubilee Street, Brighton, BN1 1GE	10am - 5pm						11am - 5pm
Westdene Library, 24 Bankside, Brighton, BN1 5GN	9am - 5pm					9.30am - 5pm	11am - 5pm

## 1.10 References

The Infrastructure Planning (Environmental Impact Assessment) Regulations, 2017. 2017 No. 572.

The Town and Country Planning and Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2018. 2018 No. 695.

## 1.11 Glossary

**Table 1.11.1: Glossary of Terms**

Term	Description
CAA	Civil Aviation Authority
EASA	European Union Aviation Safety Agency
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited
GIP	Global Infrastructure Partners
IEMA	Institute of Environmental Management and Assessment
mppa	Million passengers per annum
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
PEIR	Preliminary Environmental Information Report
SoCC	Statement of Community Consultation