



Our Northern Runway: *making best use of Gatwick*  
**CONSULTATION SUMMARY DOCUMENT**

Autumn 2021

YOUR LONDON AIRPORT  
*Gatwick*



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## Foreword

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Here at Gatwick - we are looking forward. I'm proud that Gatwick Airport is a key piece of national infrastructure and that we have remained operational since the pandemic started. I'm also proud that Gatwick has historically been one of the world's busiest single runway airports. In 2019 we had seen a decade of growth to more than 46 million passengers, supporting over 135,000 jobs nationally and making a contribution of £8.3bn to the UK economy every year.

Looking forward - by the end of the next decade we will need more capacity to maintain efficient operations, improve resilience and meet passenger demand. This is why we would like to bring our existing Northern Runway into routine use, using a sustainable approach which maximises the use of our existing infrastructure. The Project proposals are largely confined within our current airport boundary, are low impact and are in line with Government policy of making best use of existing runways. We are taking our plans forward now to be ready to meet demand in the future because of the time it would take to secure approvals, complete construction and start dual runway operations.

In January 2019 we concluded a 12-week public consultation on our Master Plan. This is where we first explained our scheme. Two thirds of those who responded were supportive. We listened to points raised in that public consultation, reviewed our plans, and in July 2019 we announced we would be taking this Project forward through the Development Consent Order (DCO) process.

Both 2020 and 2021 have been challenging years for everyone and the impact of the pandemic on Gatwick has been devastating due to unprecedented travel restrictions and long periods of lockdown. Whilst we still face many challenges, we are confident we will return to pre-pandemic passenger levels in the next four to five years and that by the end of the 2020s, passenger levels will have returned to broadly where they would have been had the pandemic not occurred.

Our Northern Runway proposals will help boost our economy, maintain competition within the London market, open up new connections and support a Global Britain. They will also open up exciting new employment opportunities, create additional jobs and further enable travel to visit family and friends, take a leisure break or foster trade and business links. Our proposals are forward looking and seek to bring significant benefits for our region.

At the same time, we are acutely aware of our responsibilities to the future of the planet - on climate change and the environment. We will grow in a way that supports the Government in achieving its commitment to net zero emissions by 2050. On noise, we have proposed a noise 'envelope' that provides certainty for residents and allows the benefits of quieter aircraft to be shared with them. We will seek to deliver our proposals in a sustainable way, addressing environmental and community impacts whilst also helping the Government achieve its climate change target.

I am confident in our future and very pleased to present these proposals for public consultation. We would like to hear views from local residents and anyone interested in our proposals. I encourage everyone to take time to review our plans and respond by 1 December 2021.

**Stewart Wingate**

Chief Executive Officer, Gatwick Airport

# 1. The consultation

We are now consulting on our proposals to bring the existing Northern Runway into routine use alongside our main runway. We are calling our proposals the Northern Runway Project. It is anticipated that by 2038 this would increase Gatwick's passenger throughput to approximately 75.6 million passengers per annum (mppa), compared to a maximum potential passenger throughput based on the existing runway of approximately 62.4 mppa. This represents an anticipated increase in capacity of approximately 13.2 mppa.

This level of passenger increase, along with the road improvements needed to support it, means the project is classed as a Nationally Significant Infrastructure Project (NSIP) and we will need to apply for a development consent order (DCO) to build and operate it. A DCO can combine planning consent to develop, operate and maintain an infrastructure project, with other important planning and environmental approvals that would otherwise need to be applied for separately.

Consultation is an important part of the DCO process as it enables everyone to comment on the proposals. The feedback received, along with further technical work and environmental studies, will inform the development of our proposals ahead of submission of our DCO application to the Planning Inspectorate. The Planning Inspectorate will then review and examine the application, including encouraging submission of views from local people and other interested parties, before making a recommendation to the Secretary of State for Transport, who will take the final decision on whether or not to grant consent.

For more information on the DCO planning process, please visit: [infrastructure.planninginspectorate.gov.uk](https://infrastructure.planninginspectorate.gov.uk).



Figure 1.1: Existing Gatwick runways

## Scope of the consultation

During this consultation, we are seeking your views on our proposals, which are outlined in this Consultation Summary Document.

Further details on our proposals, including preliminary environmental information, can be found in:

- › **Consultation Overview Document** - includes more information about the context in which we are operating and sets out our proposals and approach to managing their impacts;
- › **Volume 1: Preliminary Environmental Information Report (PEIR)** - sets out the environmental considerations associated with our proposals and how we have assessed them, along with proposed mitigation measures. There is also a Non-Technical Summary of the PEIR included as part of the consultation;
- › **Volume 2: PEIR Figures;**
- › **Volume 3: PEIR Appendices;** and
- › **Other technical documents** including our Economic Impact Report, Noise Insulation Scheme, Outline Employment, Skills and Business Strategy, and Land Use and Construction Phasing plans.

The consultation is being carried out in accordance with our Statement of Community Consultation (SoCC), which can be viewed online at: [gatwickairport.com/futureplans](http://gatwickairport.com/futureplans).

The following areas are not included in this consultation:

- › Airport regulation and economic licensing. Gatwick is licensed to operate by the Civil Aviation Authority (CAA). At the airport, the CAA regulates airspace policy, safety, consumer protection and economics, such as service levels and charges to our airline customers; and
- › Modernising of airspace. The Northern Runway Project does not require any further approvals for changes to existing flightpaths. Future Airspace Strategy Implementation South (FASI-South) is a major review proposing to re-design airspace over London and the South East to improve services and to reduce delays and the effects of noise. This work is being undertaken by the national air traffic control provider, NATS, in partnership with the Department for Transport (DfT) and the CAA. However, as this process is only in its early stages as we consult on our Northern Runway Project proposals, we have not been able to show any potential changes that may arise from it.

## Environmental Impact Assessment (EIA)

The Northern Runway Project is classed as a development requiring assessment of likely significant effects on the environment under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. We will therefore carry out an Environmental Impact Assessment (EIA) and submit a full Environmental Statement (ES) and non-technical summary as part of our application for development consent.

We are consulting on preliminary environmental information, in the form of a PEIR. The PEIR presents environmental information that has been collected and assessed by the date of the consultation in relation to the likely significant environmental effects of the Northern Runway Project and indicates preliminary measures that we may need to put in place in order to avoid, prevent, reduce, and mitigate any residual environmental impacts.



Figure 1.2: Project timeline

## HOW TO FIND OUT MORE

The Northern Runway Project consultation will run for 12 weeks, from 9 September 2021 to 11:59pm on 1 December 2021, and is open to anyone with an interest in our proposals.

All consultation documents will be available to download from the Gatwick Northern Runway consultation website and on USB drives, upon request. We will provide hard copies of this Consultation Summary Document and Consultation Questionnaire free of charge. We will also have a Mobile Project Office that will help to distribute these materials within the local area (see Table 1.1). These dates and venues may be subject to change for reasons outside our control. Please visit our website ([gatwickairport.com/futureplans](https://gatwickairport.com/futureplans)) which will be kept up to date with any changes to venues or times.

Hard copies of all consultation documents will be placed in appropriate public buildings across the region, assuming pandemic restrictions allow. Details of the deposit locations are set out in Table 1.2. Should any of the deposit locations have to close for a prolonged period of time due to COVID-19 (or other) restrictions, then alternative arrangements will be considered for allowing members of the public access to the documents.

MOBILE PROJECT OFFICE LOCATIONS		
DATE	TIME	LOCATION
17 Sept	9:30am - 12:30pm	Crawley, K2 Leisure Centre, Pease Pottage Hill, Crawley, RH11 9BQ
	2pm - 5pm	Horsham, The Bridges Leisure Centre, Wickhurst Lane, Broadbridge Heath, Horsham, West Sussex, RH12 3YS
23 Sept	9:30am - 12:30pm	East Grinstead, Sainsburys, Brooklands Way, East Grinstead, RH19 1DD
	2pm - 5pm	Edenbridge, Edenbridge Leisure Centre, Stangrove Park, Edenbridge, TN8 5LU
24 Sept	9:30am - 12:30pm	Horley, Horley Leisure Centre, Anderson Way, Horley, RH6 8SP
	2pm - 5pm	Lingfield, Lingfield and Dormansland Community Centre, Lingfield High St, RH7 6AB
28 Sept	9:30am - 12:30pm	Caterham, Morrisons, 28 Church Walk, Caterham, CR3 6RT
	2pm - 5pm	Oxted, Morrisons, 43 East Hill, Oxted, RH8 9AE
30 Sept	9:30am - 12:30pm	Reigate, Morrisons, 22-32 Bell Street, Reigate, RH2 7BA
	2pm - 5pm	Dorking, Dorking Sports Centre, Reigate Road, Dorking, RH4 1SN
02 Oct	9:30am - 12:30pm	Horsham, The Bridges Leisure Centre, Wickhurst Lane, Broadbridge Heath, Horsham, West Sussex, RH12 3YS
	2pm - 5pm	Crawley, Sainsburys, Crawley Avenue, Crawley RH10 8NF
05 Oct	2pm - 5pm	Capel, Capel Parish Hall, Dorking, RH5 5LD
	6pm - 8pm	Billingshurst, Billingshurst Centre, Roman Way, Billingshurst, RH14 9EW
06 Oct	9:30am - 12:30pm	Edenbridge, Frantfield, 14 Frantfield, Edenbridge TN8 5BB
	2pm - 5pm	Royal Tunbridge Wells, Sainsbury's, Linden Park Rd, Royal Tunbridge Wells, TN2 5QL
07 Oct	2pm - 5pm	Brighton, Asda Brighton Hollingbury Superstore, Unit 1 Crowhurst Road, off Carden Avenue Brighton, BN1 8AS
12 Oct	2pm - 5pm	Haywards Heath, Ashenground Community Centre, Southdown Close, Haywards Heath, RH16 4JR
	6pm - 8pm	Uckfield, The Uckfield Club, Bell Lane, Bellbrook Industrial Estate, Uckfield, TN22 1QL
14 Oct	9:30am-12:30pm	East Grinstead, Sainsbury's, Brooklands Way, East Grinstead, RH19 1DD
	2pm - 5pm	Redhill, Sainsbury's, London Road, Redhill, RH1 1NN
16 Oct	9:30am - 12:30pm	Burgess Hill, Market Place Shopping Centre, Burgess Hill, RH15 9NP
	2pm - 5pm	Crowborough, Croft Road Car Park, Crowborough, TN6 1DL
19 Oct	9:30am - 12:30pm	East Grinstead, Sainsbury's, Brooklands Way, East Grinstead, RH19 1DD
	2pm - 5pm	Crawley, K2 Leisure Centre, Pease Pottage Hill, Crawley, RH11 9BQ
21 Oct	2pm - 5pm	Horley, Horley Town Council, 92 Albert Road, Horley, RH6 7HZ
	6pm - 8pm	Horsham, The Bridges Leisure Centre, Wickhurst Lane, Broadbridge Heath, Horsham, West Sussex, RH12 3YS
05 Nov	9:30am - 12:30pm	Royal Tunbridge Wells, Sainsbury's, Linden Park Road, Royal Tunbridge Wells, TN2 5QL
	2pm - 5pm	Edenbridge, Frantfield, 14 Frantfield, Edenbridge, TN8 5BB
12 Nov	2pm - 5pm	Brighton, Asda Brighton Hollingbury Superstore, Unit 1 Crowhurst Road, off Carden Avenue Brighton, BN1 8AS
13 Nov	2pm - 5pm	Horley, Horley Town Council, 92 Albert Road, Horley, RH6 7HZ

Table 1.1: Mobile Project Office locations

DEPOSIT LOCATIONS	OPENING TIMES <i>(correct at time of publication)</i>						
	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 Pl 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 St, Leatherhead, KT22 8DP	✘	9:30am - 5pm					✘
Reigate and Banstead Town Hall, Castlefield Road, Reigate, 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 Rd, Caterham, 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 Rd, Haywards Heath, RH16 1SS	8:45am - 5:15pm			8:45am - 4:15pm	✘		✘
East Grinstead Library, 32 - 40 West St, 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	

Table 1.2: Deposit locations

## To learn about our proposals:

-  Read this Consultation Summary Document
-  Find out more details in the Consultation Overview Document
-  Visit our website and virtual exhibition at [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans)
-  Visit our Mobile Project Office (see Table 1.1 and visit our website for details)
-  Book a telephone surgery (by visiting our website or calling the hotline) to speak to an expert
-  Call our freephone hotline **0800 038 3486** between 9:30am and 5:30pm
-  Send us an email to [info@gatwickfutureplans.com](mailto:info@gatwickfutureplans.com)
-  Follow us on Facebook , Instagram , LinkedIn  and Twitter 

## To respond to the Northern Runway Project consultation:

-  Complete the online consultation questionnaire on our website [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans)
-  Email your comments to: [feedback@gatwickfutureplans.com](mailto:feedback@gatwickfutureplans.com)
-  Call **0800 038 3486** to speak to someone, Monday to Friday, 9.30am to 5.30pm
-  Post your written responses (no stamp required) to: **FREEPOST RTRB-LUUJ-AGBY**
-  Complete a hard copy questionnaire and return it using the FREEPOST address

Your comments must be received by  
11:59pm on 1 December 2021.

## 2. Why grow?

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In recent months the aviation sector has been particularly affected by the COVID-19 pandemic and, over the years, has also been a focus of the urgent need to address climate change. However, the need to maintain and enhance international connectivity by investing in infrastructure has not changed.

Before the COVID-19 pandemic, the UK had the largest aviation network in Europe and the third largest in the world. Our aviation industry contributed more than £22 billion a year to the UK economy. And in the five years to 2019, passenger numbers at London airports grew by more than 34 million.

Gatwick, along with the rest of the sector, has been devastated by the COVID-19 pandemic and recovery will take some time. While the short-term outlook remains challenging, there is confidence that passenger and airline demand at Gatwick will return to previous levels over the next four to five years and then continue to grow.

We understand some people may wonder why we are consulting on the Northern Runway Project when the return to pre-pandemic passenger levels is some years away. We believe we will recover and we want to harness the extraordinary benefits that the airport delivers to help the region rebuild.

### Resilience and meeting demand

We also want to contribute towards meeting national demand for aviation growth - including providing resilience (the ability to recover from disruption) within the London airport system - and cater for more Gatwick-specific demand within our catchment markets.

In 2019, Gatwick contributed £8.3 billion to the UK economy and supported over 135,000 jobs. It was also the busiest it has ever been, with our single runway handling 46.6 million passengers and an average of 851 daily aircraft movements in the summer season. This intensity of operation means Gatwick as a single runway airport is full.

Operating at capacity brings particular challenges. Gatwick can struggle to recover quickly from routine but unplanned events or from more serious incidents. This can have disproportionate effects on airlines, airport staff and passengers. It can also impact on the local community as planes run late or adopt holding patterns for longer.

With the Northern Runway Project, we estimate that the airport would be able to recover three times more quickly from disruption by, for example, enabling delayed departures to get away and free up the main runway for arrivals.

During the time it would take to gain approvals for (and build) the Northern Runway, we expect passenger numbers at Gatwick to grow through a combination of better year-round use of take-off and landing slots, larger aircraft, and higher average passenger load factors. But this will not be enough to meet demand, with London airports expected to reach maximum capacity by the mid-2030s.

We are now proposing sustainable growth using a runway that already exists, which means we could start delivering extra capacity by 2029, supporting growth and providing a significant economic boost to the region. Critically, investing in this vital infrastructure would also ensure greater resilience in the aviation system, including at Gatwick, and support new connections across the globe.

### Delivering clean growth

UK Government policy has consistently recognised the importance of aviation to international connectivity – for holidays, family visits, and business. Plans for maintaining the benefits of air travel while also delivering clean growth are set out in their recently published Transport Decarbonisation Plan and ‘Jet Zero Consultation’.

Growing sustainably has been a key part of Gatwick’s transformation since 2009, including our ambition to be the UK’s most sustainable airport, and our pledge to reach Net Zero for direct emissions before 2040, which we are already well advanced on the path to achieving.

We are fully committed to working with the UK Government to help reduce carbon emissions, including from aviation. More information about how we will grow sustainably is available in [Chapter 3, Consultation Overview Document](#).



## Economic benefits of growth

Our proposals would deliver significant national, regional, and local economic and social benefits, including:

- > **Economy and jobs:** economic growth means new jobs, more expenditure, supply chain opportunities, stimulus for inward investment and businesses moving into the area, and all contributing to increases in tax revenues.
- > **Resilience:** dual runway operations would help increase route frequency, better manage disruption and reduce delays, particularly those due to recovery from unexpected events.
- > **Competition:** greater competition offers benefits such as fare reductions, improvements in services for passengers and innovation to find more cost-effective ways of doing business.
- > **Freight:** increases of up to 115% in freight compared with 2018/2019 levels would mean new opportunities for trade.
- > **Tourism:** a vital gateway to the world for the UK's tourism industry, Gatwick was the UK's gateway for 5.5 million overseas visitors and their £4.7 billion of spending in 2017. These visitors supported 93,000 jobs and £1.2 billion in tax revenues. Growing our airport would ensure that we can support economic recovery for the region and continue providing an important access point for tourism.

We recognise that if Gatwick takes longer than expected to grow, the benefits associated will take longer to materialise. However, securing planning permission now would give our airlines, suppliers, and local businesses greater certainty regarding their ability to grow at, and with, Gatwick.

# Benefits of the Northern Runway Project

In 2038:



## 33% more airport jobs

Jobs at the airport would increase from 24,000 (pre-COVID levels) to 32,000 in 2038



## Up to £22 billion

The value of the Project to the wider economy over a 60-year period



## Over 50% skilled jobs

More than half of new airport jobs would be in higher and semi-skilled categories such as pilots, air traffic controllers and flight operations staff, customs, immigration, police, fire staff, and information technology roles.

## Local employment, skills and business benefits

Gatwick Airport is an economic engine for local and regional growth, providing significant value to the economy through activity on site, in supply chains to the airport, and from other businesses located in the region.

Of the 24,000 people who worked across Gatwick, 57% were living close by. In the Gatwick Diamond Business area, research has shown that Gatwick supported one in every 12 jobs.

Growth due to the Northern Runway Project would mean businesses at the airport and across the supply chain would benefit further. Some businesses would expand, while others - attracted by improved connectivity - would locate themselves near to the airport, concentrating business activity, creating new jobs, and increasing the size of the regional economy.

More than 90% of the jobs and value generated by the Northern Runway Project in 2038 would occur within the local and regional area. This equates to a local and regional boost of 18,400 additional jobs and £1.5 billion of annual value. A significant number of jobs would also be created during construction, including as many as 1,300 during the peak construction period in 2026.

Investing for future growth with the Northern Runway Project offers significant opportunities for new jobs, the development of new skills and careers, as well as for business growth and increased productivity, and we want local people and businesses to benefit as much as possible. Our Outline Employment, Skills and Business Strategy (OESBS) sets out proposals for achieving this, including:

- › construction-focused training and up-skilling as well as apprenticeship opportunities, delivered in partnership with industry experts like the National Skills Academy for Construction (NSAFC), the Construction Industry Training Board (CITB) and local education and training providers, backed by a robust skills and employment plan to maximise opportunities for local people;

- › using our procurement process to maximise the opportunity for small businesses to be included in our supply chains. This would help increase investment in local business. We would also aim to increase productivity by partnering with businesses and education providers on new innovation. This could include technology in transferable areas like shopping, dining, hospitality or smart use of energy; and
- › working with businesses in and around the airport to develop a detailed strategy for recruitment, training and skills development. This would include exploring the expansion of capacity for providing STEM (Science, Technology, Engineering and Mathematics) learning on the airport site to support new job opportunities at Gatwick and with other employers in the area.

An Employment, Skills and Business Strategy Implementation Plan will be developed during the next stage of our work. It will set out the objectives for the Strategy, the initiatives that will be delivered, arrangements for the engagement of partners in shaping and delivering initiatives, targets, milestones and projected benefits.

More detail on the economic benefits is available in [Chapter 7, Consultation Overview Document](#).

## Gatwick in the community

Gatwick already plays a significant role in the local community. We invest in community funds, support charities and sponsor events and activities across the region. Our support is aimed at sharing the benefits of Gatwick, particularly to those communities most affected by our operations. We seek to improve local employment opportunities, promote sustainable transport, and improve local natural habitats. We are also part-funding the upgrade of Gatwick's railway station, which will be completed by 2023.

The Northern Runway Project would mean more opportunities to support our local communities. Initiatives and organisations we support include:

- › **Gatwick Airport Community Trust** - an independent charity for communities most affected by Gatwick's operations, which we have supported with donations of over £2.26 million in the last 10 years.
- › **Gatwick Foundation Fund** - which has awarded over £1.3 million to local projects and community groups since it was established in 2016.
- › **Gatwick Greenspace Partnership** - promotes sustainable use of local natural habitats and maintains and improves wildlife around the airport.
- › **Sustainable Transport Fund** - encourages passengers and staff to use forms of transport other than the private car.
- › **Local and regional events** - such as Horsham District Year of Culture 2019; High Street Live at The Crawley Festival; Horley Carnival; Gatwick Fun Day; Crawley Community Awards; St Catherine's Hospice Midnight Walk; and London to Brighton Veteran Car Run.
- › **Long-term partnerships** - with the Surrey and Sussex Healthcare NHS Trust (SASH); Kent, Surrey and Sussex Air Ambulance and our on-site charity Gatwick TravelCare.

We also regularly engage with community and business groups, including the Gatwick Airport Consultative Committee (GATCOM), where we discuss and consult on issues with representatives from the local community and the business, aviation, and environmental sectors. We also work with other groups interested in the use of airspace and noise.



### 3. Our proposals

The key elements of our proposals to enable dual runway operations and support increased passenger numbers at Gatwick, include (see Figure 3.1):

- › alterations to the existing Northern Runway, including repositioning its centreline 12 metres further north;
- › reconfiguration of taxiways to accommodate the changes being made to the Northern Runway and ensuring sufficient room for the safe manoeuvring of aircraft;

- › changes to some aircraft stands to improve the handling of different types of aircraft and a proposed new remote pier (Pier 7) that would serve both North and South Terminals;
- › reconfiguration of a number of airfield facilities to facilitate taxiway changes;
- › extensions to the North and South Terminal buildings to accommodate passenger growth, improve baggage handling, and enhance the experience of our customers;
- › provision of additional hotels 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.

Flights departing from the Northern Runway will continue to use existing flightpaths.

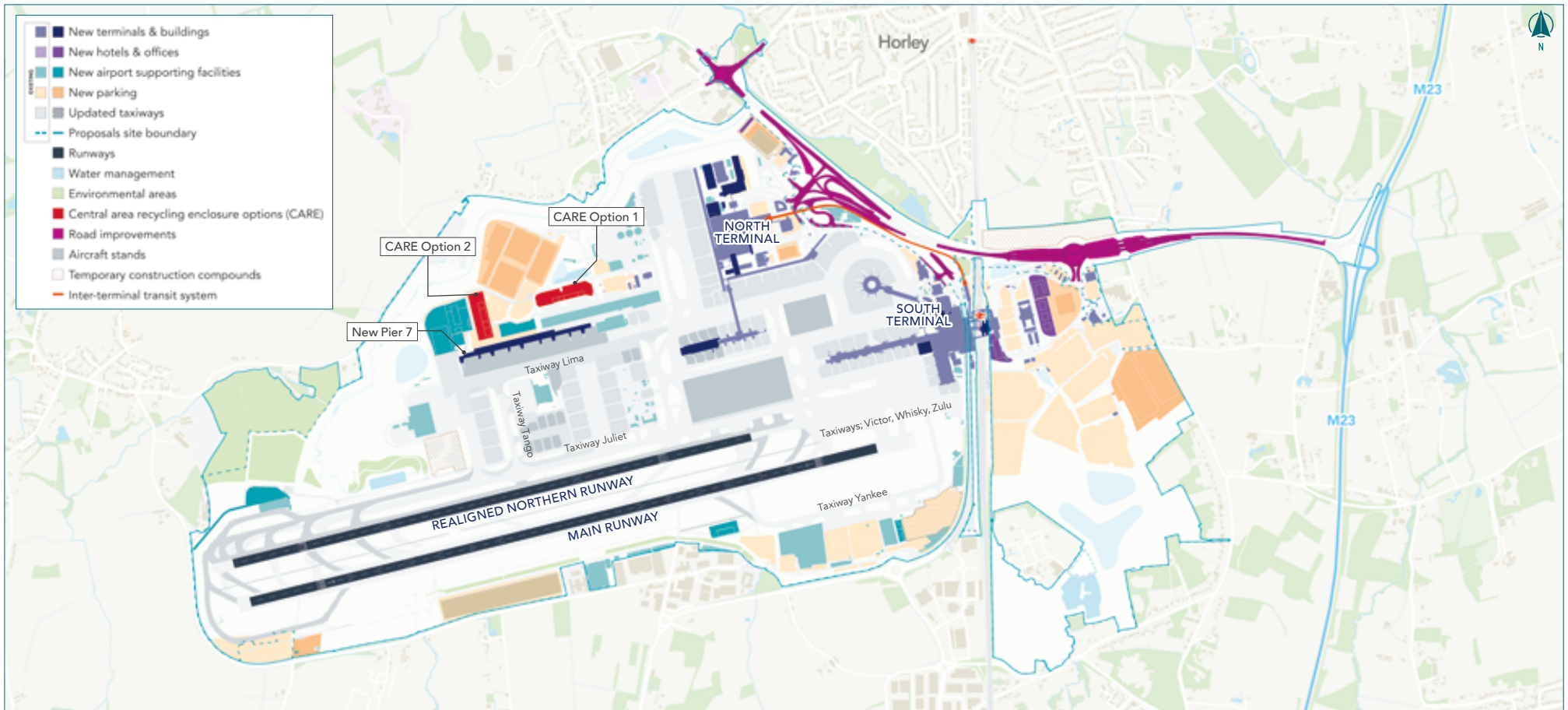


Figure 3.1: Project overview (2038)

## Airfield infrastructure

The changes to the Northern Runway we are proposing to achieve a dual runway operation are:

- building a 12m wide strip along the northern side of the runway so as to enable the repositioning of its centreline 12m further north, to ensure a centre line distance of 210m between it and the Main Runway. This is required to meet European Aviation Safety Agency standards for closely spaced parallel runways;
- removal of the redundant 12m strip to the south of the altered Northern Runway; and
- resurfacing and provision of new markings for the 33m-wide section of retained existing runway together with the new 12m to the north.

Amendments and realignments of the existing taxiways - Juliet, Lima, Tango, Whiskey, Victor and Zulu - are proposed to accommodate the altered northern runway and provide sufficient room for safe manoeuvring of aircraft associated with both runways. We are proposing eight new runway exit/entrance taxiways between the Northern Runway and Taxiway Juliet, while a further six are proposed from the

Main Runway to allow arriving aircraft to be held before crossing the northern runway. Six existing exit/entrance taxiways would be removed, and one would be retained unchanged, while end around taxiways are proposed at the end of both runways.

We are also proposing a new configuration to an existing apron and stands to allow aircraft to be held just prior to accessing the Northern Runway. This proposal, known as Charlie box, would allow us to remove aircraft from busy taxiways and optimise runway efficiency.

The changes we are proposing to the airfield infrastructure would mean (see Figure 3.2):

- all flight arrivals would use the existing Main Runway;
- departure flights would be shared between the existing Main Runway and the Northern Runway, which would be used for smaller aircraft; and
- there would be controlled dependency between the two runways to enable safe crossing of the Northern Runway by arriving flights.

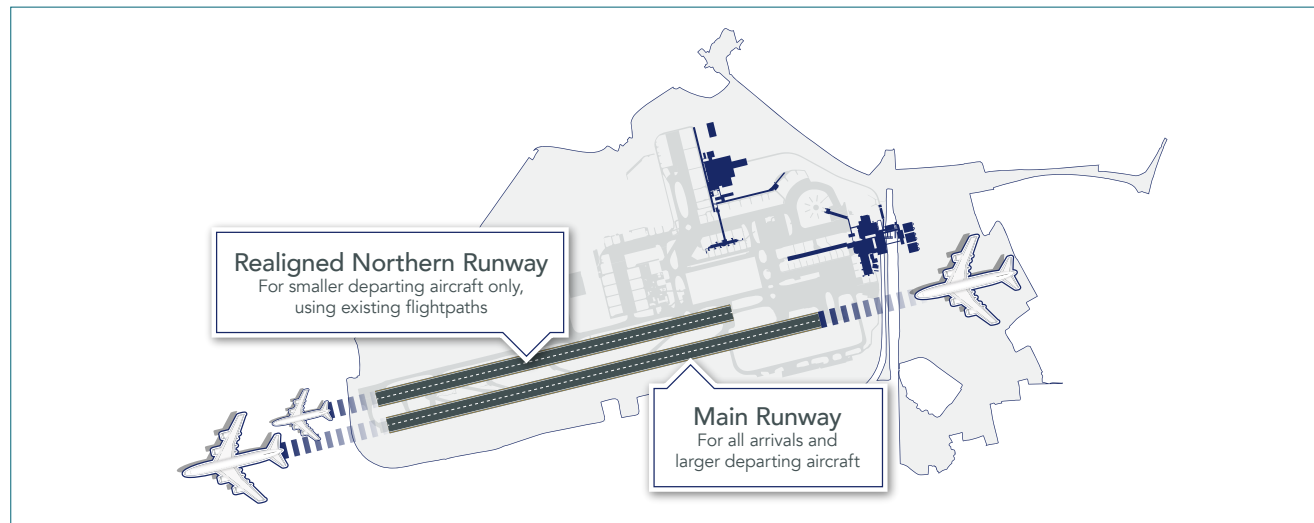



Figure 3.2: Dual runway operations

## Airport supporting facilities

We would need to change or relocate some of our existing facilities to accommodate the proposed alterations to the Northern Runway and some new, additional facilities would also be needed. These changes would be largely within the current airport boundary.

The current Central Area Recycling Enclosure (CARE) facilities would be relocated to the north west side of the airport. The new facility would process most of the airport's waste and include a biomass boiler flue.

The proposed CARE building would be up to 22m in height above ground level. The biomass boiler flue height is likely to be up to 50m above ground level. We are considering two potential locations for the CARE (see Figure 3.3):

- **Option 1:** to the north of the cargo hall (north east of the proposed Pier 7); or
- **Option 2:** to the northwest of the proposed Pier 7. 

Other facilities that would need to be relocated or provided within the airport include:

- motor transport facilities serving on-site vehicles would be relocated from the north of Taxiway Juliet to a new facility in the north western part of the airport;
- the grounds maintenance facilities and surface transport facilities would be relocated to the south eastern side of the airport;
- the emergency control tower near to the Virgin hangar would be demolished and the Rendezvous Point North for off-site emergency vehicles would be moved to the north of the central airport area;
- the airport fire training ground would be moved to the north of its existing location and include a fire training rig expected to be up to 25m in height;
- a Satellite Airport Fire Service facility may need to be built to the south of the main runway for direct access to the taxiway system;
- the existing Virgin hangar in the north west part of the airport would be converted to an airside operation;

- › an additional hangar of up to 32m in height would be built in the north western part of the airport, to the north of Larkins Road and close to the Boeing hangar; and
- › an existing noise bund at the western end of the airfield used to reduce noise levels from taxiing aircraft would be replaced by a new longer bund or barrier.

Other facilities would need minor alterations or changes, including:

- › some cargo facilities would require internal improvements, but the facilities would not need to be expanded; and
- › aircraft engine ground running for testing and maintenance would be undertaken on Taxiway Juliet, close to where it is currently undertaken.

We anticipate that the appearance of relocated facilities would be similar to the existing provision, but where they are replaced with more modern buildings it is likely to mean improvements in terms of appearance. The extensions to the North and South airport terminals are also likely to be similar in design to the existing buildings, but the interiors would be updated.

For more information see [Chapter 3, Consultation Overview Document](#).

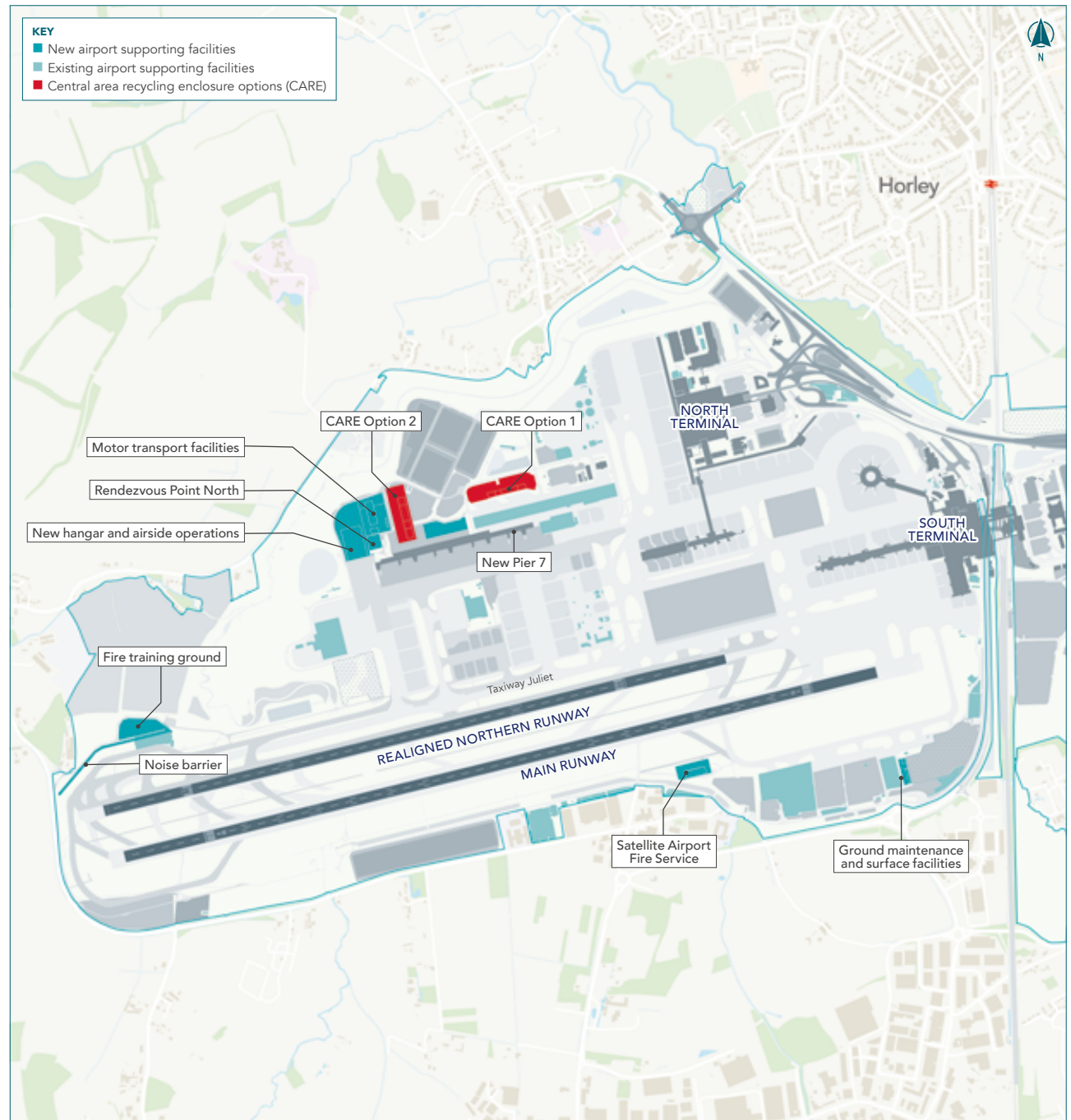


Figure 3.3: Proposed Airport supporting facilities

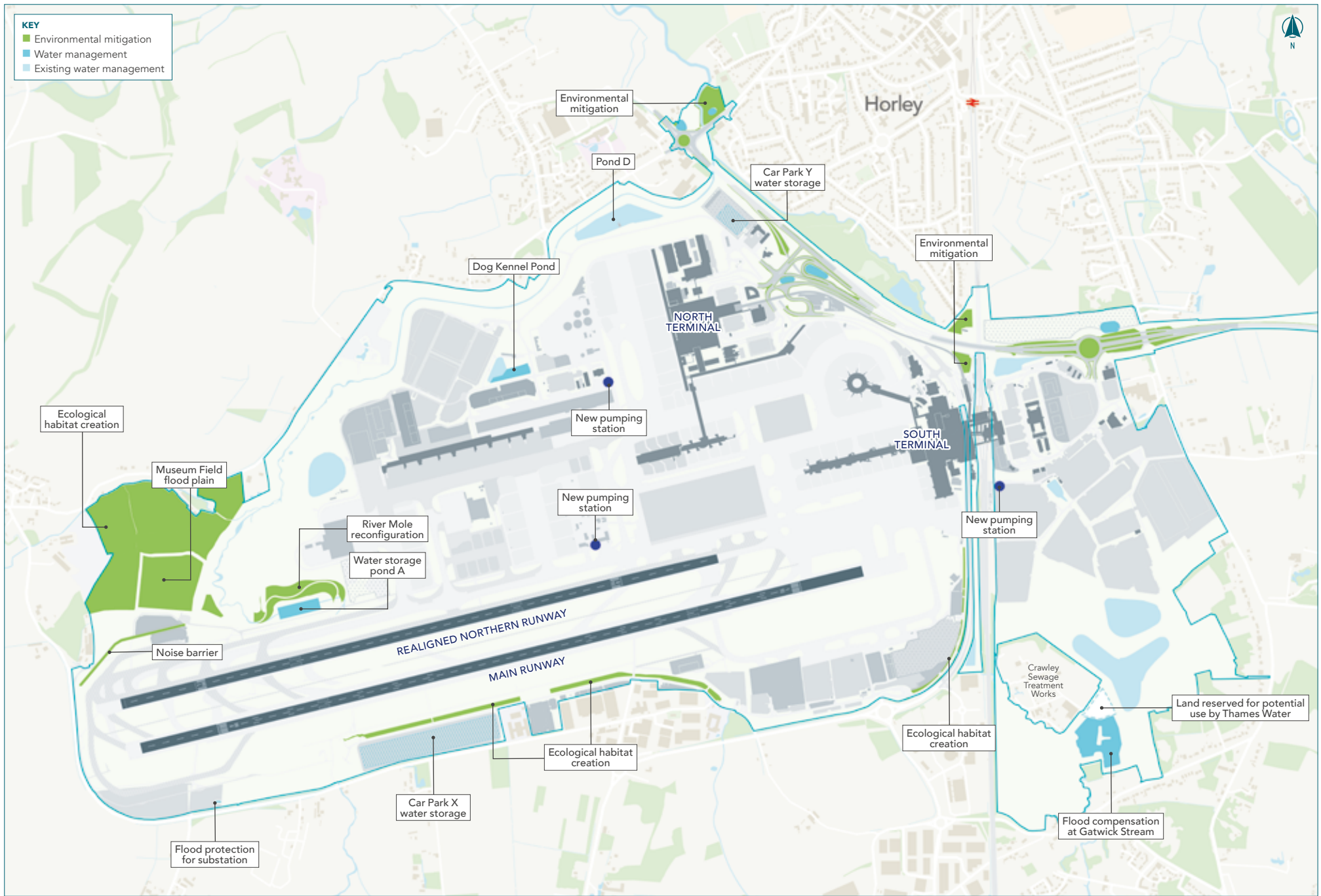


Figure 3.4: Environmental mitigation and water management

## Landscape and ecological proposals

Our current landscape and ecological proposals include:

- › a strategy to ensure green space is retained wherever possible and important environmental and community assets are protected. This would include the protection of existing significant hedgerows, woodland, trees, shrubs and wetland. Where possible, we would also make landscaping improvements and plant new trees next to construction areas or maintenance activities;
- › provision of new public open space and footpaths, including a new area or areas at Horley, a new pedestrian and cycle bridge over the River Mole and associated publicly accessible land; and
- › creation of new habitat including woodland, tree, scrub, shrub, wetland/pond and grassland.

Several measures have been designed into the Project to reduce potential for landscape impacts, including:

- › retention and protection of existing vegetation;
- › proposed new planting;
- › proposed new areas of open space;
- › a lighting strategy;
- › proposed earthworks/earth shaping; and
- › proposed visual screens.

For further information see [Chapter 8, Consultation Overview Document](#).

## Lighting

New lighting would be needed to ensure the safe operation of the airport with dual runway operations and for external areas to ensure the safety of the public and airport personnel at, for example, new car parks, road junctions and carriageways. We are preparing a lighting strategy setting out the type of lighting to be used and measures to reduce effects on our neighbours and nearby sensitive locations. The strategy will consider relevant good practice guidance and will be submitted as part of our DCO application.

## Water management

We are proposing changes to how the current water drainage and surface water run-off systems operate to accommodate the new taxiway infrastructure and some of the associated development. Our proposals for managing water are shown on Figure 3.4 and include:

- › creating an additional run-off treatment and storage area (including run-off from de-icing areas) underground beneath Car Park Y and an extension to the existing Dog Kennel Pond;
- › relocating Pond A;
- › diverting the River Mole corridor;
- › providing additional floodplain capacity by:
  - lowering ground levels at Museum Field along the western airport boundary;
  - creating a new flood compensation area to the east of Museum Field;
  - lowering the existing ground levels under Car Park X;
  - creating a new flood compensation area to the east of Gatwick Stream, south of Crawley Sewage Treatment Works;
- › works to realign the existing surface water drainage infrastructure along Taxiway Yankee, providing a connection to Pond D; and
- › works to protect the existing Substation L from potential flooding.

Improvements to how we manage waste and foul water from the extended terminals, hotels and the new Pier include proposals for three new pumping stations, a new pipeline to Crawley Sewage Works and improvements to some existing pipelines. A number of existing pumping stations would be decommissioned because of the reconfiguration of airport infrastructure.

Thames Water is currently studying the ability of the Crawley Sewage Works to meet future capacity demands from its catchment in the long-term. If additional land

is required in future to expand it, land currently owned by Gatwick alongside the existing plant could be made available to allow this. Such an expansion does not form part of this DCO.

## Hotels and offices

We are proposing three additional hotel facilities with a total capacity of up to 1,000 rooms and three new office spaces to meet additional demand from the predicted growth in passenger numbers (see Figure 3.1).

The three new hotels would be located at:

- › the South Terminal on the site of the current car park H (up to 400 bedrooms);
- › the North Terminal in the location of existing car park Y (up to 400 bedrooms); and
- › the former car rental location adjacent to the railway station, which is currently being used as the construction compound for the station upgrade (up to 200 bedrooms).

New office accommodation is proposed on the location of the current car park H. The space allocated could provide for up to three new office blocks up to approximately 27m high, with around 9,000m<sup>2</sup> of floor space. The exact configuration, phasing and amount of floorspace would depend on when they are required.



## 4. Getting to and from Gatwick

### Our approach

Gatwick Airport is a major transport hub for the South East of England, acting as both a destination and interchange across different forms of transport. We have excellent rail and road connections and are the only London airport with daily 24-hour rail, bus and coach access, which has enabled us to already achieve a sustainable travel mode share for passengers of 48%.

To support the Northern Runway Project, our transport strategy aims to:

- › continue increasing the overall share of passengers using public transport to get to and from the airport as passenger numbers increase;
- › deliver improvements to local highways and junctions, where they are necessary to support Gatwick's growth and remain important to background traffic for local communities; and
- › encourage and support greater use of public transport and active modes by our staff by further developing our cycling and walking strategy and improved facilities for both, along with further sustainable travel incentives.

We are using a number of tools to understand the potential effects of our Northern Runway proposals on regional, local and on-airport transport networks, and to develop proposals to improve them where necessary. Work to date suggests that construction and operation is not expected to have significant effects beyond the immediate local highways. We are therefore consulting on proposed improvements to local networks and airport transport.

For more information see [Chapter 4, Consultation Overview Document](#).

### Roads

Around 75-80% of airport-related traffic approaches Gatwick from the M23 Spur in peak periods. Most of this traffic travels to or from north of Gatwick with around a quarter to or from the south. This tendency for traffic to use the M23 is expected to

continue with the M23 Smart Motorway, which was completed in 2020. The remaining airport-related road trips are distributed in much smaller proportions across the local network to the north, west and south of the airport, such as the A23 and A217.

We are proposing changes to a number of junctions to add capacity and improve flow of the increased traffic volumes that are likely to result from our Northern Runway proposals. These changes also take account of background traffic and are being designed with all users in mind. Other measures we are proposing to adopt include a Construction Traffic Management and Travel Plan, with ongoing monitoring of travel patterns so we can encourage use of sustainable modes of transport as part of the Airport Surface Access Strategy (see [Chapter 4, Consultation Overview Document](#) for more details).

#### South Terminal roundabout

Also known as the Welcome Roundabout, the South Terminal roundabout is the sole entry point into the South Terminal area, including the terminal forecourt, long stay car parks and commercial premises. The majority of Gatwick traffic passes through this roundabout.

We are proposing to introduce a flyover to take through-traffic above the existing roundabout by raising the M23 Spur/Airport Way (see Figure 4.1). The flyover would be approximately 8m above existing ground level and around 130m long and would include a noise barrier. The existing bridge over the B2036 Balcombe Road would require improvement works or replacement to allow the existing road bridge to be raised and widened to accommodate the flyover and any additional lanes that might be required as part of works to the eastbound M23 spur.

#### North Terminal roundabout

The North Terminal roundabout is the entry point to the North Terminal and local access roads, including the northern and east perimeter roads. The existing roundabout has no direct entry southbound from Horley and no direct exit onto the A23 southbound towards Crawley.

We are proposing to replace the current roundabout with a signal controlled junction and a new flyover to carry westbound traffic between Airport Way (from South Terminal and the M23) and the A23 towards Horley (see Figure 4.2). This would remove the need for traffic between the M23 at Junction 9 and Horley to use the new junction. A new signal controlled junction on the A23 would improve access southbound towards Crawley and reduce u-turning at Longbridge Roundabout. Two noise barriers would be constructed. The first barrier would be located along the flyover central section of highway, while the second would be on a section adjacent to Riverside Garden Park.

#### Longbridge roundabout

The existing Longbridge roundabout is where the A23 London Road meets Povey Cross Road, the A217 and A23 Brighton Road.

We are proposing to provide full width lanes throughout the junction, increasing the overall size of the roundabout further west and north to accommodate them. We are also proposing improved pedestrian crossings and extra capacity on exit and entry lanes (see Figure 4.3).

#### On-airport - roads and forecourts

We are proposing changes to access routes within the airport boundary, to allow for some alterations to other facilities around the airfield, including:

- › the temporary realigning of Larkins Road; and
- › a new east-west track between the Main and Northern runways.

We are also proposing to improve the forecourts at both terminals to accommodate vehicles arriving at the terminals. Improvements would include routes providing access to car parks, pick-up and drop-off areas, and hotels. More information on our road proposals is available in [Chapter 4, Consultation Overview Document](#).





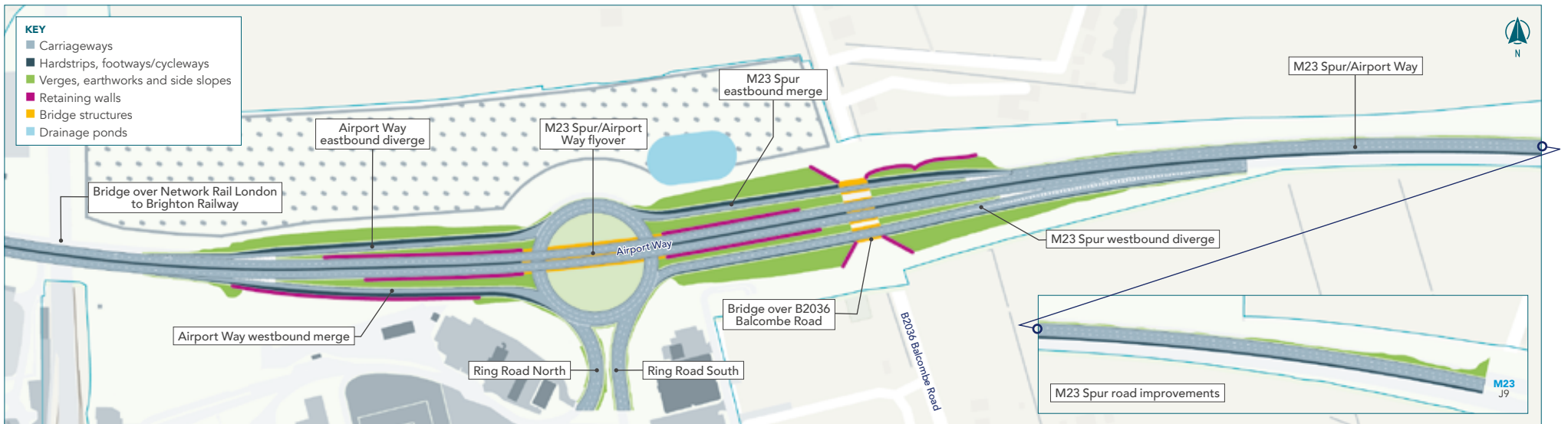


Figure 4.1: Proposed South Terminal roundabout improvements

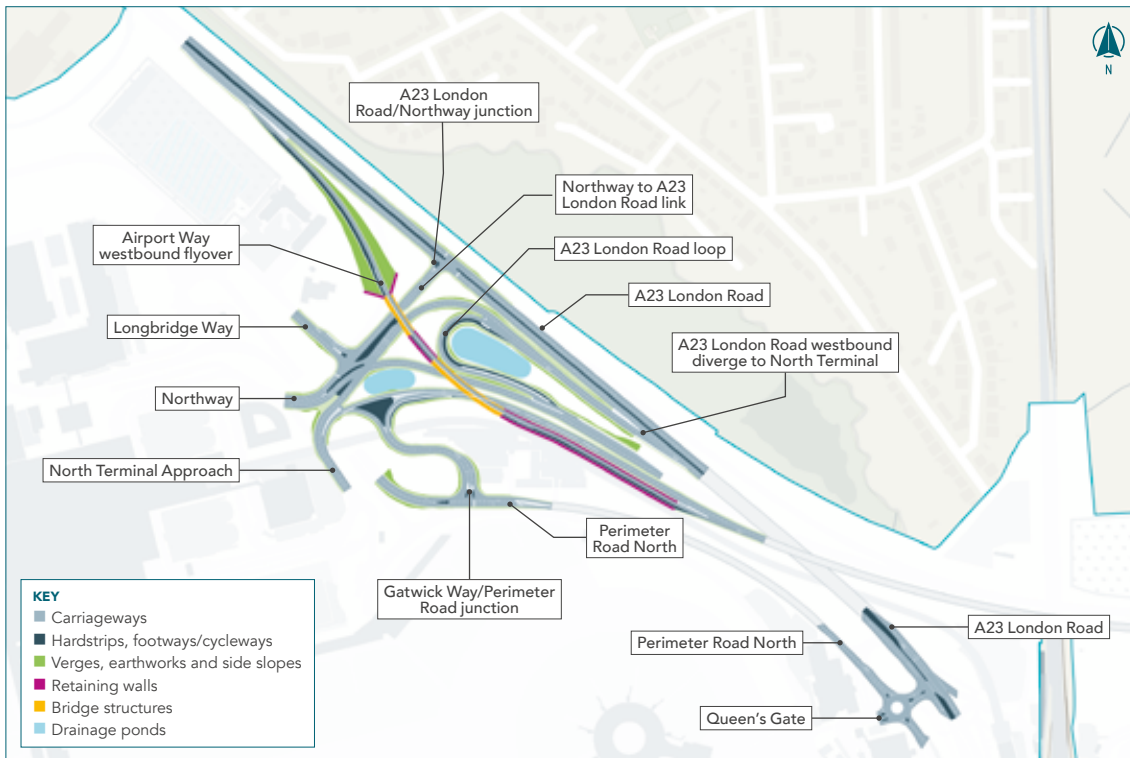


Figure 4.2: Proposed North Terminal roundabout improvements

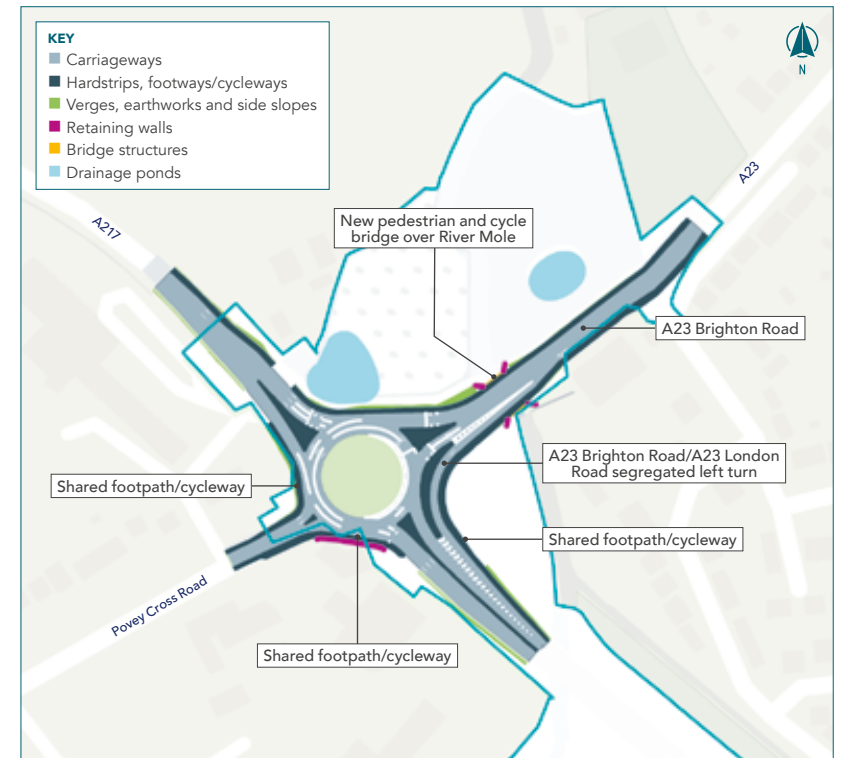


Figure 4.3: Proposed Longbridge roundabout improvements

## Public and sustainable transport

Our proposals in support of the Northern Runway Project include specific targets for changing the way passengers and staff travel to and from the airport, including:

- 60% of passengers using sustainable transport by 2030 (from 48% in 2020);
- demonstrating clear progress towards 50% of passengers using rail by 2030 (from 42% in 2019); and
- 60% of staff journeys to work using sustainable transport - public transport, active travel, employer-provided group travel, car share, and zero emissions vehicles - by 2030 (from 39% in the 2016 Staff Travel Survey).

Forecourt charging has already been introduced to help meet our commitment to reducing 'kiss and fly' car trips, which are the least sustainable type of journey to the airport. There are a number of other measures we can use to help achieve these targets, such as increasing bus usage by staff and passengers, increasing staff car sharing journeys, incentivising use of zero emissions vehicles by passengers and staff, and reducing staff car parking.

We will continue to develop these proposals and include further information as part of our Airport Surface Access Strategy (ASAS) and Travel Plan, to be included as part of our DCO application.

### Rail

Gatwick Airport Station is an important, strategic interchange, primarily for passengers connecting to air services via the terminals but also for staff, commuters and local residents. Prior to the COVID-19 pandemic, it handled over 21 million rail passenger journeys per year, making it the busiest station in the South East, outside of London.

With 42% of passengers using the train for their trips to and from the airport we are proud to have a higher percentage of passengers travelling by train than any other UK airport. Construction of a station upgrade is due to be completed by 2023. This will double the size of the concourse, add five new lifts and eight escalators to improve passenger flow, and widen two platforms. Our assessment shows these changes will be sufficient to manage the increase in passenger growth with Northern Runway operations.

Our Inter-Terminal Shuttle System (or Shuttle) provides a dedicated system for moving people between the North and South Terminals. We are reviewing the ability of the Shuttle to cater for increased capacity at the airport and examining whether the current system can accommodate an increase in the frequency of services.

### Buses and coaches

The airport is served by frequent bus and coach services at both North and South Terminals. On average there are approximately 450 to 500 daily arrivals and departures offering services to destinations throughout the UK. We are working with the local bus operator, Metrobus, to support more and better bus routes serving the Crawley and Horley areas, where a significant proportion of staff live, to increase availability 24 hours a day. We also offer discounted travel for staff to increase their use of bus, coach and rail to get to work.

### Pedestrians and cyclists

Existing off-road pedestrian and cycle links provide access to the local catchment areas of Horley and Crawley. Around 11% of Gatwick employees travel three miles or less to work by car, and many are within a comfortable walking or cycling distance. We already provide more than 300 cycle parking spaces, along with locker and shower facilities for staff choosing to walk or cycle. We are proposing to increase the number and quality of these facilities, as well as providing them in additional, convenient locations. Other proposals to encourage staff who live close by to walk or cycle include:

- new footpaths and a pedestrian and cycle path over the River Mole providing a direct link between Longbridge roundabout and the North Terminal;
- signal-controlled pedestrian crossings at the North Terminal roundabout;
- a shared cycle and footpath along the Perimeter Road North; and
- an improved connection to National Cycle Network route 21 at the South Terminal, which connects north to Horley and south to Crawley.



Inter-Terminal Shuttle System

## Car Parking

The total number of existing and planned (without the northern runway proposals) car parking spaces at Gatwick is 53,451. New car parking would be needed to meet the additional demand generated by the Northern Runway Project and to replace car parking spaces lost due to development associated with it.

Our proposals provide for an additional 18,500 spaces in a number of locations (see Figure 4.4). As we continue to encourage sustainable modes of transport, it may be that not all of this proposed space for car parking is needed.

We have also identified an area in the western part of Crawter's Field that may be required for surface parking to replace part of the existing 'Purple Parking' (operated by a third party).

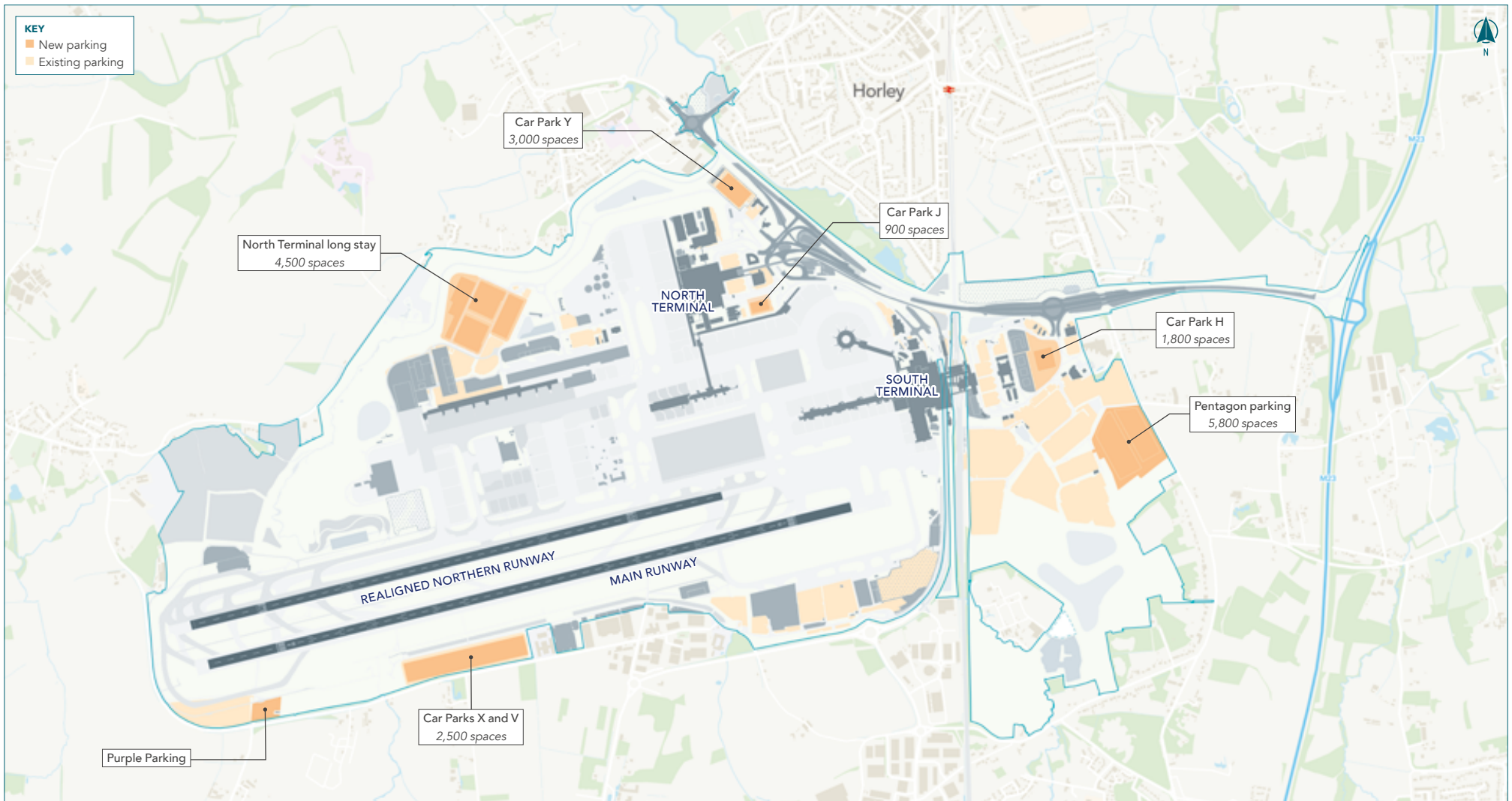


Figure 4.4: Car parking proposals

## 5. Construction

We are committed to being a good and responsible neighbour throughout construction, maintaining consideration of the community and for the environmental impacts of the development. This will include incorporating best practices where applicable, consulting with local authorities and community groups, and employing local businesses wherever practicable.

The details of construction methods, timing and phasing will be refined during the EIA, however we expect the core airfield works would take approximately five years from 2024 to 2029, with further works continuing at a lower intensity over the period to 2038. A summary of the indicative phasing of construction works is included in Figure 5.2.

A workforce of around 1,300 workers would be required during the peak periods of construction, which is expected to occur in winter 2026/27.

For more information on our construction proposals, see [Chapter 5, Consultation Overview Document](#).

### Temporary construction compounds

At this stage, we anticipate needing a number of temporary compounds to support construction. While there may be a need for some additional, smaller compounds, Figure 5.1 shows the expected locations of the main proposed compounds, including:

#### > The main contractor compound

Located in the south eastern part of the airport, this compound would be around five hectares in size. It would be used by the majority of the construction workforce as well as the project management team, and would include offices, concrete batching plants and storage areas. It is likely that a new temporary entrance would be needed from the existing Perimeter Road East for construction traffic.

#### > An airfield satellite contractor compound

Located to the west of Taxiway Uniform and south of the Boeing hangar, this compound would be around six hectares

in size. It would include offices, one concrete batching plant with bulk material storage, a stockpile location, and access facilities for contractors such as parking and a bus terminal.

#### > Three satellite contractor compounds that will also serve surface access works

- i. Located to the north of the South Terminal roundabout, the compound serving the works here would be around two hectares in size. It would include offices, bulk material storage, laydown areas, and access facilities for contractors and supply chain vehicles, including parking and a bus terminal.
- ii. The North Terminal roundabout compound would be around 1.6 hectares in size. It would include offices,

a concrete batching plant with bulk material storage, laydown areas, and access facilities for contractors and supply chain vehicles, including parking and a bus terminal.

- iii. A compound to serve construction at the Longbridge roundabout would be needed on land north of the roundabout, occupying an area of roughly 0.65 hectares. It would accommodate offices, short term material laydown and access facilities for contractors, including limited parking and a pick-up point for a workforce minibus.

Once works are complete, all the areas used for contractor compounds will be returned to their former uses.

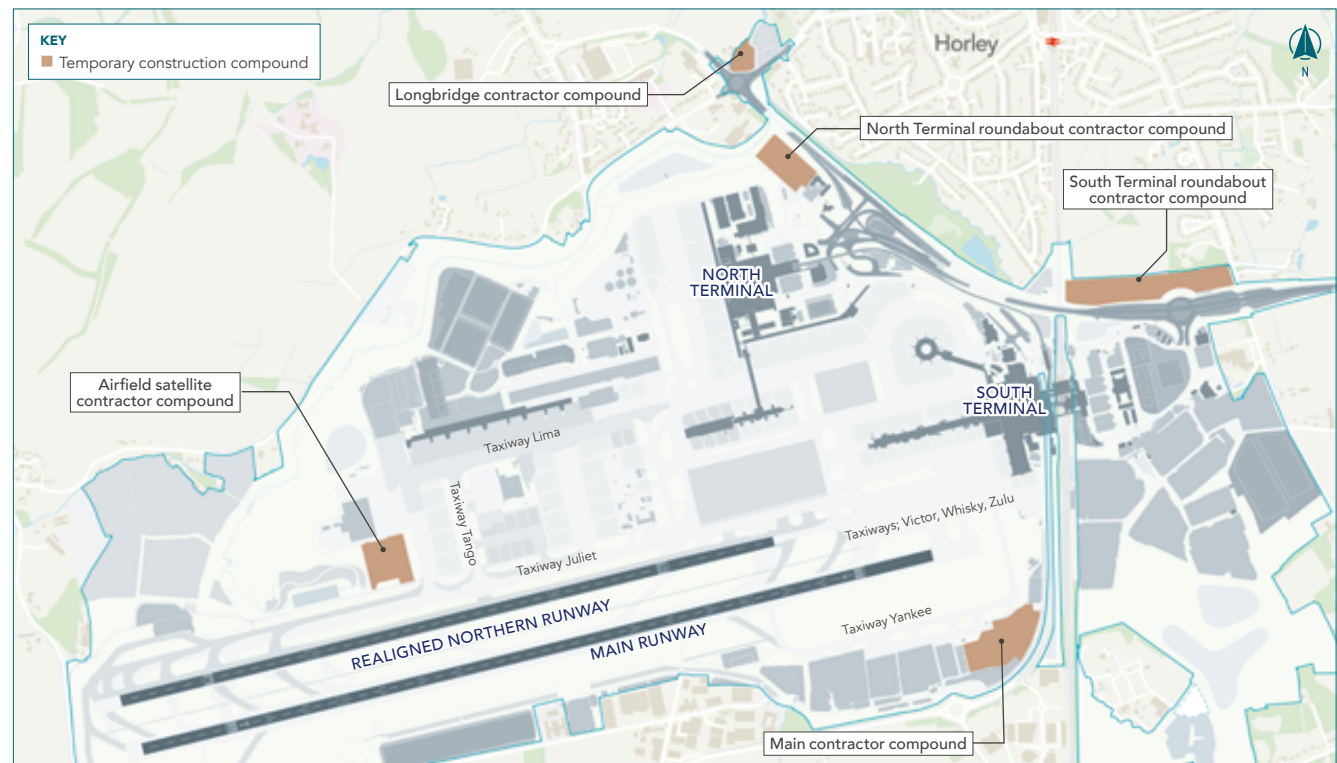


Figure 5.1: Proposed temporary construction compounds



### Construction logistics consolidation centre

We are examining the potential for use of a temporary logistics facility to allow scheduling and consolidation of deliveries to the appropriate work sites and to reduce the number of HGVs on local roads. If this facility is required, it is likely to be located at an existing facility, or a site with an existing consent for such use. It would include warehouse facilities with loading/unloading docks, a secure airside screening area, material laydown areas, HGV parking, electric vehicle charging stations, driver welfare facilities and some limited parking. At the current time, traffic modelling has assumed no consolidation centre would be in place, which represents a worst case in terms of total traffic numbers at the site access points. If a facility is needed it will be assessed within the EIA process and included within the Environmental Statement.

### Construction working hours

During construction, the airport would continue to operate 24 hours a day, seven days a week. In order to maintain operational safety and to minimise disruption, construction activity in close proximity to existing runways and taxiways would have to take place at night when there are fewer flights. We will further develop our proposals and discuss with local authorities and relevant regulators how we can minimise and reduce disruption and noise from construction.

### Construction deliveries to the airport

While there may be lane restrictions and short term closures while roads are being improved, disruption in peak traffic periods will be minimised. To avoid impacts on public highways at busy times, deliveries of some construction materials and movement of the workforce may need to occur overnight and at weekends. A construction traffic management strategy would be put in place during construction to minimise environmental effects. We are also proposing that all construction traffic would use Junction 9 of the M23, via the M23 Spur and Airport Way to access sites at the airport.

### Earthworks strategy

We are aiming to maximise the re-use of materials and our early analysis suggests that materials recovered from demolition and construction could be reused within the airport boundary. An area within the Northern Runway Project boundary, has been identified as a spoil receptor site.

### Minimising construction waste

We have developed a draft waste strategy to help us identify ways that we can avoid, reduce and manage waste during construction. This will also help us properly manage any potentially hazardous waste safely and appropriately.

### Drainage

We will install temporary drainage systems in the areas not currently provided with drainage, or in areas where construction works have the potential to increase surface water runoff. As far as possible this would include sustainable drainage systems such as swales (low tracts of marshy land that slow and control the flow of water to prevent flooding) and attenuation ponds (for storing run-off water and reducing flooding), although some piped drainage and pumps may be required. This would reduce the amount that would need to be taken off-site for disposal and minimise vehicle movements as much as possible.

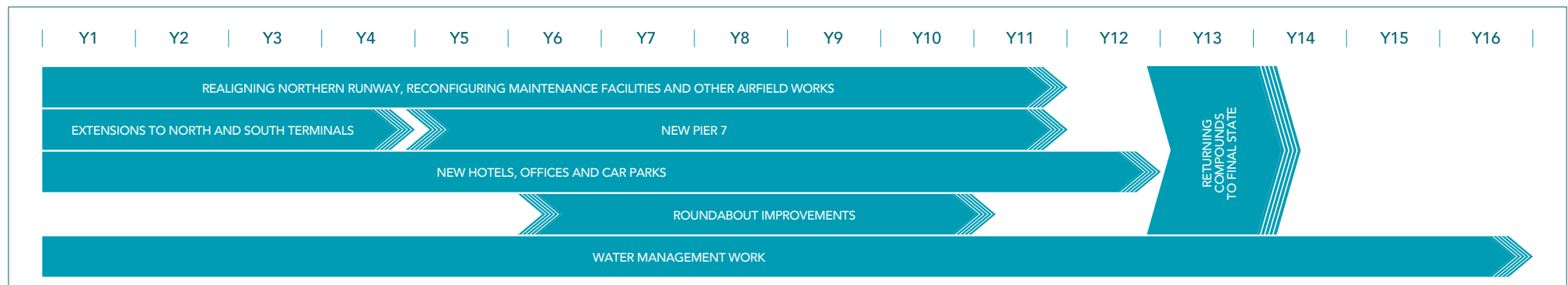


Figure 5.2: Indicative construction phasing

## 6. Managing and mitigating effects

Our overarching vision for Gatwick is for it to be the airport of the future and a model for sustainable growth. We are working to become the UK's most sustainable airport, striving to meet targets set in our second Decade of Change (2020-2030) sustainability policy, including building on our work in the community and local environment, while also increasing our focus on people and emissions. We monitor and report on our sustainability performance every year (for more information visit [www.gatwickairport.com/sustainabilityreport](http://www.gatwickairport.com/sustainabilityreport)).

The overall aim in developing our proposals has been to avoid potential adverse impacts wherever possible. Where this is not possible, we are proposing mitigation - and in some cases, environmental enhancements - as we work to strike a balance between the social and economic benefits of our proposals and their impacts.

**Chapter 8 of the Consultation Overview Document** provides a summary of the effects of our proposals on the historic environment, natural landscape, ecology and nature conservation, geology and ground conditions, water environment and flood risk, socio-economics, and health and recreation. It also includes information about the assessments of noise, climate change, and overall air quality associated with our proposals, which are summarised here.

### Noise

We have assessed all potential noise that could occur as a result of our proposals, including:

- air noise - from aircraft in the air, departing or arriving on a runway, up to 7,000 feet above ground level;
- ground noise - including aircraft taxiing and traffic within the airport; and
- road traffic noise outside the airport, including construction noise, however temporary.

### Air noise

Over the past 20 years, Gatwick has reduced its noise footprint by 48%. We expect this trend to continue as more of Gatwick's fleet are replaced with modern, quieter aircraft.

While many people benefit from having Gatwick on their doorstep, we understand that aircraft noise is an issue for some people who live around the airport. With aircraft continuing to use existing flight paths and the Northern Runway being used in dual runway operations - generally for departing aircraft of A320 and B737 size - the main noise impacts from our proposals are expected to be predominantly as a result of the increased frequency of flights rather than new noise impacts over previously unaffected areas.

Figure 6.1 shows the change in 2032 predicted noise levels with the Northern Runway Project. We anticipate that the current restriction of night flights would continue, thereby restricting noise exposure between 11.30pm and 6:00am.


There are two key proposals designed to mitigate the effect of air noise on local communities:

- a new and improved Noise Insulation Scheme (NIS) and Homeowners Assisted Moving Scheme; and

- a proposed 'noise envelope' to set limits and manage noise from future operations at Gatwick.

We will also continue to work with partners and stakeholders to create the most noise efficient operation possible, including through the Noise Management Board (NMB), the Noise and Track Monitoring Advisory Group (NaTMAG) and its subgroup the Gatwick Noise Monitoring Group (GNMG).

### Noise envelope

 We are committed to achieving a balance between growth and noise reduction, so are proposing to introduce a 'noise envelope' to set limits on noise from future operations at Gatwick. The noise envelope would come into effect at the start of a dual runway operation, giving residents certainty that the noise limits within it would not be exceeded. Those limits on noise would then be tightened further as aircraft movements grow, which would incentivise airlines and the airport to use quieter planes and guarantee that there would be less impact from aircraft noise than was experienced in 2019, even though the airport would have expanded.

Further information on how we have approached the development of the noise envelope is set out in **Chapter 8, Consultation Overview Document**.

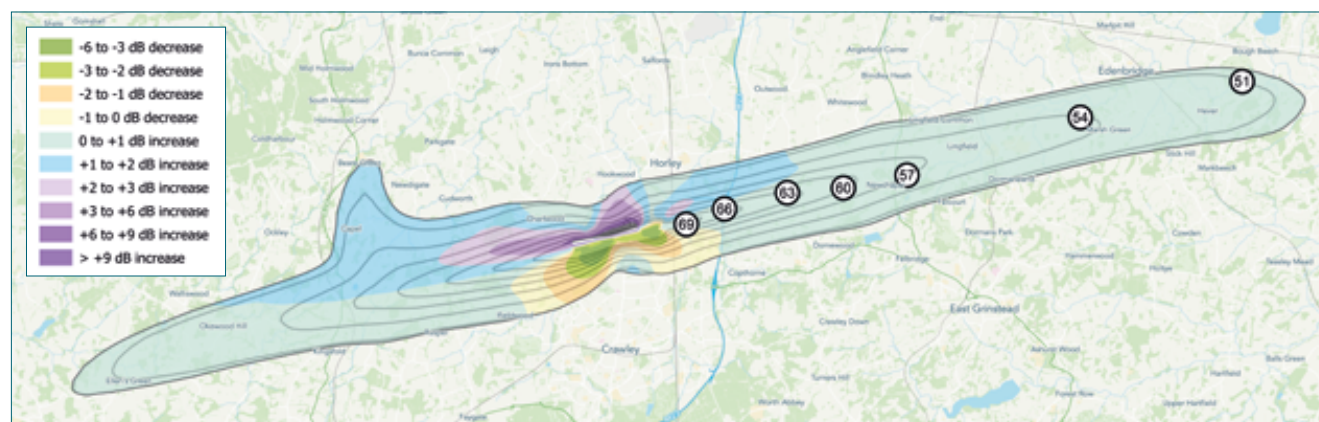


Figure 6.1: Air noise 2032 day change with the Northern Runway Project

## Noise Insulation Scheme

The improved Noise Insulation Scheme (NIS) offers different levels of noise insulation, depending on the noise experienced and is designed to avoid significant effects on health and quality of life. It is based on predicted day and night noise contours for 2032 (see Figure 6.2):

1. **New Inner Zone, Leq 8 hr night 55dB contour (incorporating Leq 16hr daytime 63dB contour).** Offering the highest level of noise insulation, we expect this new zone will apply to around 250 and 450 households during the daytime and night time respectively.

It would include replacement acoustic glazing or internal secondary glazing to all windows, acoustic ventilators and blinds to noise-sensitive rooms as well as replacement doors to these rooms where necessary. It would also include acoustic upgrading of bedroom ceilings where necessary and possible.

2. **New Outer Zone, related to the Leq 16 hr 54dB contour.** Provided for around 3,300 homes outside of the Inner Zone, this zone is proposed to offer acoustic ventilators for noise sensitive rooms, allowing windows to remain closed with ventilation.

A Schools NIS is proposed for all schools with noise sensitive teaching spaces within the forecast 2032 Leq, 16 hour 51dB noise contour. Where schools are concerned that aircraft noise could be affecting teaching, each classroom area would be surveyed to assess the effects of all types of noise including local road traffic. Noise insulation measures could include improved glazing and acoustic fresh air ventilation. We will work with the school to deliver a suitable noise insulation package if found to be required.

Residents who have previously taken up grants under the existing NIS will have the opportunity to apply for the new scheme.

The new scheme would start at the same time as construction of the Project begins.

### Homeowners Assisted Moving Scheme

Homeowners newly within the Leq, 16-hour 66dB noise contour as a result of the northern runway proposals would be offered a package to help them move if they chose to do so.

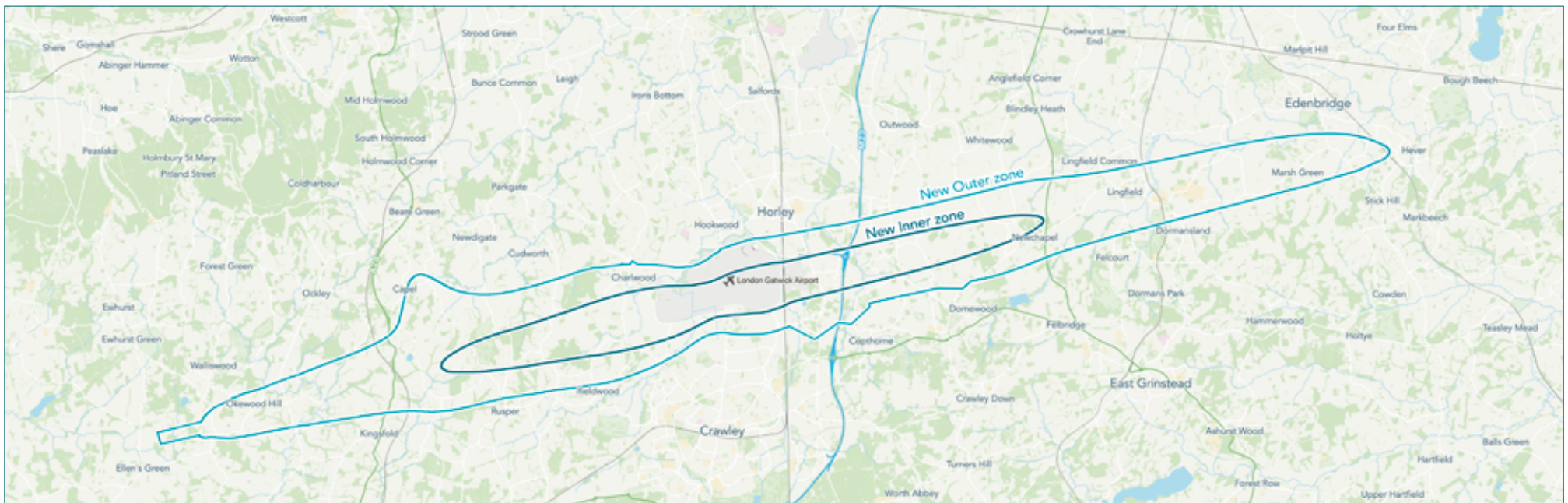


Figure 6.2: Proposed Noise Insulation Scheme zones



### Ground noise

We are proposing to move Taxiway Juliet slightly further north and extend Taxiway Lima so that both taxiways join-up (see Figure 3.1). This would provide the main route for all aircraft taxiing to and from the western end of the runways.

We expect that an increase in aircraft numbers, along with the changes to the taxiways, has the potential to lead to some ground noise increases in Charlwood, Povey Cross and immediately to the south of the airport.

To reduce the effects of ground noise we are proposing a new noise barrier at the western end of the northern runway. It would consist of eight metre high bunding and a new noise mitigation barrier (up to 10m high and with a landscaped external face) adjoining the bund. The proposed barrier would be to the north of the relocated Juliet Taxiway and approximately 500 metres long (see Figure 3.1).

The majority of properties around the airport perimeter that have the potential to be affected by ground noise are within the current or proposed Noise Insulation Scheme areas and will therefore be offered insulation that would further reduce any impacts.

### Construction noise

We have examined the predicted noise levels for the preliminary design of different phases of construction for the Northern Runway and its associated developments.

With much of the work on the airfield proposed to be undertaken at night, there is potential for neighbouring communities to be affected. We are proposing a number of measures to reduce noise from construction, including quieter methods of working, screening, limiting hours of work and, a potential construction noise insulation scheme.

While early predictions suggest that some night-time impacts may be sufficient to require noise insulation, this will be reviewed based on further technical and environmental work and included in the Environmental Statement.

### Road traffic noise

We are proposing to build noise barriers to reduce the impact of road noise including:

- a noise barrier stretching along the A23 on the edge of Riverside Garden Park;
- a noise barrier along the elevated section of the North Terminal roundabout flyover (facing Riverside Garden Park); and,
- a one-metre-high noise barrier along the north side of the elevated section of the South Terminal roundabout flyover.

Our initial assessments show that the road noise impacts as a result of the Northern Runway Project would be insignificant in most areas, and in a small number of areas there could be significant noise improvements.

Noise levels on other roads not part of the highway works could be affected, but our initial predictions suggest this will not be significant. We will undertake further modelling and report our findings in the Environmental Statement.

### Air quality

We have assessed the likely effects of the Northern Runway Project on air quality, including emissions from aircraft and road traffic. The results of our work show no significant effects for air quality are anticipated during construction or once the project is in operation.

We are proposing air quality mitigation measures to ensure best practice is followed during construction, including construction traffic management, construction workforce travel plans, dust management and the use of appropriate low/zero emission vehicles, plant, and equipment. Other proposals include promotion of sustainable forms of transport and active travel for passengers and staff, which would also reduce emissions.



## Climate change and carbon

Aviation currently accounts for 7.3% of UK carbon emissions but is expected to increase as a proportion in the future. The Government believes the benefits from aviation are vital to the UK's long-term economic prosperity and are also compatible with meeting greenhouse gas reduction targets.

Government policy points to a combination of areas to reconcile this, including developments in technology and improvements in efficiency alongside carbon offsetting - for example, by planting trees - and removal (taking carbon from the air and locking it away).

The recently published Transport Decarbonisation Plan and 'Jet Zero' consultation, set out a number of decarbonisation initiatives, including:

- › a combination of improvements in aircraft and airspace technology and efficiency;
- › accelerating moves to sustainable aviation fuel, for example from waste or bio resources;
- › development of electric, hydrogen, or hybrid aircraft especially for domestic or short haul flights; and
- › further net reductions in carbon through offsets or carbon removals.

The consultation confirms the Government's commitment to continuing to work with the airports and airlines to help deliver these initiatives.

We strongly support the Government's approach to cutting greenhouse gas emissions, including its commitment to cut emissions by 78% by 2035 compared to 1990 levels, and to reach net zero by 2050.

We also support the implementation of net zero aviation and are committed to low-carbon growth and playing our part. We are already playing a leading role and are proud to have been awarded the status of becoming the first carbon neutral London airport in 2017. We use 100% certified renewable energy to run the airport and, since 2010, carbon emissions from our buildings and ground

vehicles have reduced by 50%, and energy consumption by 12%. Earlier this year we published our second Decade of Change policy, for the period to 2030. This sets out further commitments to achieve 80% reduction on 1990 Scope 1 and 2 emissions by 2030, with a longer-term goal to achieve 'net zero' before 2040. Scope 1 emissions are made directly from our own operations, for example, our vehicle fleets or the heating of our buildings; Scope 2 are emissions made indirectly, for example, from the electricity or energy we buy from others.

We are committed to the use of best practice measures to reduce greenhouse gas emissions throughout the construction process of this project, including the use of low embodied carbon construction materials, re-use of recycled waste materials, minimising the need to remove excavated material from site, deployment of low or zero carbon construction plant and equipment and the proactive management of construction related transport.

We are now developing a detailed Carbon and Climate Change Action Plan, alongside our updated energy and transport strategies, and intend to publish the draft Action Plan as part of our DCO application. This will set out how we will achieve emission reductions, including how we intend to encourage reductions in emissions in the control of our partners. Making best use of Gatwick's runway capacity would enable the airport to grow whilst ensuring Gatwick does not compromise the net zero UK carbon target.

For more information see [Chapters 3 and 8, Consultation Overview Document](#).

## Other environmental topics

[Chapter 8 of the Consultation Overview Document](#) includes information on a number of other environmental topics including:

- › Historic Environment;
- › Landscape, Townscape and Visual Resources;
- › Ecology and Nature Conservation;
- › Geology and Ground Conditions;
- › Noise and Vibration;
- › Socio-Economics;
- › Health and Wellbeing; and
- › Agricultural Land Use and Recreation.

## 7. Other information

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### Purchase of land

Gatwick owns or is in control of most of the land needed to deliver our Northern Runway Project proposals. However, as part of our DCO application, we will be seeking powers to compulsorily acquire the additional land where required.

Where land is required, we are committed to reaching agreement with affected landowners for the private acquisition of land wherever possible. We have already identified the land we do not own that we would need to use for our proposals and have contacted the owners. If you believe you have a legal interest in any of the land required for our proposals, please contact us.

### Statutory compensation

Property owners and occupiers of property who are affected by our proposals but who are not subject to compulsory acquisition may be entitled to compensation for loss of value of a property arising from the development during construction and for loss of value arising from the operation of an expanded airport.

## 8. Next steps

### Respond to our consultation

The Northern Runway Project consultation will run for 12 weeks, from 9 September 2021 to 11.59pm on 1 December 2021.

We are inviting comments from anyone with an interest in our proposals who considers they may be directly or indirectly affected, or who has a view that they would like to be considered. We also welcome feedback from all organisations with an interest as well as from landowners who may be affected by the proposals.

Following the consultation, we will consider all feedback - along with further environmental and modelling assessments, continued engagement with statutory authorities and others - when finalising our proposals ahead of submitting an application for a DCO for the Northern Runway Project.

Your comments must be received by 11.59pm on 1 December 2021.

### To learn about our proposals:



Read this consultation summary document



Book a telephone surgery (by visiting our website or calling the hotline) to speak to an expert



Find out more details in the Consultation Overview Document



Call our freephone hotline **0800 038 3486** between 9:30am and 5:30pm



Visit our website and virtual exhibition at [gatwickairport.com/futureplans](http://gatwickairport.com/futureplans)



Send us an email to [info@gatwickfutureplans.com](mailto:info@gatwickfutureplans.com)



Visit our Mobile Project Office (see Table 1.1 and visit our website for details)



Follow us on Facebook , Instagram , LinkedIn  and Twitter 

### To respond to the Northern Runway Project consultation:



Complete the online consultation questionnaire on our website [gatwickairport.com/futureplans](http://gatwickairport.com/futureplans)



Post your written responses to (no stamp required): FREEPOST RTRB-LUJ-AGBY



Email your comments to: [feedback@gatwickfutureplans.com](mailto:feedback@gatwickfutureplans.com)



Complete a hard copy questionnaire and return it using the FREEPOST address



Call **0800 038 3486** to speak to someone, Monday to Friday, 9.30am to 5.30pm

Your comments must be received by 11:59pm on 1 December 2021.

