



## Let's look forward together

As the nation looks forward to a busy summer reuniting with family and friends after a difficult two years, here at Gatwick we're confident in our recovery and looking even further ahead.

We're planning for future growth and looking forward to generating 18,400 additional jobs and bringing around £1.5bn of annual value to the region. We're planning on unlocking new capacity and increased resilience from the airport's existing infrastructure in a way that is as low-impact and sustainable as possible: by bringing our northern runway into regular use alongside our main runway.

When we shared our Northern Runway Project proposals during public consultation in autumn last year, we were very grateful to receive feedback that, along with on-going design and assessment work, has resulted in some updates to our proposals.

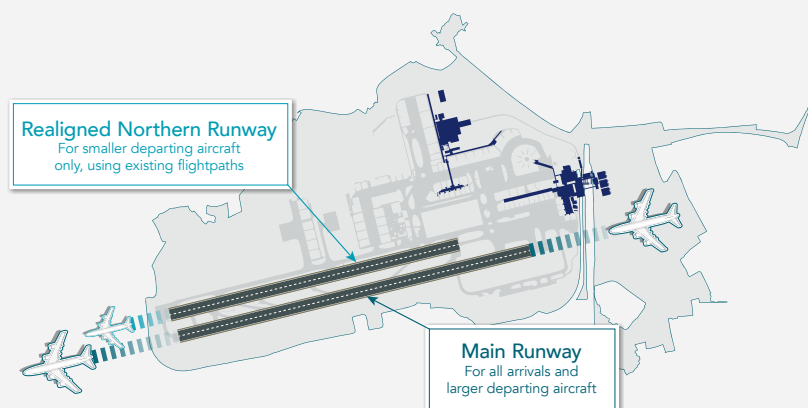
Having listened to feedback on our road improvement proposals, we revisited previous designs and considered new possibilities to strike a balance between the needs of local non-airport and airport traffic as well as potential environmental effects. Before taking our plans forward, I am keen to hear your feedback on our updated proposals, which are outlined in this newsletter.

With feedback from our previous consultation in mind, we have refined our proposals for car parking, hotels and offices, the airfield, water management, carbon, and noise. We have also continued to develop plans for reducing the potential environmental effects of the Northern Runway Project. We welcome your feedback on these updates, which are also outlined in this newsletter.

I encourage everyone to participate in our Summer 2022 Consultation by taking the time to review our plans and provide feedback by 11.59pm on 27 July 2022.

**Stewart Wingate**, Chief Executive Officer, Gatwick Airport

## Proposed dual runway operations



## Have your say

Everything you need to understand our proposals can be found on our website [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans) where you can:



View videos showing our road improvement designs and updated proposals



View or download our consultation documents and access the questionnaire



Arrange a telephone session with our technical experts to talk through any queries



Find out how to get in touch with the team

We are inviting comments from anyone with an interest in our proposals. **All comments must be received by 11.59pm on Wednesday 27 July 2022.**

# Road improvements

We are proposing changes to several junctions around the airport to add capacity and improve traffic flow once our northern runway is operational. These changes also cater for non-airport traffic and its expected growth in the next 25 years.

Our investment in the roads and junctions close to the airport would provide important benefits to local communities, including ensuring the safe and efficient movement of vehicles from and between them, as well as supporting airport access. Included in our proposals are measures to provide walking and cycling access and to manage surface water drainage from the new road layouts.

In response to feedback from our Autumn 2021 Consultation, we revisited previous road improvement designs and considered new options to provide a better layout that still meets the needs of local non-airport and airport traffic. Our updated proposals are outlined here and set out in more detail (including information about any new or materially different, significant effects resulting from them) in the Consultation Document, which can be downloaded from [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans).





## M23 Spur

We are proposing to provide an additional eastbound lane on the M23 Spur, which may require extra construction access from the north, meaning an increase to the amount of land needed to build it. This would affect users of the Sussex Border Path near to the M23 Spur due to a temporary path diversion during construction. Some hedges and trees would need to be removed, resulting in open views of the road and traffic while replacement trees mature. The M23 Spur would be re-classified as an A-road that would become known as the 'Gatwick Spur'.

## South Terminal roundabout

This is the sole entry point into the South Terminal forecourt, long stay car parks and commercial premises, with most airport traffic passing through it. We continue to propose a flyover with noise barriers above the existing roundabout to take through traffic to and from M23 Junction 9.

An updated westbound on-slip design means modifications to an existing pond on airport land south of Airport Way. There will also be a new drainage pond to the north-east of the roundabout. The site boundary has been updated to allow for construction and permanent diversion of rights of way.

The existing bridge over the B2036 would be replaced to accommodate the proposed M23 spur and slip roads at this location. This would affect users of parts of the Sussex Border Path due to its temporary diversion during construction. Removal of trees and hedges would mean some neighbours experiencing new views of the road and traffic while replacement trees mature.

## Airport Way

Our updated proposal includes a third westbound lane on Airport Way and A23 London Road. This would improve the capacity and safety of the design, reducing the need for traffic to change lanes over a short distance and allowing a better connection with a new flyover at North Terminal roundabout. This would result in the need to widen the existing bridge over the Brighton Main Line railway and the embankment on the south side of Airport Way. We are also improving the eastbound link where traffic leaves the A23 onto Airport Way, to replace the current layout, which can be congested during peak periods.

To maintain safe walking and cycling connections between Horley and the airport during construction, some footpaths, as well as parts of the Sussex Border Path and National Cycle Route 21, would need to be temporarily diverted, affecting users of these routes.





## North Terminal roundabout

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

In light of feedback from our Autumn 2021 Consultation we undertook a full review of the North Terminal roundabout design. Our updated proposals seek to limit the amount of additional land needed while also balancing safety and operational needs with potential community and environmental impacts, particularly at Riverside Garden Park.

A westbound flyover connection (including a noise barrier), between Airport Way and Longbridge roundabout remains part of our proposals, however we are now proposing a more conventional roundabout rather than a junction with traffic lights. The proposed roundabout would be slightly larger than the existing one, with changes to entry and exit routes. It would also include a connection - via a signalised junction - to the A23 London Road. The updated design would improve the roundabout's operational needs and provide a direct route from North Terminal south towards Crawley.

## A23 London Road

In response to consultation feedback, we are now proposing a widened, three lane right turn onto the A23 to make sure there is enough capacity for traffic using the A23 junction near to North Terminal roundabout. Although we are not planning to extend the edge of the A23 into Riverside Garden Park, we are proposing to install a noise barrier between the road and the park, from a point by the bridge over the River Mole to near to where Airport Way crosses the Gatwick Stream.

The proposed noise barrier will help to reduce the effect of noise from traffic on nearby properties, however existing trees and vegetation at the very edge of the road would be permanently lost. There would also be some further temporary loss of trees and vegetation to allow for construction activity along the edge of the park. This would result in more open views of the construction works and the road and traffic (once operational) while replacement trees mature. This would affect people using the park and residents of some homes in Longbridge Road, who would also have views of other buildings beyond the road.

We are also now proposing to increase A23 westbound capacity by adding a third lane, from where the new flyover meets the A23 to Longbridge roundabout, which would include widening of the existing bridge over the River Mole, incorporating a new shared path to improve connectivity for pedestrians and cyclists between Longbridge roundabout, the North Terminal and the South Terminal.

## 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 changes to the carriageway and the pedestrian crossings at this roundabout to improve safety. Since our Autumn 2021 Consultation, we have looked in more detail at construction of the widened left turn lane in to A23 London Road. We are seeking to minimise the temporary loss of vegetation, however the proposals for Longbridge roundabout would require removal of existing trees for construction. This would result in more open views of construction works, the road, traffic and buildings beyond, affecting some residents of homes in Longbridge Road while replacement trees mature.

## A23 Brighton Road

Since the Autumn 2021 Consultation, we have done further work on our approach to construction of the proposed widening of the A23 Brighton Road bridge to ensure disruption is minimised, although our proposed changes remain similar.

We are now proposing to work on each side of the road in sequence. Ensuring this can be done efficiently in the limited area within the floodplain is one of the most complex parts of our proposals. Due to the difficulty accessing land to the east of the A23 Brighton Road adjacent to the River Mole, and the need to re-provide utilities alongside widening the bridge over the river, we are proposing to include a temporary construction access route along Woodroyd Avenue and past the garages behind the apartments on Longbridge Road. We expect to be able to maintain access to the garages during the construction period.

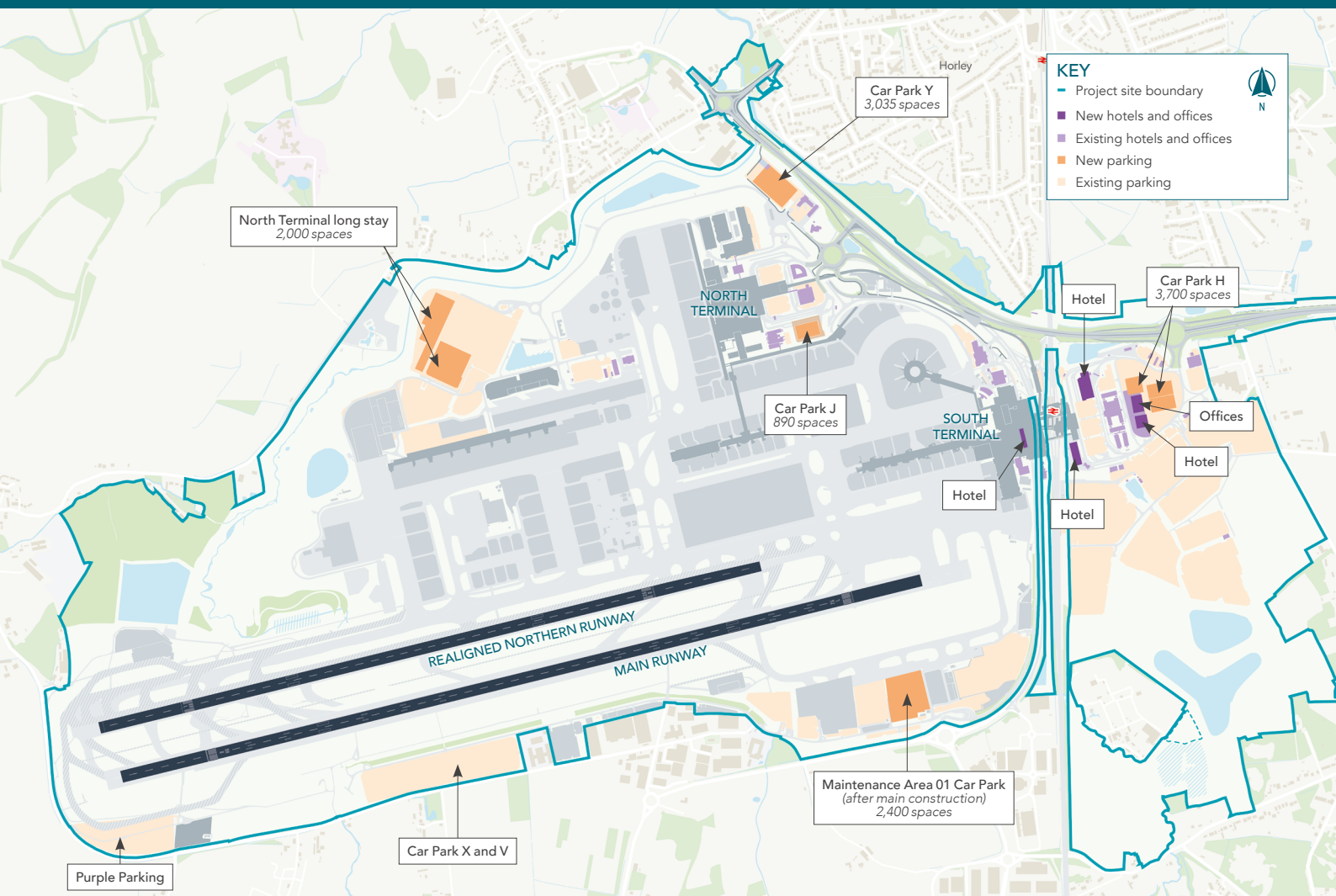
A further drainage pond is now proposed within Church Meadows (in addition to the one at Gatwick Dairy Farm) as water from the road would need to drain separately to either side of the River Mole.



# Project updates

Some of our proposals – including in relation to car parking, travel to and from the airport, the airfield, hotels and offices, water management, carbon, noise, and others - have evolved in response to feedback from the Autumn 2021 Consultation and due to further design, development, and environmental assessment work.

These updates are outlined in this newsletter, along with our latest thinking on the design of areas where habitat creation is proposed to reduce the ecological, landscape and recreation effects of our proposals.



Proposed car parking, hotels and offices

## Car parking

In response to feedback from our Autumn 2021 Consultation, we have reviewed our approach to car parking in the context of our commitment to sustainable travel.

As a result, we are proposing a significant reduction in the number of car parking spaces compared to our Autumn 2021 Consultation proposals. We are now proposing:

- 7,780 spaces to replace those lost due to the Northern Runway Project; and
- 4,245 spaces needed for growth, 3,300 of which are spaces to replace unauthorised off-airport spaces (in support of local planning policies to help limit off-airport parking and its associated impacts on local communities).

This total of 12,025 proposed spaces represents a reduction of around 35% compared with our previous plans.

## Hotels and offices

We have considered consultation feedback on future demand for hotels and offices and refined our predictions of likely need. We are now proposing 1,250 hotel rooms (compared with the 1,000 proposed previously) due to an expected increase in demand as passenger levels return to pre-COVID-19 levels and continue to grow. This includes conversion of the existing Destinations Place office to a new hotel.

Demand for on-airport office space has reduced since 2019, however there is still a need for operators to base their offices at the airport and this would increase with the Northern Runway Project. Based on existing vacancy levels and a very small predicted demand for additional floorspace as a result of the Project, we are now proposing a single new office block (shown in the plan above) to compensate for the loss of Destinations Place and growth in demand. The exact configuration, phasing and amount of floorspace would depend on the actual timing of requirements.

## Getting to and from the airport

We continue to develop our plans to manage journeys to and from the airport, encouraging staff and passengers to use sustainable forms of travel where possible. We are already aiming to have 60% of passengers travelling by public transport, active travel, or using a zero or low emission vehicle by 2030, and are proposing to build on our existing initiatives with the Northern Runway Project.

In addition to the road improvement and car parking changes, we have continued to develop proposals which will be incorporated into the draft Airport Surface Access Strategy (ASAS) to be submitted as part of our DCO application. These proposals will include:

- **Buses and coaches.** We are proposing to extend funding of local bus services used by staff and are looking at service improvements for regional coach services.
- **Active travel.** Improvements to walking and cycling routes are proposed, including for accessing the airport during construction works.
- **Rail.** While the Gatwick railway station upgrade (due for completion in 2023) will improve rail access to the airport, we are continuing discussions around the potential for service improvements outside of peak times to attract more airport-related journeys.

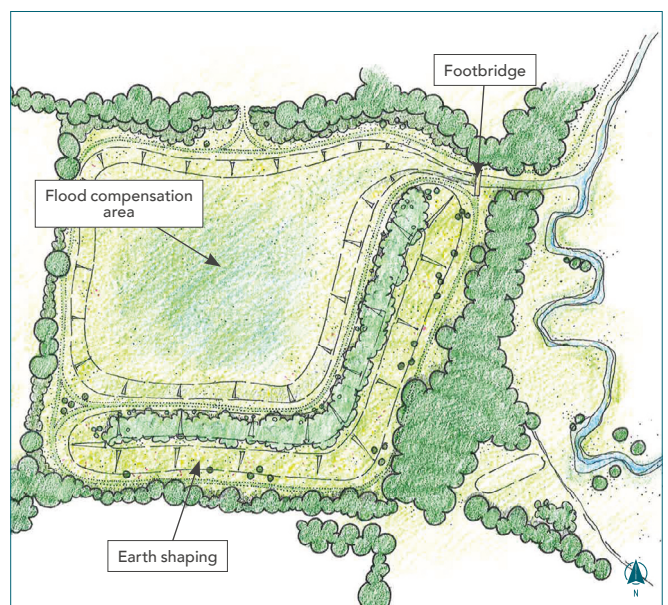
- **Forecourt strategy.** How we manage future demand for forecourt access will be informed by our traffic modelling. Planning for potential changes required as a result of the Northern Runway Project is on-going.
- **Staff Travel Plan.** Included in the ASAS, our Staff Travel Plan will include incentives to make it easier for staff to travel to work in a more sustainable way.
- **Construction travel plan.** Forming part of the DCO, this will consider the varying number of construction workers needed to build the different elements of the Northern Runway Project over time and include measures to minimise the number of workers coming to site by car.

## Landscape and ecology

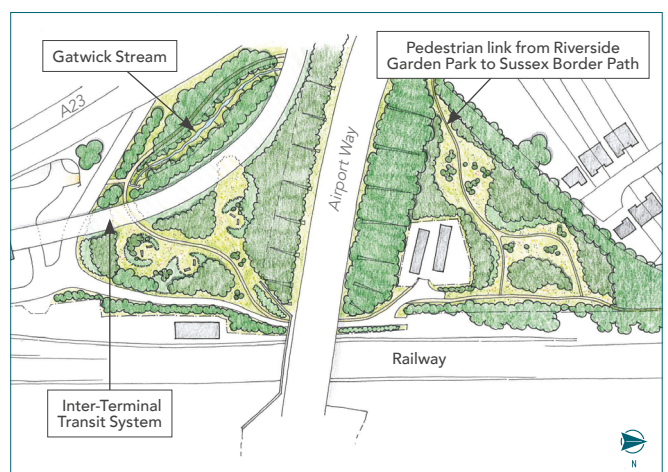
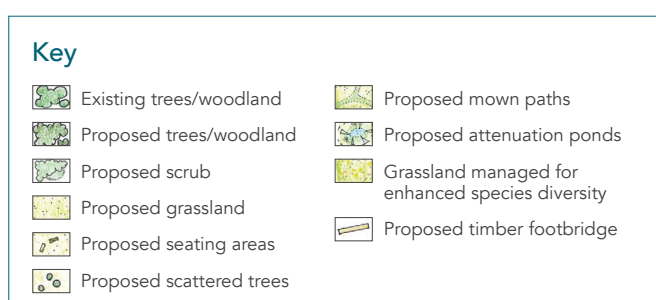
We are continuing to develop plans in response to consultation feedback and are pleased to be sharing some early sketches of designs (see Concept Mitigation sketches below) - within Car Park B, Museum Field and land to the south of Church Meadows - which bring together ecological, landscape and recreation mitigation proposals.



Church Meadows and Longbridge Roundabout Concept Mitigation

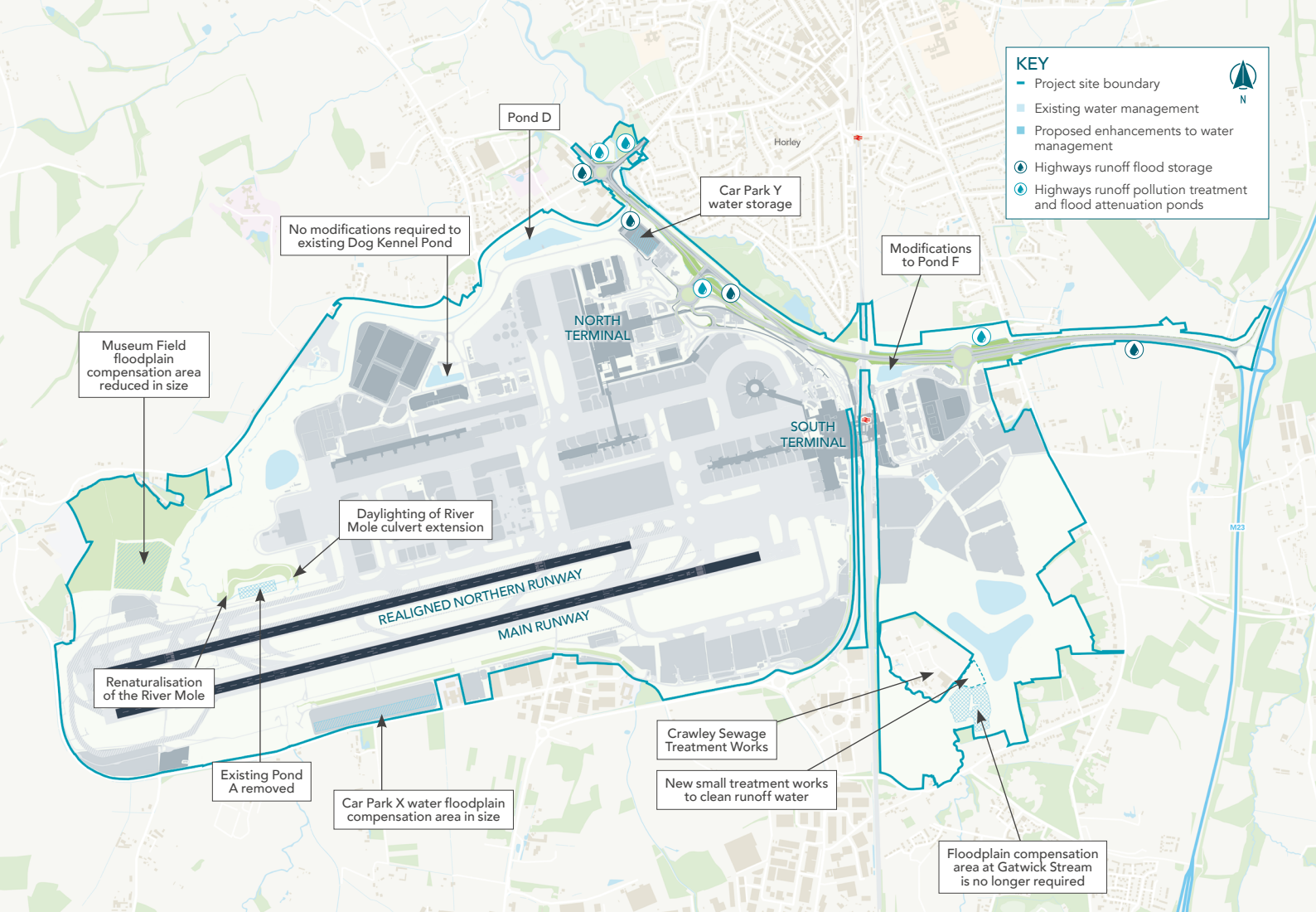


Museum Field Concept Mitigation



Car Park B Concept Mitigation





Proposed water management

## Water management

Following a change in Environment Agency guidance, along with further detailed modelling of airport water infrastructure, we have been able to reduce the amount of land needed for flood compensation areas and remove some proposals related to surface water drainage ponds. We are now also proposing a small treatment works to clean de-icer contaminated runoff to the east of the Crawley Sewage Treatment works.

## Carbon

We are continuing to develop our proposals and assessment in light of the Government's emerging aviation policy and the sector's role in contributing to carbon reduction targets. As part of this, we are developing a Carbon Action Plan which will describe the actions we would take to reduce carbon impacts within our control in four main areas - airport buildings and ground operations, construction, surface access, and aviation. We will also be updating our Economic Impact Assessment to reflect the latest carbon values.

## Noise

Following the Autumn 2021 Consultation, we have formed a Noise Envelope Group to support continuing work on our proposal to set limits on noise from future operations at Gatwick. This group is discussing consultation feedback to help create a feasible, clearly defined, measurable, and enforceable noise envelope proposal. Work on the noise and vibration impact assessment is also continuing.

## Airfield

Feedback from consultation on two potential locations for our Central Area Recycling Enclosure (CARE) facilities resulted in selection of the location closest to the terminals - to the north of the cargo hall (north-east of Pier 7). We will now progress with the design of this building, which we expect to be 22m high with a 50m high biomass boiler flue.

Other airfield updates include a limited number of changes to aircraft running areas, Hangar 7, the east-west inter-runway track, and the alignment of the north-west noise bund to improve noise mitigation for Charlwood residents.

## Other updates

We are continuing work on other studies and assessments which will inform our proposals, including housing and local infrastructure impacts, an Employment, Skills and Business Strategy, the construction programme and spoil strategy, and a mitigation strategy. More information on the progress of these is available in the Consultation Document.

## Next steps

Your views are important to us and will help to further shape our plans. We will consider all responses to this consultation to inform our on-going work. We will also produce a Consultation Report explaining how we have had regard to all consultation feedback which will be submitted with our DCO application.

Our online questionnaire is available at [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans) and includes the following questions:



### 1. Road improvements – design and mitigation

In response to feedback on our road improvement plans, we revisited previous designs and considered new options to provide a better layout that still meets the needs of local non-airport and airport traffic and minimises potential environmental effects. We have created a more intuitive layout to ensure safety during construction and operation and to take account of travel to, from and between local communities. **What are your views on our updated road improvement proposals?**

### 2. Car parking

In response to feedback from our Autumn 2021 Consultation, we have reviewed our approach to car parking in the context of our commitments to sustainable travel. We are now proposing fewer new on-airport car parking spaces to cater for growth and replace spaces lost due to Project works. We are also mindful of local planning policies requiring on-airport parking to help prevent additional, off-airport parking and its associated impacts on local communities. **What are your views on our car parking proposals, including for additional on-airport spaces to assist with reducing existing off-airport unauthorised spaces?**

### 3. Project updates

Some of our proposals – including in relation to the airfield, hotels and offices, water management, carbon, noise and others - have evolved in response to feedback from the Autumn 2021 Consultation and due to further design, development, and environmental assessment work. **What are your views on our Project updates? Please specify the topics to which your comments refer.**

## About our Summer 2022 Consultation

We are now consulting on changes to our road – or highway - improvement proposals and other elements of the Northern Runway Project that have been refined since our Autumn 2021 Consultation. The consultation runs for six weeks, from 14 June to 11.59pm on 27 July 2022.

The Northern Runway Project is classed as a Nationally Significant Infrastructure Project and we will need to apply for a Development Consent Order (DCO) to build it. For more information on the DCO planning process, please visit [infrastructure.planninginspectorate.gov.uk](https://infrastructure.planninginspectorate.gov.uk).

Hard copies of our consultation documents are available to view at the following locations in or near to the area most directly affected by the road improvement changes:

- > **Horley Leisure Centre**, Anderson Way, Horley RH6 8SP
- > **Tesco Extra**, Reigate Rd, Hookwood, Horley RH6 0AT
- > **Horley Library**, 55-57 Russell Sq, Victoria Rd, Horley RH6 7QH

### How to respond to our 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 SEC NEWGATE UK LOCAL

All comments must be received by 11.59pm on 27 July 2022