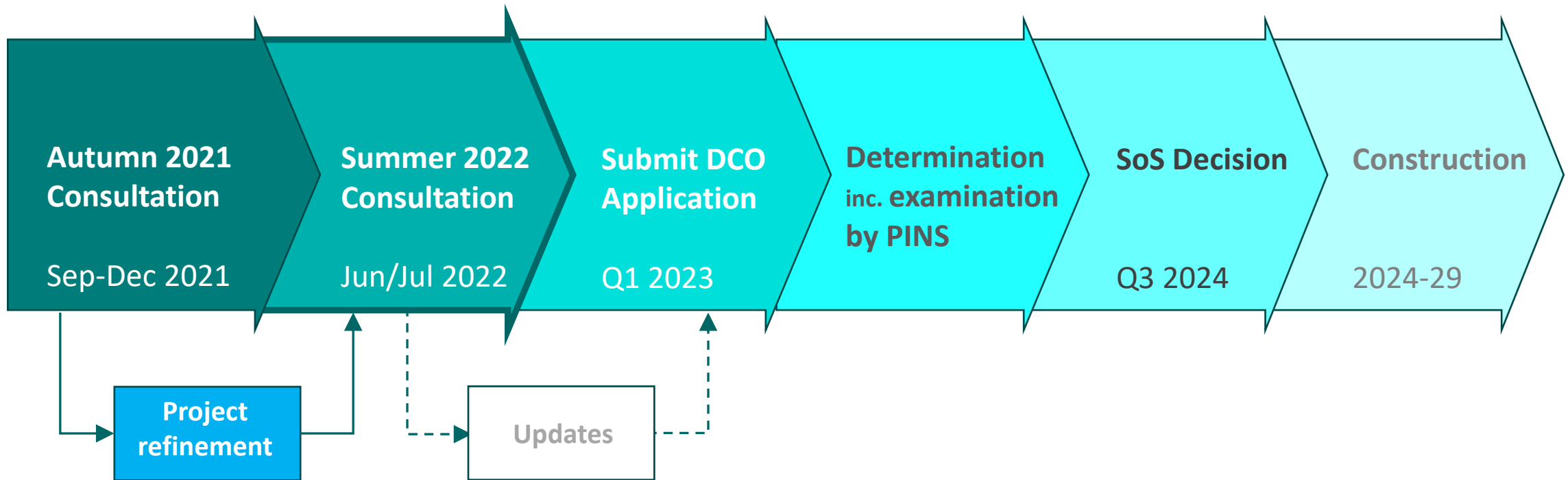

Gatwick Airport Northern Runway

Summer 2022 Consultation
Stakeholder Briefing



Project Timeline

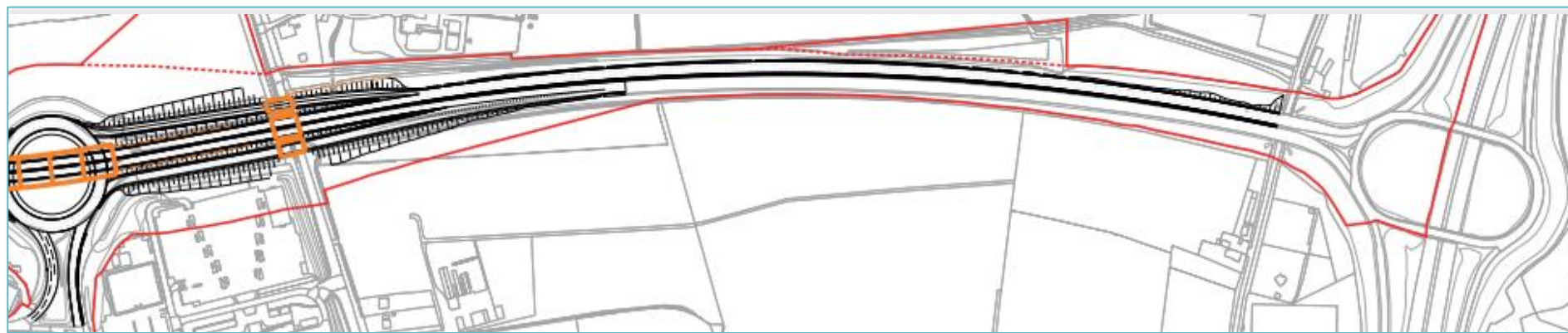


Current expected timeline for Northern Runway Programme DCO

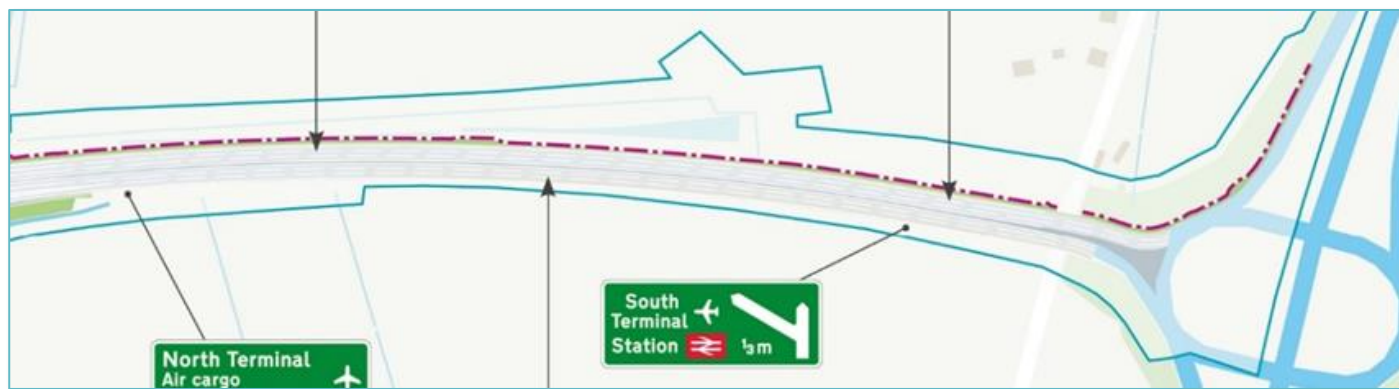
Highway Design changes

M23 Spur

Autumn 2021



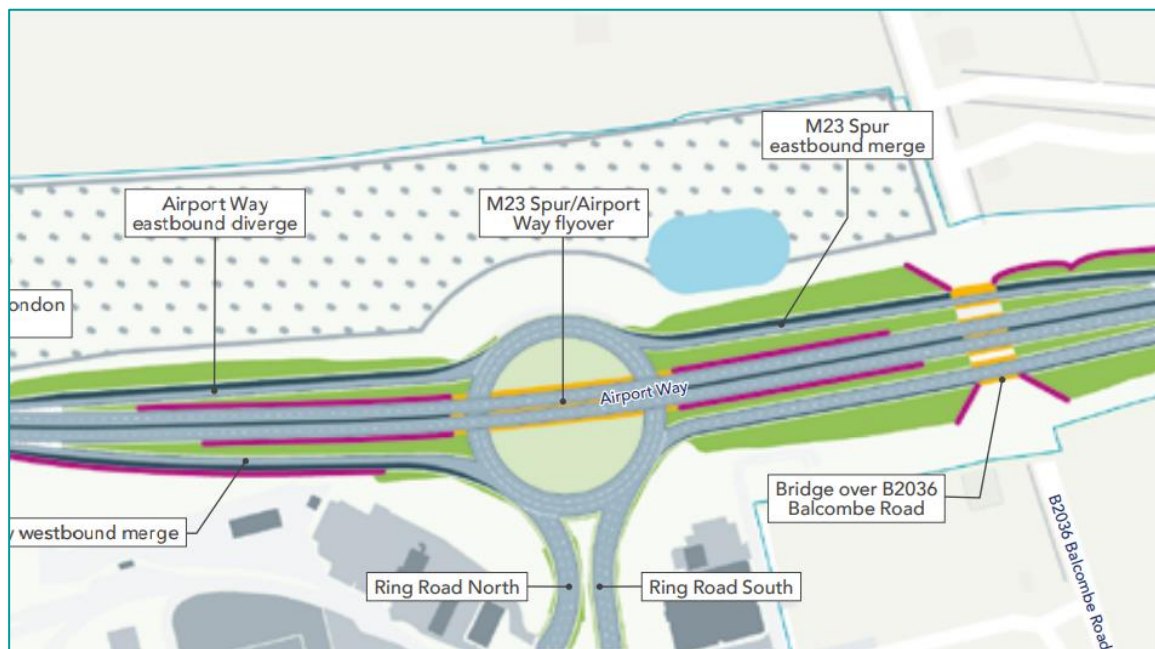
Summer 2022



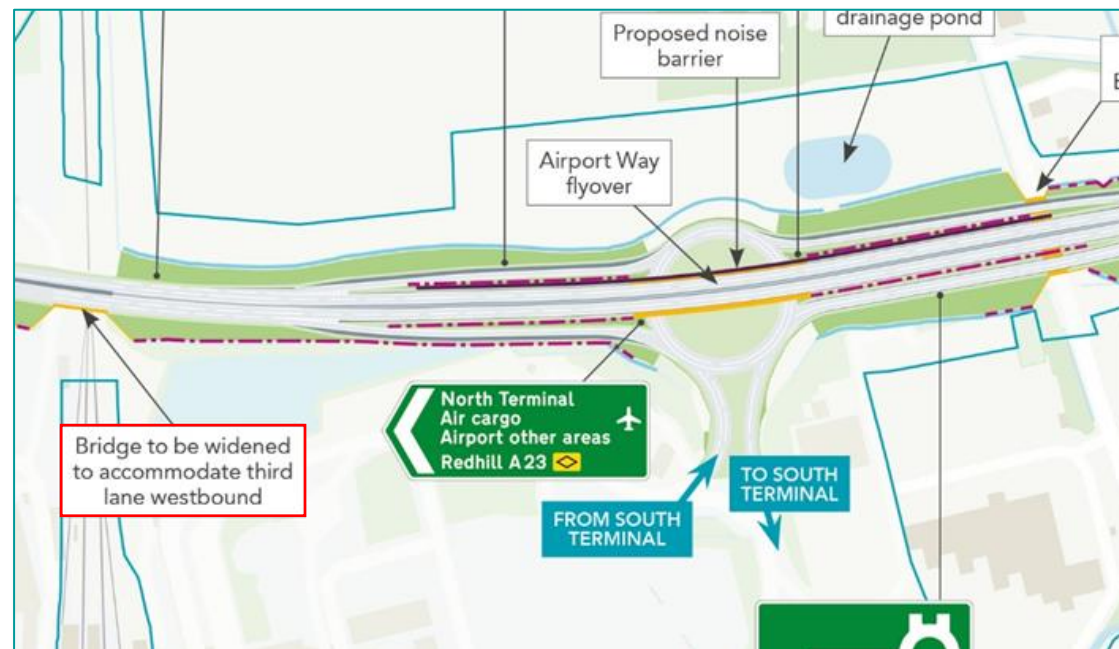
Project boundary has widened to the north to allow for possible widening of the eastbound spur road to meet National Highways requirements on lane widths, with potential impacts on the Sussex Border Path.

South Terminal Interchange

Autumn 2021



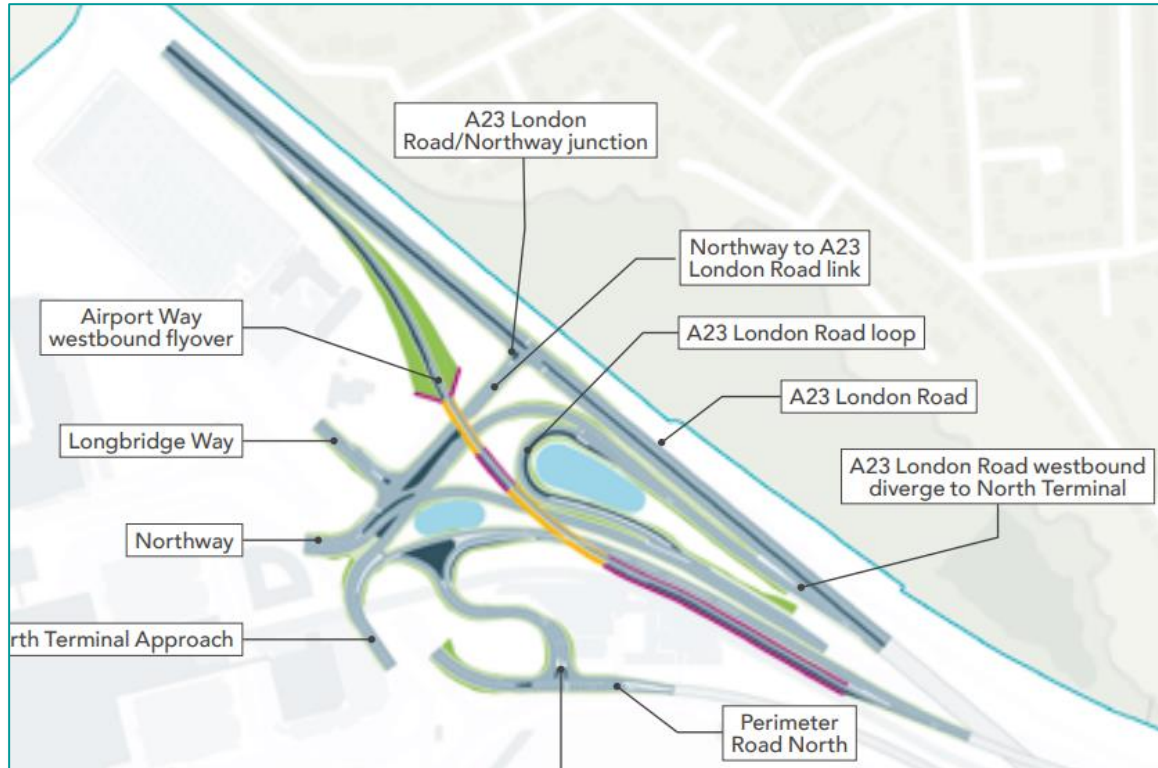
Summer 2022



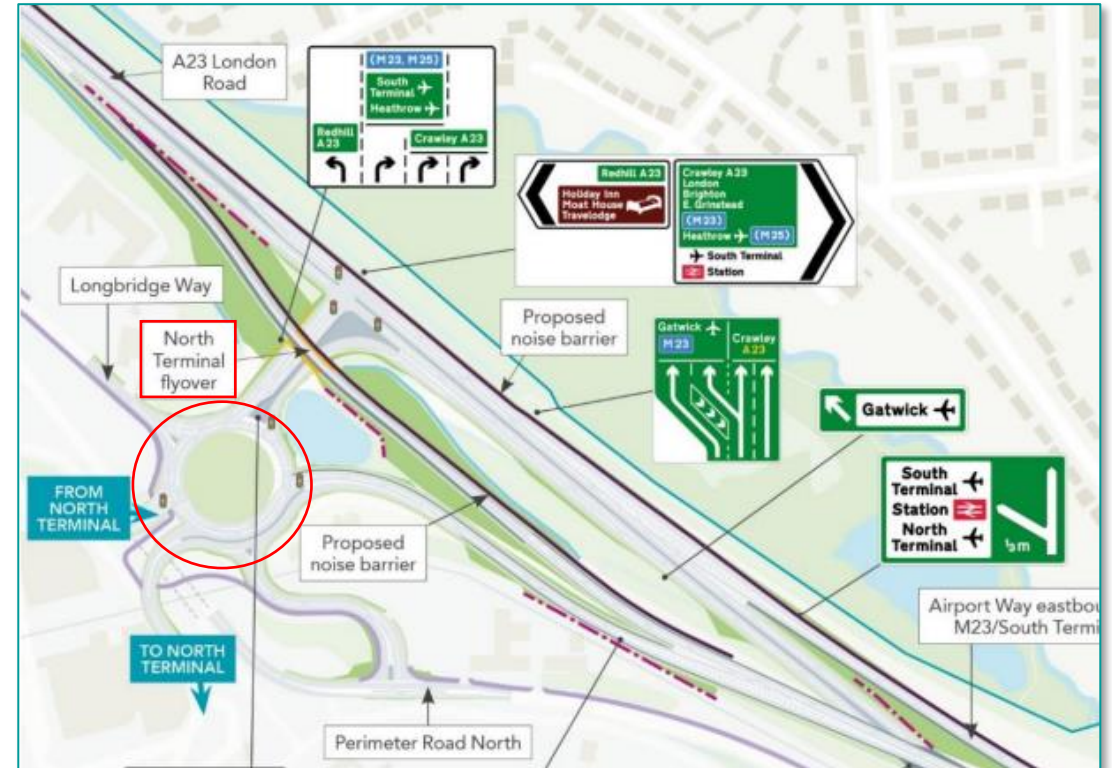
South Terminal junction largely unchanged but westbound slip from South Terminal now a lane gain arrangement to avoid traffic weaving. This requires widening of the bridge over the Brighton mainline railway

North Terminal Interchange

Autumn 2021



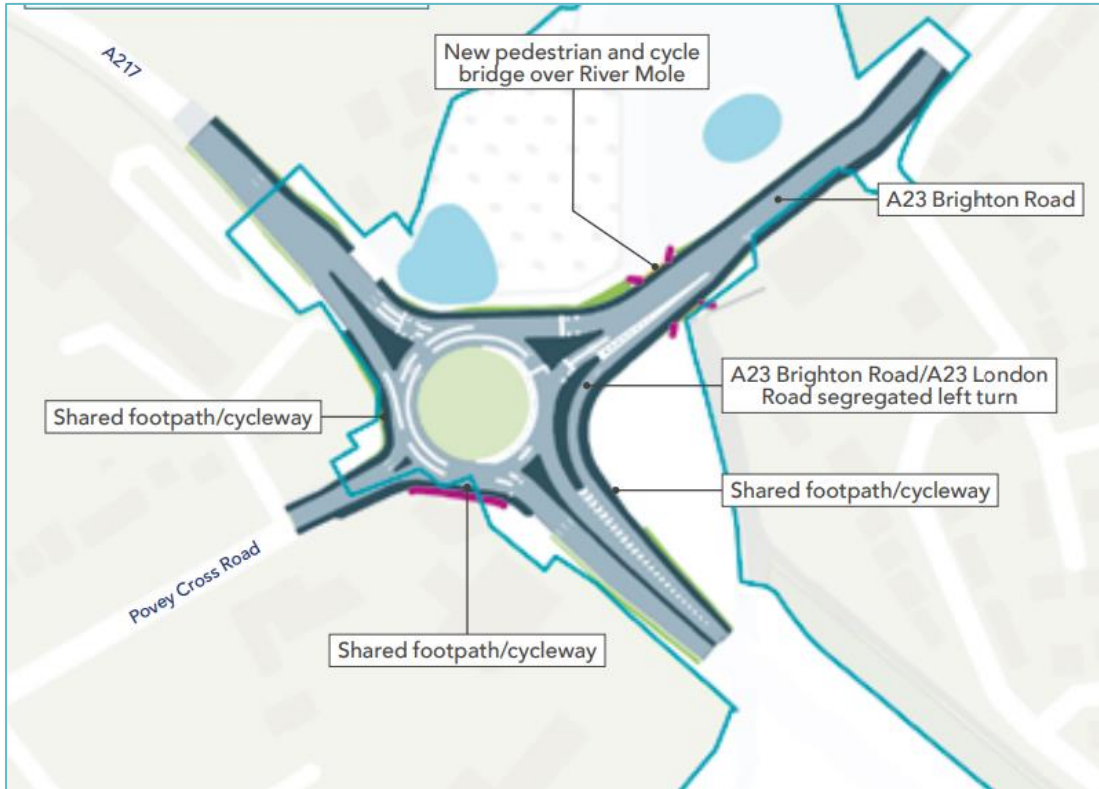
Summer 2022



North Terminal junction reverted to roundabout to address National Highways comments. Extra capacity provided at A23 signalized junction. Flyover shortened by adopting left-hand diverge to North Terminal

Longbridge Roundabout

Autumn 2021



Summer 2022



Scheme has matured with inclusion of environmental mitigations to the north, improved active travel facilities and deeper understanding of structural complexity of River Mole bridges.

Car Parking

Car parking locations

- Key changes made:
 - All proposed parking on Pentagon Field removed (5,800 spaces)
 - Decking on Car Park X removed (2,300 spaces)
 - NT long stay scaled back to 2,000 spaces
 - Decking on MA1 added (up to 2,400 spaces)
 - MSCP4 removed from the plan (1,500)
 - Hilton car park expansion added (890)
- Total additional spaces now proposed = **4,245**
(of which 3,300 are to support unauthorised off-airport parking removal)
- This represents a reduction in provision per mppa from **1,000** (2019) to **765** (2038 with NRP)

Summer 2022 – new car parks

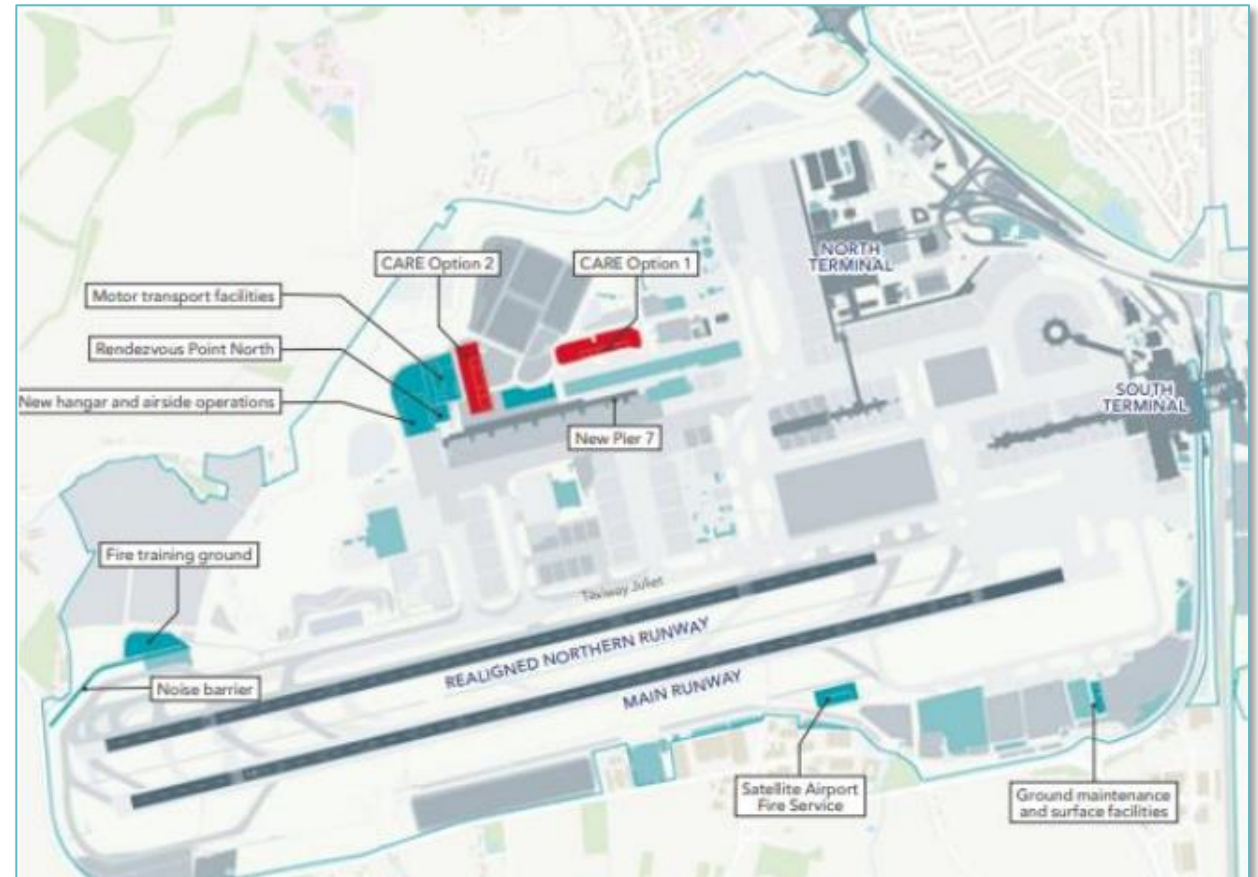


Proposed uplift in parking spaces reduced. Assumption regarding additional on-airport provision to support removal of unauthorized off-airport parking retained and LPA advice on this approach is being sought

Ancillary Facilities

Summer 2022

- Respondents on balance favoured **Option 1** which has the following benefits:
 - Closer to the terminals which are the main source of waste
 - Shorter journeys for rubbish vehicles (environment, cost and time)
 - Further from airport boundary – less visual impact



Two options were included in the Autumn 2021 consultation. Feedback favoured Option 1. This has a more central location, being further from the boundary and offering shorter journey times for rubbish

Hotels and Offices

Summer 2022



Hotels:

- Car park H site (+400 beds) unchanged from Autumn 2021
- Additional hotel north of MSCP3 (400 beds) changed from Car park Y in Autumn 2021
- Additional hotel on former car rental site (200 beds) unchanged from Autumn 2021
- Destinations Place conversion (250 beds) new

Offices:

- COVID has decreased baseline occupancy and Litchfield assessment considers full recovery unlikely (hybrid model impacts)
- 3 new office buildings totalling 9,000m² reduced to 1 new building of circa 3,000m²

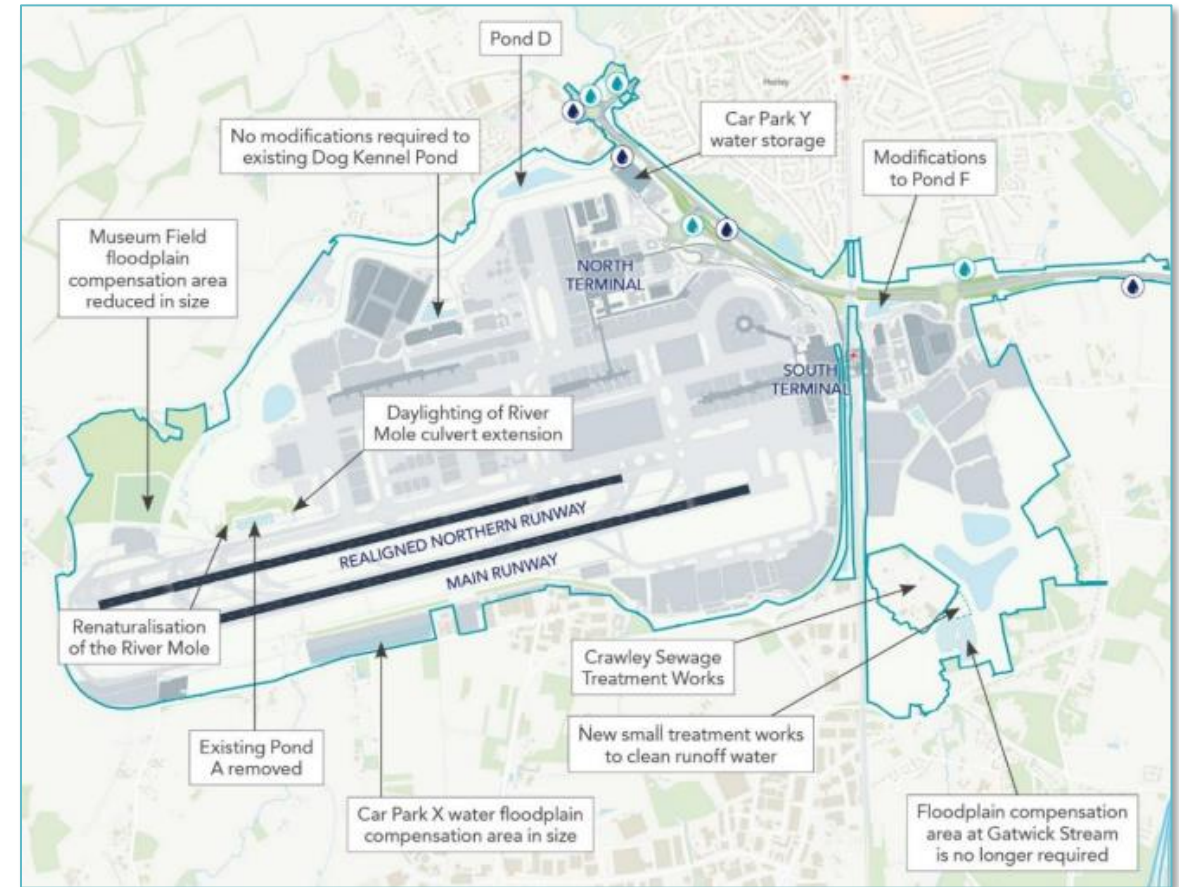
Assessments of likely hotel and office demand updated post-COVID. Hotel provision increased by 25% and office requirements reduced by 66%

Water

Water

- Changes to the Environment Agency's climate change guidance have reduced the requirement for flood alleviation schemes. The Gatwick Stream area has been removed and the others downsized.
- A small on-airport treatment works to clean de-icer contaminated run-off is newly proposed east of Crawley Treatment works as part of an overall strategy to improve water quality and reduce discharges to the Crawley Treatment Works
- Changes have also been made to the River Mole culvert extension (under the runways) to allow daylight to reach the water surface and improve fish passage upstream

Summer 2022



Flood modelling updated to reflect Environment Agency revision to climate change guidance, reducing the amount of flood compensation required. New on-site water quality treatment works proposed

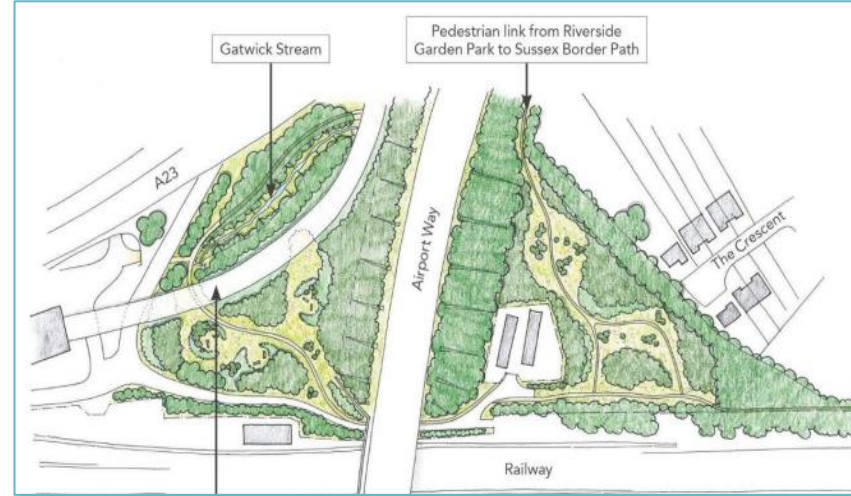
Ecology and Biodiversity

Ecology and Biodiversity

Museum Field



Car Park B



Longbridge Roundabout



- The project has been exploring ways to maintain or improve the overall biodiversity balance following the Environment Act being granted Royal Assent in 2021, as well as replacing any loss of public open space. Several areas of on-airport and off-airport land have been selected and the consultation contains early concept designs for how these might contribute to delivering the required outcomes.
- Further survey work is also being undertaking to reflect changes made to the Project Boundary extents.

Mitigation design has matured since Autumn 2021 and the consultation updates stakeholders on progress

Other issues

Carbon

- We are updating our Economic Impact Assessment to reflect the latest **carbon values** issued by BEIS in September 2021. This will be included in the DCO submission
- We are developing a **Carbon Action Plan** (CAP) to explain how the airport will reach net zero for Scope 1 and 2 emissions (i.e. those within our control) before **2040**
- The CAP will also describe how we intend to influence reducing emissions from: construction, surface access and aviation
- A Government announcement on the Jet Zero policy is expected this summer, clarifying the role of UK aviation in the UK's Net Zero plan



Noise

- We have formed a **Noise Envelope Group** to support continuing work on our proposal to set limits on air noise from future operations at Gatwick within the DCO
- This group is discussing detailed feedback obtained from our Autumn 2021 consultation to help to create a feasible, clearly defined, measurable, and enforceable noise envelope
- The materials discussed will be made available to the public on the NRP website at:

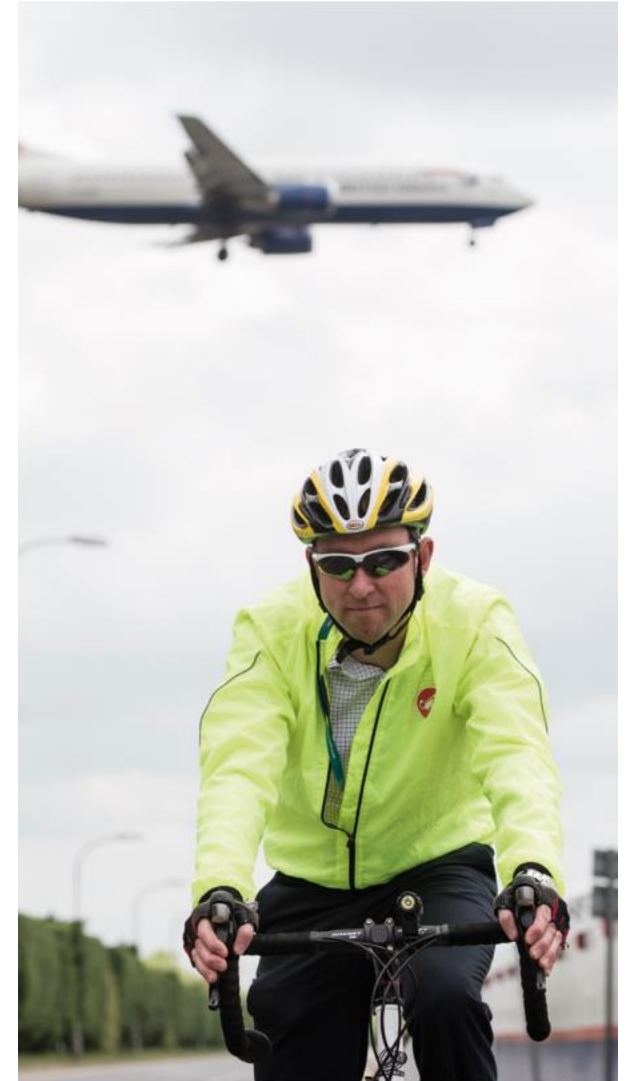
<https://www.gatwickairport.com/business-community/future-plans/>



- We are also updating our road noise models to determine whether or not the noise barriers we are currently showing along the southern edge of Riverside Garden Park will actually be required or not

Airport Surface Access Strategy (ASAS)

- **Active travel** – we are proposing improvements to walking and cycling routes, including for accessing the airport during construction works
- **Bus & coach** - we propose to extend funding of local bus services for staff and are looking at service improvements for regional coach services
- **Rail** – the Gatwick railway station upgrade will support the significant mode share improvement envisaged with this project. We are investigating the potential for service improvements outside of peak times to attract more airport-related journeys
- **Staff & Construction Travel Plans** – these will include incentives to make it easier for staff and construction workers to travel to the airport more sustainably



Consultation approach

Summer 2022 Consultation approach

- Summer 2022 Consultation commenced on 14th June 2022 and ends at 11.59pm on **27th July 2022**
- The consultation is virtual and can be accessed at **www.gatwickairport.com/futureplans**
- But hard copies of the consultation documents are also available at three **deposit locations**:
 - **Horley Library, Horley Leisure Centre, Tesco Extra**
- **Telephone calls** can be booked with project team members to answer consultees detailed questions on any aspect of the consultation material
- **Virtual briefings** are being offered to key stakeholder groups including Parish and Local Councils
- A **response** can be provided in any of the following ways:
 - Complete the online consultation questionnaire on GAL's website **www.gatwickairport.com/futureplans**
 - Email comments to - **feedback@gatwickfutureplans.com**
 - Write to GAL at the freepost address - Freepost **SEC NEWGATE UK LOCAL**

Questions