



Gatwick Airport Northern Runway Project

Glossary

Book 1

VERSION: 1.0

DATE: JULY 2023

Application Document Ref: 1.4

PINS Reference Number: TR020005

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1 Introduction

- 1.1.1 This document contains a list of definitions and abbreviations, collectively called the Project Glossary, that are commonly used across the DCO Application. Individual application documents contain separate glossaries with additional terms that are specific to the content of the document.

2 Glossary

2.1. Definitions

- 2.1.1 **Airport Boundary** – the boundary of Gatwick Airport is defined on the Airport Boundary Plan (**Appendix 1**). The airport is divided in two landside and airside areas, described below.
- 2.1.2 **Airside** – the area within the Airport Boundary that relates to the aircraft movement area of an airport, adjacent terrain and buildings or portions thereof, and to which access for the general public is restricted. For example, this includes the airfield, runways, taxiways and hangers. The Airside area is shown on the Landside and Airside Boundary Plan (**Appendix 2**).
- 2.1.3 **Air Transport Movement (“ATM”)** – a landing or take-off of an aircraft.
- 2.1.4 **Application Site** (also referred to as the ‘Project Boundary’ and ‘Site Boundary’) – the application site is defined by the Order Limits shown on the **Location Plan** (Doc Ref. 4.1).
- 2.1.5 **Autumn 2021 Consultation** – the statutory consultation which ran for 12 weeks from 9 September to 1 December 2021. The consultation set out the key elements required to enable dual runway operations and support increased passenger numbers, along with a Preliminary Environmental Information Report which presented the preliminary findings of the environmental impact assessment of the Project’s proposals as at that point in time.
- 2.1.6 **Associated Development** – development within the Order Limits that is associated to the Northern Runway Project in line with Section 115 of the Planning Act 2008.
- 2.1.7 **Development Consent Order (“DCO”)** – the Development Consent Order will secure the extent of the consent and what development can be carried out and grants the undertaker the powers which are necessary to deliver the Project. A draft Development Consent Order is submitted as part of the DCO Application.
- 2.1.8 **DCO Requirements** – a requirement under the Development Consent Order which is proposed to control the construction, operation and maintenance of the development (if consented).
- 2.1.9 **Environmental Statement** – presents the findings of the Environmental Impact Assessment for the Project and forms Book 5 of the Application. EIA is the process of identifying and assessing the significant effects likely to arise from the Project. This requires consideration of the likely changes to the environment, where these arise as a consequence of the Project, through comparison with the existing and future baseline conditions and describing any mitigation measures which are required.

- 2.1.10 **Gatwick Airport** – an international airport located in the county of West Sussex between the towns of Crawley and Horley. Gatwick Airport is majority owned by VINCI Airports, with the remainder owned by a consortium of investors managed by Global Infrastructure Partners.
- 2.1.11 **Gatwick Airport Limited** – the company licensed to operate Gatwick Airport (i.e. the ‘airport operator’) by the Civil Aviation Authority and the Applicant for the Application for development consent for the Project under the Planning Act 2008.
- 2.1.12 **Gatwick Diamond** – business led private/public sector partnership promoting economic growth in a defined area between Croydon and Brighton. Part of the Coast to Capital Local Enterprise Partnership.
- 2.1.13 **Landside** – the area within the Airport Boundary (and outside the Airside) to which the general public has unrestricted access. For example, this includes access roads, car parking areas, public transport interchanges, hotels, offices and terminal check-in areas. The Landside area is shown on the Landside and Airside Boundary Plan (**Appendix 2**).
- 2.1.14 **Nationally Significant Infrastructure Projects (“NSIPs”)** – major infrastructure projects relating to energy, transport, water, waste water or waste and which are defined under the Planning Act 2008. The 2008 Act sets out thresholds above which certain types of infrastructure development is considered to be nationally significant and requires permission through a Development Consent Order. The Northern Runway Project is classed as a NSIP due to the passenger increase and the road improvements needed to support it.
- 2.1.15 **National Highways** – a government-owned company charged with planning, building, operating, maintaining and improving motorways and major A roads in England (collectively called the strategic road network). National Highways was formerly titled the Highways Agency and Highways England.
- 2.1.16 **Northern Runway Project** (also referred to as the ‘Project’ or the ‘Proposed Development’) – comprising the proposals for which development consent is being sought under the Planning Act 2008. The Northern Runway Project proposes alterations to the existing northern runway at Gatwick Airport which, together with the lifting of the current planning restrictions on its use, would enable dual runway operations. The Project includes a range of infrastructure and facilities which, with the alterations to the northern runway, would enable an increase in the airport’s passenger throughput capacity.
- 2.1.17 **Off-Airport Land** – land falling within the Order Limits of the Northern Runway Project outside the Airport Boundary. This principally relates to the surface access improvement works, including improvements to highways and active travel routes, that are part of the Northern Runway Project.
- 2.1.18 **Order Land** – land over which the application is seeking compulsory acquisition or temporary possession powers.
- 2.1.19 **Order Limits** – the limits shown on the **Location Plan** (Doc Ref. 4.1) comprising the extent of the proposed Project boundary.
- 2.1.20 **Passenger Throughput** – the number of air passengers that use the airport, including arrivals and departures. The throughput is usually referred to on an annual basis, i.e. the annual passenger throughput.

- 2.1.21 **Preliminary Environmental Information Report (“PEIR”)** – presents the preliminary findings of the environmental impact assessment. The Autumn 2021 Consultation presented the preliminary environmental information to enable consultees to understand the likely significant environmental effects of the scheme proposals based on the environmental information available at the time and measures proposed to avoid, prevent, reduce or mitigate any residual environmental effects.
- 2.1.22 **Section 106 Agreement** – a legal agreement between the Applicant and specific Local Authorities that will set out the planning obligations that are not considered appropriate to be secured as requirements to the DCO.
- 2.1.23 **Summer 2022 Consultation** – a hybrid statutory/non-statutory consultation which ran for six weeks from 14 June to 27 July 2022. The targeted, statutory consultation element considered changes to the proposed highway improvement works; and the non-statutory Project update element included an update on other proposed changes to other aspects of the proposals which were not considered to lead to any new or materially different significant environmental effects from those reported in the Autumn 2021 Consultation.
- 2.1.24 **Inter-terminal transit system (“ITTS”)** – the automatic shuttle service at Gatwick Airport that runs between the North and South Terminals for airport passengers, visitors or staff travelling by foot.

2.2. Abbreviations

Table 2.1: Abbreviations

Term	Description
ANPS	Airport National Policy Statement
APF	Aviation Policy Framework
ATC	Air Traffic Control
ATM	Air Transport Movement
BAA	British Airports Authority - the former owners of Gatwick Airport
CAA	Civil Aviation Authority
CAP	Carbon Action Plan
CMMP	Construction Materials Management Plan
CoCP	Code of Construction Practice
CTMP	Construction Traffic Management Plan
CWTP	Construction Workforce Travel Plan
DCO	Development Consent Order – the form of planning consent for Nationally Significant Infrastructure Projects
DfT	Department for Transport
EIA	Environmental Impact Assessment
ES	Environmental Statement
FRA	Flood Risk Assessment
GAL	Gatwick Airport Limited
GATCOM	Gatwick Airport Consultative Committee

Term	Description
ICAO	International Civil Aviation Administration
ITTS	Inter-terminal transit system (or 'shuttle')
LEP	Local Enterprise Partnership
LGW	London Gatwick Airport
LTO	Landing and Take-off cycle
mppa	Million passengers per annum
MRM	Mitigation Route Map
MSCP	Multi-storey Car Park
NATS	National Air Traffic Services
NRP	Northern Runway Project
NSIP	Nationally Significant Infrastructure Project
NT	North Terminal
oLEMP	Outline Landscape and Ecology Management Plan
PEIR	Preliminary Environmental Information Report
RET	Rapid Exit Taxiway
SAC	Surface Access Commitments
ST	South Terminal
STW	Sewage Treatment Works
TA	Transport Assessment
WMP	Water Management Plan

Appendix 1 – Airport Boundary Plan

Appendix 2 – Landside and Airside Boundary Plan

