



# Gatwick Airport Northern Runway Project

## Environmental Statement Chapter 1: Introduction

### Book 5

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## Table of Contents

<b>1</b>	<b>Introduction</b>	<b>1-1</b>
1.1	Introduction	1-1
1.2	Site Location	1-1
1.3	Overview of the Project	1-1
1.4	Consenting Regime and Requirement for Environmental Assessment	1-3
1.5	Purpose of this Environmental Statement	1-6
1.6	Structure of the ES	1-7
1.7	The Applicant	1-8
1.8	The Assessment Team	1-8
1.9	References	1-9
1.10	Glossary	1-9

### Tables

Table 1.6.1: Structure of the ES	1-7
Table 1.8.1: Consultant Team	1-8
Table 1.10.1: Glossary of Terms	1-9

### Diagram

Diagram 1.4.1: Overview of Application Process	1-4
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### Figures

Figure 1.2.1: Site location plan	
Figure 1.2.2: County and district boundaries	
Figure 1.3.1: Project site boundary	

### Appendices

Appendix 1.8.1: Statement of Expertise	
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# 1 Introduction

## 1.1 Introduction

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

## 1.2 Site Location

- 1.2.1 London Gatwick Airport (referred to hereafter as Gatwick) is located in the county of West Sussex between the towns of Crawley and Horley. The airport's two passenger terminals (North Terminal and South Terminal) are directly served by the M23 motorway spur off the M23, which runs approximately 1.7 km to the east of the airport. The A23 (London Road) also serves the airport, running in a north-south direction through the airport. The airport is located on the London to Brighton mainline railway. Gatwick's railway station is located at the South Terminal, from which there is a direct transit link to the North Terminal.
- 1.2.2 Gatwick lies within the administrative area of Crawley Borough Council and immediately adjacent to the boundaries of Mole Valley District Council to the north west, Reigate and Banstead Borough Council to the north east and Horsham District Council to the south west. Other neighbouring administrative areas include Tandridge District Council (located approximately 1.9 km to the east of Gatwick) and Mid Sussex District Council (approximately 2 km to the south east).
- 1.2.3 The site location is shown on **ES Figure 1.2.1** (Doc Ref. 5.2), with administrative boundaries illustrated on **ES Figure 1.2.2** (Doc Ref. 5.2).

## 1.3 Overview of the Project

- 1.3.1 Gatwick is a key piece of national infrastructure, an economic engine for local and regional growth, and the airport of choice for millions of passengers. The airport experienced a sustained period of growth between 2009 and 2019, with passenger numbers increasing from 31 million passengers per annum (mppa) to more than 46 mppa. In 2019, Gatwick was the busiest daytime, single runway airport in the world. The COVID-19 pandemic had a very severe impact on the global aviation industry in 2020. There is confidence that passenger and airline demand at Gatwick will return to previous levels over the course of the next few years and then continue to grow thereafter. GAL wants to plan for this recovery and future growth and also contribute towards meeting national demand for air travel.
- 1.3.2 Gatwick is currently served by a single main runway. The airport also has a further runway, which is located north of the main runway and is only available for use when the main runway is closed. This runway is known as the 'northern runway' or the 'standby runway'. A planning condition,

together with a planning agreement, has historically prevented this runway from being used at the same time as the main runway. The agreement expired in August 2019 but the planning condition remains in place. Limiting Gatwick to the use of a single runway imposes a constraint on growth but also on resilience.

- 1.3.3 The Project proposes to make alterations to the northern runway, including repositioning its centreline to the north by 12 metres which, along with the lifting of the planning condition restricting its use, would enable dual runway operations in accordance with international standards. These operations would result in:
- all arriving aircraft using the existing main runway during normal operations;
  - shared departures between the existing main runway and the northern runway (with mainly smaller aircraft using the northern runway); and
  - controlled dependency between the two runways to enable safe operations, including crossing of the northern runway by arriving aircraft<sup>1</sup>.
- 1.3.4 A number of developments are consented or under construction and would proceed in the absence of the Project (see section 4.4 Future Baseline in **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1)). These include developments at the airfield that would lead to a forecast throughput of 67.2 mppa by 2047 without the Project. With the Project, it is anticipated that by 2047 airport throughput would increase to approximately 80.2 mppa. This represents an increase of approximately 13 mppa by 2047. The Project would provide additional operational capacity which would be of use year round but which would provide particular benefit at peak times where the existing lack of resilience which is inherent in a single runway airport is most apparent. Further details of predicted passenger growth, including the effects of the Covid pandemic, are provided in **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1) and **ES Appendix 4.3.1: Forecast Data Book** (Doc Ref. 5.3).
- 1.3.5 The Project includes the following key components:
- alterations to the existing northern runway, including repositioning its centreline 12 metres further north to enable dual runway operations;
  - reconfiguration of existing and provision of new taxiways;
  - pier and stand amendments (including a proposed new pier);
  - reconfiguration of other airfield facilities;
  - extensions to the North and South Terminals;
  - provision of additional hotel and office space;
  - provision of reconfigured car parking, including new surface and multi-storey car parks;
  - surface access (highway) improvements;
  - demolition and relocation of the Central Area Recycling Enclosure (CARE) facility;
  - reconfiguration of existing utilities, including surface water, foul drainage and power; and
  - landscape/ecological planting and environmental mitigation.
- 1.3.6 The land that forms the subject of this ES extends to approximately 735 hectares. The Project site boundary is shown on **ES Figure 1.3.1** (Doc Ref. 5.2). Further details of the existing airport

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

operation are provided in **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1), while a description of the Project is provided in **Chapter 5: Project Description** (Doc Ref. 5.1).

## 1.4 Consenting Regime and Requirement for Environmental Assessment

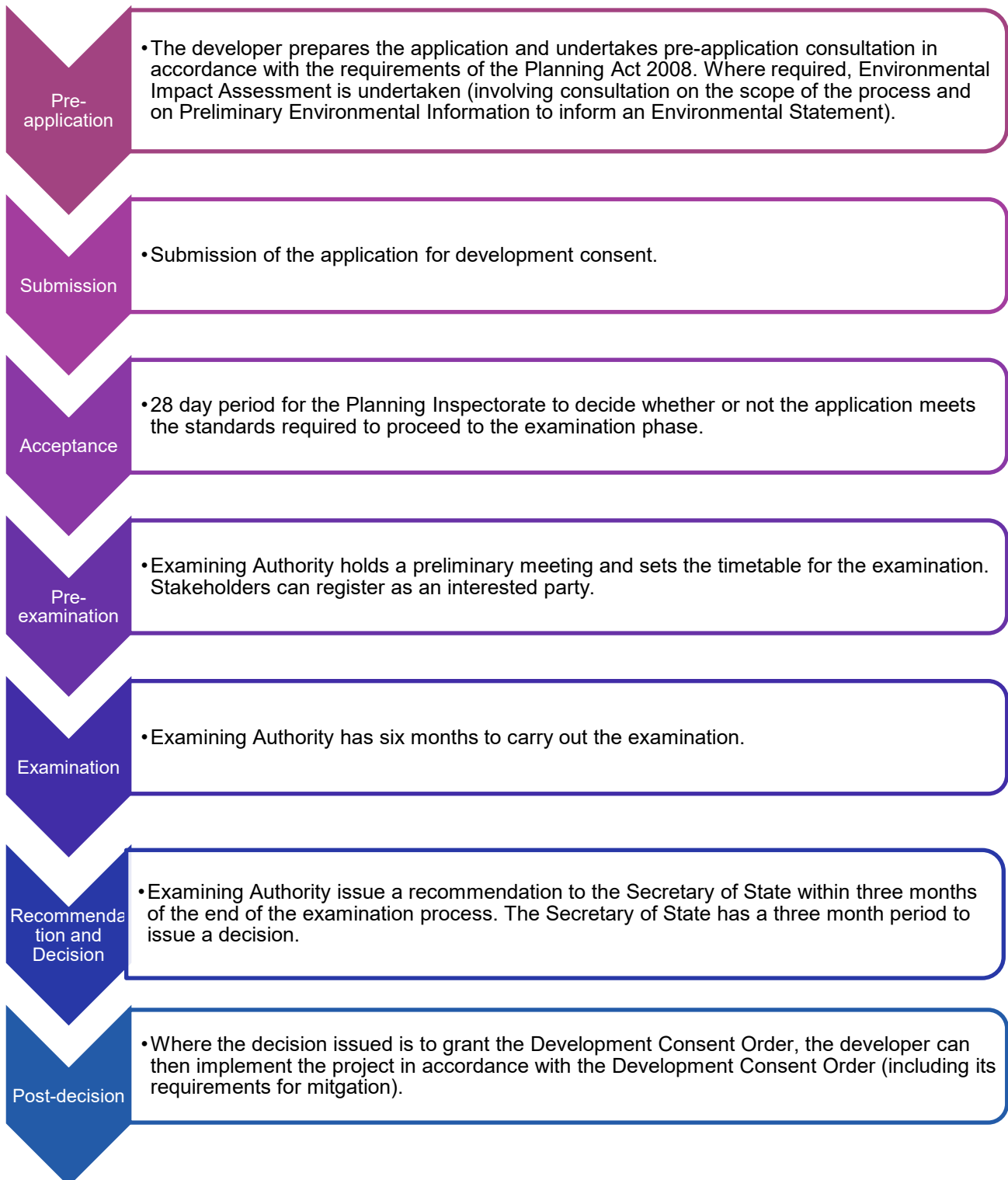
### Consenting Regime

- 1.4.1 The Planning Act 2008 defines and provides the consenting framework for Nationally Significant Infrastructure Projects (NSIPs). Alterations to existing airports in England fall under the Planning Act 2008 where the alteration would:
- increase by at least 10 million per year the number of passengers for whom the airport is capable of providing air passenger transport services; or
  - increase by at least 10,000 per year the number of air transport movements of cargo aircraft for which the airport is capable of providing air cargo transport services.<sup>2</sup>
- 1.4.2 'Alteration' in relation to airports for the purposes of the Planning Act 2008 includes the construction, extension or alteration of a runway, buildings, radar/radio mast/antenna or other apparatus at the airport.
- 1.4.3 The Project would fall within the definition of an alteration to Gatwick and would meet the threshold for change in the passenger throughput capacity at the Airport and would therefore represent an airport NSIP.
- 1.4.4 Alterations to an existing highway also falls under the Planning Act 2008 where the affected highway is entirely within England, where the Secretary of State (SoS) or strategic highways company will be the highway authority for the highway and where the area exceeds the stated threshold. The applicable thresholds are:
- for the alteration of a motorway, 15 hectares;
  - for the alteration of a highway, other than a motorway, where the speed limit is expected to be equal to or greater than 50 mph, 12.5 hectares; or
  - for the alteration of any other highway, 7.5 hectares.<sup>3</sup>
- 1.4.5 The proposed improvements to the North Terminal and South Terminal roundabouts would each individually involve the alteration of a highway where the strategic highways company is the highway authority and where the speed limit is 50 mph or over and the works individually each exceed the 12.5 hectare limit that applies to this category of road. Therefore, the Project includes works that constitute a highways NSIP in their own right.
- 1.4.6 As the Project constitutes NSIP development, the Project's application for development consent is submitted to the Planning Inspectorate for examination on behalf of the Secretary of State (SoS) and then subsequently determined by the SoS.
- 1.4.7 The Planning Act 2008 defines the key stages in the application process for NSIPs. These are summarised in Diagram 1.4.1.

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<sup>2</sup> Section 23 of the Planning Act 2008

<sup>3</sup> Section 22 of the Planning Act 2008

**Diagram 1.4.1: Overview of Application Process**


### Need for EIA

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

### Additional Assessments

- 1.4.12 In addition to the Planning Act 2008 and the EIA Regulations, other environmental legislation applicable to the Project requires specific assessments to be undertaken. The approach to addressing this legislation within this ES is set out below.
- 1.4.13 The effect of the Project on designated sites has been assessed, taking into account the requirements of The Conservation of Habitats and Species Regulations 2017. A report setting out the findings of the assessment process has been prepared following the method set out in the Planning Inspectorate Advice Note Ten: Habitats Regulations Assessment Relevant to Nationally Significant Infrastructure Projects (Planning Inspectorate, 2022). The findings are set out in **ES Appendix 9.9.1: Habitat Regulations Assessment Report** (Doc Ref. 5.3).
- 1.4.14 The effect of the Project in relation to The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 and the effect on environmental objectives for surface and groundwater bodies is considered within **ES Appendix 11.9.2: Water Framework Directive Compliance Assessment** (Doc Ref. 5.3).

### Consultation and Engagement

- 1.4.15 In September 2019, GAL submitted an EIA Scoping Report to the Planning Inspectorate under the provisions of the EIA Regulations. This described the scope and methodology for the technical studies proposed to provide an assessment of any likely significant effects and, where necessary, to determine suitable mitigation measures for the construction and operational phases of the Project. It also described those topics or sub-topics which were proposed to be scoped out of the EIA process and provided justification as to why the Project would not have the potential to give rise to significant environmental effects in these areas. Following consultation with the statutory bodies, the Planning Inspectorate (on behalf of the SoS) provided a Scoping Opinion on 11 October 2019. This ES is based on the Scoping Opinion and further information about the

scoping process is provided in **ES Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.1).

- 1.4.16 The Planning Act 2008 requires pre-application consultation and engagement under sections 42 (Duty to consult), 47 (Duty to consult local community) and 48 (Duty to publicise). Pre-application consultation has been undertaken by GAL in accordance with the provisions of the Planning Act 2008 and also with applicable PINS guidance on the pre-application process (Planning Inspectorate, 2015) and Advice Note Three: EIA Consultation and Notification (Planning Inspectorate, 2017) via two rounds of public consultation. The first was during Autumn 2021 and the second during Summer 2022.
- 1.4.17 The Autumn 2021 consultation ran for a period of 12 weeks between 9 September and 1 December 2021 and presented the Project proposals, outlined the need for and benefits of the Project and included the Preliminary Environmental Information Report (PEIR). The PEIR presented the preliminary findings of the EIA process for the Project at that time, providing preliminary information regarding the Project's likely significant environmental effects and how such effects could be mitigated.
- 1.4.18 The Summer 2022 consultation ran for a period of six weeks between 14 June and 27 July 2022 to update stakeholders and the local community on the ongoing work and refinement of the Project proposals subsequent to the Autumn 2021 consultation. Part of such updates included information on design changes to the proposed highway improvements and updates on the preliminary environmental information, which identified the extent of any new or materially different significant effects due to the highway improvement changes from those reported in the PEIR.
- 1.4.19 Full details on the Autumn 2021 and Summer 2022 consultations, the consultation responses received and how they have been taken into account in the application are provided in the separate **Consultation Report** (Doc Ref. 6.1) submitted with the application for development consent. Information about how the consultation responses that are relevant to the ES have been taken into account is provided in **ES Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.1) and in section 3 of the ES topic chapters 7 to 19 (Doc Ref. 5.1).
- 1.4.20 In addition to the formal consultation, relevant statutory and non-statutory consultees have also been consulted throughout the EIA process, through a variety of means, including through a series of Topic Working Groups. This consultation is also described in section 3 of the ES topic chapters 7 to 19 (Doc Ref. 5.1).

## 1.5 Purpose of this Environmental Statement

- 1.5.1 This ES presents the findings of the EIA process in accordance with Regulation 14 of the EIA Regulations that sets out the information an ES must include. Further information about this is provided in section 6.2 of **ES Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.1) and **ES Appendix 6.2.4: Schedule 4 Requirements of the Infrastructure Planning Regulations – Location with ES** (Doc Ref. 5.3).
- 1.5.2 In addition, this ES provides details of the Project and provides a description of the alternatives studied by GAL. For each environmental topic, details of the approach to assessment, the existing and likely future environmental conditions and the assessment of likely significant effects of the Project are set out. Details of the measures proposed to avoid, prevent, reduce or offset



likely significant adverse effects (known as mitigation measures) are also provided. A Non-Technical Summary (NTS) is also provided.

## 1.6 Structure of the ES

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

**Table 1.6.1: Structure of the ES**

Volume / Chapter	Topic
Non-Technical Summary: Summary of the ES using non-technical terminology	
Volume 1, Chapter 1	Introduction
Volume 1, Chapter 2	Planning Policy Context
Volume 1, Chapter 3	Alternatives Considered
Volume 1, Chapter 4	Existing Site and Operation
Volume 1, Chapter 5	Project Description
Volume 1, Chapter 6	Approach to Environmental Assessment
Volume 1, Chapter 7	Historic Environment
Volume 1, Chapter 8	Landscape, Townscape and Visual Resources
Volume 1, Chapter 9	Ecology and Nature Conservation
Volume 1, Chapter 10	Geology and Ground Conditions
Volume 1, Chapter 11	Water Environment
Volume 1, Chapter 12	Traffic and Transport
Volume 1, Chapter 13	Air Quality
Volume 1, Chapter 14	Noise and Vibration
Volume 1, Chapter 15	Climate Change
Volume 1, Chapter 16	Greenhouse Gases
Volume 1, Chapter 17	Socio-economic Effects
Volume 1, Chapter 18	Health and Wellbeing
Volume 1, Chapter 19	Agricultural Land Use and Recreation
Volume 1, Chapter 20	Cumulative Effects and Inter-relationships
Volume 1, Chapter 21	Summary of Effects
Volume 2: Figures	
Volume 3: Appendices	

1.6.2 This volume of the ES (**ES Volume 1** (Doc Ref. 5.1)) provides the main text of the ES. **ES Chapter 2: Planning Policy Context** (Doc Ref. 5.1) sets out details of the planning policy context taken into account for the assessment for the Project (a separate **Planning Statement** (Doc Ref. 7.1) accompanies the application), while information relating to the main alternatives considered during the evolution of the Project and the reasons for the choices made is found within **ES Chapter 3: Alternatives Considered** (Doc Ref. 5.1).

1.6.3 The description of the existing airport and the way it will evolve in the absence of the Project (future baseline) is provided in **ES Chapter 4: Existing Site and Operation** (Doc Ref. 5.1), with details of the Project that has been assessed and reported on within this ES set out in **ES**

**Chapter 5: Project Description** (Doc Ref. 5.1). **ES Chapter 6: Approach to Environmental Assessment** (Doc Ref. 5.1) sets out the approach and methodology adopted for the EIA process.

1.6.4 Chapters 7 to 19 of **ES Volume 1** (Doc Ref. 5.1) contain topic-by-topic environmental information as shown in Table 1.6.1. **ES Chapter 20: Cumulative Effects and Inter-Relationships** (Doc Ref. 5.1) sets out the consideration of inter-relationships between topics and potential cumulative effects with other developments. A summary of effects is provided in **ES Chapter 21: Summary of Effects** (Doc Ref. 5.1).

1.6.5 Figures and appendices to accompany the text in **ES Volume 1** (Doc Ref. 5.1) are provided separately in **ES Volume 2** (Doc Ref. 5.2) and **ES Volume 3** (Doc Ref. 5.3) respectively. These are numbered to relate to the chapter of the ES, the section and order in which they are referred to. For example, **ES Appendix 1.8.1 Statement of Expertise** (Doc Ref. 5.3) relates to Chapter 1, section 8 and is the first appendix relating to that section. **Volume 3** (Doc Ref. 5.3) includes specialist reports providing relevant background and technical information. A **Non-Technical Summary** (NTS) of the ES is available as a separate summary document (Doc Ref. 5.4).

## 1.7 The Applicant

1.7.1 GAL is the company licensed to operate Gatwick by the Civil Aviation Authority (CAA)<sup>4</sup>. Gatwick is majority owned by VINCI Airports, with the remainder owned by a consortium of investors managed by Global Infrastructure Partners.

## 1.8 The Assessment Team

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

**Table 1.8.1: Consultant Team**

Topic	Consultant
EIA coordination and planning	RPS
Project design and buildability	GAL
Historic environment	RPS
Landscape, townscape and visual resources	RPS
Ecology and nature conservation	RPS
Geology and ground conditions	RPS
Water environment	Jacobs
Traffic and transport	Arup
Air quality	Arup (supported by Ricardo)
Noise and vibration	Mitchell Environmental Ltd (supported by Hayes McKenzie)
Climate change	Arup
Greenhouse gases	Arup

<sup>4</sup> GAL is the company holding the European Union Aviation Safety Agency Aerodrome Certificate issued by the CAA.

Topic	Consultant
Socio-economic effects	Lichfields (supported by Oxera)
Health and wellbeing	RPS
Agricultural land use and recreation	RPS
Major accidents and disasters	Atkins
Waste	RPS
Cumulative effects and inter-relationships	Assessment team

1.8.2 A statement setting out the relevant expertise of each of the topic authors is provided in **ES Appendix 1.8.1 Statement of Expertise** (Doc Ref. 5.3).

## 1.9 References

Planning Act 2008.

Planning Inspectorate (2015) Planning Act 2008: guidance on the pre-application process for major infrastructure projects.

Planning Inspectorate (2017) Advice Note Three: EIA Consultation and Notification.

Planning Inspectorate (2022) Advice Note Ten: Habitat Regulations Assessment relevant to Nationally Significant Infrastructure Projects.

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

The Conservation of Habitats and Species Regulations 2017.

The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017.

## 1.10 Glossary

**Table 1.10.1: Glossary of Terms**

Term	Description
CAA	Civil Aviation Authority
EIA	Environmental Impact Assessment
ES	Environmental Statement
GAL	Gatwick Airport Limited
IEMA	Institute of Environmental Management and Assessment
mppa	Million passengers per annum
NSIP	Nationally Significant Infrastructure Project
NTS	Non-Technical Summary
PEIR	Preliminary Environmental Information Report