

## Section 2 – Your Representation

Here you should summarise the aspects of the *application* you agree and/ or disagree with and say why. Outline what information, local knowledge or evidence you have which supports this. Please aim to limit this section to no more than 500 words (please use extra paper if needed).

I object to this development because - My property would be blighted by the proposed development of Gatwick Airport. Ground noise will increase - more Aircraft movement on new taxi ways queuing for take off and landing - more continuous noise from movement of planes around the Airport more vehicles servicing the Aircraft - More people using the Airport so more demand for servicing the facilities - More ground vibration will be felt with the increase of Aircraft take offs and landings. The vibration is felt inside the house and can rattle the doors and windows seemingly to shake the house. The country road alongside the Airport boundary [REDACTED] will become extremely busy. This is a short cut for people working at the Airport. It is also to transport people from the car parks. This will all increase greatly with more car parking - Shuttle buses, meet and greet, construction lorries and support vehicles. An independent company is needed to measure the increase in noise at ground level queuing and using the taxiways and extra take offs and landings. The Property Market support Bond will become of no use because the property will be blighted by the new development. The Airport will have doubled in size to become a very big commercial Airport. In effect closer to me as they develop all the land available to them up to the boundary fence

CONT. ON SEPARATE PAGE

Please check that you have completed all relevant sections, otherwise you may not be able to take part in the later stages of the *Examination*.

Please sign your form and give today's date, below:

Sign

Date 27<sup>th</sup> September 2023

The Planning Act 2008 process is primarily a written *Examination* process and if you are registered as an *Interested Party* you will have an opportunity, later in the *Examination* process, to provide a more detailed *Written Representation*.

You cannot reserve a right to make a *Representation* later without providing a summary of the points you intend to submit at this stage.

Your *Representation* should take the form of a summary of what you agree with and/ or disagree within the *application*, and any impacts you think it would have.

Please note that your *Representation* **must not** include material that is:

- vexatious or frivolous;
- about compensation for Compulsory Acquisition of land or of any interest in or right over land; or
- about the merits of policy set out in a National Policy Statement.

The information you include in the *Representation* section of this form will be used by the *Examining Authority* to carry out its *Initial Assessment of Principle Issues* and to decide the best way to examine the *application*.

Continuing

There would be no need for a further runway at Gatwick Airport. This proposal is a second runway by the back door a much cheaper option

There would be no need for the Property Market Support Bond, and my property would be devalued and Blighted. The residents who live alongside the runway to the Southside will be placed in a take it or leave it situation.

The rural area around me will change completely. The insulating scheme is of no use to me since I have triple glazing. I enjoy my garden and all the wildlife I have doors and windows open, but may not be able to do so in the future.

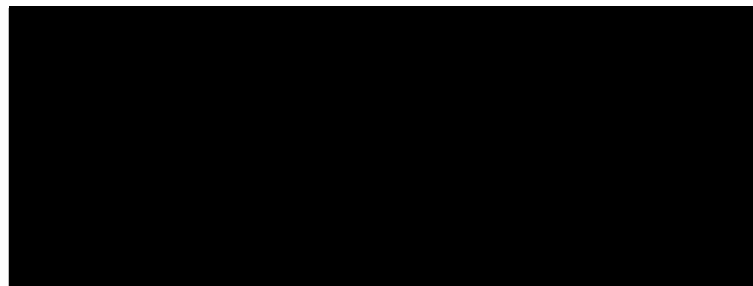
While the development is being completed the noise will increase dramatically with heavy construction vehicles in operation on and off site both day and night. The extra lighting will have a big impact on people who live along side the runway to the Southside. I am enclosing the letter written to me from the Project management team. They suggest I engage legal assistance. At the meeting we had they agreed we are a special case living so close to the Airport. They said we would be affected by greater noise and I would need legal assistance to prove blight that this was a very grey area.

I am also enclosing a letter from the C.E.O at Gatwick Airport sent to my M.P. who I asked for help. It seems clear to me that they will not be accepting any responsibility for the impact the development will have on the lives of the few people who live along side of the runway to the Southside.

I have enclosed a map of where [REDACTED] is and Charlwood House Nursery School [REDACTED].

I am a [REDACTED] I do not have the resources to fight a multi national company for compensation for Blight.

The people who live opposite the runway to the Southside should be properly compensated. If this development goes ahead



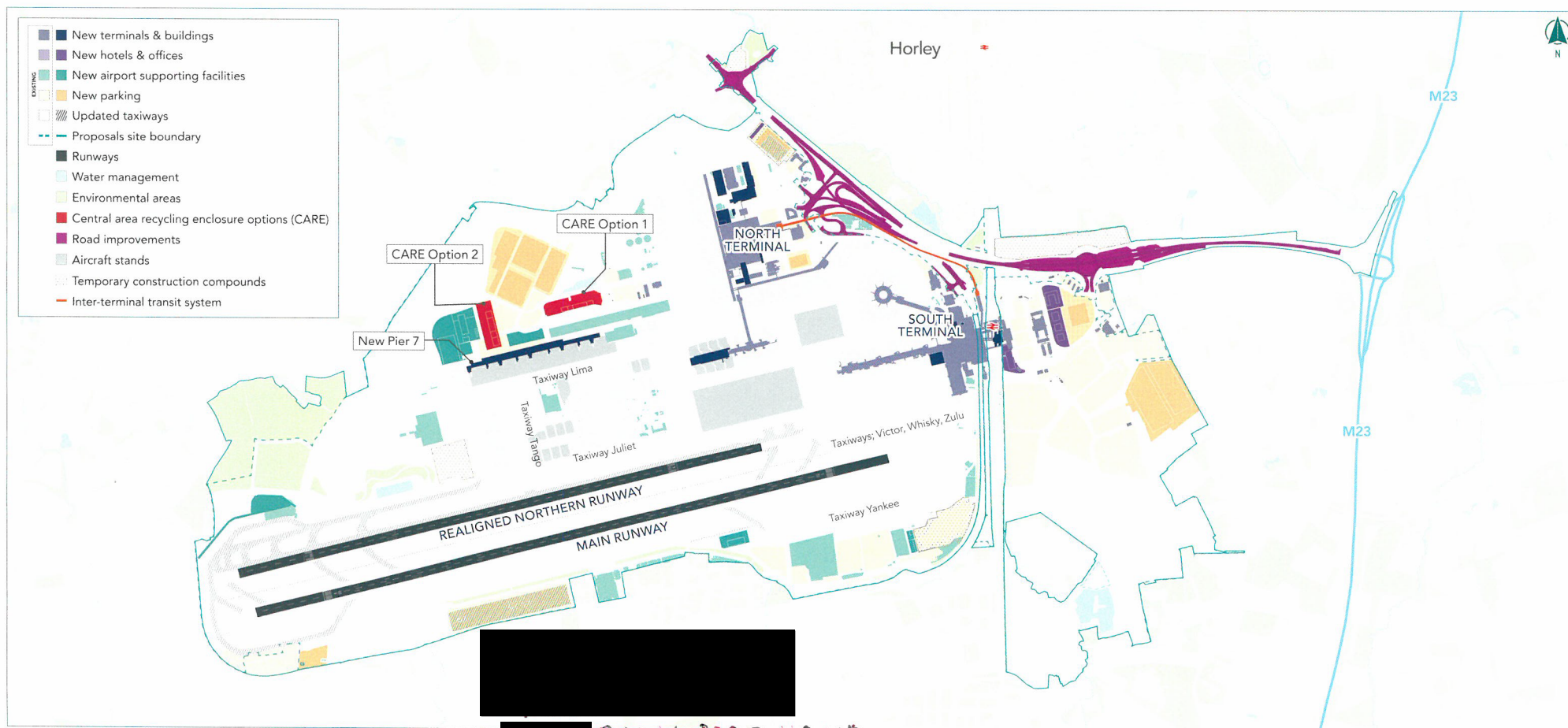
THIS MAP SHOWS THE PROXIMITY OF [REDACTED] TO GATWICK AIRPORT

### 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.



[REDACTED] CHALLWOOD HOUSE NURSERY SCHOOL

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.

## 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;

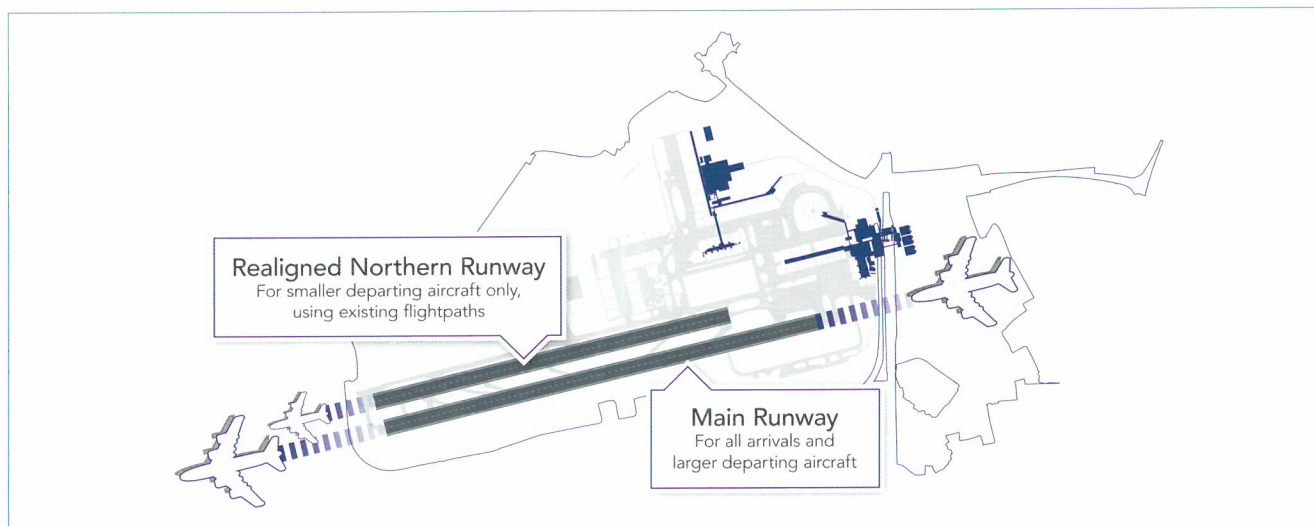


Figure 3.2: Dual runway operations



Key:  
 Area of Interest

Reference No:  
 115116\_WSX13801

Title Number:  
 WSX13801

Signed:

Date:

Location:  
 Hideaway House, Poles Lane, Lowfield Heath (RH11 0PX)

Coords: 490,428 145,511

Scheme Name:  
 Gatwick DCO Land Referencing

Drawing Name:  
 Land Interest Plan

Drawing No: 191427\_PLN\_LIQ\_4813.1

Rev	Date	Description
1	28.10.2019	First Issue

Drawn: PR  
 Approved: OK  
 Sheet No: 1 of 1  
 Sheet Size: A4



YOUR LONDON AIRPORT  
*Gatwick*

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Scale: 1:1,250

HENRY SMITH MP



HOUSE OF COMMONS

LONDON SW1A 0AA

Mrs Angela Brooks-Usher

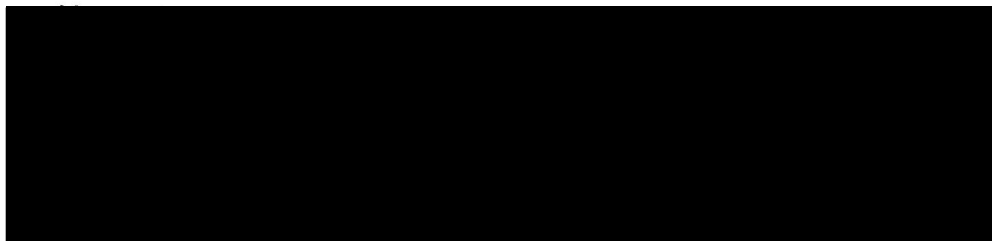


1<sup>st</sup> December 2021

Dear Mrs Brooks-Usher

Please find enclosed the response my office has now received from the Chief Executive of Gatwick Airport, Stewart Wingate, regarding compensation for local residents who live in close proximity to the airport if proposals for their Northern Runway go ahead.

I hope that this response provides clarification. Please be assured of my continued attention.



**Henry Smith**  
**Member of Parliament**  
**Crawley Constituency**

*Crawley Constituency: 01293 934554    Westminster Office: 020 7219 7043*  
*www.henrysmith.info    [redacted]@parliament.uk*

Henry Smith MP  
House of Commons  
London  
SW1A 0AA

26<sup>th</sup> November 2021

Dear Henry,

Thank you for your email dated 9<sup>th</sup> November 2021 sent on behalf of a constituent in relation to the Northern Runway Project and support should they wish to relocate.

Gatwick's present consultation for the Northern Runway Project (NRP) started on the 9<sup>th</sup> September 2021 and will finish on 1<sup>st</sup> December 2021. The Project involves making modifications to the airport's Northern Runway so it can be brought into coordinated use with the main runway. The Project is distinct to the previous proposal to create a new additional full-length (second) runway to the south of the airport (which was developed as part of the Airports Commission process), and indeed would mean no land take outside of the current airport boundary.

Overall, we expect noise levels associated with the NRP to reduce compared to 2019 levels. However, in some areas noise will increase and in order to offer homeowners the option to move if they wish, those newly within the Leq 16 hr 66 dB noise contour as a result of the Northern Runway Project coming into operation would be offered a package to assist them in moving<sup>[1]</sup>.

Details of the scheme are under development, such as what package will be made available and when. The main areas expected to qualify for the scheme are Ifield Road in Charlwood and the Church Lane area in Burstow to the East. Properties to the south of the airport are not expected to qualify because noise levels are expected to reduce slightly as a result of increased use of the Northern Runway.

Unlike in the previous scheme to develop an additional full-length runway, there is no requirement by the project to acquire domestic properties. Additionally, the areas affected are already overflowed by aircraft from the Northern Runway when it is being used at present day and will be within 200m or so of existing flight paths to and from the main runway.

It is Government policy that the land to the south of the airport remains safeguarded and this is reflected in the emerging Draft Crawley Borough Council Local Plan. Gatwick's property blight schemes relating to land take and noise effects associated with the second runway project remain in place. These schemes (the Property Market Support Bond and Homeowner Support Scheme) are transferrable with the properties concerned and are intended to ensure the functioning of the property market. I hope this will provide some re-assurance to any of your constituents who live in these areas.

<sup>[1]</sup> Please see Northern Runway Project PEIR Noise Insulation Scheme consultation document, September 2021, <https://www.gatwickairport.com/globalassets/company/future-plans/northern-runway/2021/nis.pdf>

I trust this letter addresses the concerns of your constituent and please do let us know if there is any further information you require.

Yours sincerely,



**STEWART WINGATE  
CHIEF EXECUTIVE OFFICER  
GATWICK AIRPORT LIMITED**



### 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.

Meeting arranged for me to discuss with them. They agree I will have more noise from ground and Air and suggest I engage legal help.

Dear Angela,

Thank you for your enquiry to the Gatwick Northern Runway Project team.

There are no proposals to purchase properties as part of the Northern Runway Project consultation, however, should the scheme be approved we are offering a very comprehensive package of noise insulation. This is available to view on our website [www.gatwickairport.com/futureplans](http://www.gatwickairport.com/futureplans) or at the deposit point locations on the reverse sheet.

Owners of properties which fall within the 66Leq noise contour as a result of the Northern Runway Project will be offered assistance to move should they wish. The details of this latter scheme are still being developed for our later application for the Development Consent Order in 2022.

The airport has no plans at present to progress the scheme to build a second runway to the south of the existing, however, the land remains safeguarded to do by Crawley Borough Council in accordance with Government policy. Property bonds issued by Gatwick to homeowners located within the runway 2 development boundary also remain in place.

As regards to the Northern Runway Project, you can use the information we have published as part of our Preliminary Environmental Information Report to understand more about how your property may be affected. This is also available to view online and in hard copy at the locations on the reverse side of this letter.

Of particular interest to you will be Figure 14.9.1 of PEIR Chapter 14 Noise & Vibration which shows the predicted future noise contours in 2032. Figures 14.9.2, and 14.9.14 show respectively where there will be changes in average daily noise using the Leq noise metric, and in the number of aircraft per day exceeding 65dB(A) in the "with project" and "without project" cases in 2032. Figures 14.9.4 and 16 provide a comparison between future noise in 2032 and noise in 2019. For ease, I have printed these out for you.

Notwithstanding the schemes for noise insulation and relocation offered by Gatwick, residents are not precluded from making claims for compensation as a result of the implementation of the Project, using the statutory routes available where applicable. The law is quite complex in this regard, and we would suggest that you sought independent advice on these issues.

We have arranged a telephone 'call-the-expert' session with you on **Friday 15 October at 3pm**. This will be an opportunity to discuss your queries directly with the land team. 2021

This will take place on a toll-free number. I have written below how to access the session:

1. At 3pm please call our toll-free number: 0800 260 5801
2. You will then be invited to put in a 'Meeting ID.' Please enter the following digits, 848 0645 5451 using your phone keypad, followed by a #.
3. You will then be invited to put in a Passcode. Please enter the following digits, 194440 using your phone keypad followed by a #.

Best wishes,

Rebecca

The NRP Consultation Team