



**Gatwick Northern Runway Development
Consent Order Application TR020005**

**Reigate & Banstead Borough Council
20044474**

Written Representation

12 March 2024

Introduction

1. Reigate and Banstead Borough Council (the Council) is a host authority for the Gatwick Northern Runway Development Consent Order application (the Project). We have been working with Gatwick Airport Limited (GAL) and the Gatwick Airport local authorities throughout the pre submission process and continue to do so. The reference to the Gatwick Airport local authorities includes the following bodies:

Crawley Borough Council
East Sussex County Council
Horsham District Council
Kent County Council
Mid Sussex District Council
Mole Valley District Council
Reigate and Banstead Borough Council
Surrey County Council
Tandridge District Council
West Sussex County Council

Council's Overarching Position

2. Reigate and Banstead's Local Plan Core Strategy 2012 (Reviewed 2019) supports a single runway two terminal airport at Gatwick Airport. The proposal will effectively introduce a new runway into full time operation which will create significant detrimental environmental impacts on the borough, particularly to the south of Horley Town Centre. As a result, we have very significant concerns with regards to the Project which we wish the Examining Authority to consider.

Key Matters

3. This Written Representation is a brief summary of key matters we have raised in the Surrey Local Impact Report (SLIR) and previous representations. The SLIR has been prepared in collaboration with Surrey County Council, Mole Valley District Council, Tandridge District Council and Reigate and Banstead Borough Council.
4. The first matter relates the airport's ability to cope with the additional flights. This particularly relates to peak period activity, lack of flexibility to cope with additional delayed aircraft and the bottlenecks that would result from intensification of runway use. Our concern is that without reliable service improvements, the economic needs case for the airport has been exaggerated which in turn has affected other transport and environmental modelling. This is considered in detail in the SLIR Chapter 4 and Appendix B.
5. The second matter relates to the Highways alterations on the A23 and the detrimental impact these will have on Church Meadows and Riverside

Garden Park, especially during the construction phase when a noticeable part of an important vegetation buffer will be significantly reduced to enable the road widening and bridge works. The subsequent widening of the road will impact the residential properties in South Horley and those using the open spaces. These issues are explored in the Surrey LIR Landscape (Chapter 6), Highways (Chapter 10), Noise (Chapter 12 and Appendix C) and Agricultural Land and Recreation (Chapter 17).

6. Our next key matter relates to the air quality and in particular the impact of micro particulates on local resident's well-being. The detail of this is developed in Chapters 11 and 16 of the Surrey LIR.
7. On the highway network we question the reliability of the traffic modelling undertaken, the capacity of public transport to support the modal shift away from private motor vehicles, the requirement for increased parking on airport and the limited interventions for enhancing public transport, cycling and walking access to the airport. These themes are explored in Chapters 10 and 17 of the Surrey LIR.
8. The Council is very concerned by the proposed location of the Works Compound adjacent to the South Terminal Roundabout and how this will hinder the delivery of the Horley Strategic Business Park on an allocated local plan site. Related to this we are also concerned by the late introduction of a works access road between the South Terminal Works Compound and Balcombe Road. These matters are considered in the Socio-economic (15) and Traffic and Transport (11) chapter of the Surrey Local Impact Report.
9. Similarly, the Council is concerned by the impacts the works compound on car park B could have on adjacent residential properties. (LIR Chapter 13 Noise) along with its final restoration and integration with Riverside Garden Park (SLIR Chapter 7)
10. With regard to availability and affordability of housing for construction and future workers at the airport, we have concerns that the local housing market is already under severe stress both in terms of cost and availability. The presence of a larger transitory workforce renting more affordable housing in the Horley area will undermine Reigate & Banstead Borough Council's ability to find short term accommodation for those most in need under the Council's Duty to the Homeless. This is covered in the Surrey LIR Socio-Economic Chapter 15
11. There are further concerns relating to local ecology and tree loss (Chapter 7) and Climate Change and Green House Emissions (Chapter 14).
12. Whilst the Council welcomes the economic benefits the airport brings to the local economy, we continue to have doubts as to the scale of economic benefits the scheme would achieve, particularly with regards to

employment growth. At present the Economic, Social and Business Strategy Implementation Plan is still very high level along with any details to support the delivery of the strategy and for how long.

13. The scheme would impact Reigate and Banstead as a landowner particularly to the north of the A23 including Church Meadows, Riverside Gardens and the proposed Horley Strategic Business Park.
14. However, a key concern is the Applicant's unwillingness to accept reasonable passenger caps to help protect the environment and the well-being of communities particularly with regard to noise (Chapter 13 and Appendix C), air quality (Chapter 12) and modal shift to public transport (11). We see the introduction of appropriate passenger caps as vital to ensure that the proposed growth is tied to environmental and infrastructure limits.

Conclusion

15. The Council wishes to draw the attention of the Examining Authority to the above fundamental matters with this DCO application. If the scheme was progressed in its current form, it would particularly impact the environment and communities in Reigate and Banstead. These concerns and others are developed in detail in the Surrey Local Impact Report.