



**Summary of Written Representations in Respect of Proposed Gatwick Airport Northern Runway Project  
Holiday Inn London Gatwick Airport, Povey Cross Road, RH6 0BA  
Marathon Asset Management MCAP Global Finance (UK) LLP**

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**Introduction**

1. These written representations are made on behalf of Marathon Asset Management MCAP Global Finance (UK) LLP ('Marathon'), HI (London Gatwick) Limited and HICP Limited (together 'our Clients') ('Representations').
2. Marathon manages assets for HI (London Gatwick) Limited and HICP Limited including land and buildings that operate as a hotel ('the Hotel') under the 'Holiday Inn' brand at the following address: Holiday Inn London Gatwick Airport, Povey Cross Road, RH6 0BA ('the Property'). The Property is situated outside the existing site boundary of Gatwick Airport but adjacent to the northern boundary.
3. In October 2022, our Clients were notified of the proposed application ('the Application') by Gatwick Airport Limited ('GAL') under section 37 of the Planning Act 2008 for a development consent order ('DCO') to authorise alterations to the northern runway at the Airport, alterations to the current restrictions to allow dual runway operations and associated development ('the Project').
4. The Project includes substantial highways works along the A23, A217, Povey Cross Road and the Longbridge Roundabout in close proximity to the Property, which are identified as Work No. 37 in the Works Plans [AS-017]. It is also proposed that a satellite contractors' compound would be situated opposite to the Property on the other side of the A217, adjacent to the Longbridge Roundabout. This is identified as Work No. 40 in the Land and Works Plans [AS-017].
5. With regards to our Clients' Property, the draft DCO would authorise the following:
  - a. Compulsory acquisition of 2,249 sqm of the Property (Plots 1/026, 1/042, 1/057, 1/061, 1/067, 1/072 and 1/073 shaded in pink on the plan at Sheet 1 of the Land Plans [AS-015]) for the purpose of the construction of highway works to the A217, London Road and Longbridge Road; and
  - b. Compulsory acquisition of rights over 316 sqm of the Property (Plot 1/062 shaded in blue on the plan at Sheet 1 of the Land Plans [AS-015]) for the purpose of the construction of the amended layout of the A217 and Longbridge Roundabout.
6. The Project would directly impact our Clients' Property and Hotel operations, both during the construction of the Project and its operation. In particular:
  - a. The Project would adversely impact the Property and Hotel operations through **excessive and unjustified compulsory purchase permanent land take**. For the reasons explained below, the proposed land take would have a detrimental impact on future proposals for expansion of Hotel operations at the Property.
  - b. During the construction period, the **need to divert the 24-hour shuttle bus service that runs between the Hotel and the airport terminals (known as the Hoppa bus) is likely to have a detrimental impact on its reliability and consequently on a significant proportion of the Hotel's business operations**.
  - c. The **construction of highway works in proximity to the Property would cause disruption, in particular in respect of preventing access to the Property and increased traffic**.



- d. Both during the construction and operation of the Project, the **noise effects arising from aircraft, ground sources, road traffic and construction are likely to be detrimental to the Hotel's business operations**. Apparent methodological errors in the assessment of noise effects by GAL mean that, at present, the noise effects on the Property cannot be properly understood.
7. Our Clients do not oppose the principle of the Project and would hope that, in due course, it may be able to move to a position of support. However, at present our Clients have significant concerns about the impacts of the Project on its Property and Hotel operations, as well as the inadequate way in which those impacts have been assessed and considered by GAL.

#### **Concerns Regarding Proposed CPO Land Take**

8. Our Clients have three principal concerns in respect of the proposed CPO land take under the DCO:
  - a. The permanent land take as currently proposed is excessive and not clearly justified;
  - b. The sole access to the Property is proposed for permanent acquisition; and
  - c. There is a lack of clarity over the need to compulsorily acquire rights.
9. It is unclear from the DCO documentation how the extent of permanent land take at the Property has been determined through the design of the Project. As a consequence, it cannot be said at present that the land take is justified. In particular:
  - a. It is not clear why the full extent of permanent land acquisition is required for the purposes of highway mitigation or for construction purposes.
  - b. The land proposed for permanent acquisition includes the sole access to the Hotel (plot 1/026). This plot includes part of the turning circle used by vehicles to access the Property. It is essential that a suitable access to the Hotel is maintained during construction and reinstated following completion. Suitable alternative access must be identified in advance of any closure, but this is not yet secured through the Order.
  - c. The permanent acquisition of plots 1/057 and 1/062 will have a material effect on our Clients' ability to redevelop the area of the Property of which these plots comprise part, which our Clients are actively exploring.
10. Due to the lack of meaningful engagement between the parties, our Clients are concerned that GAL has not understood the implications of the proposed land take for our Clients' Hotel operations and future development plans. The land proposed to be acquired is of significant value and importance to our Clients, such that the loss of this land must be minimised as far as practically possible.

#### **Impact on 'Hoppa' Bus Service During Construction**

11. The Hoppa bus service is an essential element of the 'Park, Stay and Go' package provided by the Hotel, which makes up more than 40% of the revenue derived from room rates. The appeal of this package depends critically upon the reliability and efficiency of this service as a means of accessing the Airport.
12. GAL's Transport Assessment contains no assessment as to the impact of the highways works on the A23 and the Longbridge Roundabout on the operation of the Hoppa bus service and its terminal at the Hotel. This means that the impact on the service and consequently on our Clients' Hotel business cannot be properly understood.



13. GAL has recently confirmed in discussions that it will be necessary to re-route the Hoppa Bus around the Perimeter Road North for a period during the construction of the highway works. At this stage, there is no information as to the likely diversion. Any adverse impacts to the service would directly impact our Clients' ability to compete with other hotels for customers, customer satisfaction and ultimately result in business losses and reputational damage.

#### **Impact of Construction Works and Traffic**

14. The proposed works to Longbridge Roundabout are immediately adjacent to our Clients' Property.
15. The Transport Assessment contains no assessment of the impact of the construction works on the access to the Hotel. GAL has confirmed in discussions that the access to the Property will need to be closed for a period of time during construction works. Our Clients' position is that closure of their sole access for any period (including at night) would be unacceptable. An alternative design solution will need to be identified in advance of any works that restrict access to the Property. No such provision is yet made in the DCO or otherwise.

#### **Acoustic Impacts**

16. Stantec UK Ltd on behalf of Marathon has undertaken a review of the technical and engineering acoustic documentation provided as part of the DCO application. This review has indicated that there are certain issues with GAL's acoustic assessment, including the following:
  - a. GAL's noise assessment does not treat the Hotel as a noise sensitive receptor. As a result, there is limited ability for our Client and the Examining Authority to understand what the impact of the Project is upon the acoustic environment enjoyed by the Hotel.
  - b. It appears that the relative noise impact of the Project on the Holiday Inn has been severely underestimated as a result of (1) the failing referred to at point (a) above and (2) conclusions drawn about the potential noise impact relative to baseline sound data, which baseline is considered to be unreliable. Both these conclusions are considered to be invalid
17. Based on the limited information that has been provided (of which very little relates directly to the Property), the following initial conclusions can be drawn. There will be a:
  - a. Significant increase in day-time and night-time instantaneous noise level events as a result of increased air traffic numbers;
  - b. Significant increase in ground noise levels during the night-time period;
  - c. Significant impact during construction works related to the widening of the A217 London Road, works to the Longbridge Roundabout and the A23 Bridgeworks;
  - d. Potential noise impact from the construction compound related to construction traffic movements and items of fixed equipment associated with the serviced site containers, e.g. welfare and office facilities; and
  - e. Potential noise impact due to changes to road traffic volumes.
18. Whilst our Clients remain keen to work with GAL to identify potential impacts from noise, at present it is considered that the Examining Authority does not have sufficient information before it to be able to accurately assess and report upon the likely impact of the Project upon the Hotel.

#### **Outstanding Actions**



19. Our Clients and their advisers have made a number of requests for information. GAL's response to these requests has been, in part, unsatisfactory. A number of these requests remain outstanding, which are set out in full in our Written Representation.

#### **Mitigation**

20. In order to mitigate the risk to our Clients' business operations posed by the impacts of the Project, it will be necessary to put in place measures that are capable of avoiding or minimising the impacts identified above. In particular, the following impacts need to be mitigated:
- a. A reduction as far as possible in the permanent land take under the DCO so as to safeguard the development potential of the land towards the south of the Property and protect our Client's private property rights;
  - b. The land proposed for permanent compulsory acquisition includes the sole access to the Hotel (plot 1/026). This plot includes part of the turning circle used by vehicles to access the Property. It is essential that a suitable access to the Hotel is maintained during construction and reinstated following completion;
  - c. Traffic management solutions that are capable of minimising disruption and delay caused by traffic on the A23 and at the Longbridge roundabout, as well as a clear indication of the programme for such works;
  - d. A detailed and receptor specific assessment of, and mitigation of, the noise effects arising from increased number of air traffic movements; ground noise sources, road traffic and construction, supported by validation points at the Hotel. This includes mitigation measures to be contained in a clear construction noise and vibration management plan. It is not possible to identify the likely mitigation required on the present state of information.