



Gatwick Airport Northern Runway Project

Design and Access Statement – Volume 2

Book 7

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Version 2.0 Changes

Change No.	Page No.	Figure/Text Ref.	Description
2.1	4	Figure 2	Land Use Diagram - Water Treatment Works changed to reflect different land use allocation.

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An aerial photograph of an airport terminal and tarmac, overlaid with a semi-transparent red filter. The terminal building is a long, multi-story structure with numerous gates. The tarmac is filled with many commercial aircraft parked at gates. In the background, there are more airport buildings and a large green field. The text "5.0 DETAILED PROPOSAL BY ZONE" is centered in white, bold, sans-serif font.

5.0 DETAILED PROPOSAL BY ZONE

5.1 INTRODUCTION

The Masterplan

- 5.1.1 The masterplan which forms part of this DCO application represents a strategic stage of design. The indicative masterplan is shown on Figures 1 and 2. Further design has been undertaken to establish the feasibility of the individual components and the masterplan. This is set out in the following subsections throughout Volumes 2 to 4 of this DAS.
- 5.1.2 The level of design development varies depending on the type of work; the highways, water and airfield designs required greater technical definition to respond to regulatory and stakeholder requirements and are therefore more developed within this DAS, while the buildings are at an earlier stage of design. This provides the necessary flexibility going forward so detailed design can best cater to the needs at that point in time or for a specific tenant or user group.
- 5.1.3 Schedule 2 Requirements in the DCO sets out the design approval process which requires the design to be in accordance with the design principles set out in Appendix 1 of this DAS. This will include consideration of detailed elements including detailed built form, layout, and façade treatments as appropriate.

Status of Design

- 5.1.4 The land subject to the application for development consent extends to approximately 735 hectares.
- 5.1.5 In summary, the Project will provide for:
- Amendments to the existing northern runway including repositioning its centreline 12 metres further north to enable dual runway operations.
 - Reconfiguration of taxiways.
 - Pier and stand alterations (including a indicative new pier); reconfiguration of other airfield facilities.
 - Extensions to the existing airport terminals (north and south).
 - Provision of additional hotel and office space.
 - Provision of reconfigured car parking, including new car parks.
 - Surface access (including highway) improvements.
 - Demolition and relocation of Central Area Recycling Enclosure. (CARE) facility.
 - Water treatment facilities.
 - Reconfiguration of existing utilities, including surface water, foul drainage and power.
 - Landscape/ecological planting and environmental mitigation.

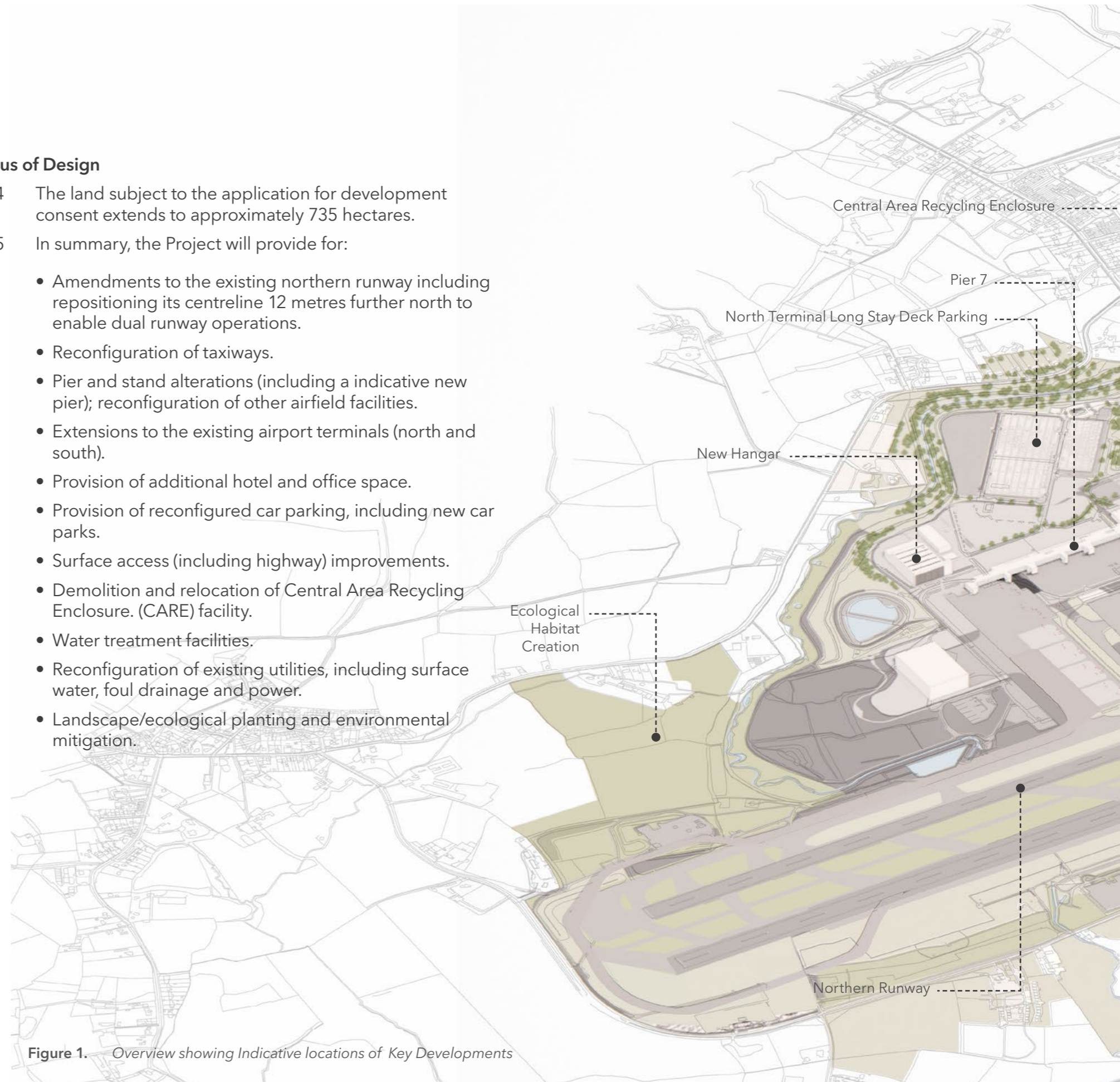
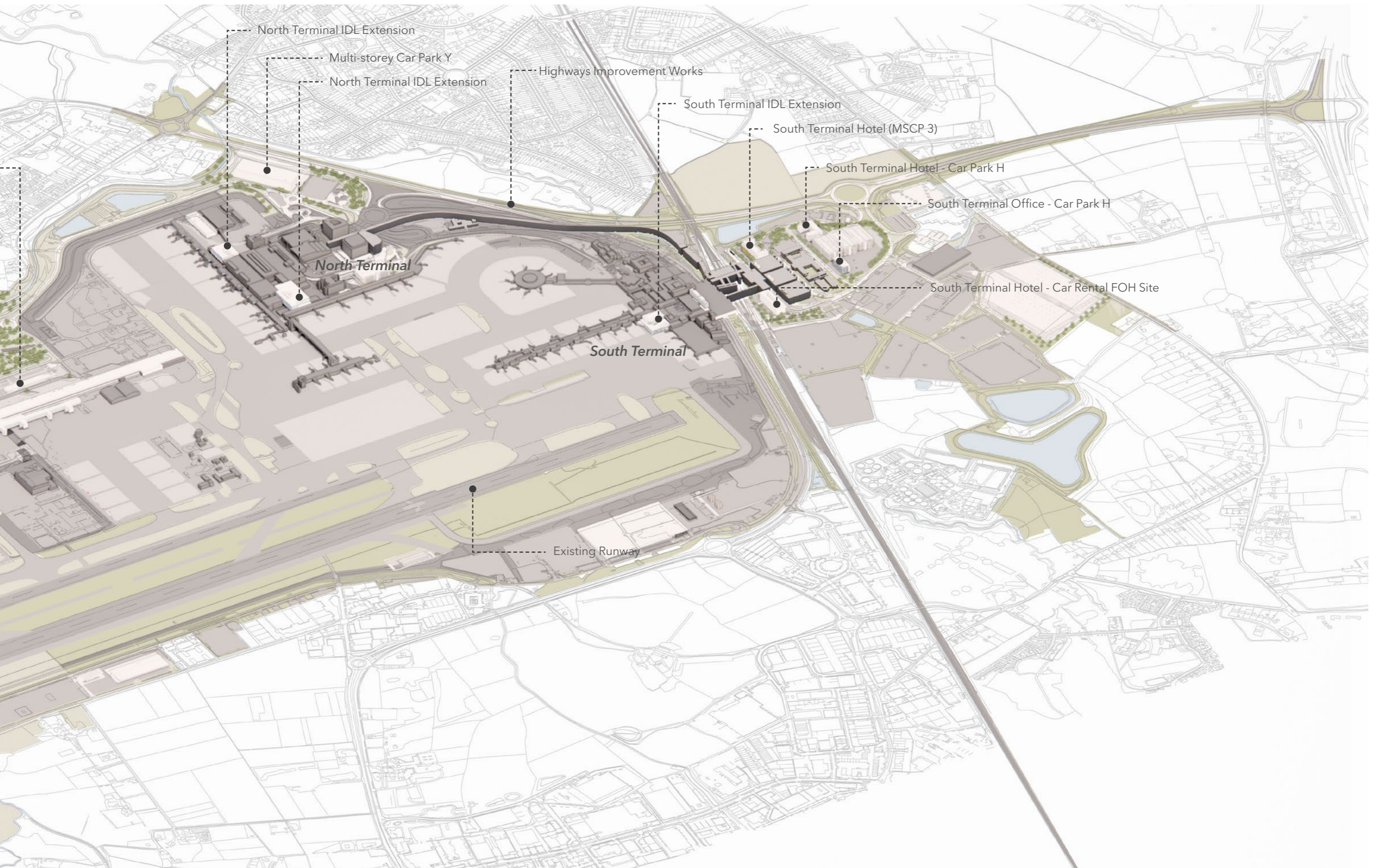


Figure 1. Overview showing Indicative locations of Key Developments



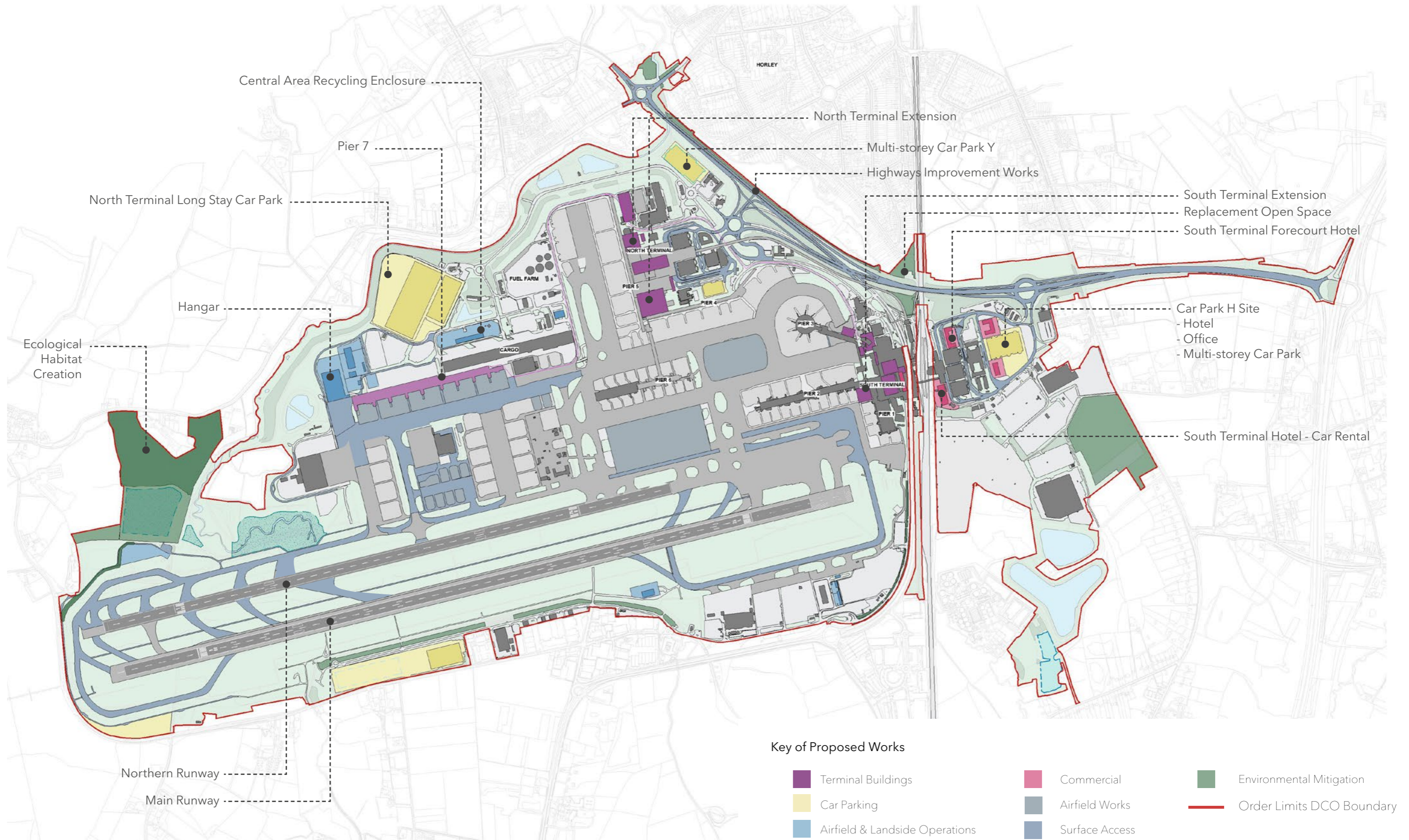


Figure 2. Works by Land Use Type and Key Developments

Zones

5.1.6 Due to the large size and varied nature of the proposed development at Gatwick Airport, this DAS describes the development by zones. This division assists with taking into account the different activities and character of each area.

5.1.7 The zones are shown in Figure 3. The following sub-sections provide an overview of each zone and the proposed developments within each, structured as follows:

- a. Characteristics: Defining the existing land use and character of the zone.
- b. Constraints: Existing site conditions that might impact on any development.
- c. Zone projects and land use: Description of proposed changes to land use and a description of the indicative works.
- d. Key buildings and heights: the key existing and proposed buildings and analysis of the heights and topography of the zone.
- e. Access: Description of how the zone would be accessed and the arrangements and forms of transport, that enable this.

- 1 - Southern Zone
- 2 - The Airfield Zone
- 3 - River Mole Corridor
- 4 - North Western Zone
- 5 - North Terminal Campus
- 6 - Surface Access Corridor
- 7 - South Terminal Campus
- 8 - Eastern Zone



Figure 3. Zone Location Plan

An aerial photograph of a city, overlaid with a semi-transparent purple map. A specific area in the southern part of the city is highlighted with a thick white border and filled with a dark purple color. The highlighted area follows a path that starts from the west, moves east, then turns south and east again, ending near a large industrial or commercial complex. The rest of the city's street grid and building footprints are visible in a lighter purple tone.

5.2 SOUTHERN ZONE

5.2.1 ZONE CHARACTERISTICS

- 5.2.1.1 The Southern zone is located along the southern perimeter of the site as shown on Figure 4. It borders Lowfield Heath, Charlwood Road, London Road with the London to Brighton rail mainline to the east.
- 5.2.1.2 The existing land use of the zone is predominantly for car parking with low rise built form (Figure 6). Operational buildings associated with the use of the airfield such as hangars and maintenance buildings are also located to the east which are of a larger built form (shown in Figure 8).
- 5.2.1.3 There is also remote long-stay passenger parking to the south-west of the zone. The land adjacent to this area is predominantly used for logistics and warehousing.



Figure 4. Southern Zone Location

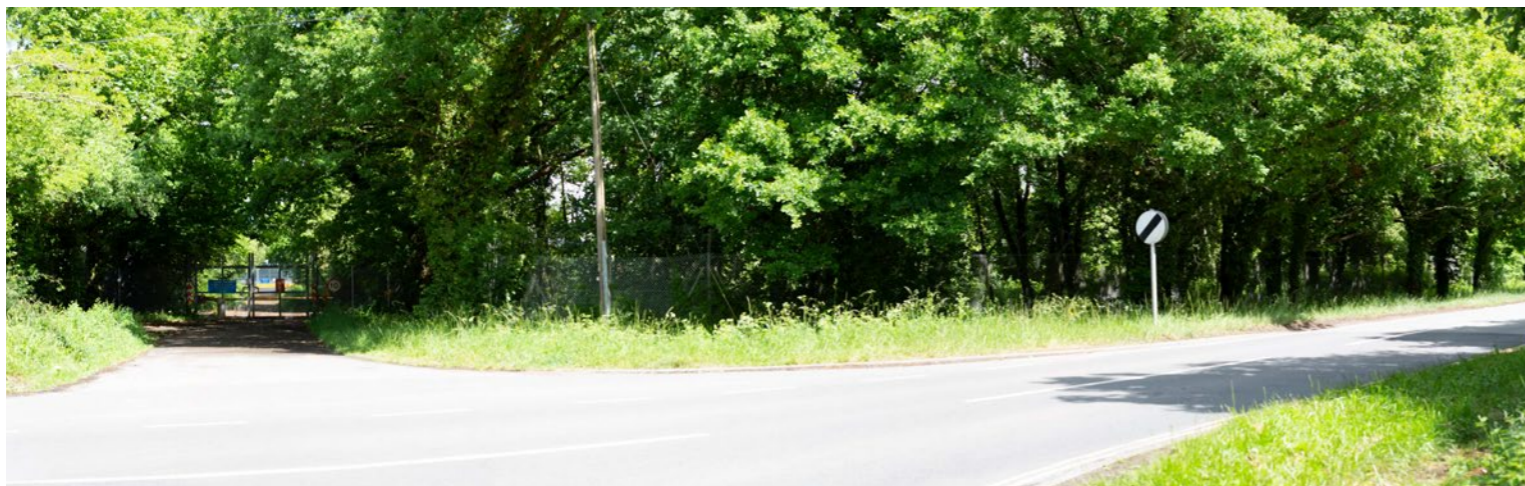


Figure 5. View towards purple parking from bonnets lane



Figure 6. Light Industrial unit on Perimeter Road South



Figure 7. Entrance ticket check Perimeter Road South

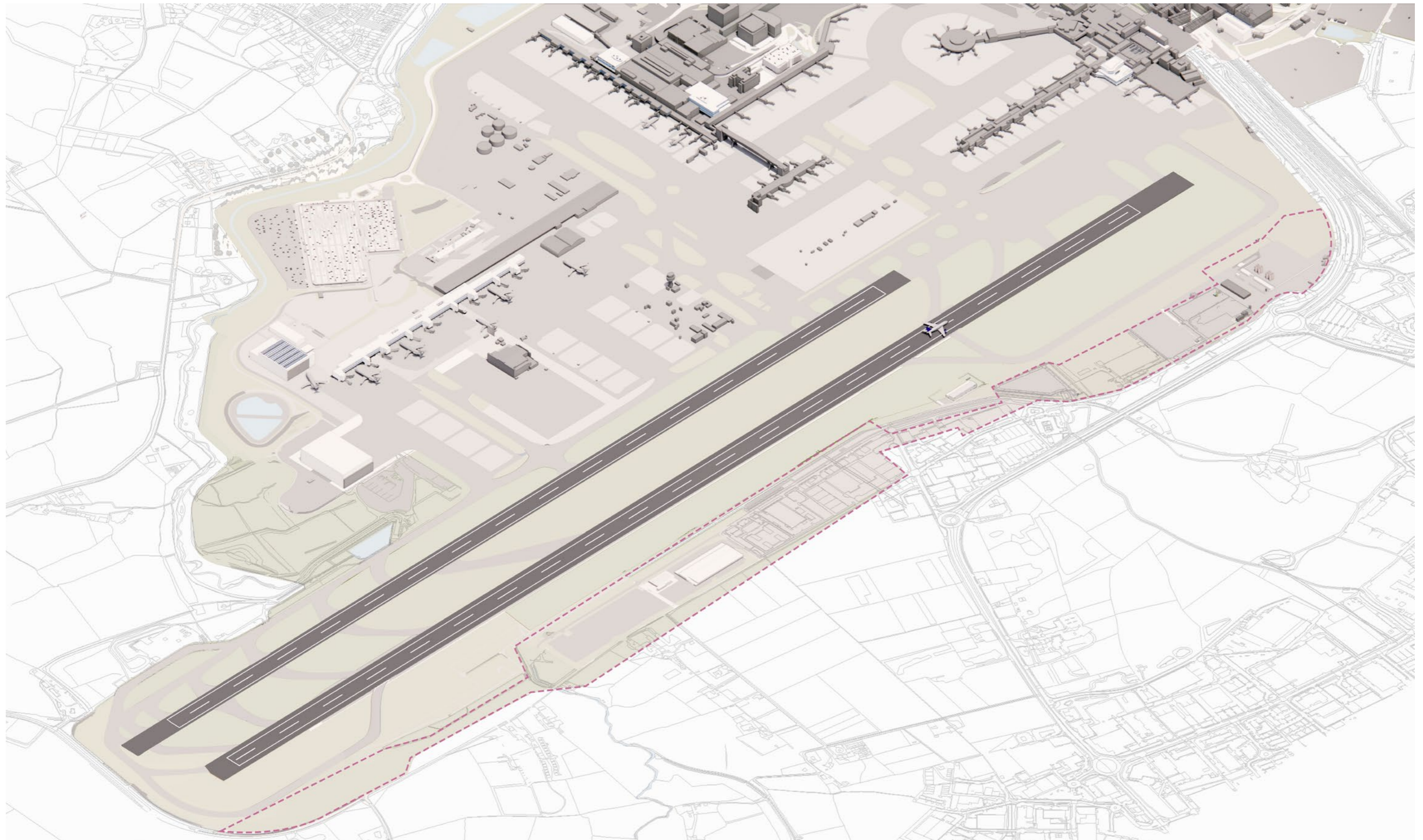


Figure 8. Illustrative View of Southern Zone Location

5.2.2 ZONE CONSTRAINTS

5.2.2.1 There are a number of features that constrain the type of development that may occur within this zone (Figure 9). These constraints include:

- a. The Flood Zone the south of the main runway.
- b. Existing woodland that borders the southern boundary of the zone.
- c. Accesses to operational buildings in the airfield that will need to be retained.
- d. Aerodrome safeguarding limitations set out in Section 3.4.

KEY

- | | | | |
|---|-------------------|---|---------------------|
|  | Zone |  | Car Parks |
|  | Flood zone |  | Existing Structures |
|  | Pond | | |
|  | River | | |
|  | Existing Woodland | | |

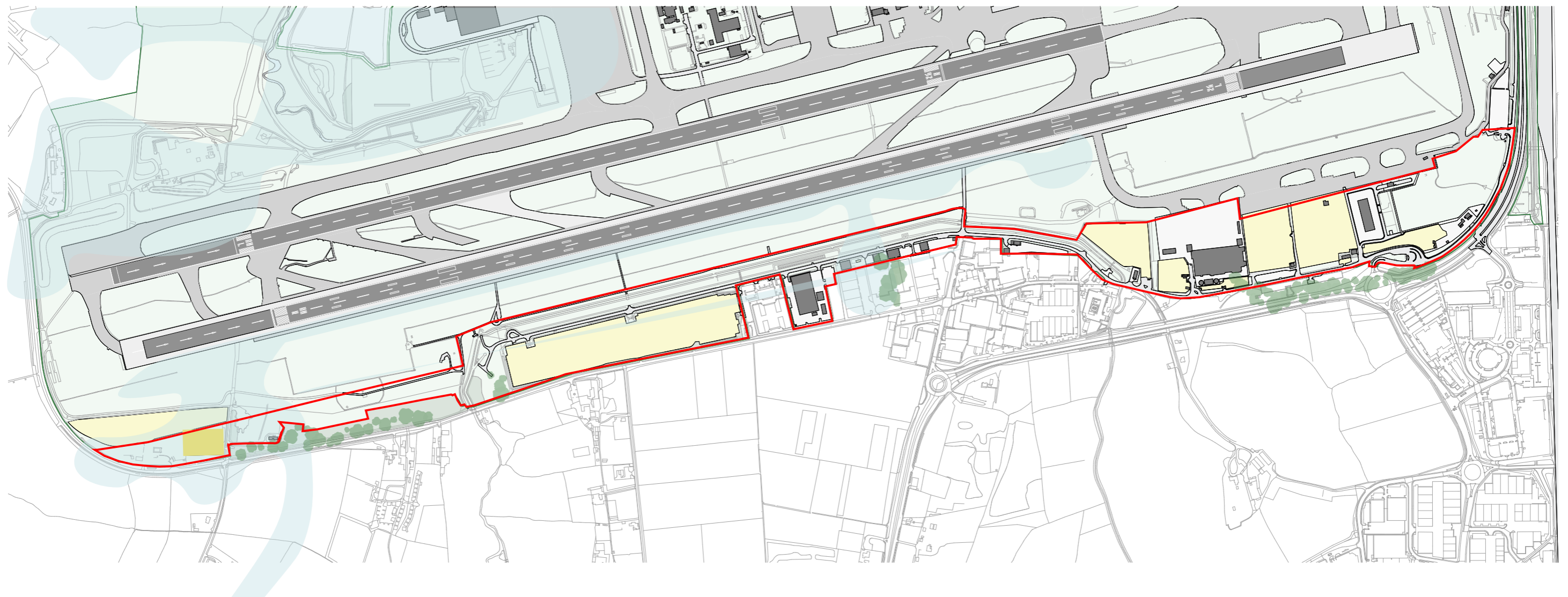


Figure 9. Existing Site Constraints - Southern Zone









5.2.3 ZONE PROJECTS AND LAND USE

- 5.2.3.1 The proposals within this zone are consistent with the existing land uses of the zone. Some transport and maintenance uses from the north-western area of Gatwick Airport will be moved to this zone and will be located within the eastern extent of the zone as shown on Figure 10.
- 5.2.3.2 Environmental mitigation in the form of habitat creation is proposed to be introduced in several corridors throughout the zone as marked on Figure 10.

- 5.2.3.3 The indicative locations of the works indicative in this zone are shown on Figure 10 and include:
 - a. Relocated grounds maintenance and airfield surface transport facilities.
 - b. Purple parking reconfiguration.
 - c. Car Park X deck parking and flood storage.
 - d. Ecological habitat creation.

5.2.3.4 The following sets out more detail of the proposals for each of these works.

KEY

	Zone		Airfield Stands
	Terminal Buildings *		Airfield Taxiways
	Car Parking *		Highways Works
	Operational Buildings *		Environmental Mitigation
	Commercial *		

* Darker shade indicates indicative building location on site

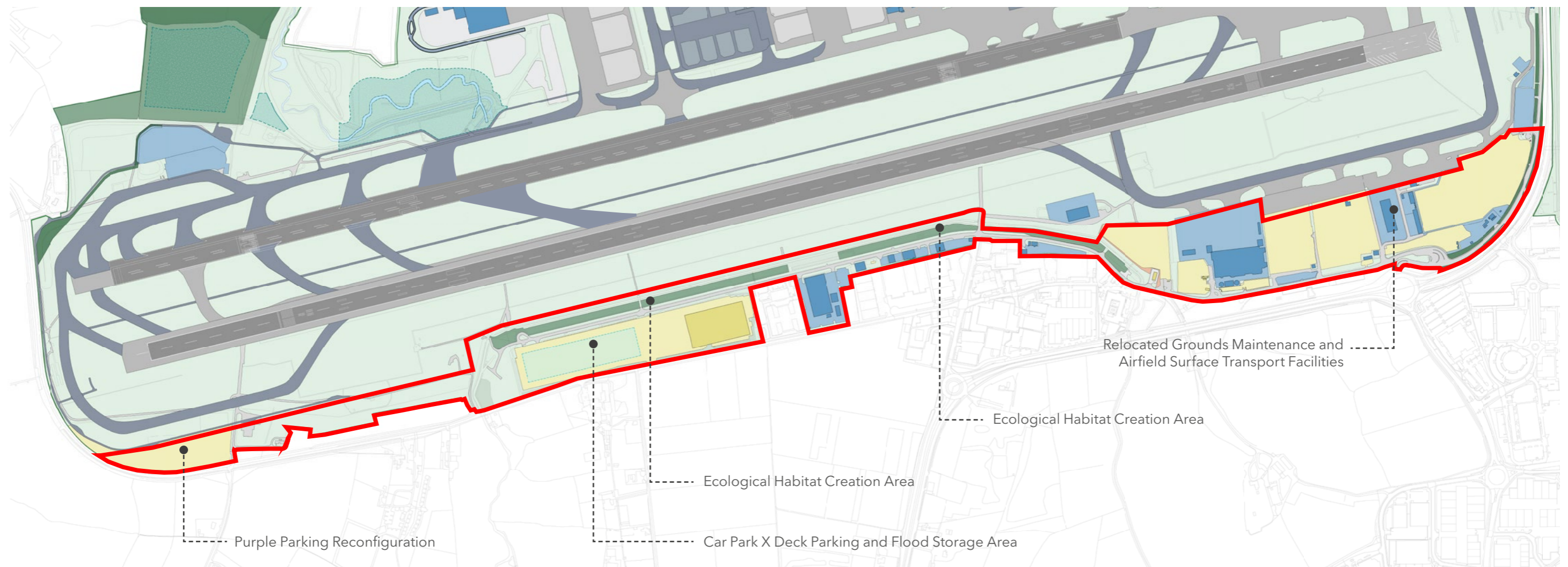


Figure 10. Indicative Land Use - Southern Zone

5.2.4 CAR PARK X DECK PARKING AND FLOOD STORAGE AREA

- 5.2.4.1 Car Park X is an existing surface parking facility used for staff parking (Figure 11) located along the southern perimeter of the zone. Sub-terrain flood storage is proposed beneath the parking area to mitigate fluvial flooding risk at Riverside Park and Horley, and provide betterment for the main runway. This will require excavation of the existing car park up to two metres in depth to provide for approximately 55,000 cubic metres of flood storage.
- 5.2.4.2 Over the flood storage area, the surface parking will be reinstated with the introduction of two new levels of deck parking (Figure 12 and Figure 14). The existing surface parking beyond the proposed structure will be retained. The car park would be use partly for staff parking and partly for the re-provided Purple Parking following completion of the excavation works, with restrictions on its use when flooding is anticipated.
- 5.2.4.3 Grade level parking would be provided for passengers to drop off their cars with an internal waiting area and bus pick up zone to take passengers to the terminal.
- 5.2.4.4 The long stay parking would provide approximately 3,284 spaces across a decked area that would be in a 'stepped' arrangement consisting of a single level and two levels above ground.
- 5.2.4.5 The car park will be an open steel deck structure with circulation cores and vehicle ramps
- 5.2.4.6 Perimeter Road South to the north of the site. The central access onto Charlwood Road is not currently used and is in a state of disrepair. This will be widened to accommodate the change in vehicle numbers entering the site and will provide clear and safe access. The staff parking which occupies the western portion of the site will still use Perimeter Road South.
- 5.2.4.7 Surface water from Car Park X will be connected to the River Mole via an outfall structure, which may take the form of a flapped culvert or other arrangement to allow fish to pass back into the River Mole following a flood event. A ramp from the existing road network would be provided to allow access to Car Park X.

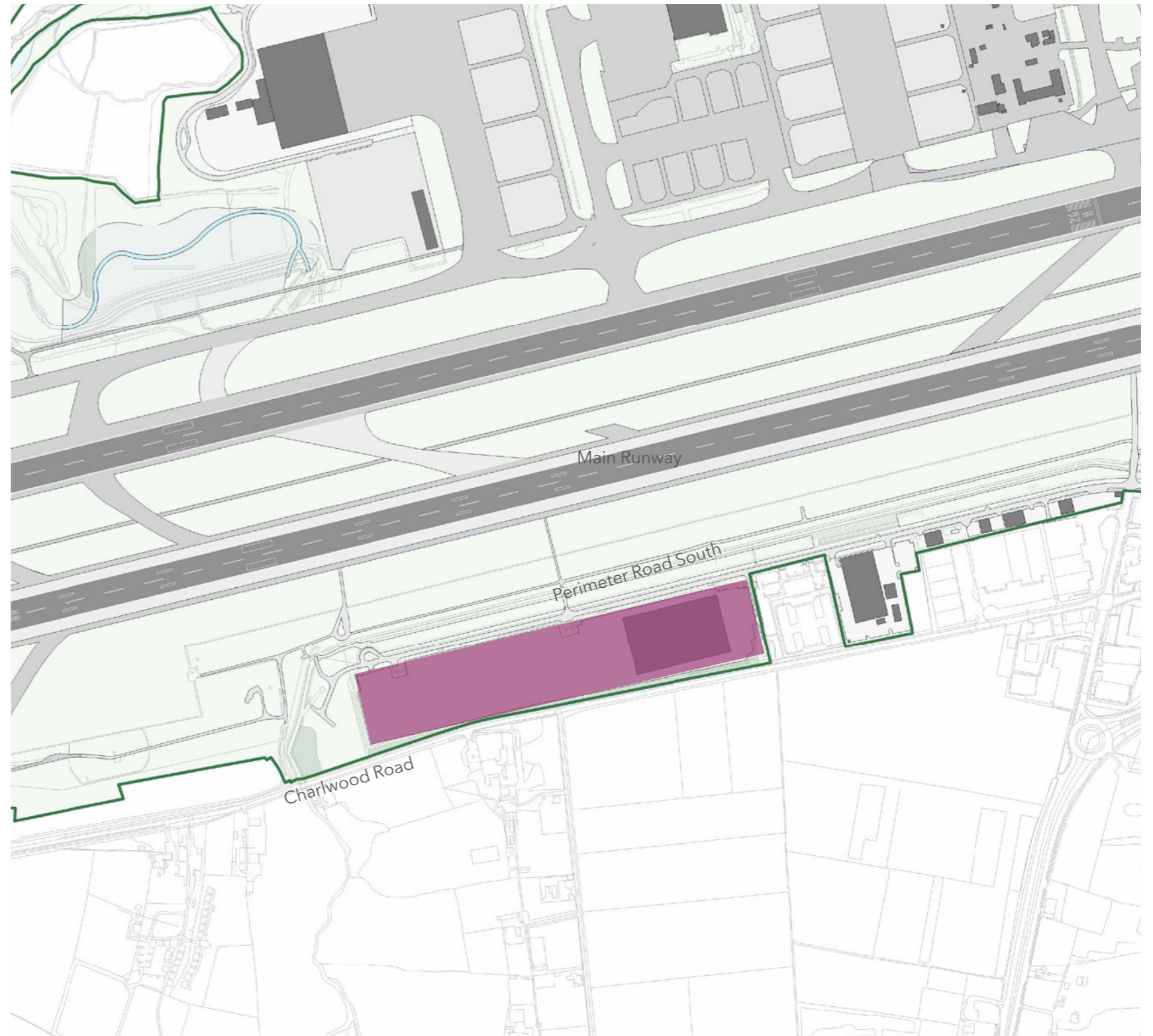


Figure 11. Car Park X Deck Parking and Flood Storage Area Overall Site Location

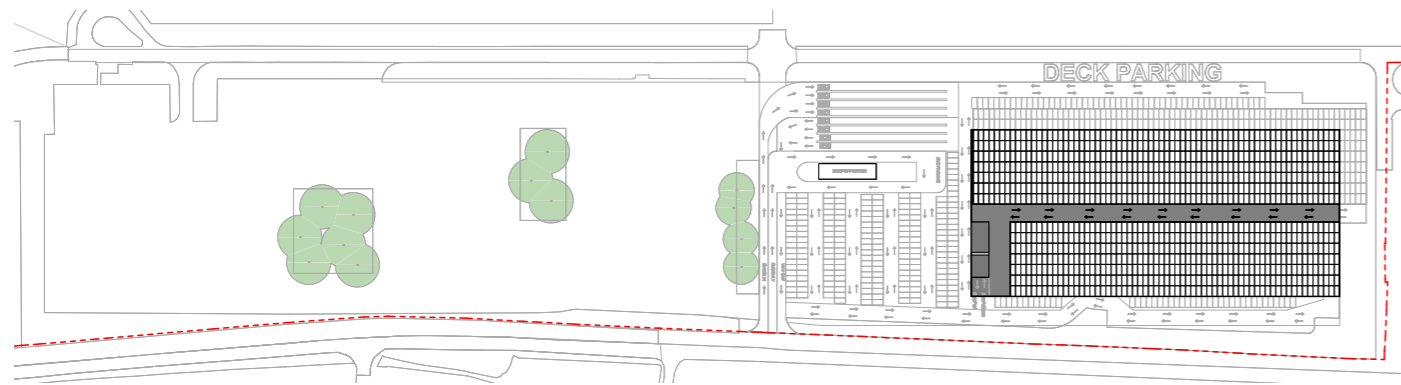


Figure 12. Indicative First Floor Plan - Car park X Deck Parking

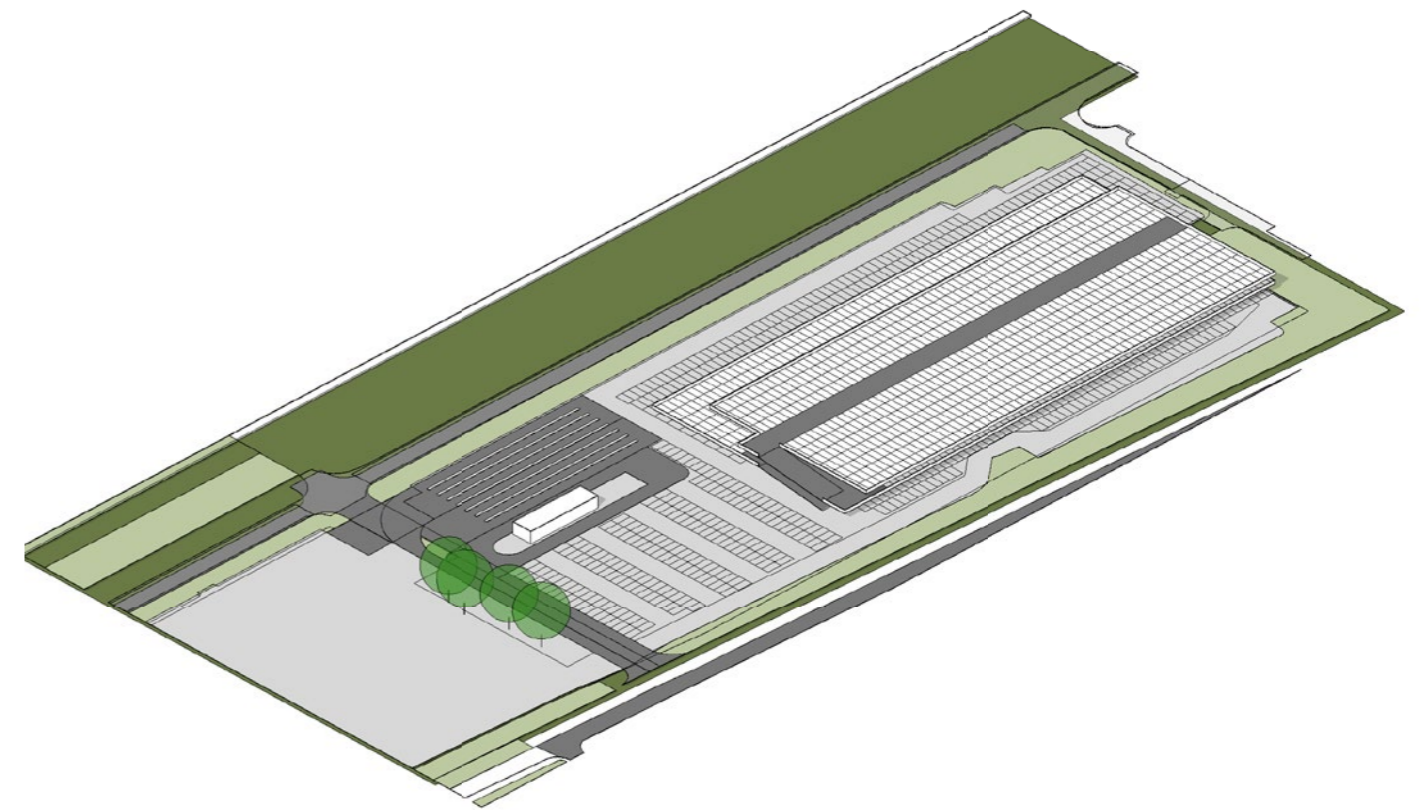


Figure 14. Indicative Massing Diagram - Car park X Deck Parking

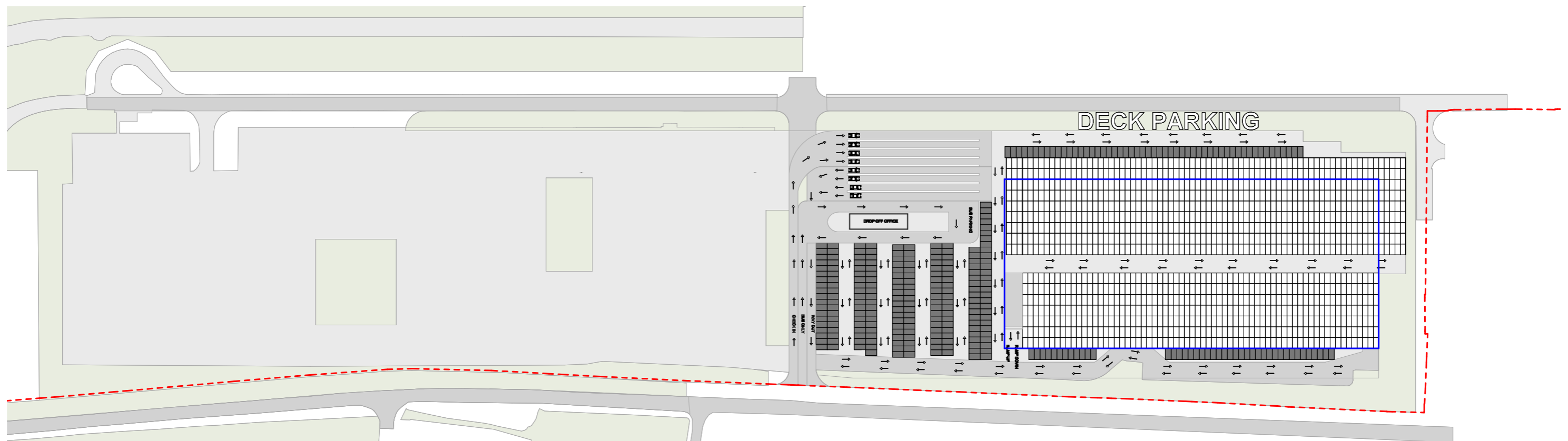


Figure 13. Indicative Site Plan - Car park X Deck Parking

5.2.5 RELOCATED GROUNDS MAINTENANCE AND AIRFIELD SURFACE TRANSPORT FACILITIES

- 5.2.5.1 The indicative works required for the relocation of the Grounds Maintenance and Airfield Surface Transport facilities will see the creation of two new maintenance buildings. These facilities are currently located to the north of the runways (as shown on Figure 15) but require relocation to facilitate the required changes to the taxiways for the indicative northern runway.
- 5.2.5.2 The Grounds Maintenance Facility supports the maintenance of Gatwick Airport's grounds and green spaces. The facility will consist of an open vehicle storage shed, closed tool shed, hazardous substances unit and a portacabin style office/welfare area. A yard would be required with sufficient space to park and turn vehicles, together with a green waste composting area.
- 5.2.5.3 The Airfield Surface Transport Facility is primarily a storage shed for grit/salt used to keep landside roads and car parks safe in icy conditions. New buildings would include open storage and vehicle sheds and a grit and salt store, together with a parking area. An autonomous vehicle maintenance building would be constructed near to Pier 5.
- 5.2.5.4 Figure 16 provides an illustrative view of how the built form of the facilities may appear.
- 5.2.5.5 A hard stand yard will also be required with sufficient space for vehicles to manoeuvre as well as a green waste composting area. Figure 17 shows an indicative layout of the indicative facilities and the access locations for vehicles.

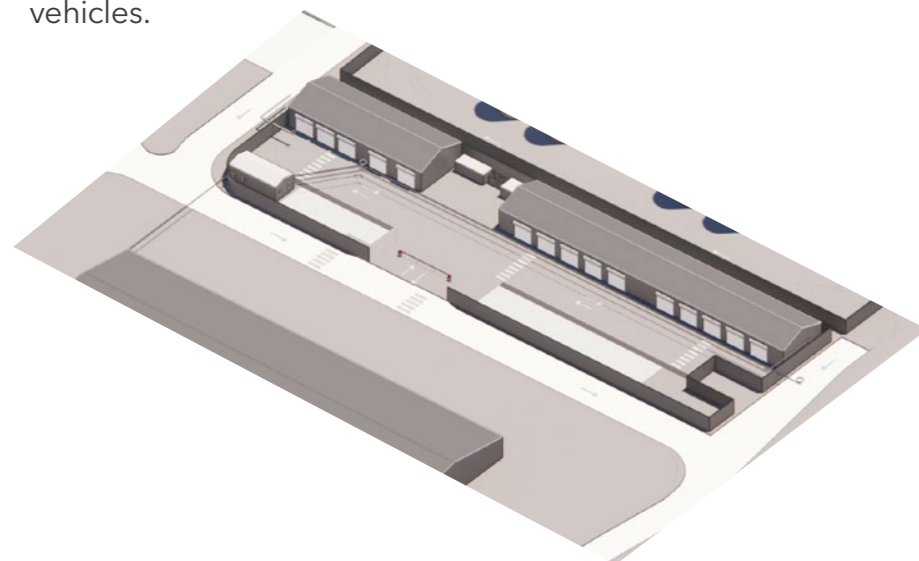


Figure 16. Indicative massing of Airfield Surface Transport Facilities

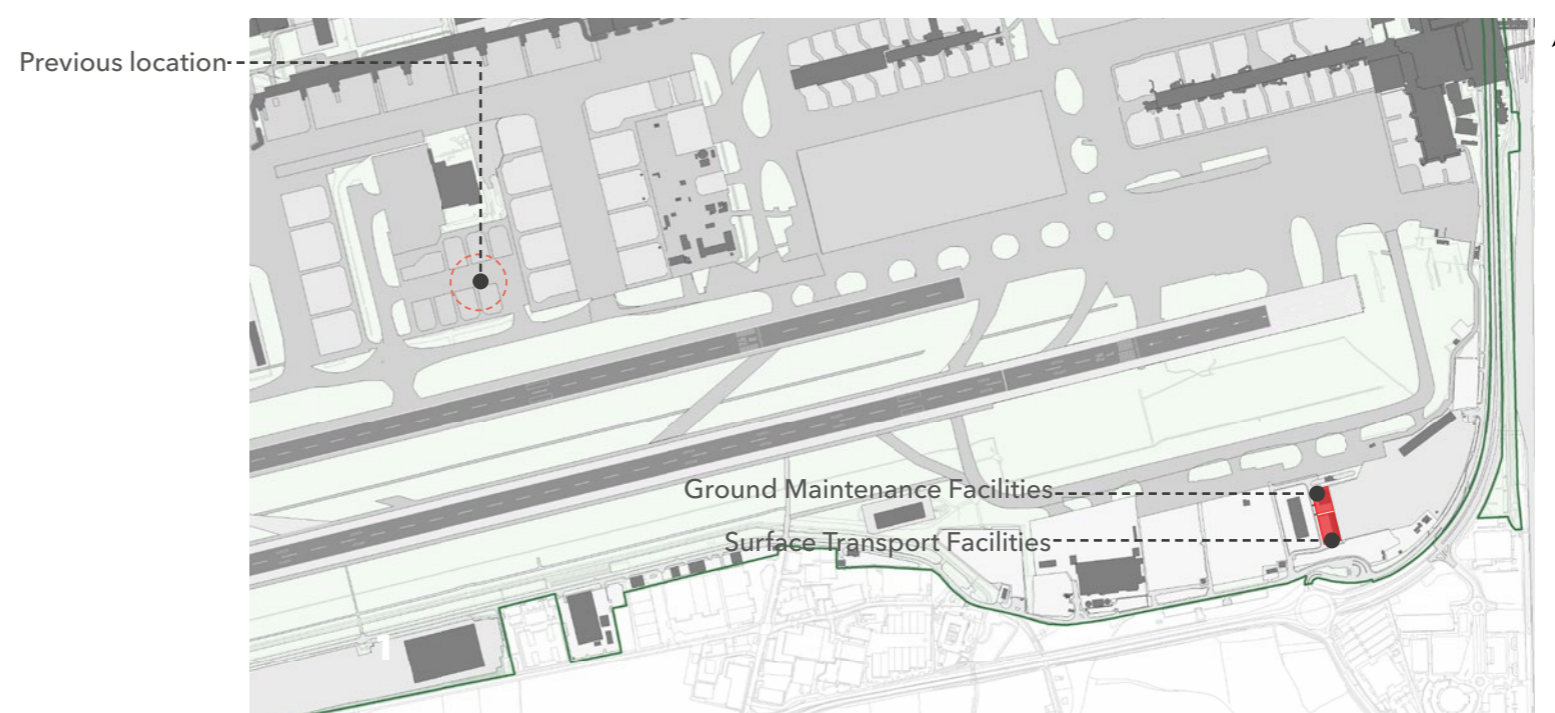


Figure 15. Indicative Relocated Grounds Maintenance and Airfield Surface Transport Facilities Overall Site Location

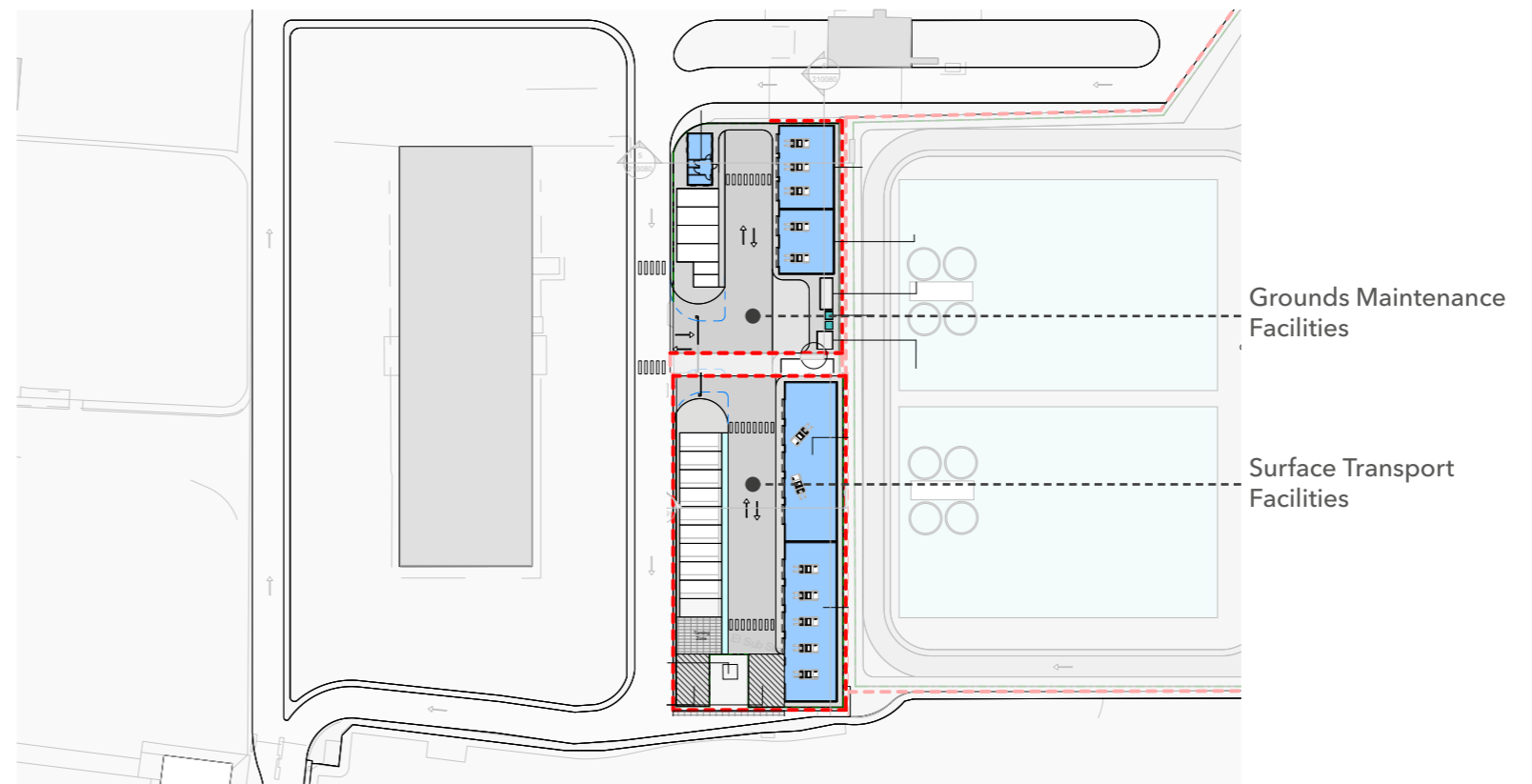


Figure 17. Indicative Site Plan - Airfield Surface Transport Facilities

5.2.6 PURPLE PARKING RE-CONFIGURATION

- 5.2.6.1 To accommodate the proposed 'end around west' taxiway that will serve the main runway, the northern boundary of the existing long stay public parking site (the purple parking site) (Figure 18) will be reduced and the deck structure demolished. A new secure fence between the site and the airfield will be constructed along the new boundary (Figure 20).
- 5.2.6.2 Lost car parking spaces will be re-provided within the zone at Car Park X (as set out in Section 5.2.5). The existing buildings at the site will remain with the surface parking being reconfigured within the new boundaries of the area. The surface parking area will provide up to 700 spaces.

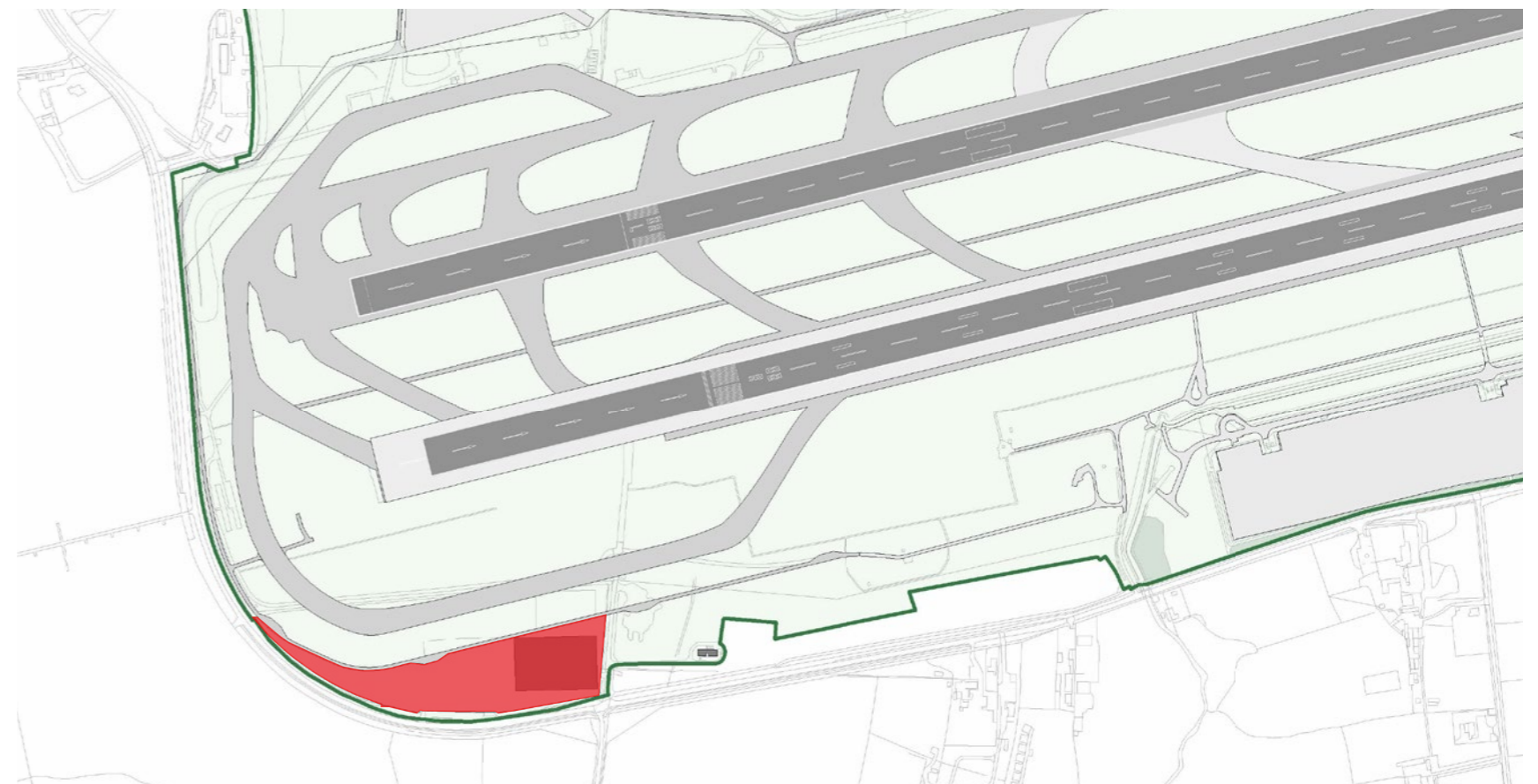


Figure 18. Purple Parking Re-Configuration Indicative Site Location

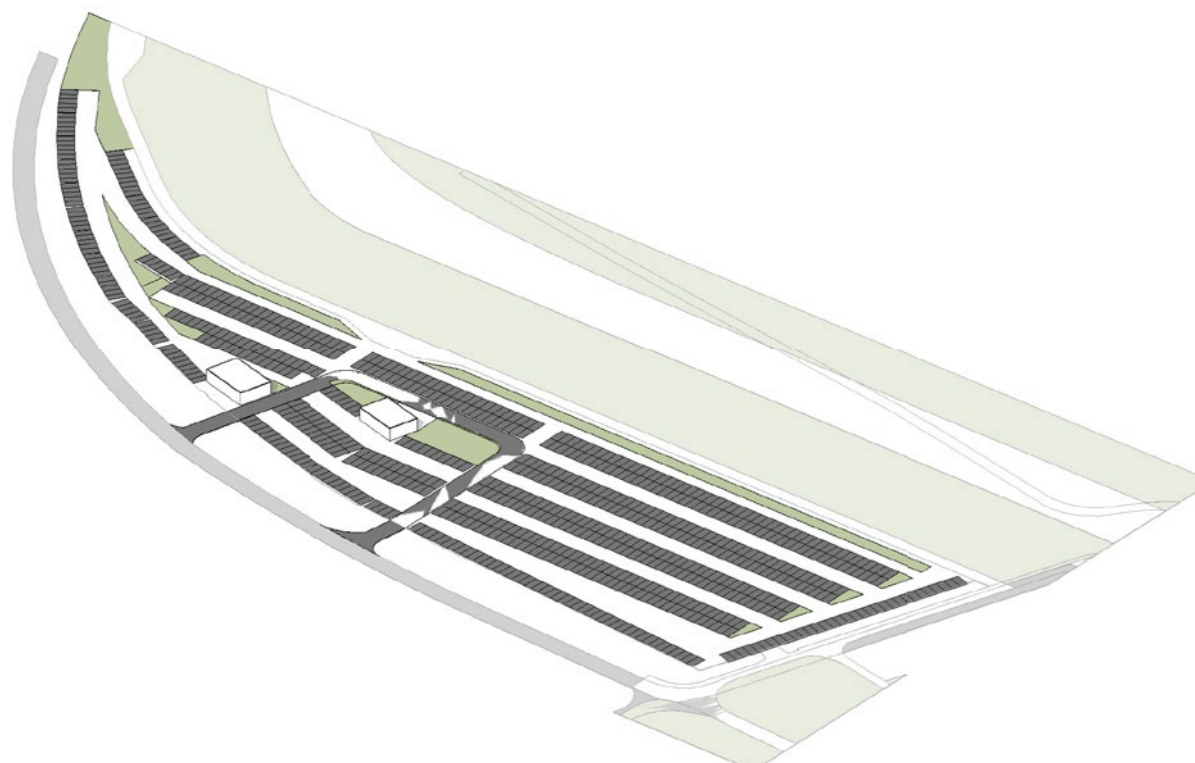


Figure 19. Purple Parking Re-Configuration Indicative 3D View

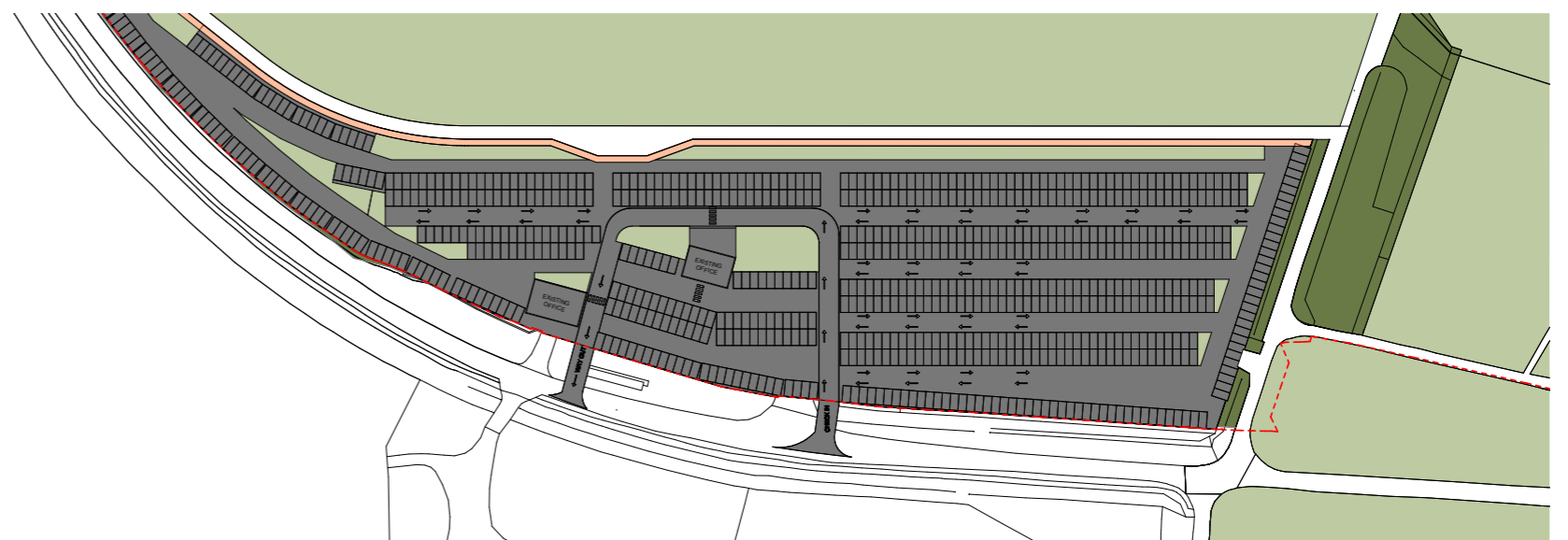


Figure 20. Purple Parking Re-Configuration Indicative Site Plan

5.2.7 ECOLOGICAL HABITAT CREATION AREA

5.2.7.1 Two new native hedgerows are proposed to be planted to the south of the airfield to provide improved habitat and ecological connectivity (Figure 22). The existing vegetation is not suitable for the local bat population and there is an opportunity to provide a habitat improvements. This would comprise of:

- a. The removal of the existing leylandii hedge alongside Perimeter Road East, which is of low ecological and landscape value. It would be replaced with a species rich native hedgerow approximately 125 metres in length.
- b. A new species rich native hedgerow would be planted in the five to six metre wide grass margin alongside Crawters Brook. The hedgerow would be approximately 750 metres in length and would provide an improved ecological corridor, suitable for foraging bats, connecting to Crawters Wood to the west.

5.2.7.2 The final planting scheme will be subject to detailed design. It will take into account the commitment to provide native hedgerows as well as other commitments set out in the Outline Landscape and Ecology Management Plan. The detailed planting plan will take into account aerodrome safeguarding regulations to avoid infringement on obstacle limits and attraction of wildlife.



Figure 21. Typical Species Rich Hedgerow Planting

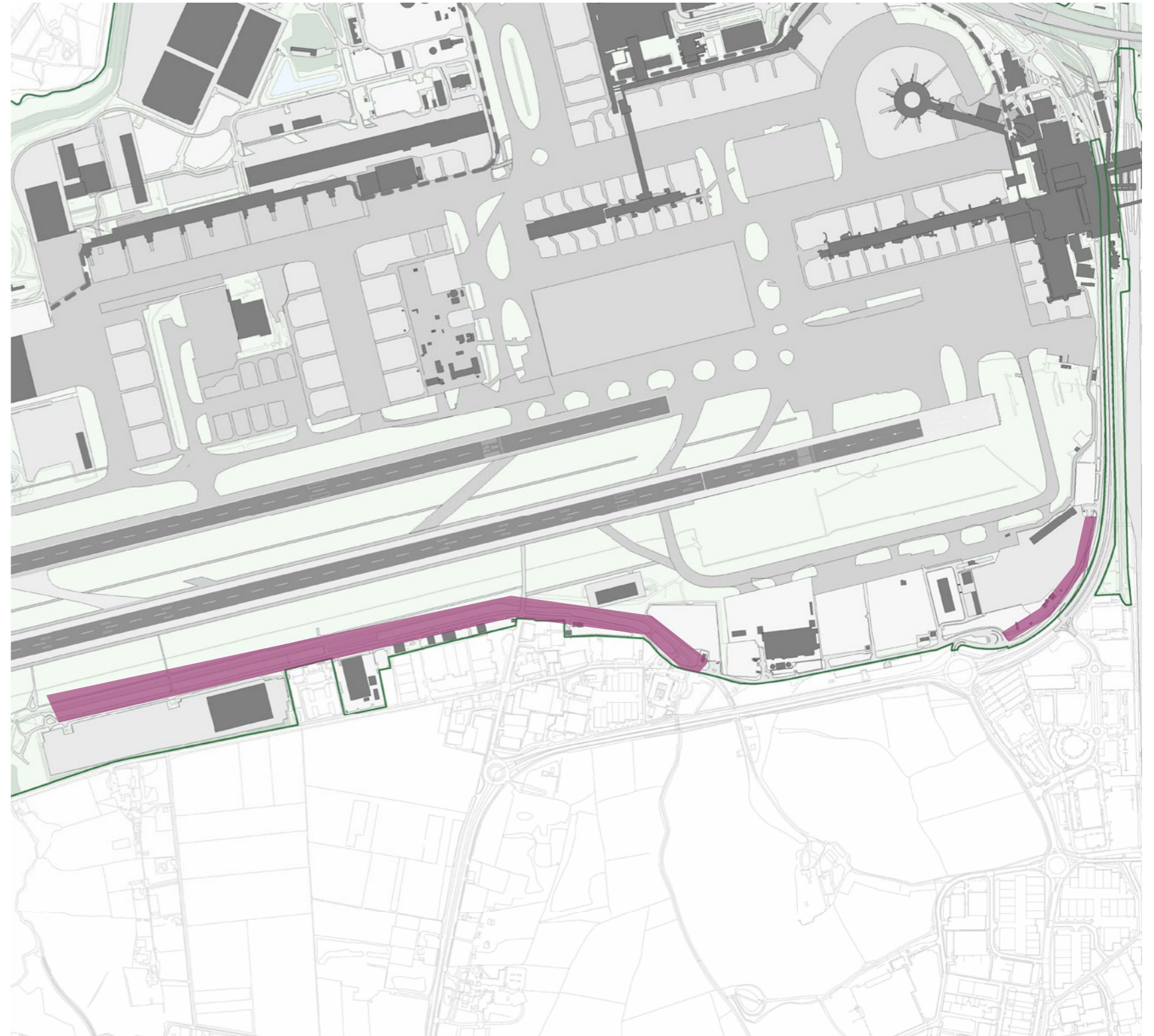


Figure 22. Ecological Habitat Creation Area Overall Site Location

5.2.8 BUILDING HEIGHTS

- 5.2.8.1 The zone is currently low in density and building height with the BA Hangar building being the most significant at around five storeys tall.
- 5.2.8.2 The greatest increase in built form at the eastern extent of the zone will be for the provision of the Ground Maintenance Facility and the Airfield Surface Transport Facility. The indicative building heights are shown on Figure 23.
- 5.2.8.3 The Grounds Maintenance Facility would have an approximate area of 1,230 square metres with a maximum height of 8 metres. The Airfield Surface Transport Facility would have an approximate area of 1,440 square metres with a maximum building height of 15 metres. These buildings would be located in an area that currently contains buildings of a similar height and larger area.

- 5.2.8.4 The works proposed at Car Park X would see the construction of two storeys of parking up to 11 metres in height with an indicative footprint of 120 metres by 70 metres at the south-eastern section of the car parking site which is currently surface parking only. A single storey of parking is proposed immediately north of the two storeys with a height of approximately 7 metres and an approximate footprint of 120 metres by 20 metres.
- 5.2.8.5 The proposed reconfiguration works at the Purple Parking area will see a reduction in built form at that location due to the removal of the existing deck parking structure.
- 5.2.8.6 The Parameter Plans discussed in Section 7 of this DAS provide the parameters in which the projects must be built within. The maximum building heights are also illustrated on the Parameter Plans that form part of the DCO application. These are further discussed in Section 7 of this DAS.

KEY	
EXISTING BUILDINGS	INDICATIVE BUILDINGS
■ 0 - 5 metres	■ 0 - 5 metres
■ 5 - 10 metres	■ 5 - 10 metres
■ 10 - 20 metres	■ 10 - 20 metres
■ 20+ metres	■ 20+ metres

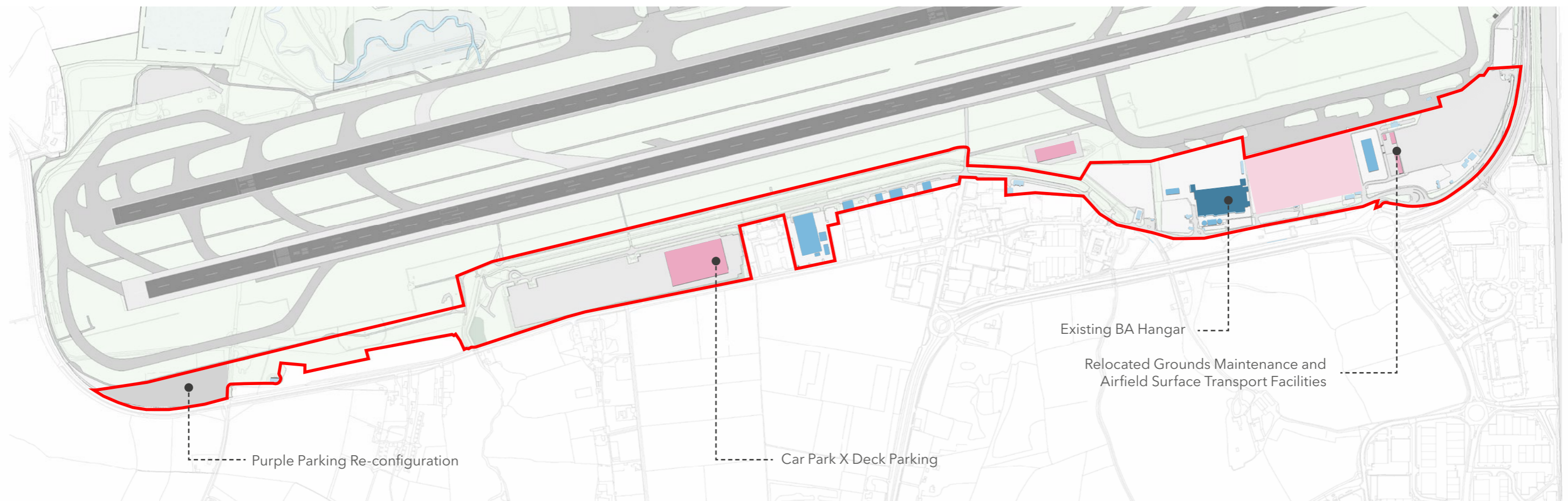


Figure 23. Indicative Building Heights - Southern Zone

5.2.9 ACCESS

5.2.9.1 The existing and proposed access arrangements within this zone are shown on Figure 24.

5.2.9.2 This indicative Grounds Maintenance and Surface Transport Facility area of the site is currently accessed by vehicle from the existing route along the western perimeter which links Perimeter Road South and the airfield security search post. This is operated as a one-way loop in a clockwise direction around the existing storage buildings to the west. Both facilities will be accessed from this loop road which will be updated to accommodate the movement of gritter vehicles in and out of the site in both directions. The gritters will be required to access airport roads and airside facilities for winter maintenance. It will use a multi-hog with varying sizes of attachments so the indicative design will accommodate the widest

likely vehicle. The Surface Transport facility has also been designed to allow for 16.5 metres HGVs to enter and exit the site with a defined turning area at the end of the car parking area. Parking will be provided along the eastern edge of this area with defined safe walkways provided to the office, vehicle and equipment buildings.

5.2.9.3 Car Park X is currently accessed from Perimeter Road South at its northern entrance. There is a central access onto Charlwood Road however due to its poor condition, it is not currently used.

5.2.9.4 The Project will see this access widened to accommodate the increase in vehicles access the site and to provide clear and safe access. The staff parking area which occupies the western portion of the site would continue to be accessed via Perimeter Road South.

5.2.9.5 The vehicle entrance for the purple parking site will remain unchanged and would continue to be from Low Field Heath Road.

5.2.9.6 The indicative areas of ecological habitat would not be accessible by the public nor users of Gatwick Airport. Access for creation and maintenance would be via existing access routes.

5.2.9.7 The restricted zone of Gatwick Airport is controlled by fencing with access at key points around the estate with one such control point to the west of this zone. This allows vehicular access to the airfield through a security search facility and is not accessible by members of the public.

KEY

- Zone
- - - Road Access

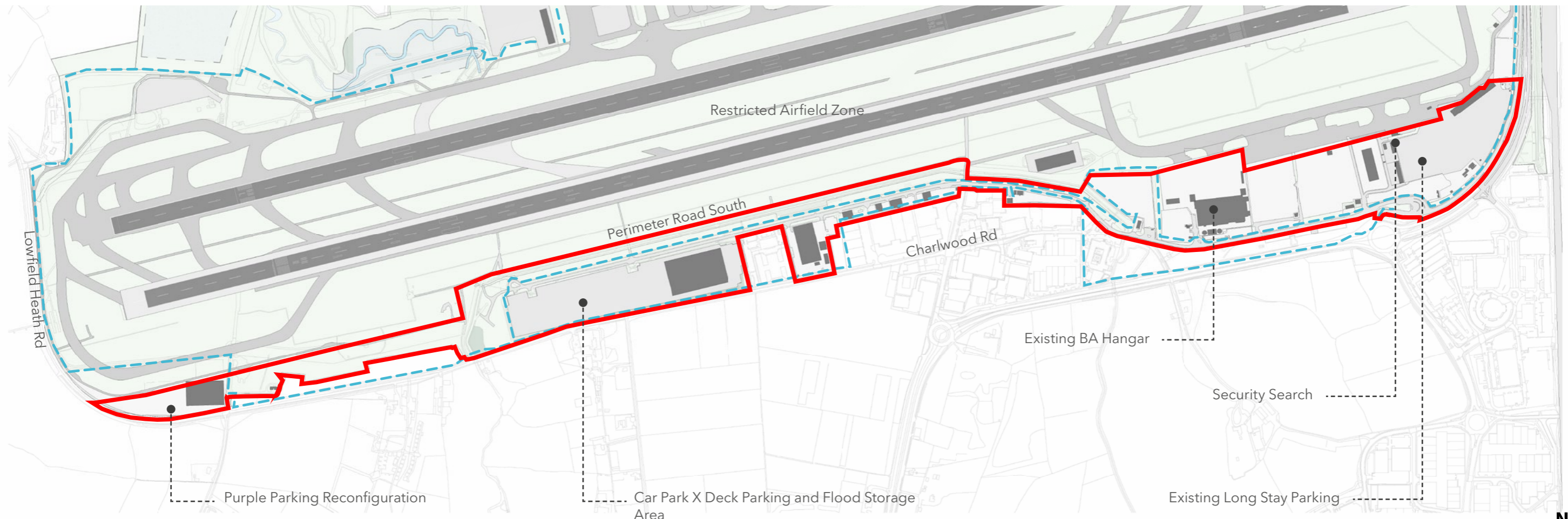


Figure 24. Access - Southern Zone



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An aerial photograph of an airfield and surrounding area, overlaid with a white outline that defines a specific zone. The zone is shaded in a dark red color. The text '5.3 THE AIRFIELD ZONE' is centered within this shaded area in white, bold, uppercase letters. The map shows various structures, roads, and terrain features.

5.3 THE AIRFIELD ZONE

5.3.1 ZONE CHARACTERISTICS

- 5.3.1.1 The Airfield zone contains the runways and apron areas (Figure 25). The zone extends from the eastern site boundary with the London to Brighton mainline to the western site boundary with Lowfield Heath Road along its western border.
- 5.3.1.2 The existing land use of the Airfield zone is linked to the aerodrome operations including runways (Figure 27), taxiways and hard standing for planes.
- 5.3.1.3 Whilst relatively sparse of buildings, there are a number of operational facilities including the main and emergency control towers, airside operations buildings and the Boeing Hangar (Figure 29) and Hangar 7.
- 5.3.1.4 This zone is a secure restricted zone only accessible through security checkpoints or through the adjacent terminal buildings. The two vehicle access points are to the north near Pier 7 (outside of this zone) and to the south-east.

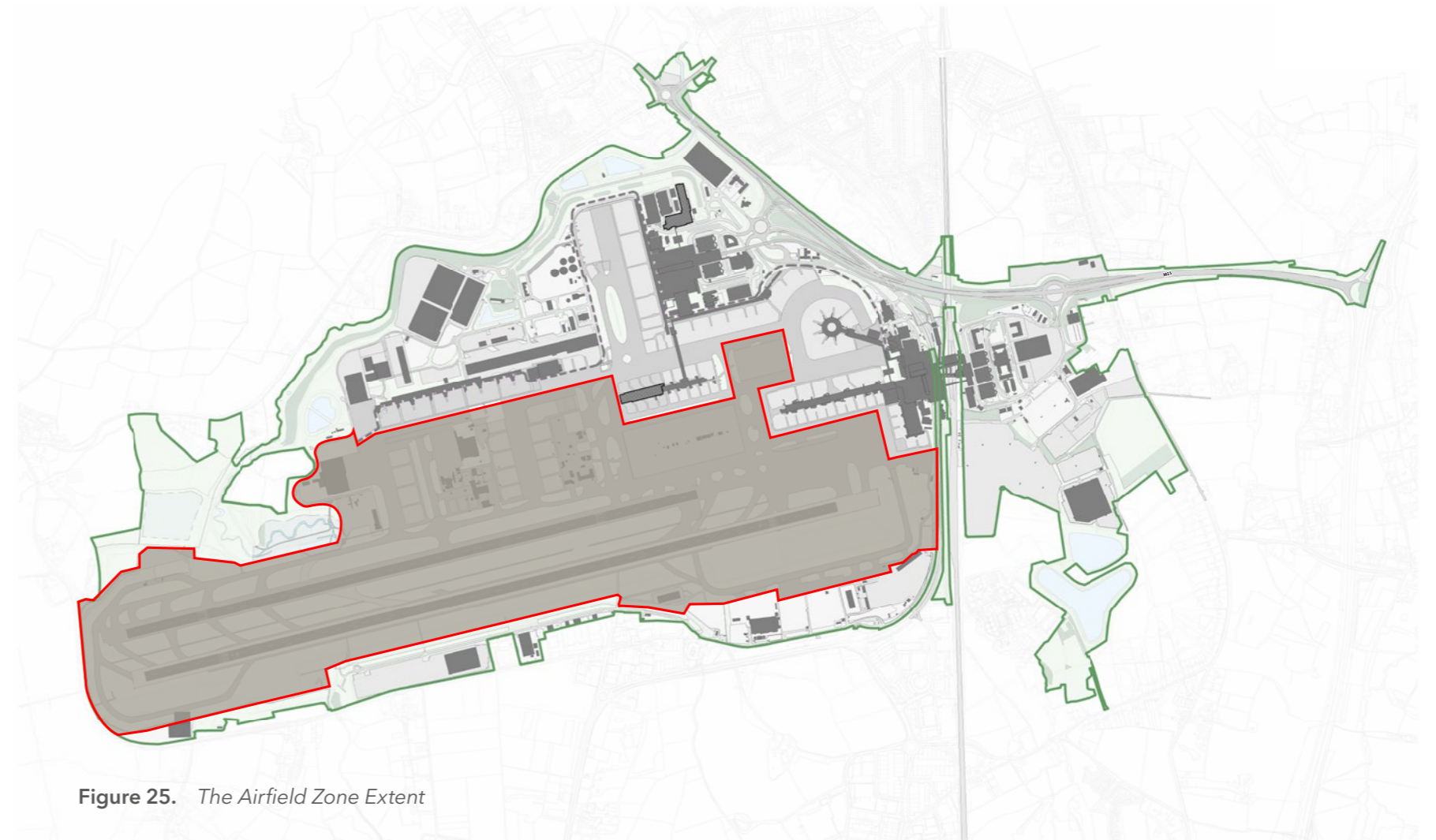


Figure 25. The Airfield Zone Extent



Figure 26. View from the apron towards South Terminal



Figure 27. View of the Northern Runway



Figure 28. View of fire training ground



Figure 29. View towards Boeing Hangar

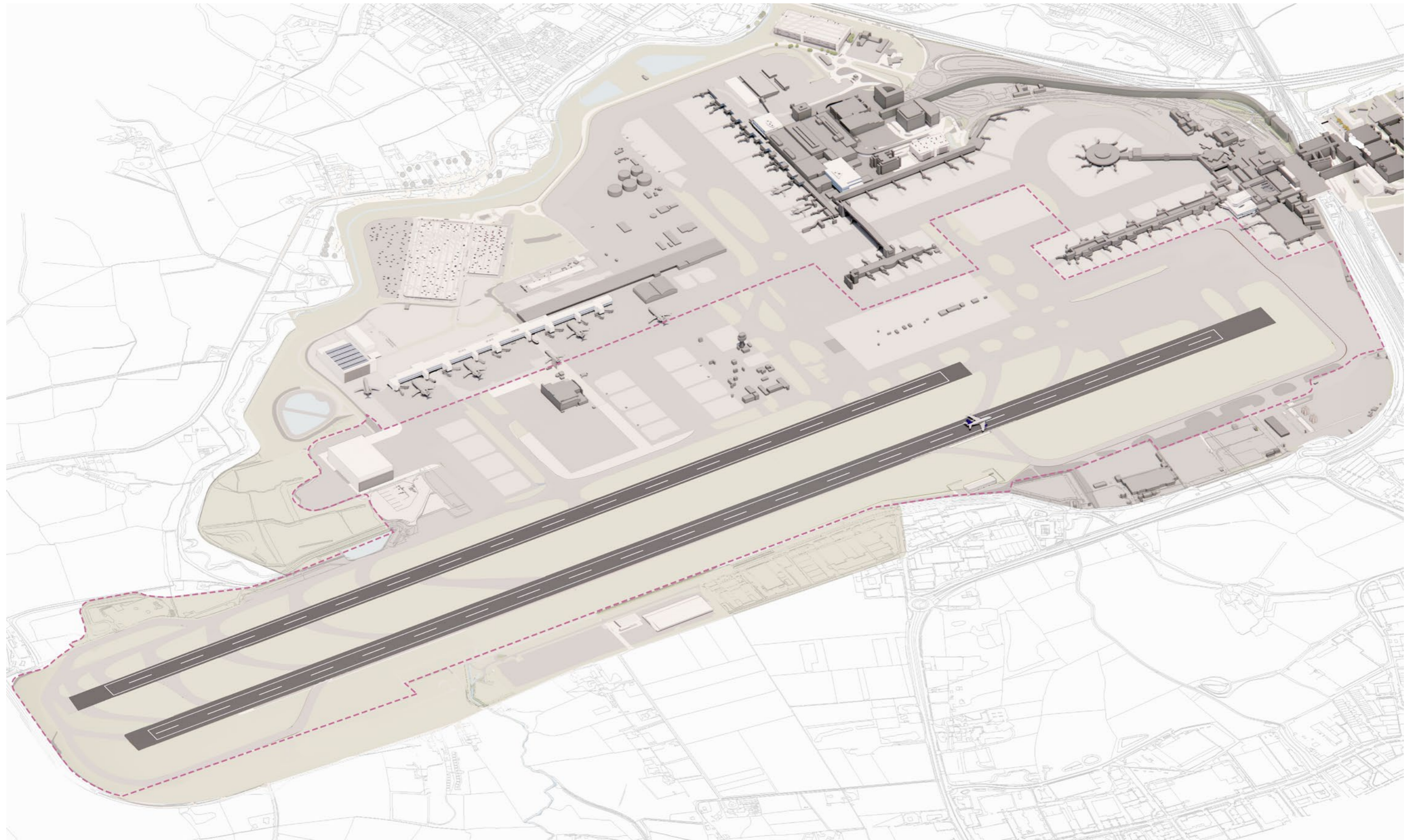


Figure 30. Illustrative View of the Airfield Zone Location

5.3.2 ZONE CONSTRAINTS

- 5.3.2.1 The airfield is constrained by its operational requirements more than it's physical constraints (shown on Figure 31). The design of the airfield is tightly controlled by national and international standards and technical requirements regarding the operation of aircraft. This governs the type of construction, landscape planning and the height of any structures.
- 5.3.2.2 The zone experiences some flood risk however this is mitigated by various existing and indicative flood strategies.

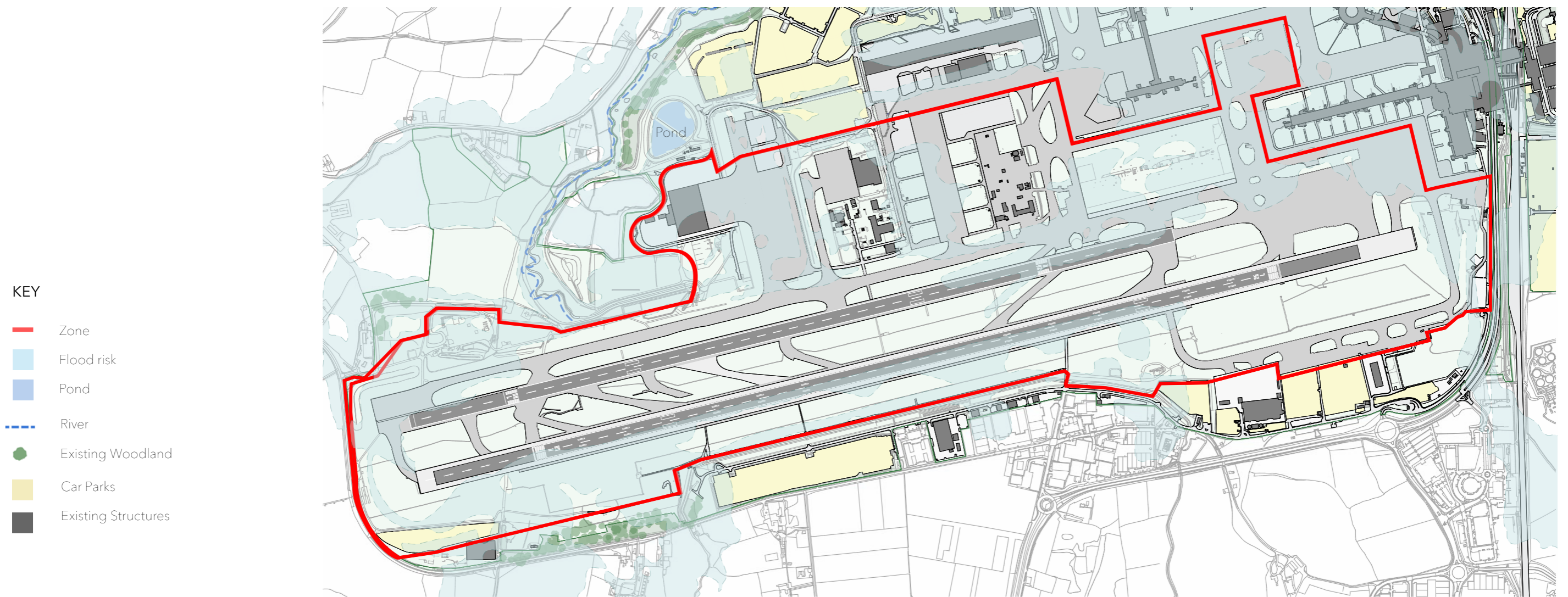


Figure 31. Existing Site Constraints - Airfield Zone



5.3.3 ZONE PROJECTS AND LAND USE

5.3.3.1 The existing land use of the airfield zone is linked to the aerodrome operations including runways, taxiways and hard standing for planes the proposed land use as shown on Figure 32 remains consistent with these uses.

5.3.3.2 The Project proposes alterations to the existing northern runway which, along with lifting the current restrictions on its use, will enable dual runway operations.

5.3.3.3 To facilitate this change in operations, the northern runway is required to be moved further north as a consequence, there will be a series of changes to the exit taxiways and end around taxiways that lead the planes off the runways and towards the terminal buildings. Plane stands will also be provided remotely to the terminal buildings which will be served by bus, as well as the new pier.

5.3.3.4 A number of changes will be implemented to the access roads around the airfield to provide vehicle access for security and maintenance.

5.3.3.5 In summary, the works proposed in this zone are:

- a. Airfield works.
- b. Relocation of the northern runway.
- c. Fire training ground and substation J.
- d. Provision of an airport fire station.
- e. Noise mitigation boundary treatments.

5.3.4 These are shown on Figure 32 and described in the following text.

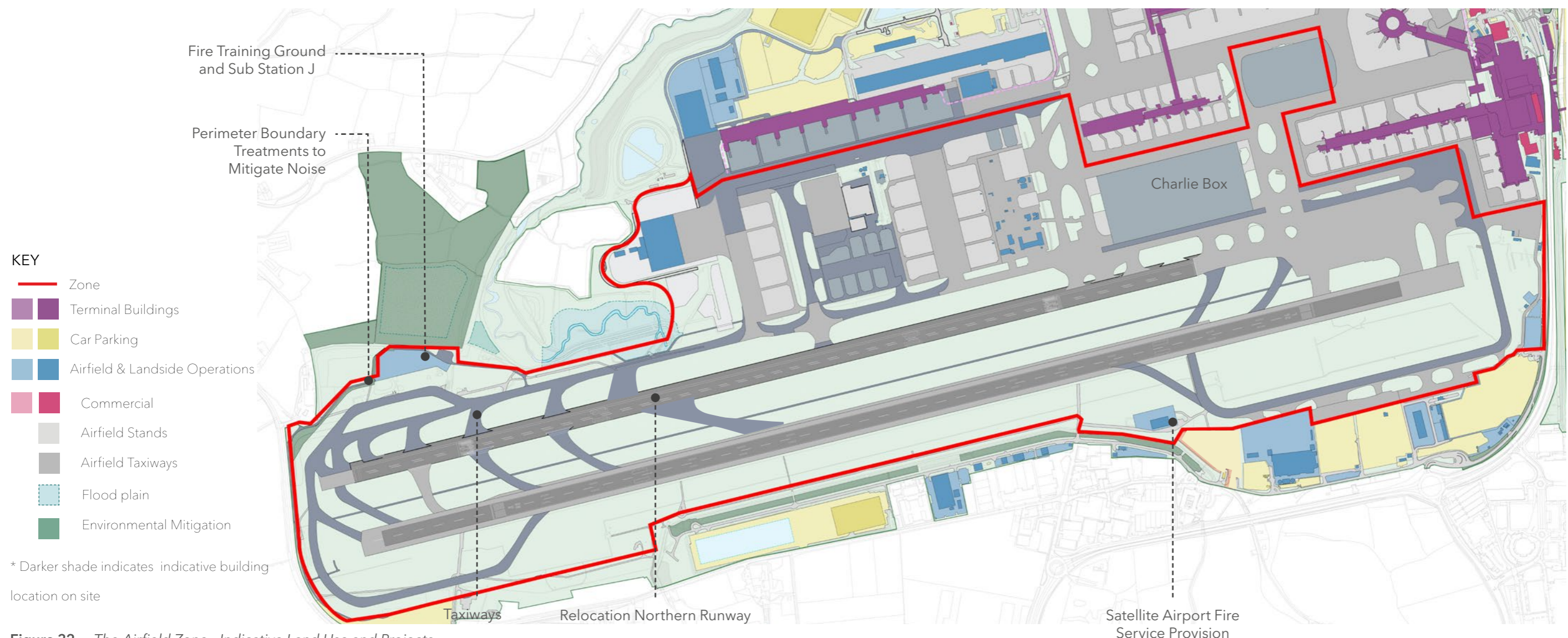





Figure 32. The Airfield Zone - Indicative Land Use and Projects

5.3.5 EXISTING AIRFIELD

- 5.3.5.1 To assist with visualising the indicative proposals for the airfield Figure 33 below shows the existing airfield arrangement.
- 5.3.5.2 The main runway is the southernmost runway with the existing northern runway located parallel directly north.
- 5.3.5.3 The various taxiways that allow for aircraft to move around the airfield are marked on Figure 33.

-  Existing Runway
-  Existing Roads
-  Existing Water
-  Existing Grasslands

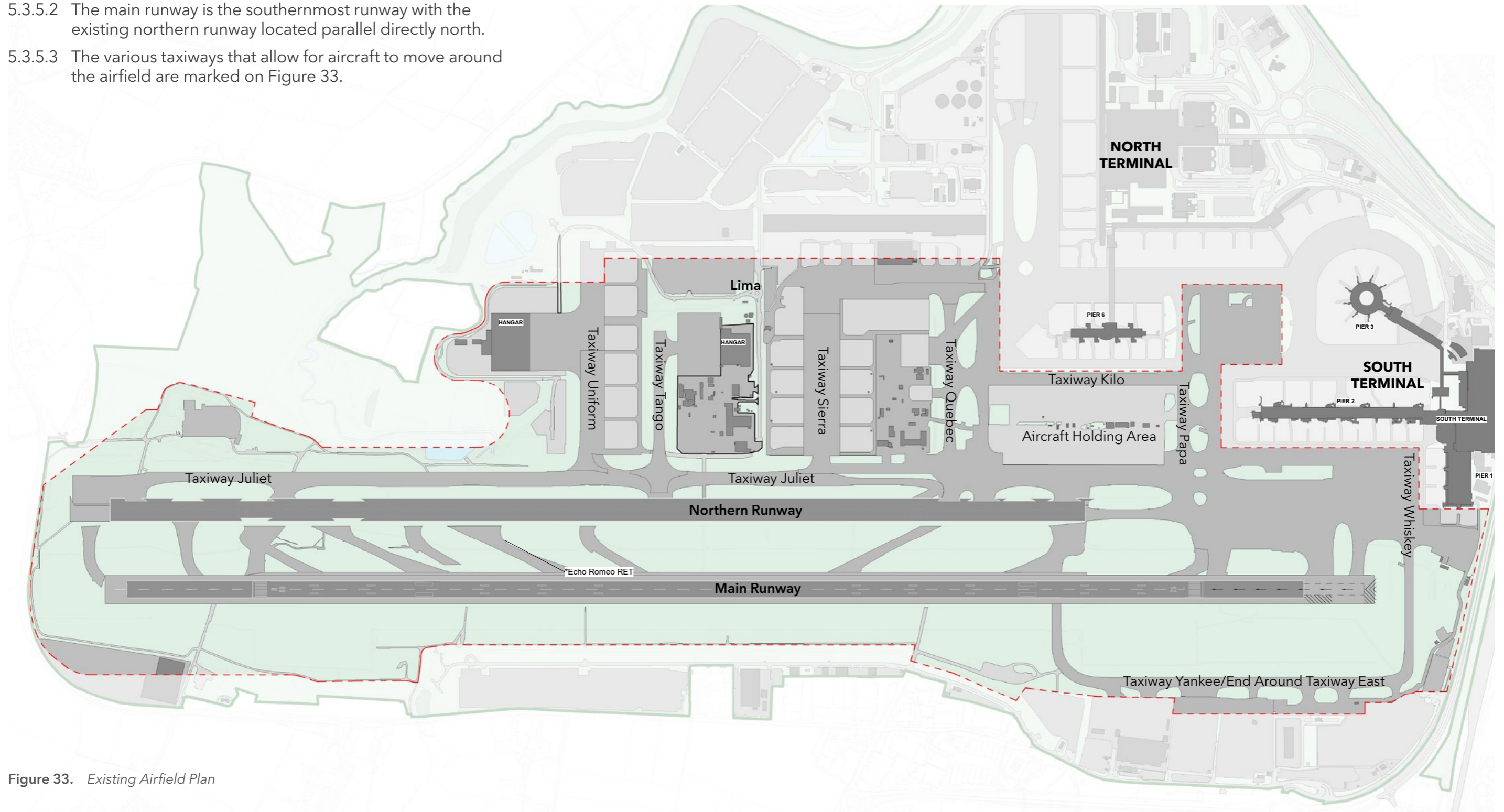


Figure 33. Existing Airfield Plan

5.3.6 INDICATIVE AIRFIELD

5.3.6.1 Figure 34 below shows the proposed changes to the airfield. The elements have been categorised into the following elements.

- Runway
- Exit Taxiway
- Taxiway
- End Around Taxiway
- Stand
- Access Road

- The proposed changes involving these elements are described in Section 5.3.7 and Figures 35 to 38.

Indicative Works	Existing
■ Northern Runway	■ Existing Runway
■ Exit Taxiways	■ Existing Roads
■ Taxiways	■ Existing Water
■ End Around Taxiways	■ Existing Grasslands
■ Stands / Holding Areas	
■ Access Roads	

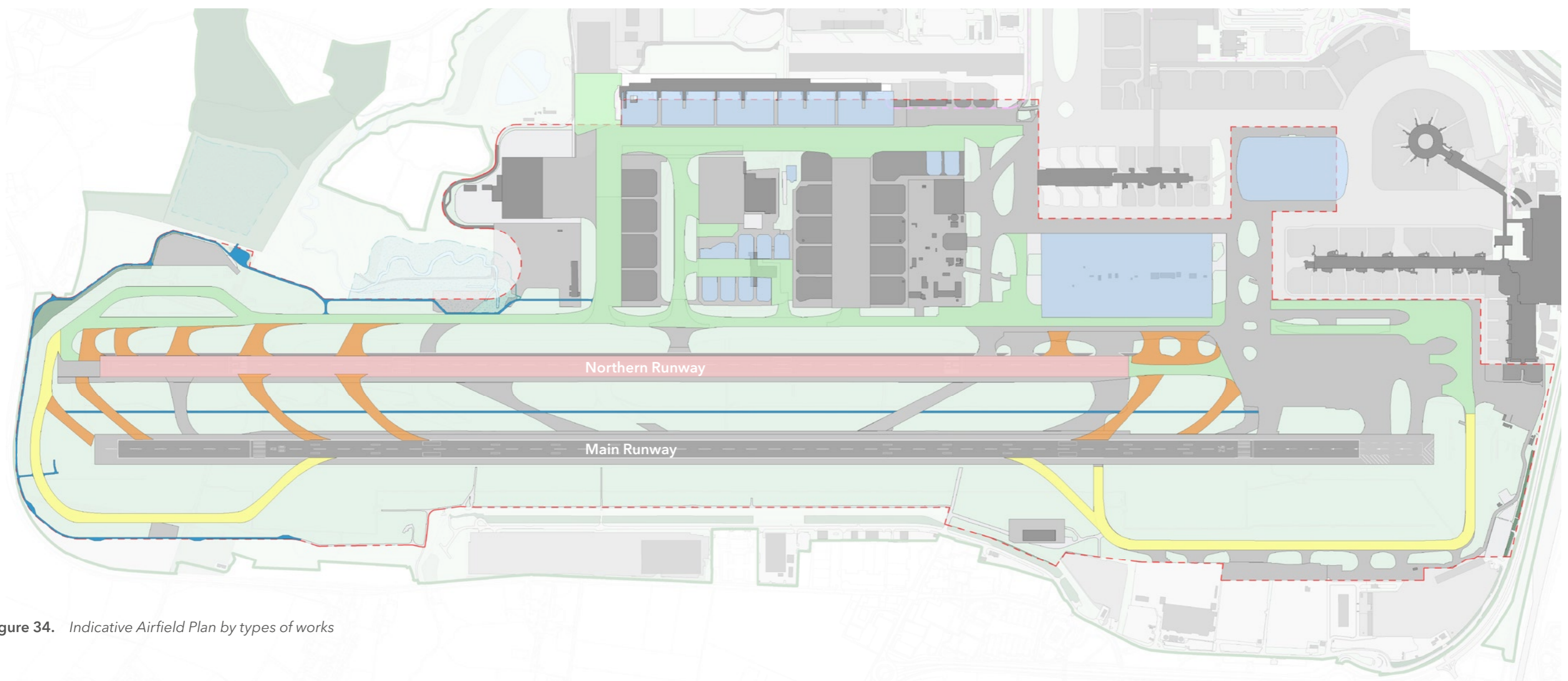


Figure 34. Indicative Airfield Plan by types of works

5.3.7 NORTHERN RUNWAY AMENDMENT & CHANGES TO THE AIRFIELD

Alterations to the Northern Runway

- 5.3.7.1 The existing northern runway will be adjusted to reposition the centreline 12 metres further north to ensure a minimum separate distance of 210 metres between it and the main runway (Figure 35). This distance is required to comply with European Aviation Safety Agency standards for closely spaced parallel runways. The repositioned northern runway will retain an approximate width of 45 metres, with 7.5 metre wide shoulders.
- 5.3.7.2 The runway alterations will consist of the creation of additional hard stand. Where redundant areas of tarmac are located, including the redundant 12 metre strip of hard stand to the south, they will be removed and replaced with grass.

Reconfiguration of Taxiways

- 5.3.7.3 A number of existing taxiways will require improvements and realignment to accommodate the alterations to the northern runway and to provide sufficient room for the safe manoeuvre of aircraft.
 - a. **Exit/Entrance Taxiways:** Six new exit/entrance taxiways to/from the main runway will be required as part of the Project in order for aircraft to access and egress the runway, and to allow aircraft to be held before crossing the northern runway, under the direction of air traffic control (shown in orange on Figure 36). Additionally, there are six existing exit/entrances taxiways that will

- be removed and one existing exit/entrance will be retained unchanged. Each will have a footprint of 5,000 square metres. Once amended, the seven exit/entrance taxiways will connect the main and northern runways (five will operate when the runway operates as 26R and two will operate when the runway operates as 08L) while an eighth taxiway will provide an exit from the main runway to the western end-around taxiway.
- b. **Taxiway Juliet:** The existing Taxiway Juliet requires increased separation from the northern runway to enable independent use. This will see the western length of the taxiway realigned 27 metres to the north to accommodate large Code F aircraft (see Figure 37),

Indicative Works

■ Northern Runway

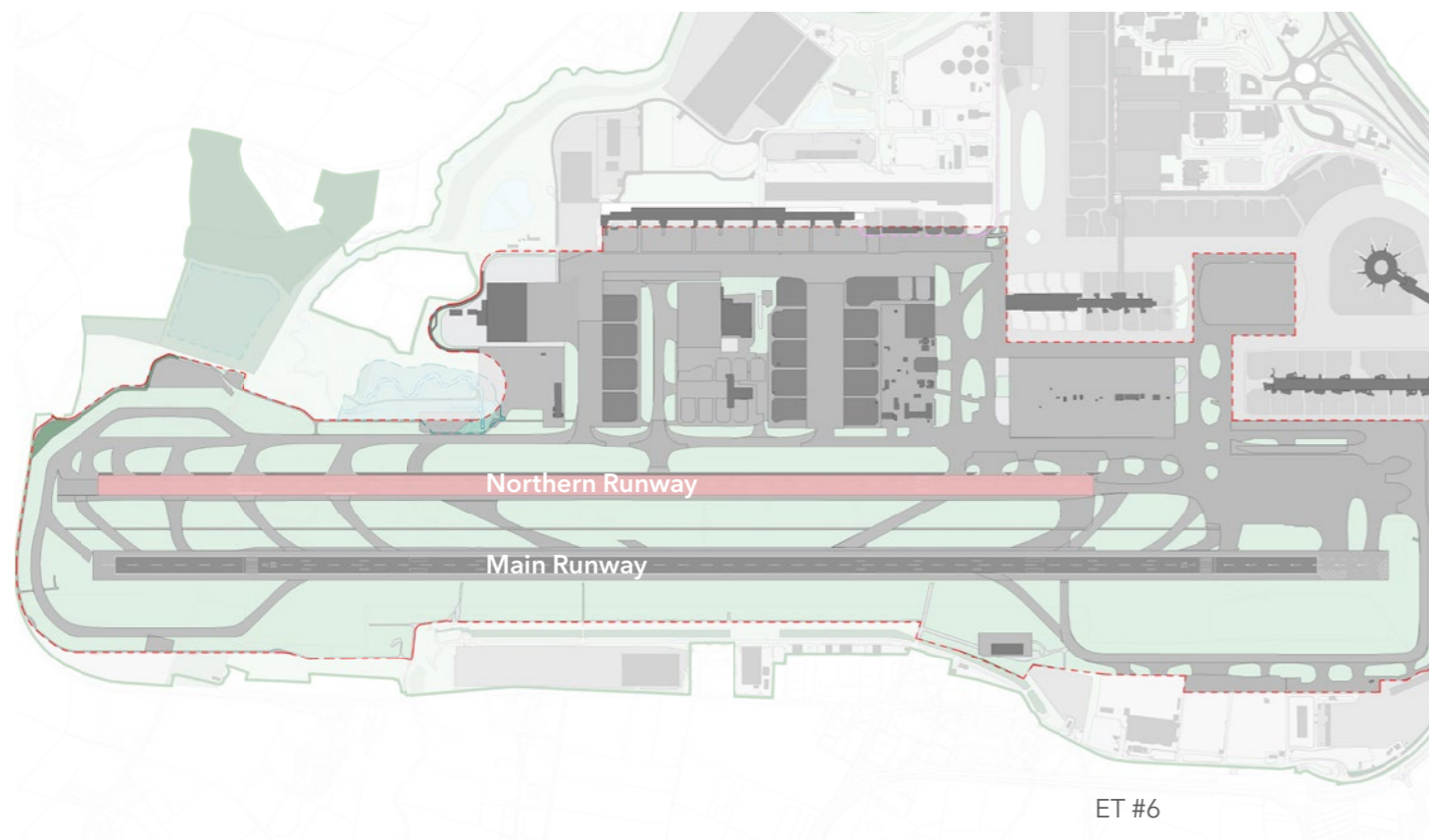


Figure 35. Northern Runway

Indicative Works

■ Exit Taxiways (ET)

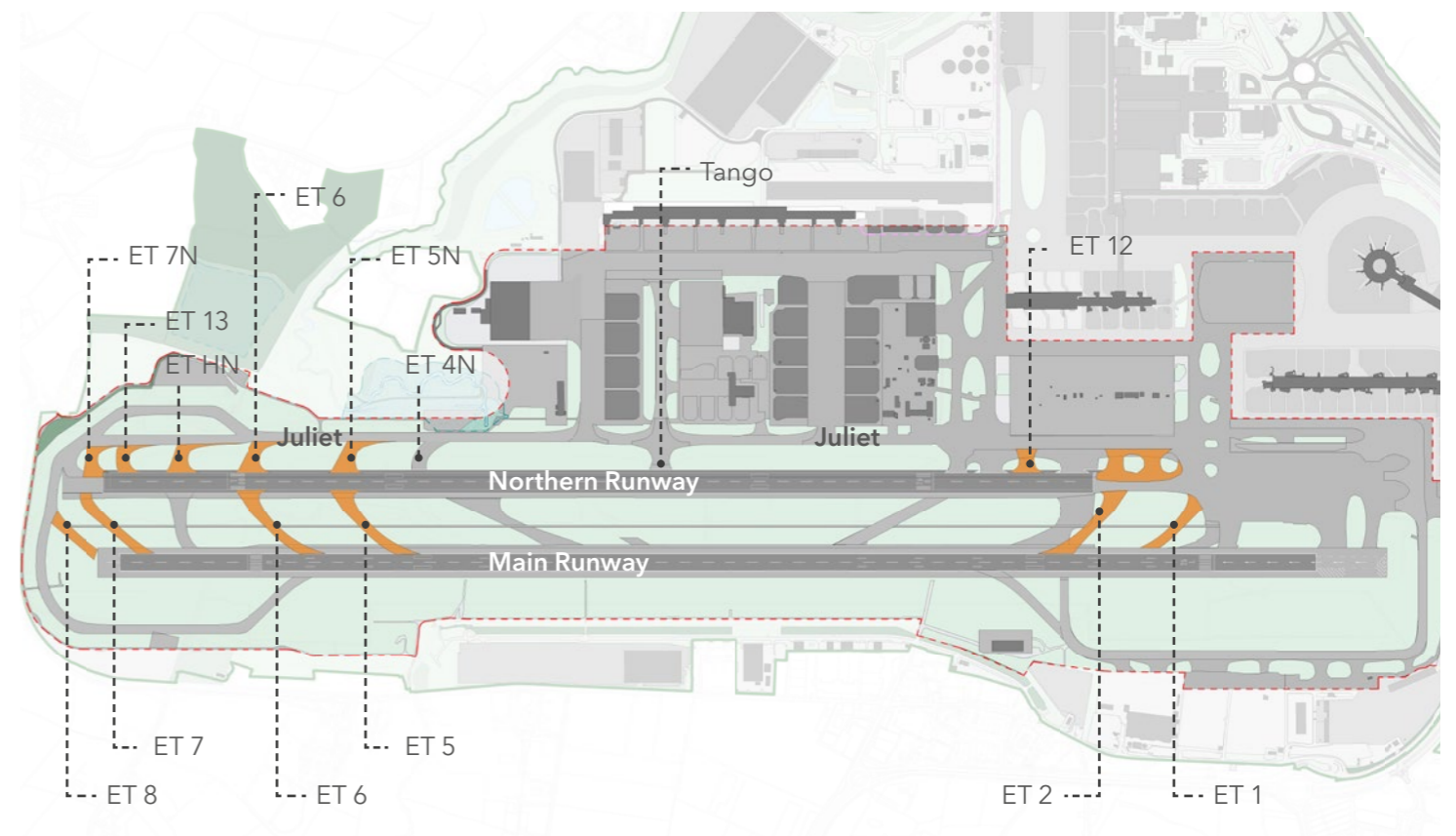


Figure 36. Exit Taxiways

while the eastern length of the taxiway will be realigned 19.5 metres north between Taxiways Uniform and Sierra to facilitate Code E aircraft. Additionally, the eastern part of Taxiway Juliet between Taxiways Sierra and Quebec will be realigned 5 metres northwards for Code C aircraft. A new spur, called Taxiway Juliet West Spur, will be provided to the north of the taxiway to provide a passing lane and enable air traffic control to sequence aircraft for departure on the main and northern runways during easterly operations. This relocation is shown on Figure 37.

c. **Taxiway Lima and Tango:** Modifications are proposed to Taxiways Lima and Tango to create independence in routing for large aircraft to and from the northern

runway, without requiring the movement of Taxiway Juliet. Taxiway Lima will be extended westward towards Taxiway Uniform, while Taxiway Tango will be extended northwards to meet the extended Taxiway Lima, creating a taxiway for Code E aircraft. The extensions will require work to the pavement of the existing Taxiway Uniform and changes to stands.

d. **Taxiway Whiskey, Victor and Zulu:** Reconfiguration of Taxiways Whiskey, Victor, and Zulu is proposed to accommodate wider body aircraft Code E aircraft. This will involve new pavements, primarily located within the area of the existing taxiways, but will require additional space to the north of Taxiway Zulu as shown on Figure 38.

e. **End Around Taxiways:** Amendments are required to existing infrastructure in order to provide end around taxiways (at the end of both runways) that allow large aircraft to cross the end of the runway (illustrated on Figure 38). Proposed End Around Taxiway West is a new end around taxiway linking into the existing Taxiway Juliet to allow aircraft landing on the main runway to avoid affecting northern runway operations. At End Around Taxiway East there is to be a new link to the existing allow aircraft landing on the main runway to avoid affecting northern runway operations.

Indicative Works

Taxiways

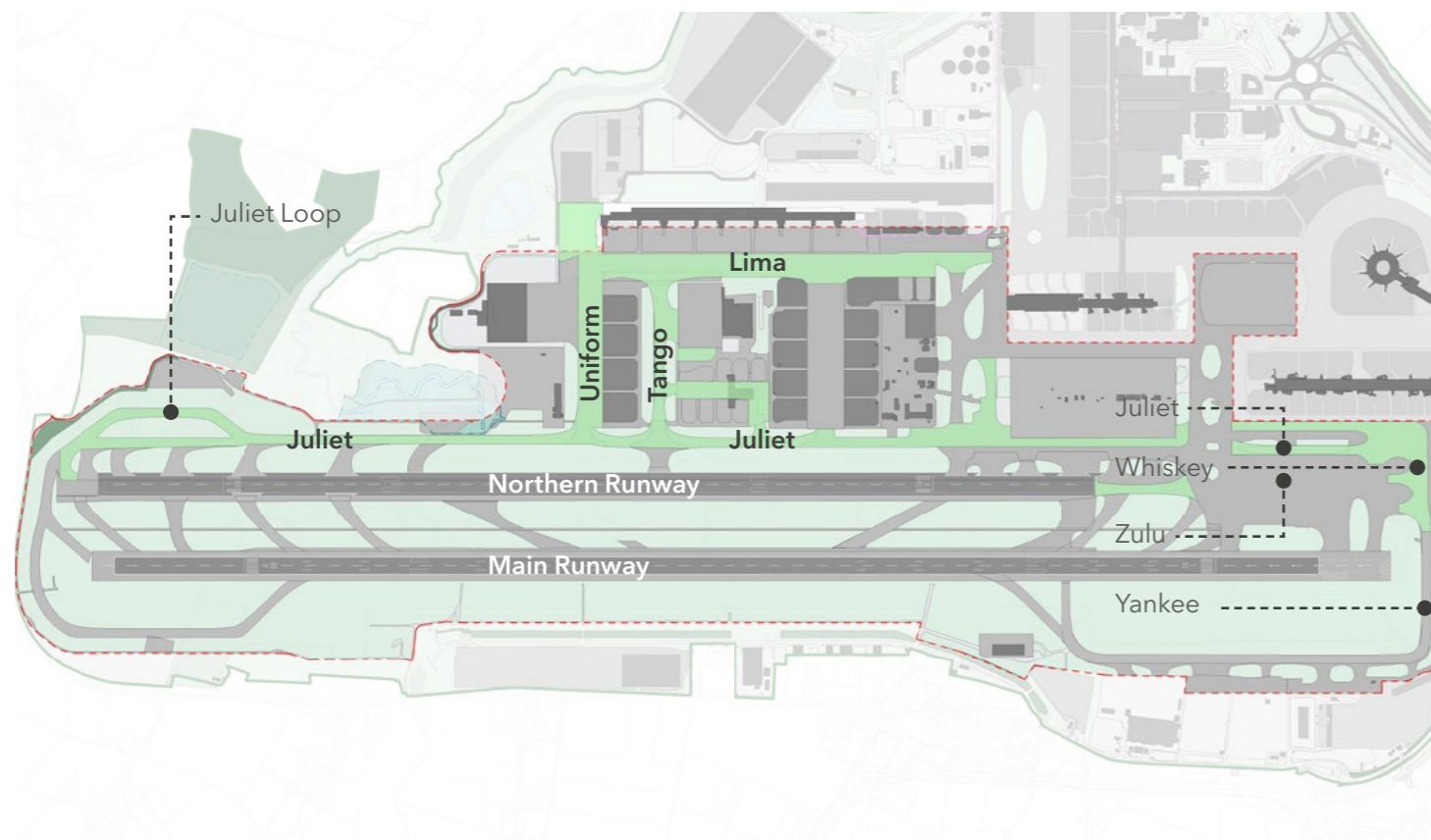


Figure 37. Taxiways

Indicative Works

End Around Taxiways

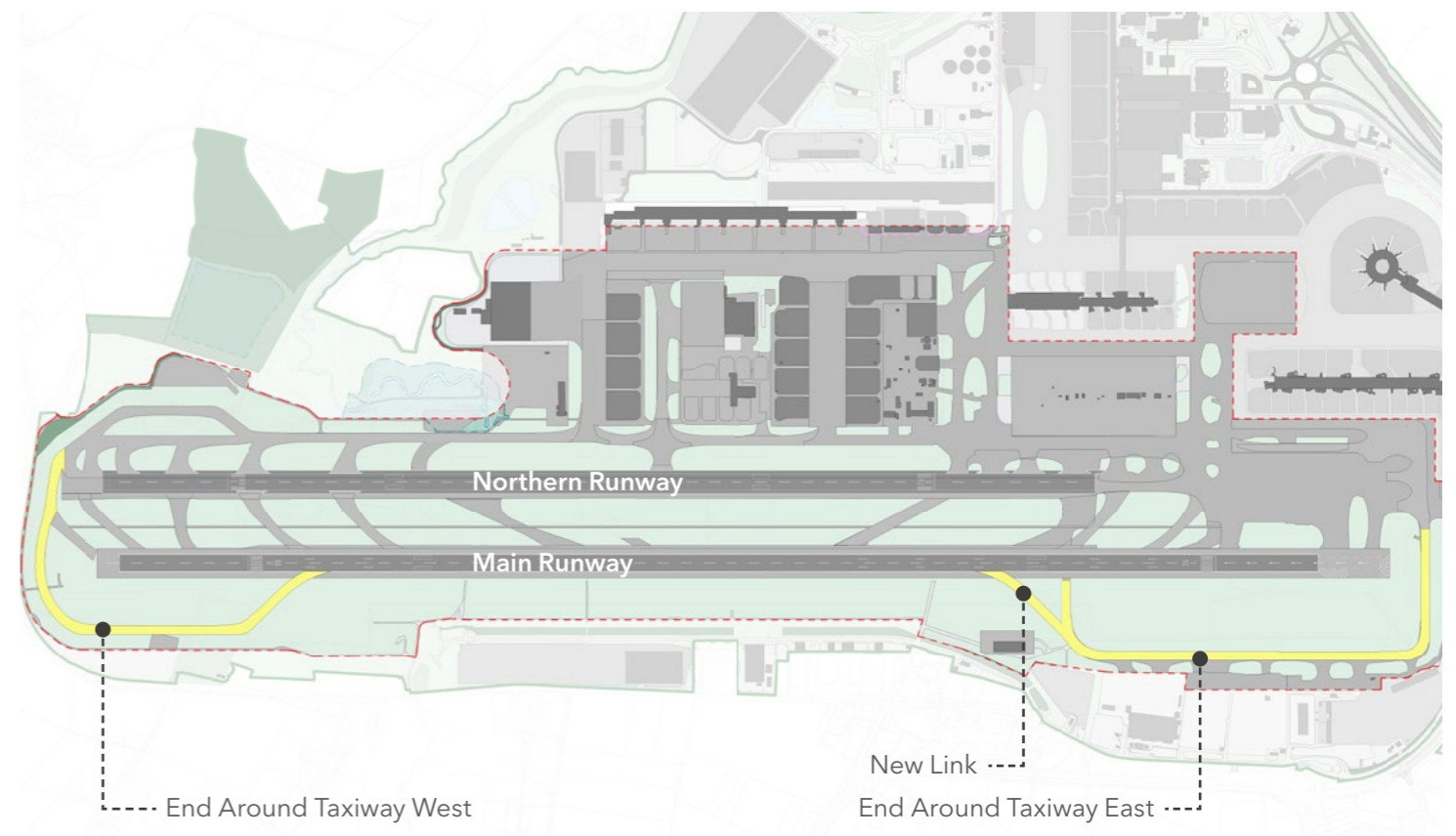


Figure 38. End Around Taxi Ways

Charlie Box

5.3.7.4 The indicative reconfiguration of an existing apron area to the north of Taxiway Juliet involves the removal of the Airside Operations Building and pumping station 17, as well as the relocation of de-icer storage tanks and substations BP and BR.

5.3.7.5 The new configuration, known as the Charlie box (Figure 39), will provide aircraft stands and operational hold points that optimize runway occupancy efficiency and remove aircraft from busy taxiways. The Charlie box will include new taxiways for Code E and Code C aircraft.

Stands

5.3.7.6 The Project will see the construction of new and altered stands (Figure 39):

- a. Pier 7 Stands: The indicative Project includes a new Pier 7, with a ground floor plus two levels and limited commercial facilities, adjacent to the existing cargo facility. Passengers would access the new pier via autonomous vehicles. The pier will provide new aircraft stands for 14 Code C and 9 Code E.
- b. Oscar: Provision of a new area (Oscar) comprising eight of remote stands in the existing area to the north of Taxiway Juliet.

- c. Stands 150-151: Reconfiguration of existing areas of remote stands 150-151 to allow for the reconfigured Taxiway Lima and removal of stand 152.
- d. Hangar 7: Provision of one new Code C stand north east of existing Hangar 7.

East West Access Track

5.3.7.7 A new east-west grasscrete access track (Figure 40) is proposed between the main runway and the altered northern runway, suitable for use by light vehicles in order to allow aerodrome inspections and for other management/maintenance purposes.

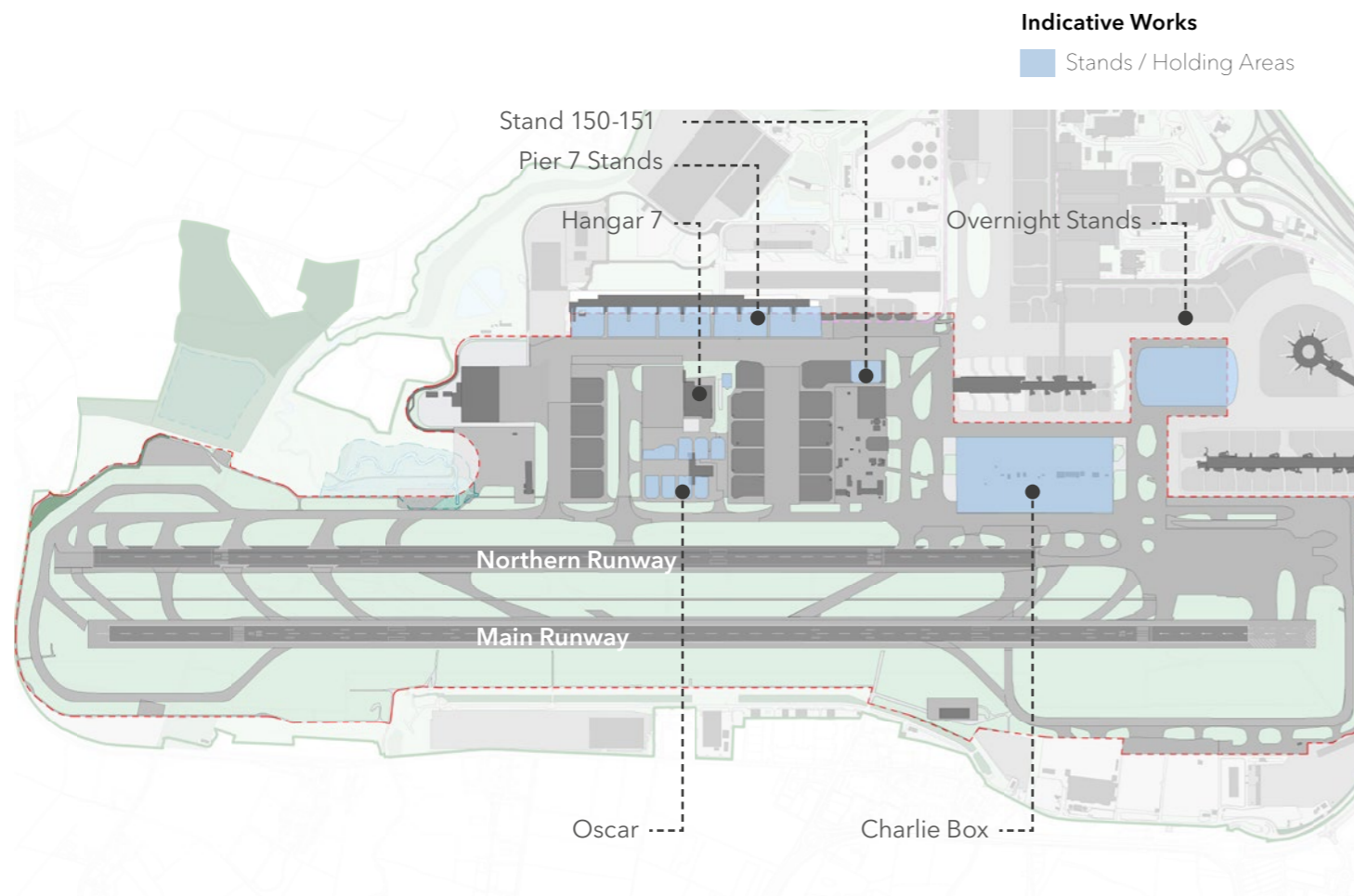


Figure 39. Indicative location of proposed Stands

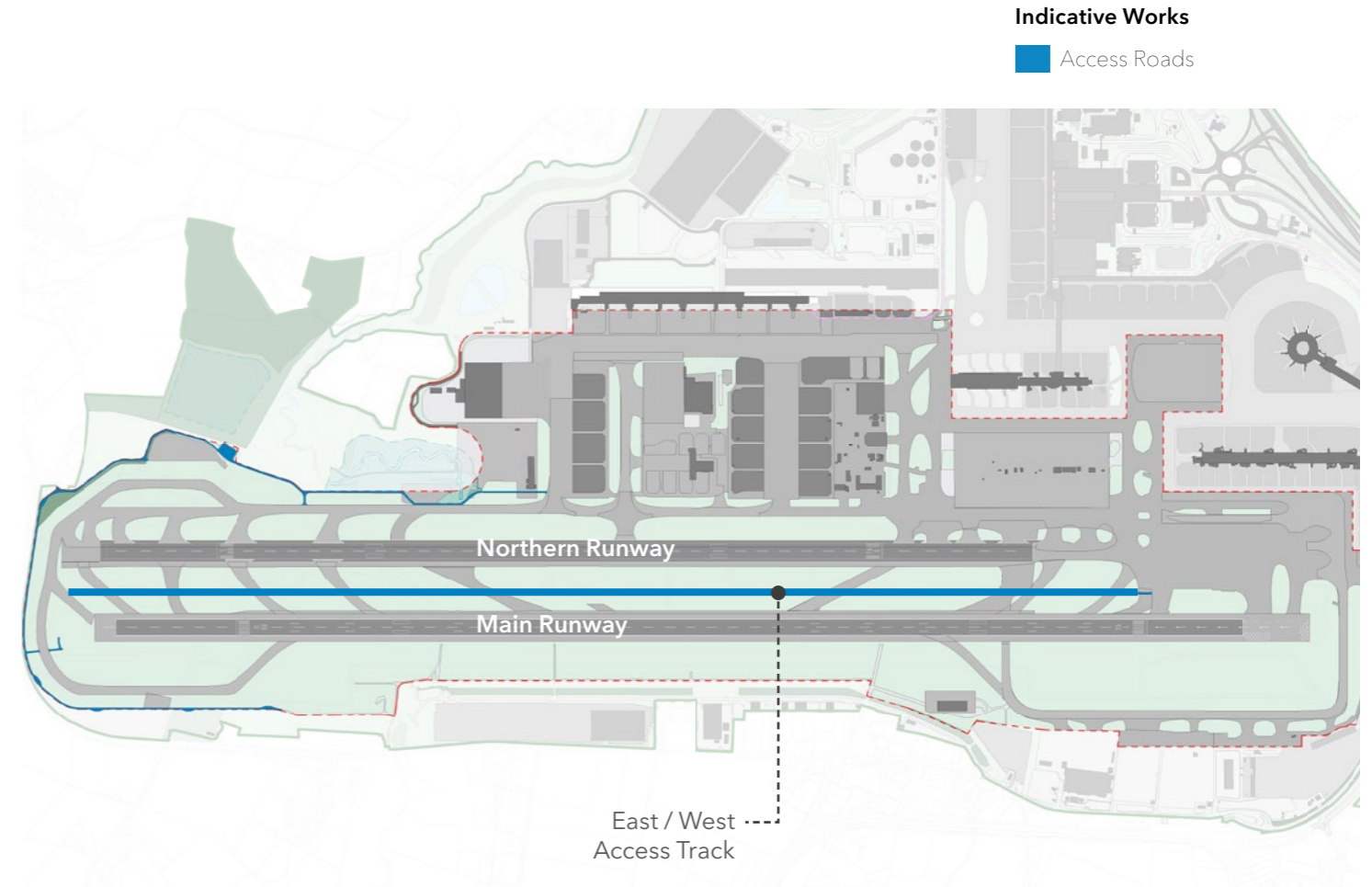


Figure 40. Indicative location of proposed Access Roads

Substations

5.3.7.8 To accommodate the alterations to the northern runway, Substation BK and Substation A are required to be replaced (Figure 41). Substation BK will be moved 12 metres north of its existing location, while Substation A will be replaced in a similar location of approximately 25 square metres.

Other works

5.3.7.9 The other associated works in this zone are shown below on Figure 42. They are detailed on the following pages:

- Fire Training Ground.
- Satellite Airport Fire Station Provision.
- Perimeter Boundary Treatments to Mitigate Noise.

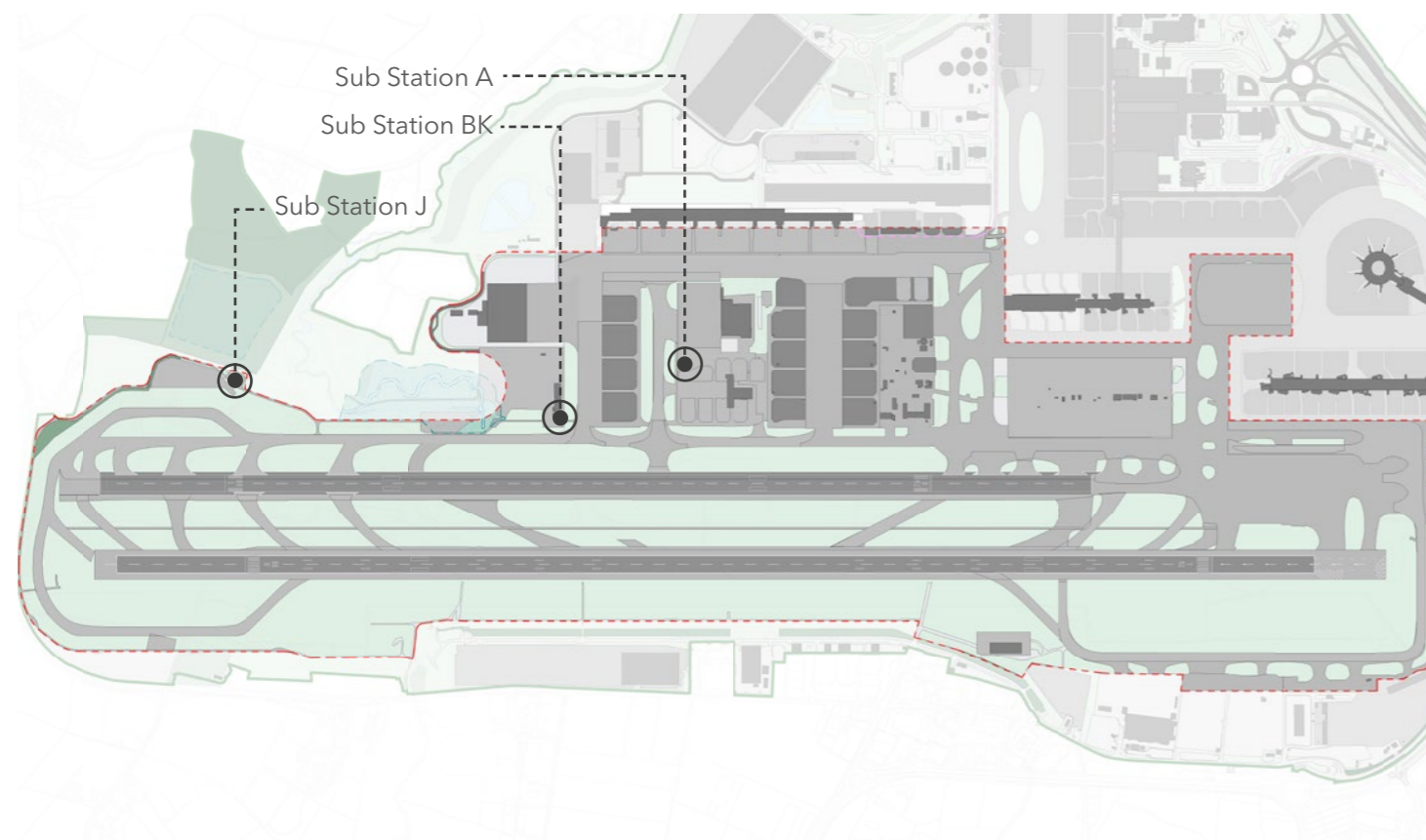


Figure 41. Indicative location of proposed Sub Stations



Figure 42. Indicative location of the reconfigured noise bund and the fire training ground

5.3.8 FIRE TRAINING GROUND AND SUBSTATION J

- 5.3.8.1 The current fire fighting training ground occupies an area in the western part of the airfield, to the north of the existing northern runway (Figure 43). The Project will require the relocation of the existing fire training ground to facilitate the reconfiguration of Taxiway Juliet. The training ground is required to service 'on airport' emergency fire fighting training. It allows for rescue and fire fighting training to ensure maintenance of competency and skills for Gatwick Airport's own rescue and fire fighting service
- 5.3.8.2 This relocation will see the repositioning of the rig, hard standing, re-provision of the deluge system, relocation of the control cabin, treatment of surface liquid runoff, relocation of the fuel tank and the demolition of the existing site (Figure 44).
- 5.3.8.3 Substation J will be upgraded to a priority substation, including a containerised substation and transformer to feed the training ground, new Pond A area and any temporary logistics. The roof of this building will provide a suitable location for airfield operational equipment.

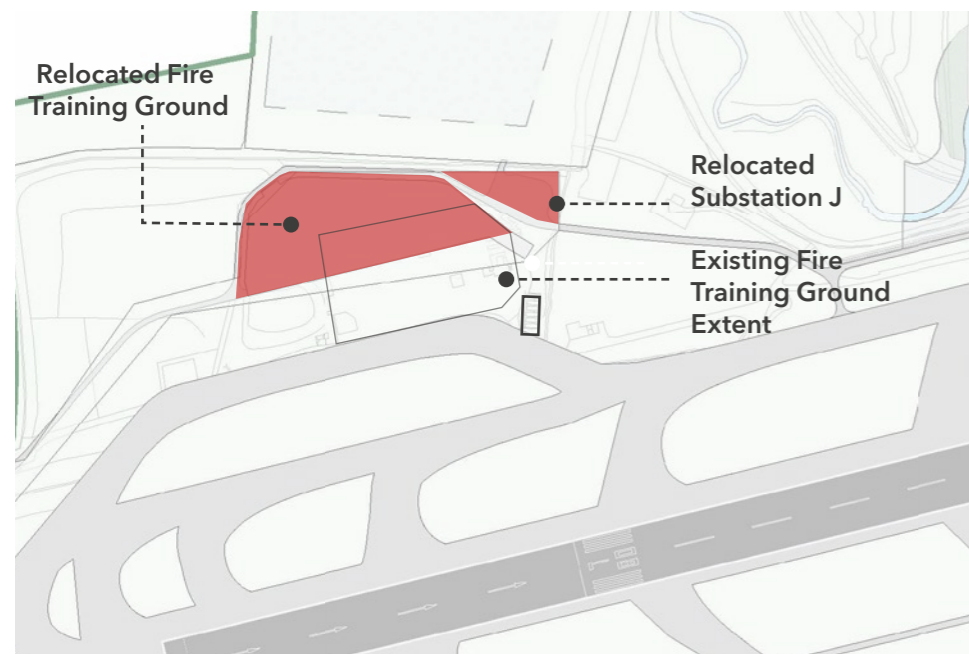


Figure 43. Fire Training Ground and Sub Station J Site Context Plan

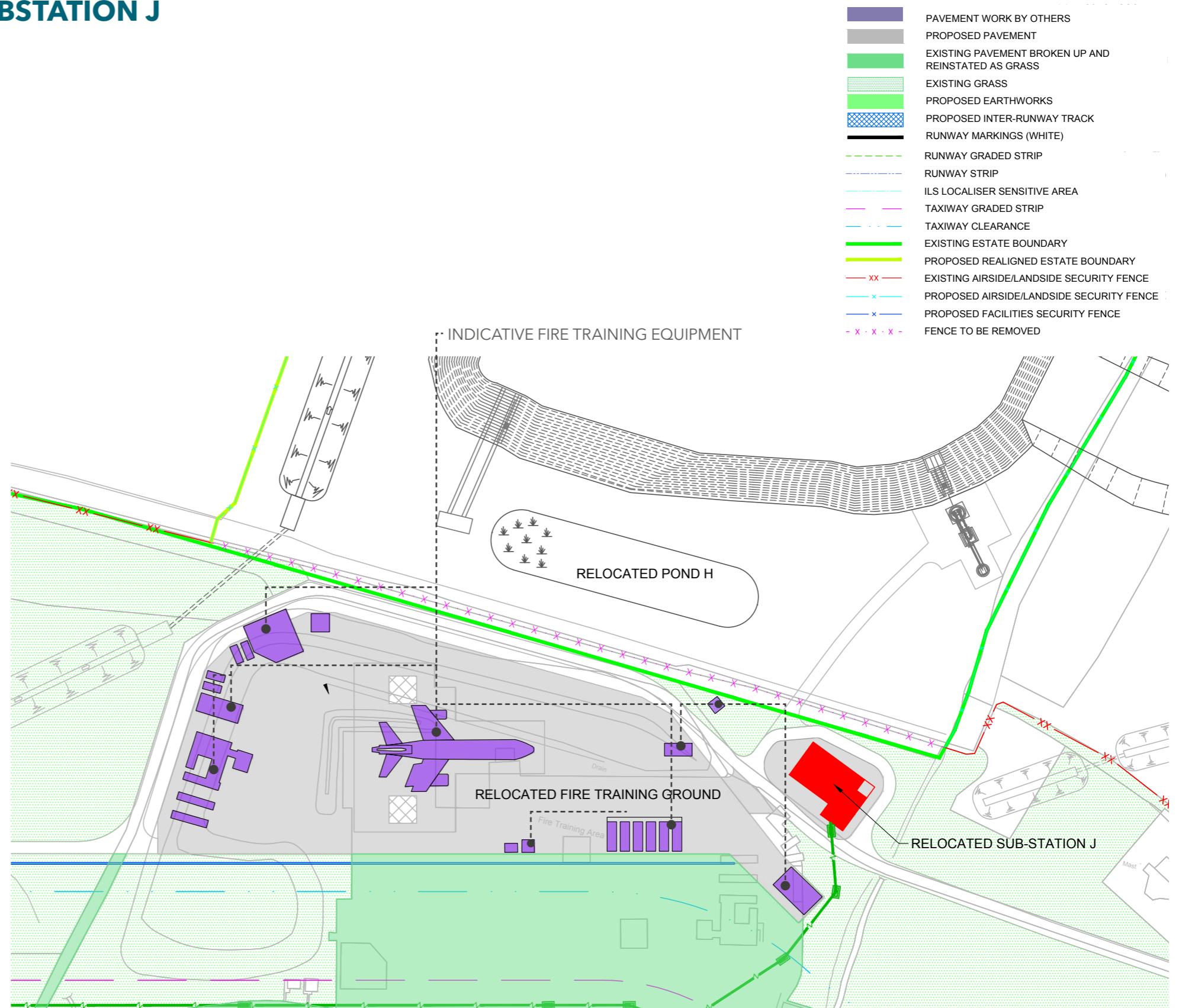


Figure 44. Indicative Ground Floor Plan - Fire Training Ground And Sub Station J

5.3.9 SATELLITE AIRPORT FIRE SERVICE PROVISION

- 5.3.9.1 The Project will see the creation of a satellite Airport Fire Service facility to the south of the main runway (Figure 46). This is required to meet aerodrome certification requirements, including response time to incidents. The building will be located near to the newly formed end around taxiway as part of the core airfield works.
- 5.3.9.2 The main feature of the building will be the garage which will have dual front and rear access to the hard stand to the northern and the access road to the south (Figure 45 provides an illustration of indicative massing). At ground level there will be storage for parts and equipment. The garage will be design to be wide enough to allow for a vehicle to manoeuvre internally to an adjacent opening should a failure occur (Figure 47).
- 5.3.9.3 The majority of welfare facilities including accommodation and office space will be provided on the first floor with glazing provided overlooking the airfield.

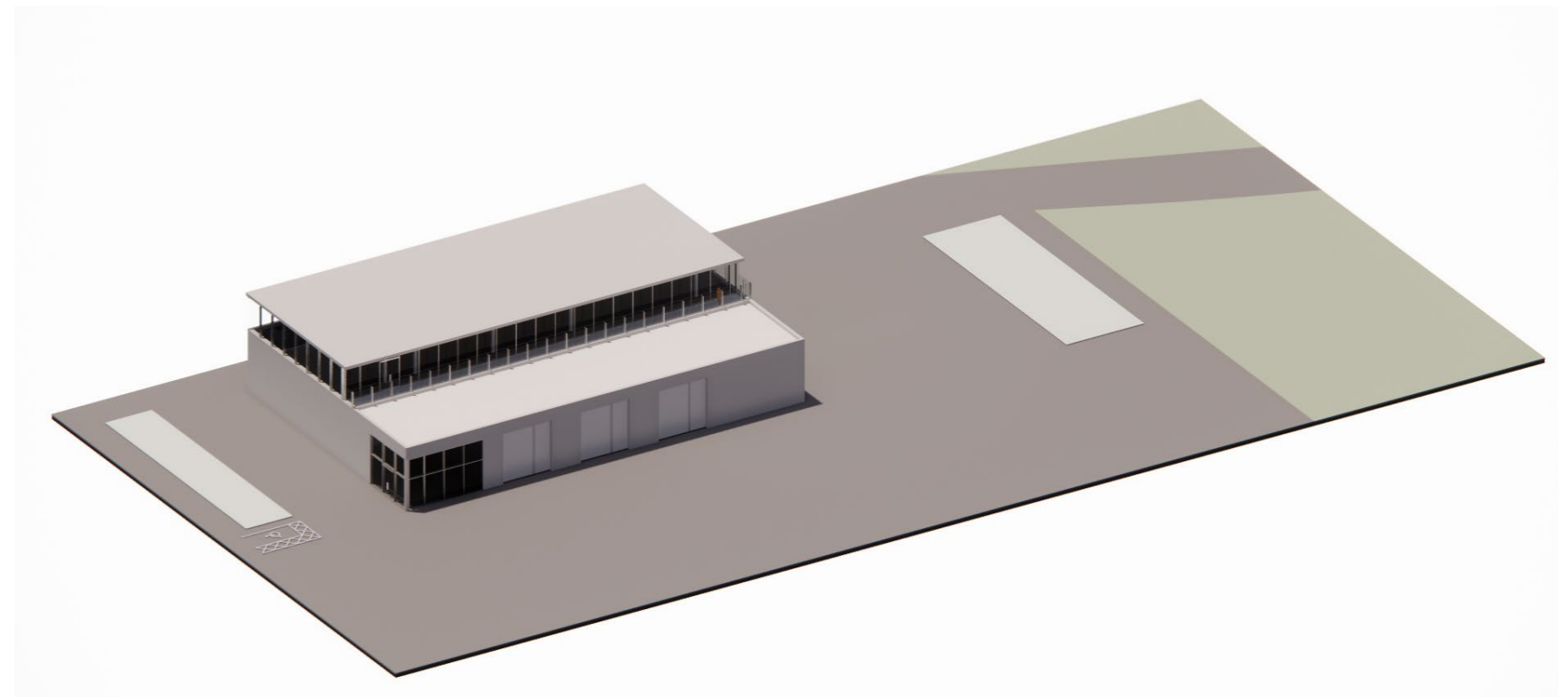


Figure 45. Indicative Massing of Satellite Airport Fire Service Provision

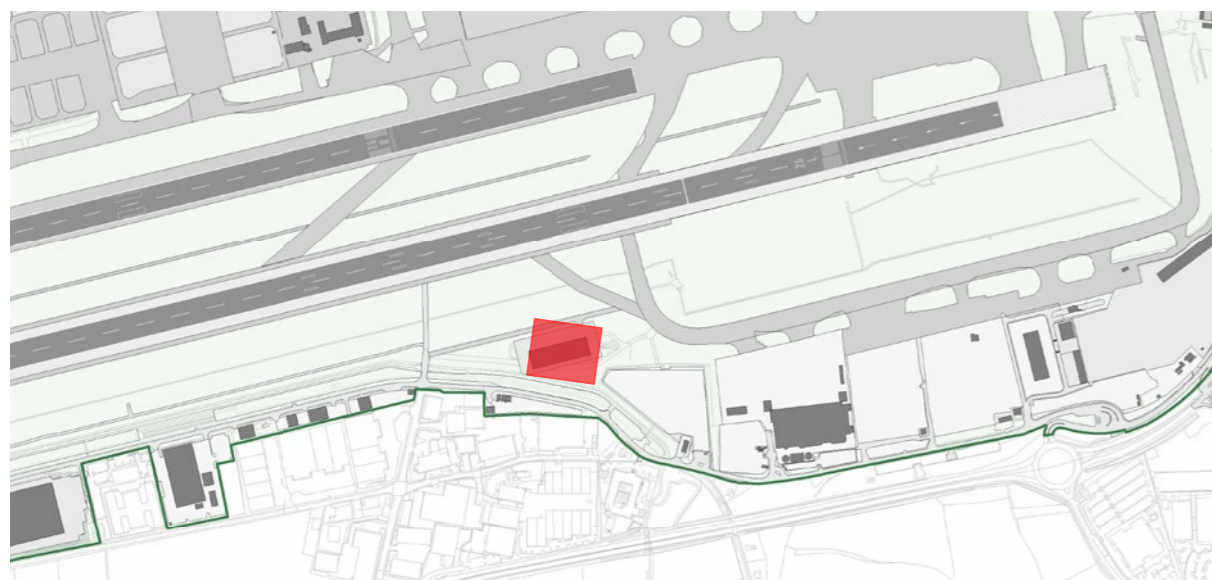


Figure 46. Satellite Airport Fire Service Provision Site Context Plan

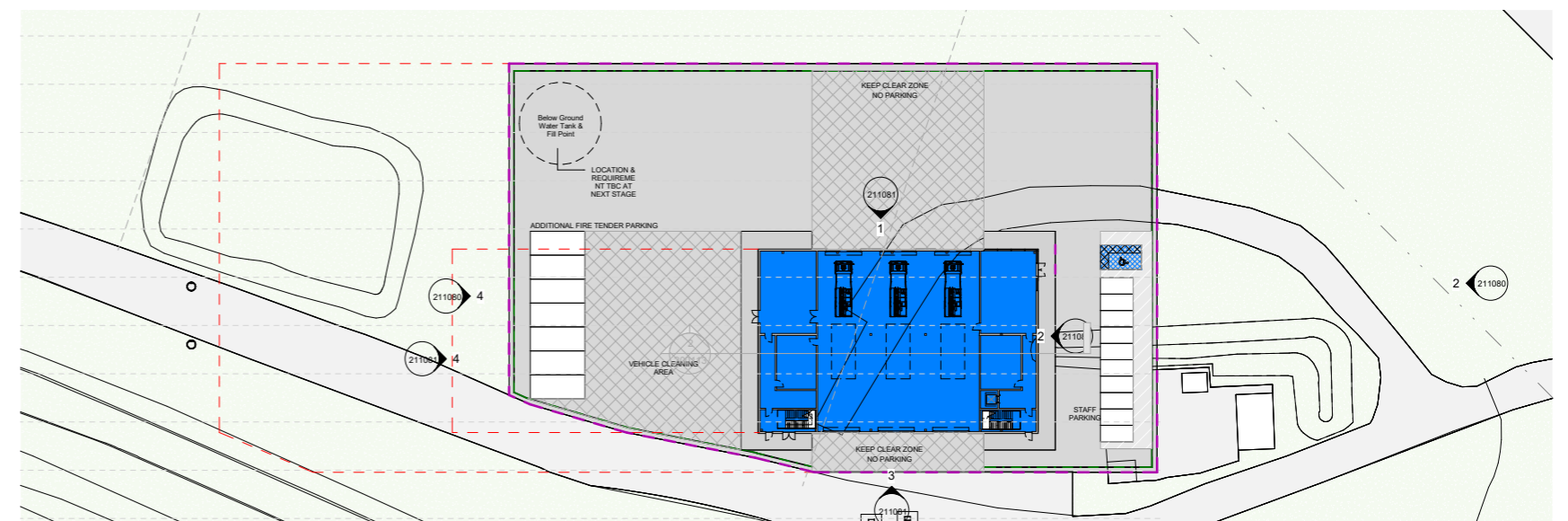


Figure 47. Indicative Site Plan - Fire Training Ground And Sub Station J

5.3.10 NOISE MITIGATION BOUNDARY TREATMENT

5.3.10.1 The Project will reconfigure the existing noise bund (Figure 49) at western end of the Airfield zone which attenuates noise from taxiing aircraft to external areas and to provide visual screening. This reconfiguration will facilitate the construction of the new End Around Taxiway, Taxiway Juliet West and the Juliet Spur.

5.3.10.2 The proposed new bund section of the existing bund, with the remainder being replaced by a new acoustic wall extending towards the fire fighting training ground (Figure 48). The proposed wall would be approximately 450 metres in length. The western section of the noise bund and wall would be up to 8 metres high. The eastern section of the wall (beyond the bund) would be up to 10 metres high (as depicted on Figure 50 and Figure 51). It would be up to 30 metres in width. The approach to the construction of the new bund and wall would take into account the need to continue to mitigate noise to noise sensitive receptors to the west by retaining sections of the existing bund during the works, working from east to west.

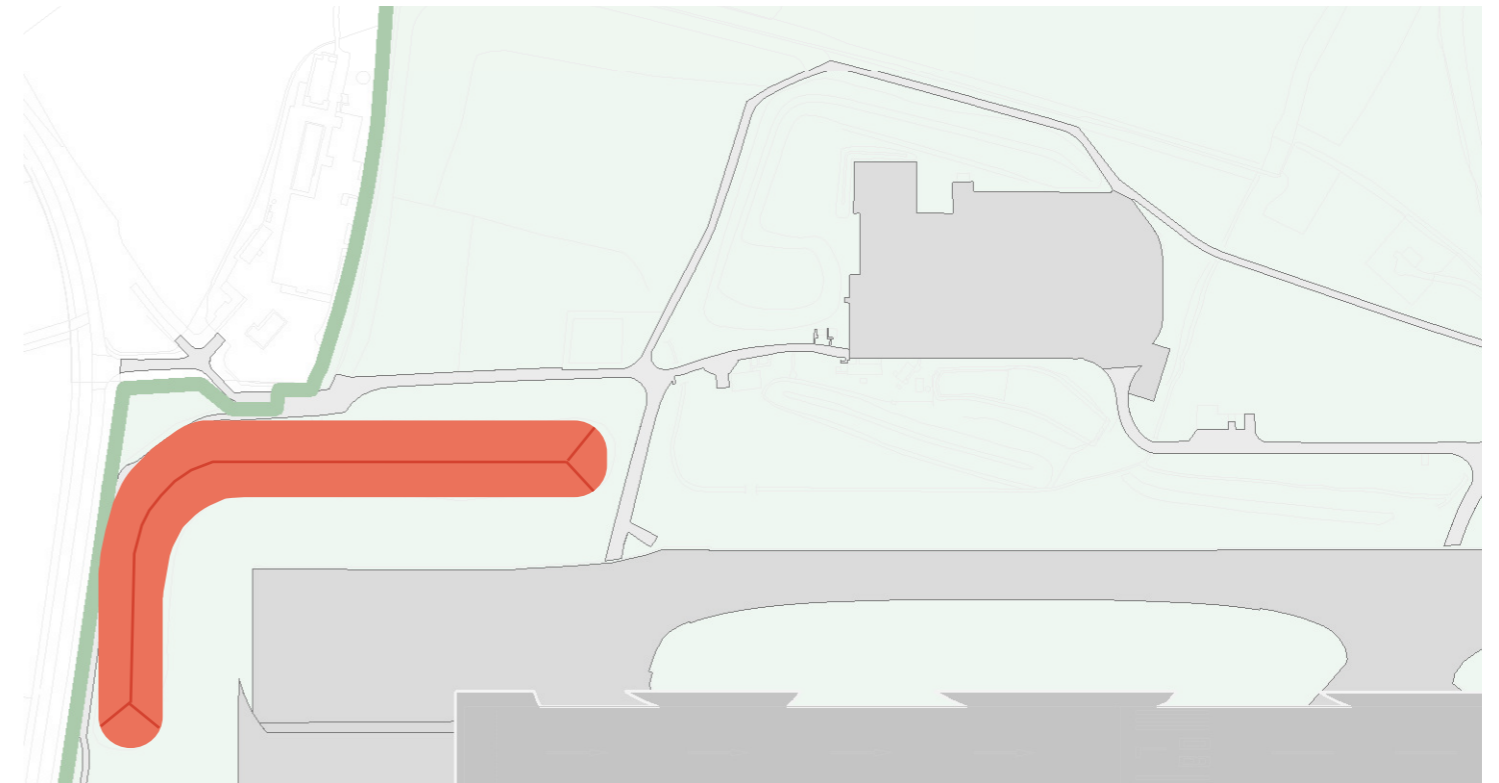


Figure 48. Existing Bund

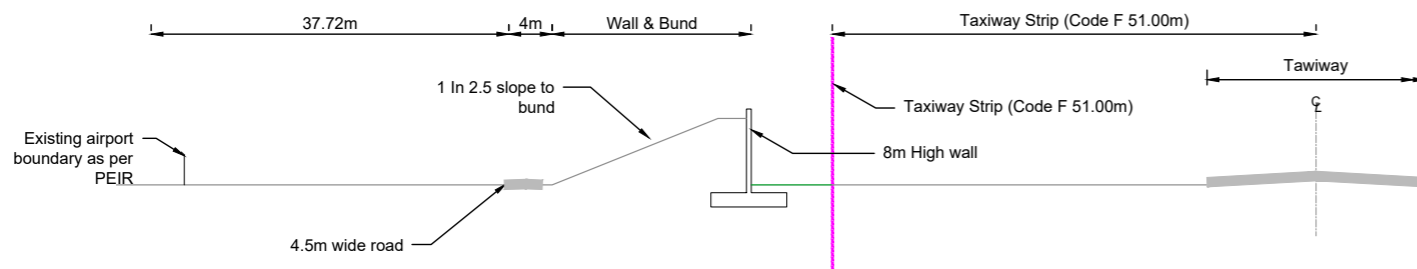


Figure 50. Example Section A 8m bund backed wall section

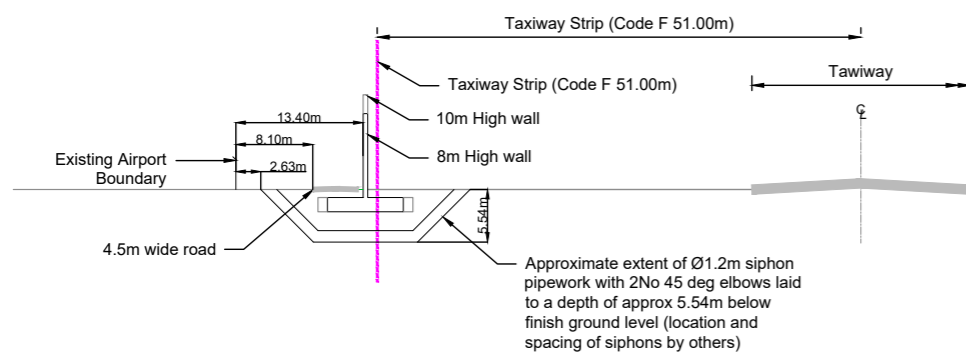


Figure 51. Example Section B 10m Free Standing Wall Section

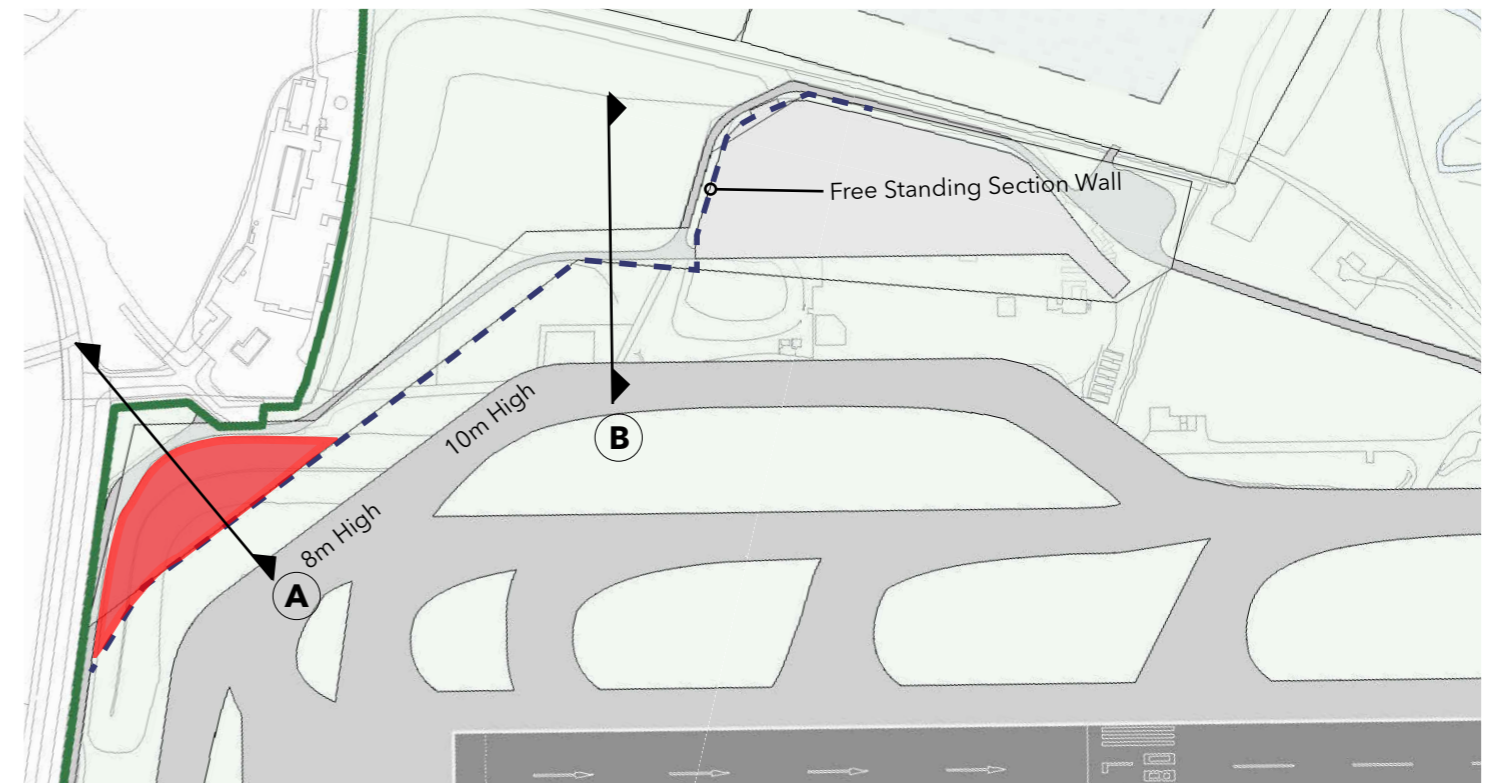


Figure 49. Indicative Bund and Wall



5.3.11 BUILDINGS HEIGHTS

- 5.3.11.1 The alteration to the northern runway, taxiways and apron areas will not result in an increase in building height. The indicative changes in building height are set out below and illustrated on Figure 52.
- 5.3.11.2 Substations: The maximum height of all substations will be five metres above ground and three metres below ground level.
- 5.3.11.3 It is proposed that the existing fire training ground be demolished and re-provided to the north of its existing location, occupying a consolidated area of approximately 12,000 square metres. The existing rig would be relocated, the height of which would be up to 25 metres, with tank depths of up to 5 metres below ground.

5.3.11.4 The satellite Airport Fire Service facility would be located to the south of the main runway in order to meet aerodrome certification requirements, including response time to incidents. The facility would be located within an area of up to 8,000 square metres, with a maximum built height of 15 metres. The location is shown on Figure 55 below. The maximum building heights are also illustrated on the Parameter Plans that form part of the DCO application. These are further discussed in Section 7 of this DAS.

KEY

EXISTING BUILDINGS	INDICATIVE BUILDINGS
■ 0 - 5 metres	■ 0 - 5 metres
■ 5 - 10 metres	■ 5 - 10 metres
■ 10 - 20 metres	■ 10 - 20 metres
■ 20+ metres	■ 20+ metres

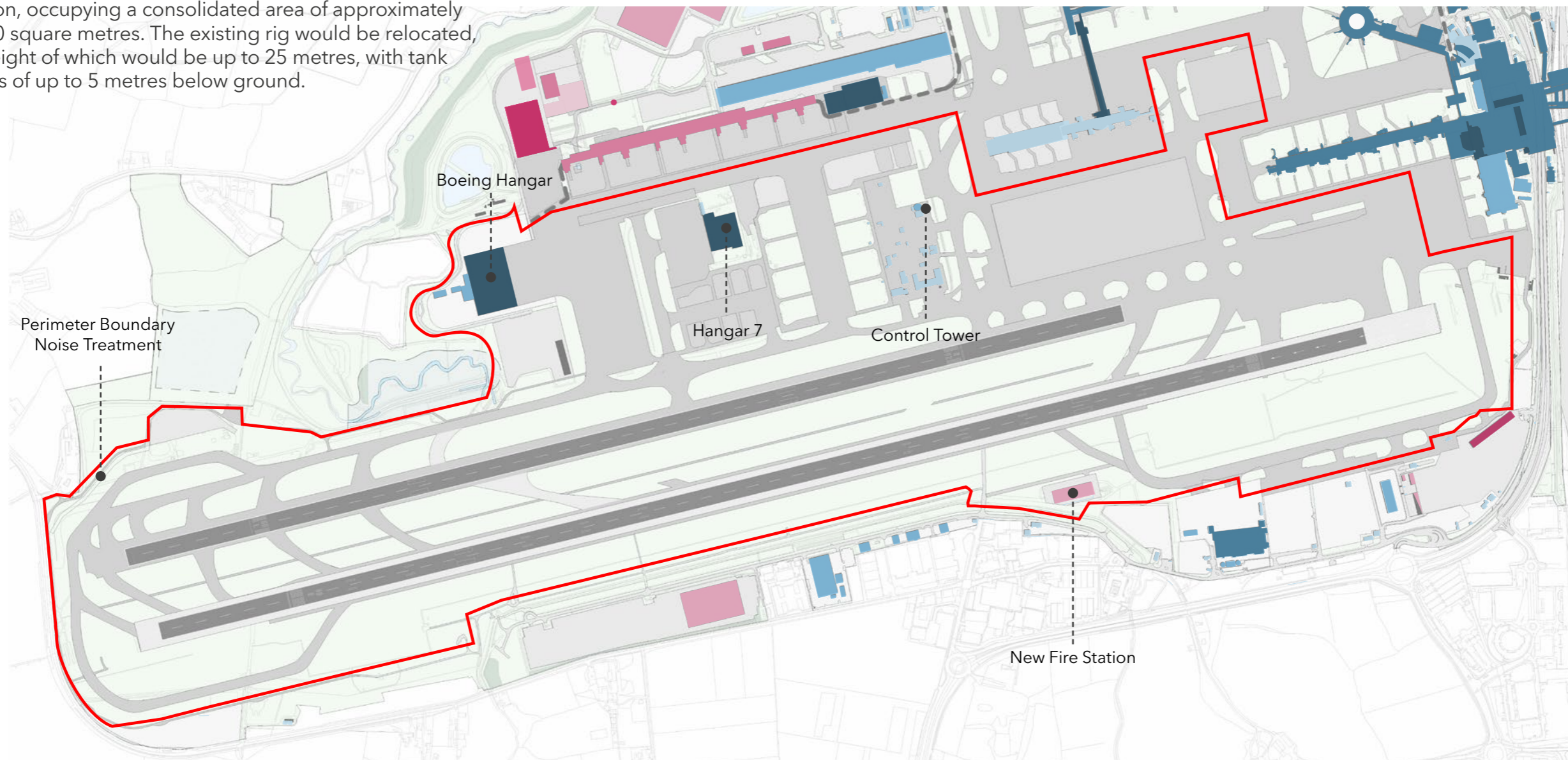


Figure 52. Indicative Building Heights - Airfield Zone

5.3.12 ACCESS

5.3.12.1 Figure 53 shows the access arrangements within the Airfield zone. Access to the upgraded northern runway will be controlled to ensure safe operations. No proposals within this zone would be accessible by members of the public.

5.3.12.2 In terms of the training ground and substations, these would be accessed via hard standing roads that will be provided to suit the layout.

5.3.12.3 The Airport Fire Service facility would be accessed via the Perimeter Access Road to the south of the site which will allow for access to the runway and wider airfield.

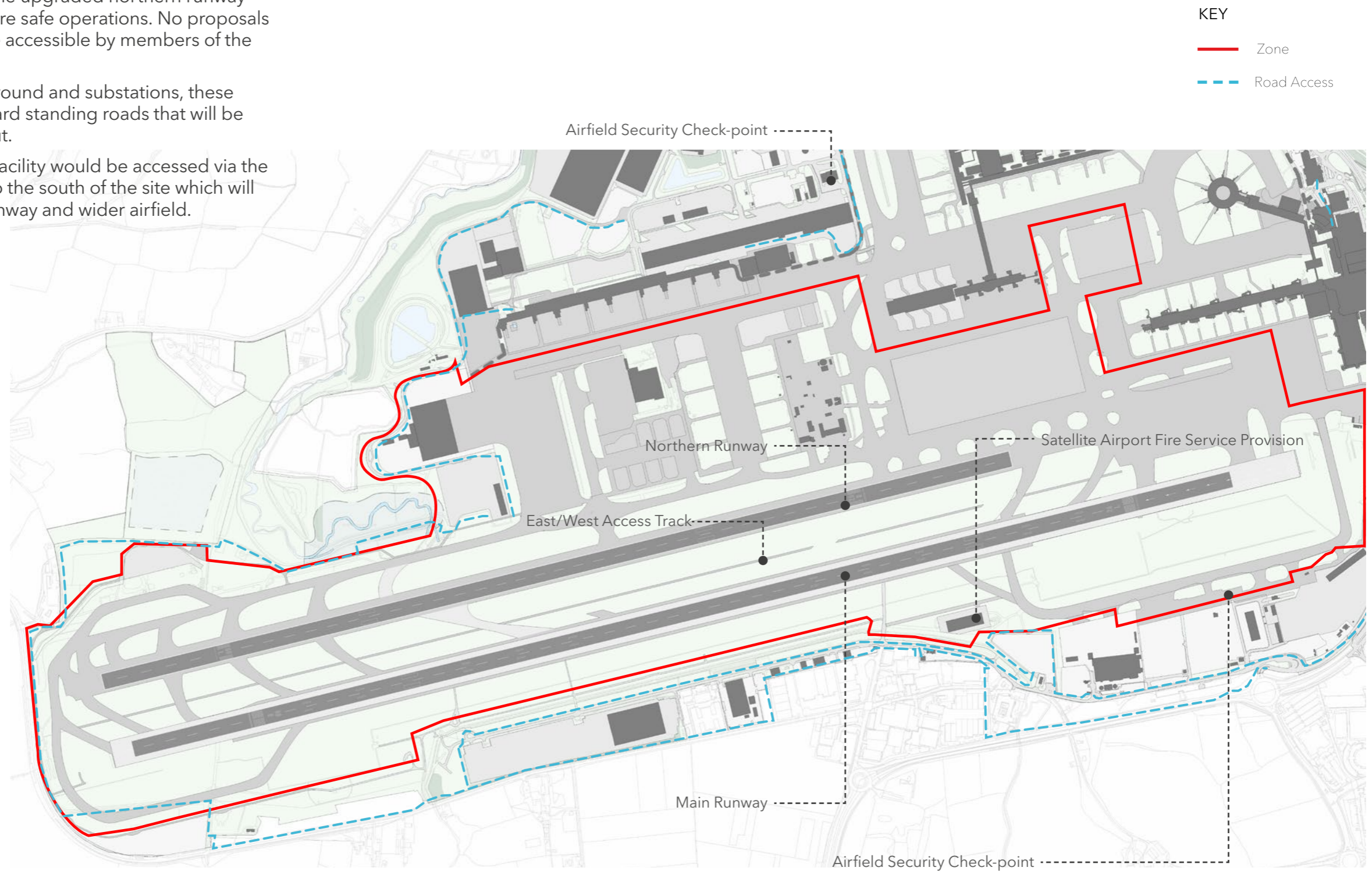


Figure 53. Access Works Diagram - Airfield Zone





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An aerial photograph of a river corridor, overlaid with a white outline and a dark purple shaded area. The river flows from the top center towards the bottom left. The surrounding area includes residential neighborhoods, industrial sites, and a large open field. The text '5.4 RIVER MOLE CORRIDOR' is centered over the river.

5.4 RIVER MOLE CORRIDOR

5.4.1 ZONE CHARACTERISTICS

- 5.4.1.1 The River Mole Corridor zone is located to the north-eastern edge of Gatwick Airport (Figure 54). The zone is characterised by the landscape formed by the River Mole corridor which has heavily wooded river banks and flood plains which are prone to flooding.
- 5.4.1.2 The existing land use at the site is limited to existing environmental mitigation and flood mitigation measures. As shown in Figure 55, there is no existing major development, roads or hard stand within the zone. There are a number of key natural landscape features in the zone including wet grassland, marginals, native woodland belts and hedgerow field boundaries around Museum Field. There are two artificial ponds to the northern side of the River Mole and two to the south-east.
- 5.4.1.3 Access to this location is limited with vehicle access available through Larkins Road, Perimeter Road North and Lowfield Heath Road (Figure 56). Access is only required to maintain the pasture land, waterway and other areas of natural habitat.

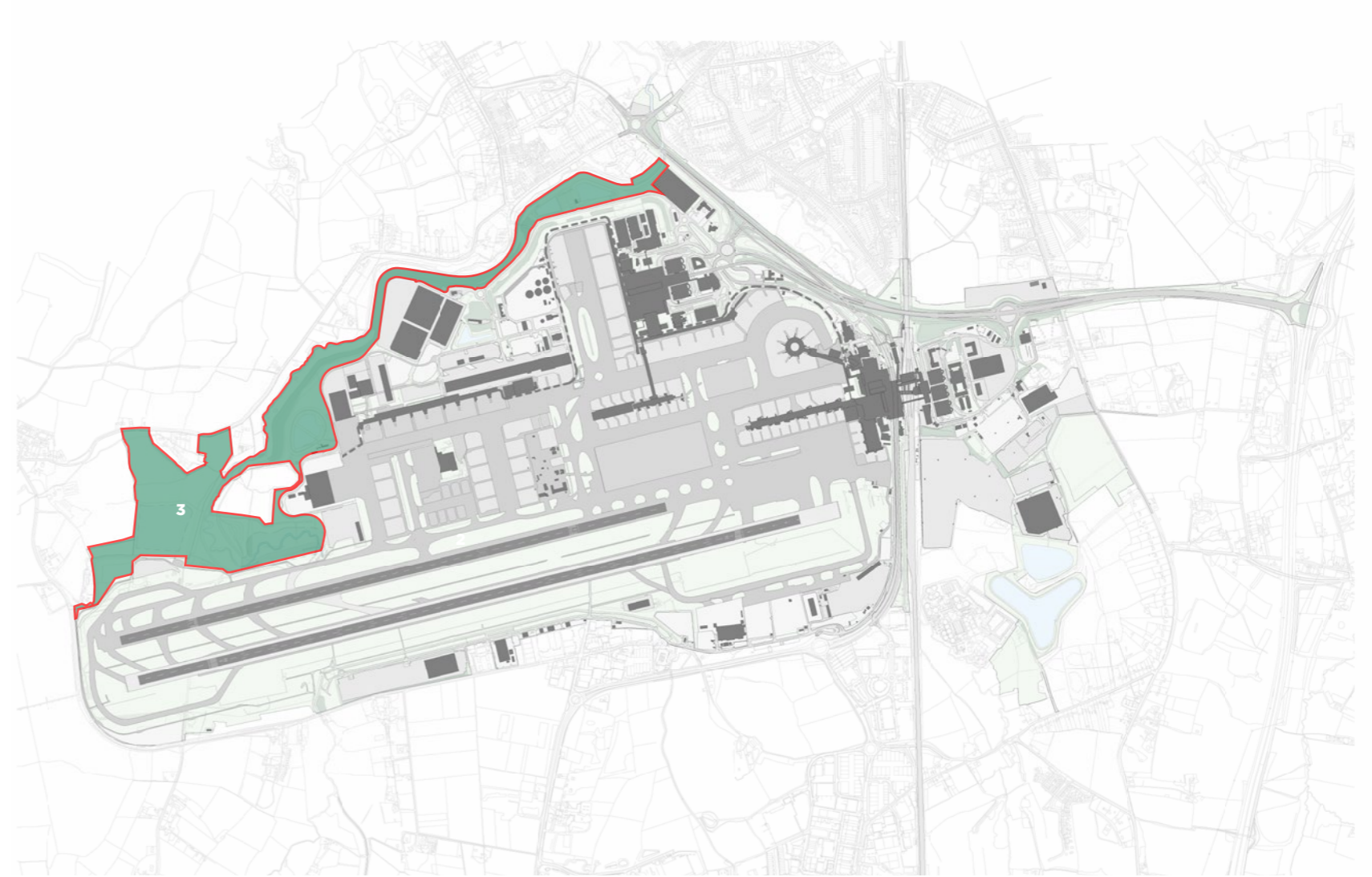


Figure 54. River Mole Corridor Zone Characteristics



Figure 55. River Mole Public Right of Way 346 (Sussex Border Path)



Figure 56. River Mole Public Right of Way 346 (Sussex Border Path)

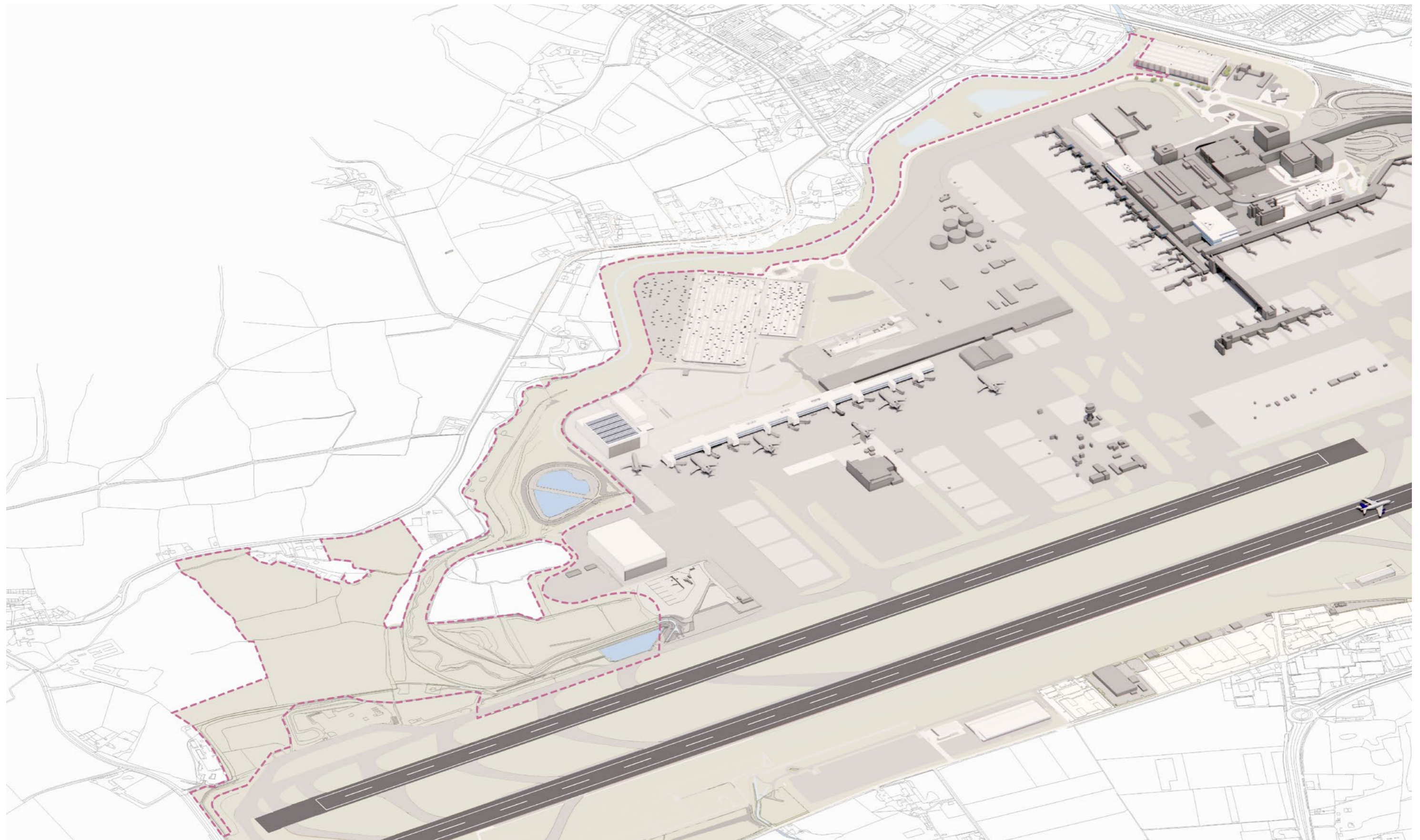


Figure 57. Illustrative View of the River Mole Corridor Location

5.4.2 ZONE CONSTRAINTS

- 5.4.2.1 The River Mole Corridor is defined by the land either side the winding River Mole (illustrated by the blue dashed line on Figure 58) which shows the constraints within the corridor. This land is susceptible to flooding due to its close proximity to the river. Existing woodland lines the banks of the river.
- 5.4.2.2 There are four existing ponds within the zone; two in the north-east and two in the south-east that are used for water management purposes.
- 5.4.2.3 There are no existing structures or car parks, with most of the level areas being covered by grassland.

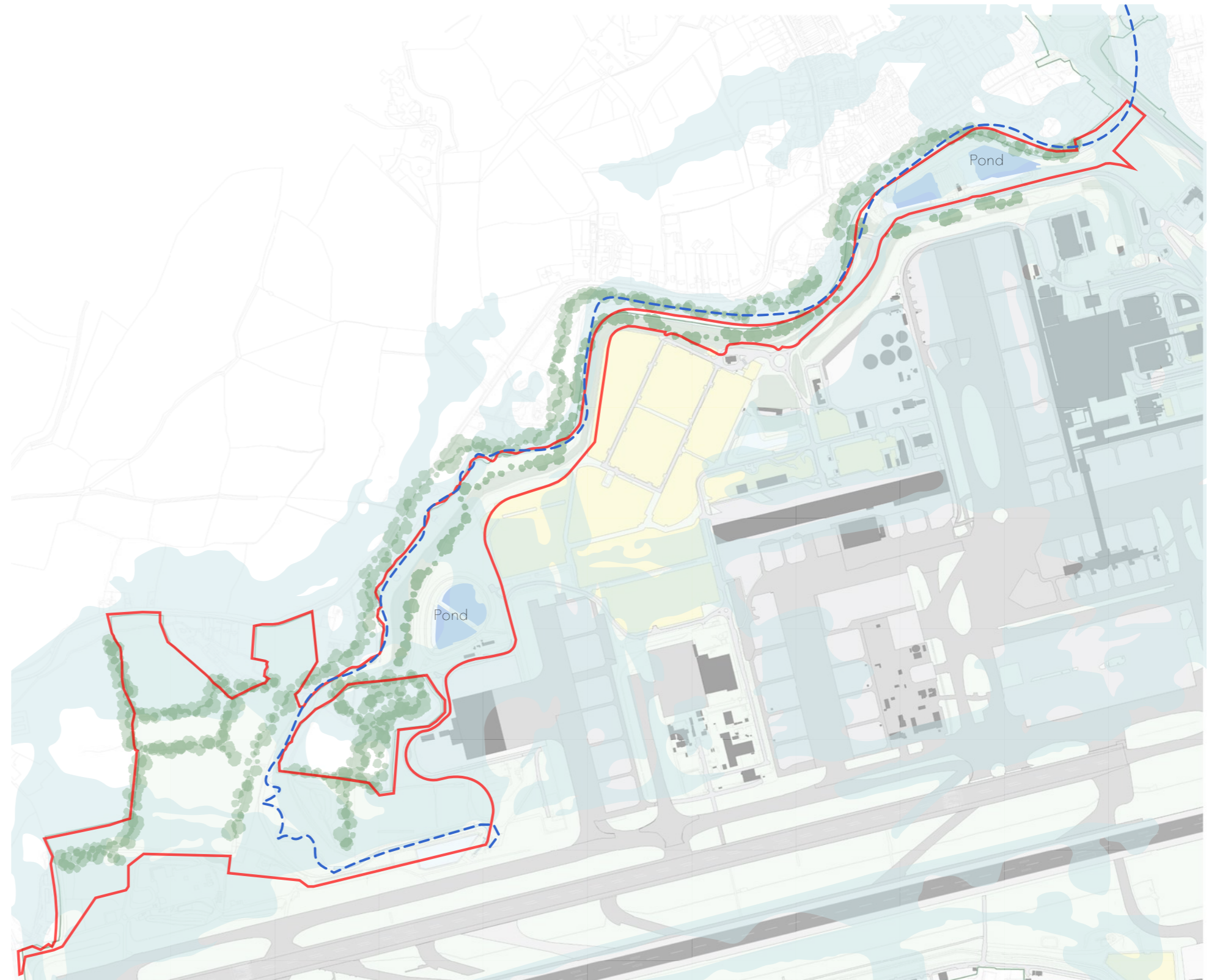
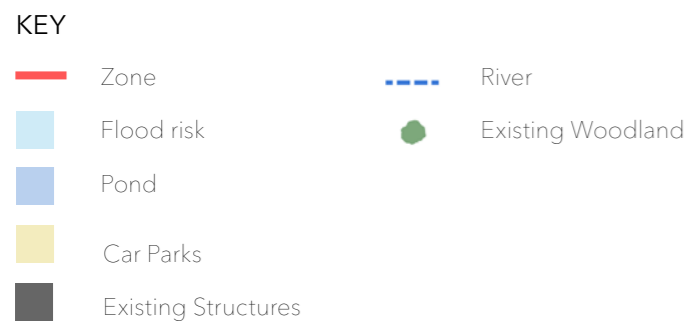


Figure 58. Existing Site Constraints - River Mole Corridor



5.4.3 ZONE PROJECTS AND LAND USE

5.4.3.1 The land use within the zone to existing environmental mitigation and flood mitigation measures. The proposed works remain consistent with these uses.

5.4.3.2 The works proposed in this zone are shown on Figure 59, these are:

- a. Museum Field flood compensation and Ecological Habitat Creation.
- b. Removal of Pond A and River Mole configuration.

5.4.3.3 The following describes each of the proposed works.



* Darker shade indicates indicative building location on site

Figure 59. Land Use - River Mole Corridor

5.4.4 RIVER MOLE RECONFIGURATION & POND A

- 5.4.4.1 Pond A (Shown Blue in Figure 60) will be removed and filled in as a result of the move of Taxiway Juliet further north and the earthworks required to level the ground in a strip surrounding the taxiway (Figure 60 and 61).
- 5.4.4.2 This will require the River Mole to be diverted over 300 metres to the north of its current course to take a more sinuous course than the current alignment (Figure 68). The diversion provides opportunities for enhanced ecological mitigation in this area.
- 5.4.4.3 The indicative alignment of the diverted route is illustrated on Figure 62.

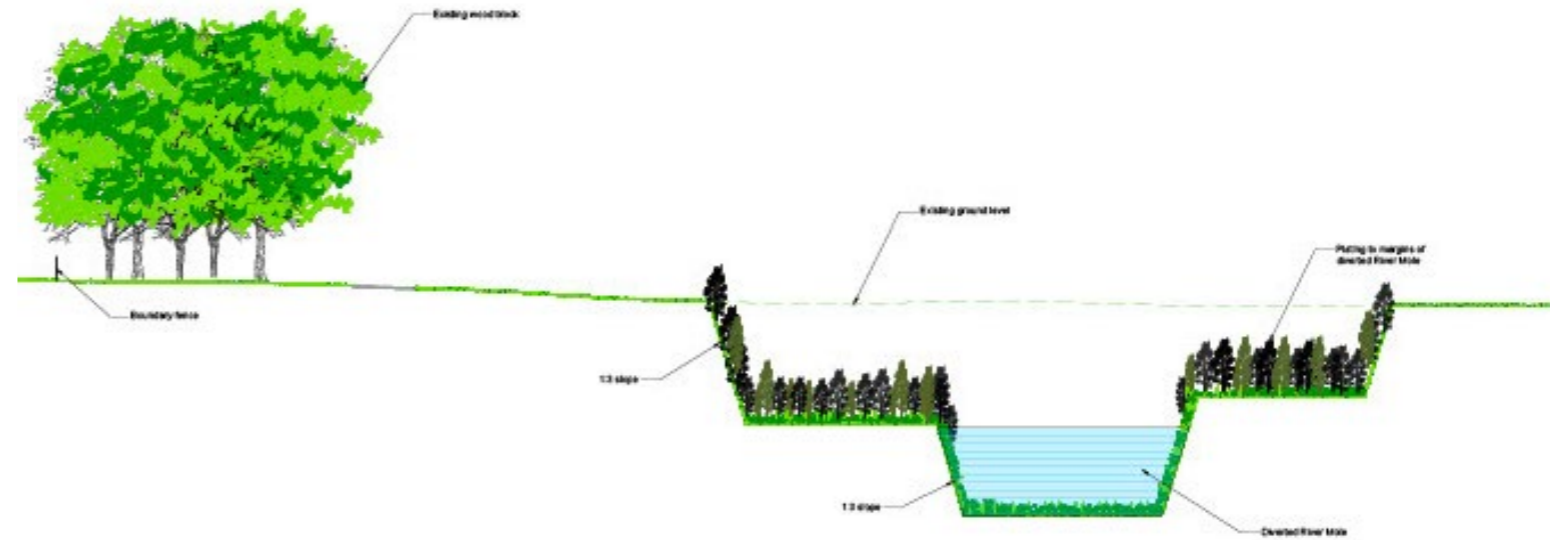


Figure 61. Section showing an indicative cut of the - River Mole Corridor

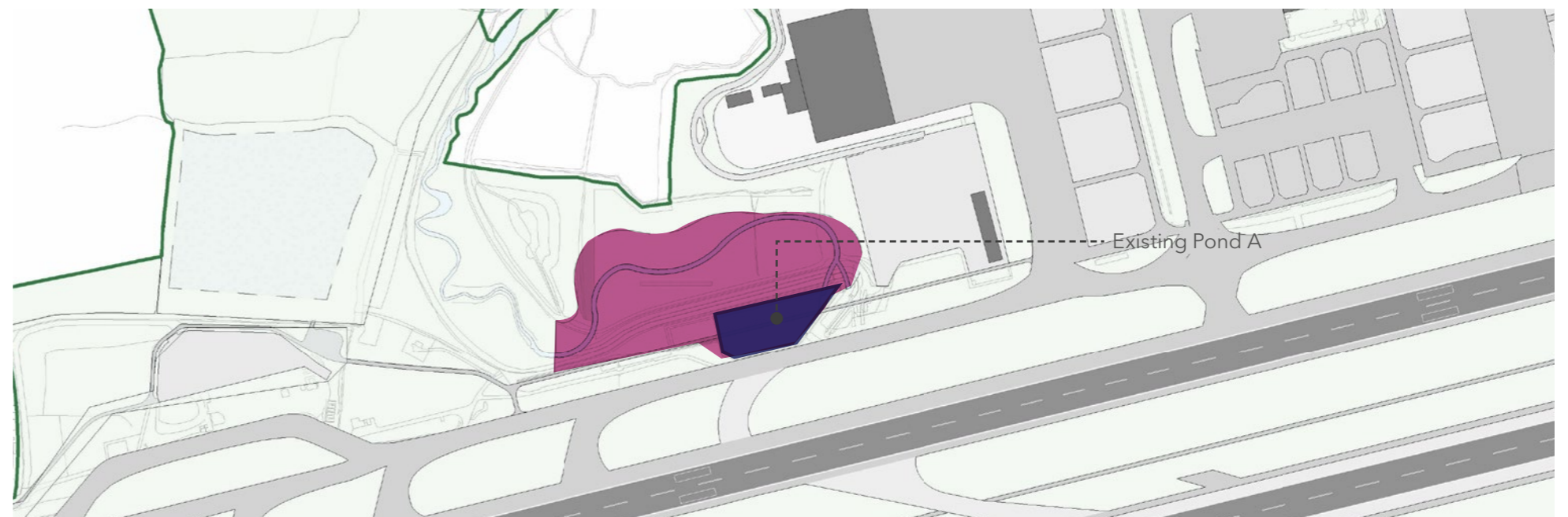


Figure 60. River Mole Reconfiguration & Pond A Site Context Plan



5.4.4.4 To provide greater ecological diversity, this section of the River Mole will be enhanced and will include the creation of:

- River corridor habitats including aquatic and marginal vegetation, native hedgerows and site boundary tree belts (as shown on Figure 63).
- Public open space incorporating flood compensation area, planted earth bunds and grassland and hedgerows with trees.
- Wet grassland communities to utilise transient inundation of flood compensation area.
- Native scrub and hedgerow planting to supplement exiting field boundaries and filter views.
- Open scrub planting and exposed soil surface on earth bunds to provide habitats for target species.

5.4.4.5 This will require the extension of the existing culvert 36 metres northward to enter the new section of the river valley.

5.4.4.6 The exact nature and extent of the planting scheme will require careful coordination with the aerodrome safeguarding in order not to create attractants to wildlife, which could then lead to hazards to aviation.

5.4.4.7 The portion of the River Mole which crosses below the level of the new taxiway strip will be carried in a new section of concrete channel covered by a road traffic specification grid at ground level for a length of 26 metres to where the river leaves the airfield boundary. This use of the grid allows for daylight to reach the watercourse.

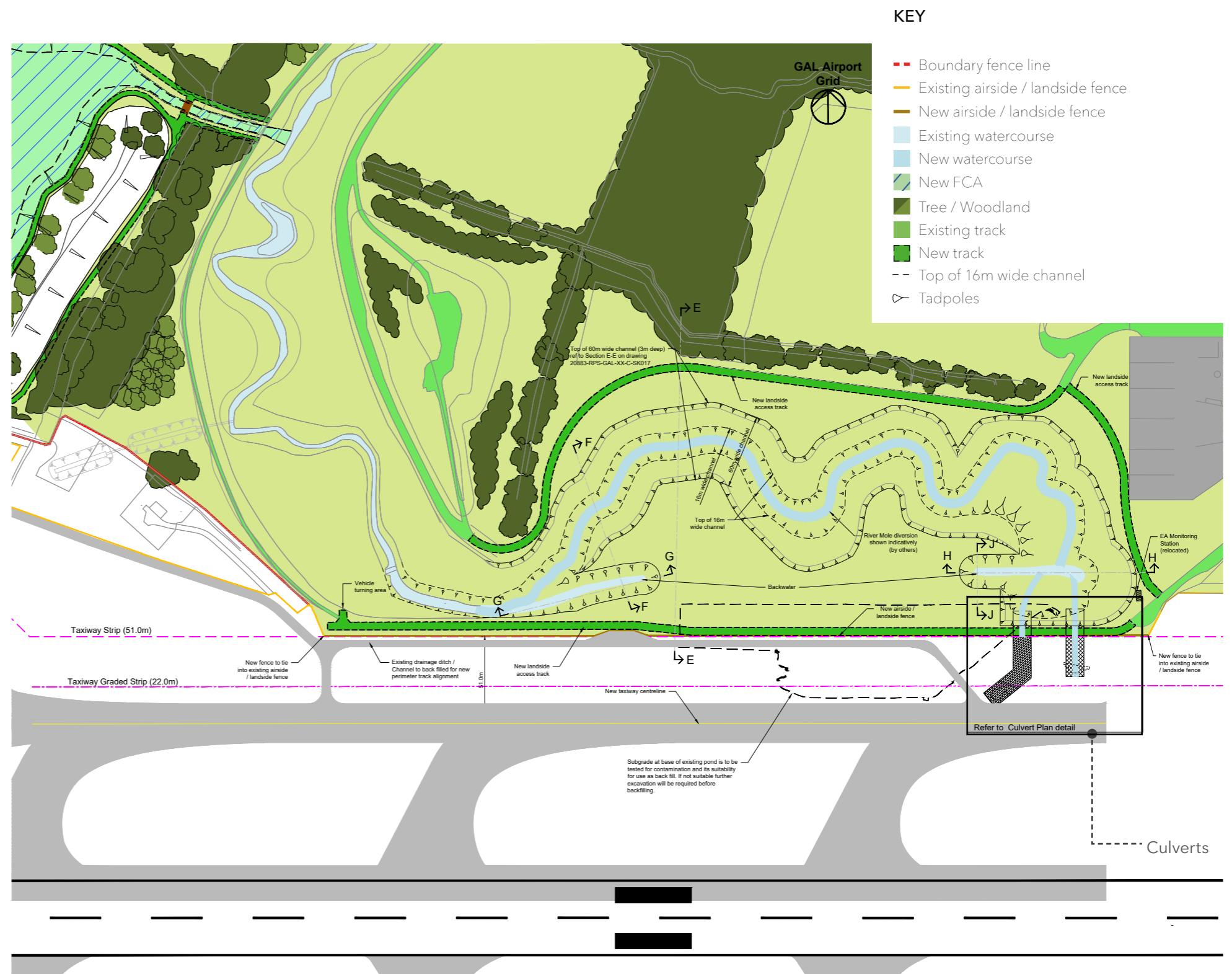


Figure 62. River Mole Reconfiguration & Pond A Indicative Site Plan

5.4.5 MUSEUM FIELD & ECOLOGICAL HABITAT CREATION

- 5.4.5.1 The project will see a 20 hectare plot of land to the west of the River Mole (including Museum Field) used as a flood barrier and noise bund. The proposed area adjoins the existing Gatwick Biodiversity Area that runs adjacent to the river corridor. The ecological habitat at that site is mainly grassland and the Project will see additional planting and introduction of wildlife (including up to 100 bat boxes) will be required to compensate for the loss of ecological habitat associated with the Project. This compensation will also include the creation of grassland and woodland mix across the land in agreement with Brook Farm and the Aviation Museum (current landowners) (Figure 65).
- 5.4.5.2 The Museum Field Flood Compensation Area is required due to the relocation of Taxiway Juliet west and the additional Juliet spur that reduces the available land within the existing floodplain. Museum Field (shown with the dashed white line on Figure 65) would be lowered by up to approximately 2.6 metres below ground level. It would have a footprint of approximately 57,600 square metres. This would provide a new flood compensation area connected to the River Mole. The connection to the spillway would require local lowering of the bank of the River Mole. There would be a landscaped bund along the southern and eastern perimeters that would be approximately 6 metres high and a footpath (including footbridge) around the area. There would be a road to enable maintenance access of approximately 5 metres width.
- 5.4.5.3 The exact nature and extent of the planting scheme will require careful coordination with the aerodrome safeguarding in order not to create attractants to wildlife, which will then lead to hazards to aviation.

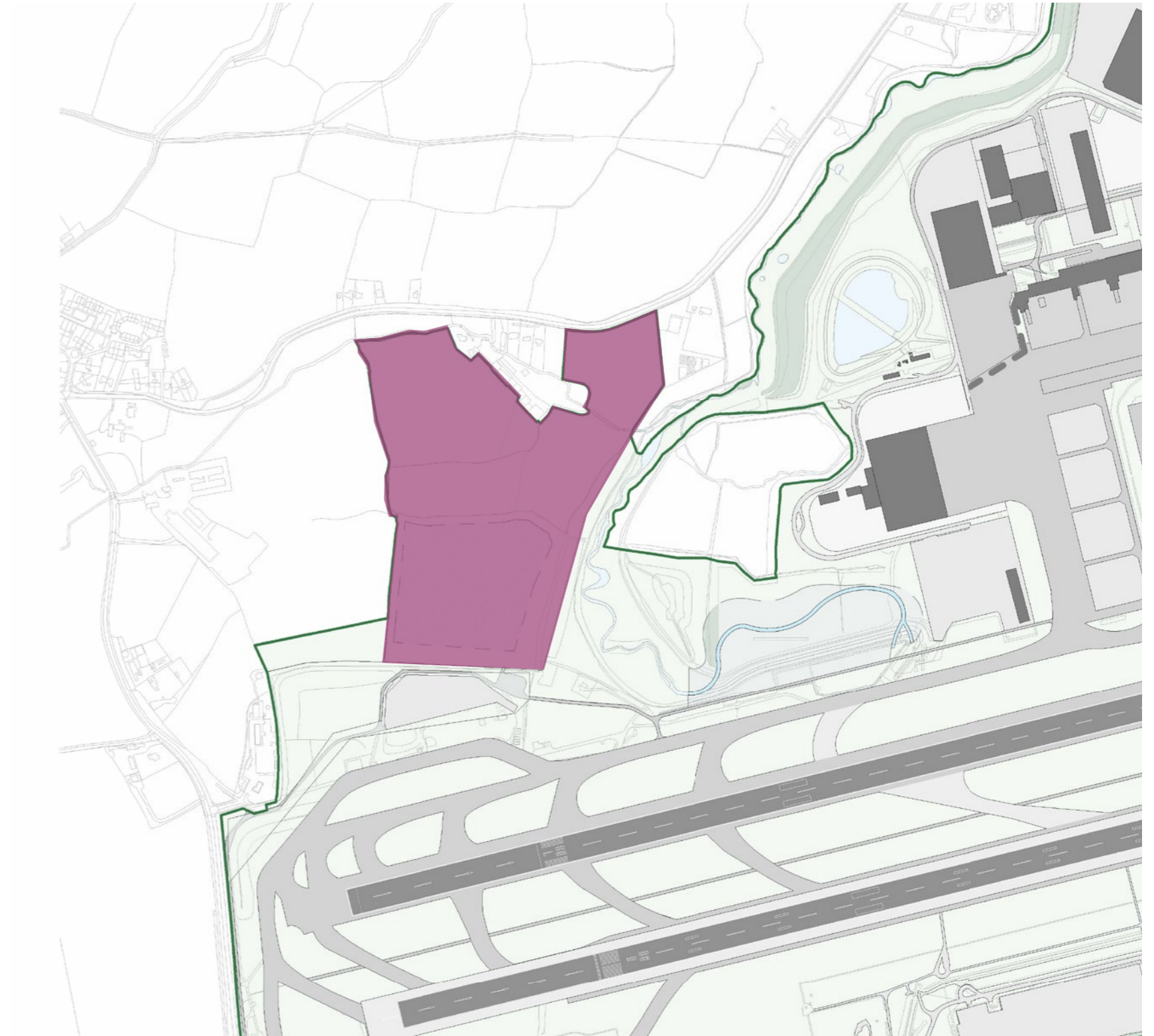


Figure 63. Museum Field & Ecological Habitat Creation Overall Site Location











Figure 64. Indicative Site Plan - Museum Field

5.4.6 BUILDING HEIGHTS

- 5.4.6.1 The proposed works will not see any change to building heights within the zone as there are no new buildings proposed. The existing and indicative building heights are shown on Figure 66. The existing and indicative building heights are shown on Figure 66.
- 5.4.6.2 The Museum Field Flood Compensation Area will see the ground level lowered by approximately 2.6 metres with a connection to the River Mole. The spillway will also require local lowering of the bank of the River Mole. The pond will be up to 500 square metres in area with a landscaped bund along the southern and eastern perimeters with a height of approximately six metres (including the footbridge).
- 5.4.6.3 The maximum building heights are also illustrated on the Parameter Plans that form part of the DCO application. These are further discussed in Section 7 of this DAS.

KEY

EXISTING BUILDINGS	INDICATIVE BUILDINGS
 0 - 5 metres	 0 - 5 metres
 5 - 10 metres	 5 - 10 metres
 10 - 20 metres	 10 - 20 metres
 20+ metres	 20+ metres

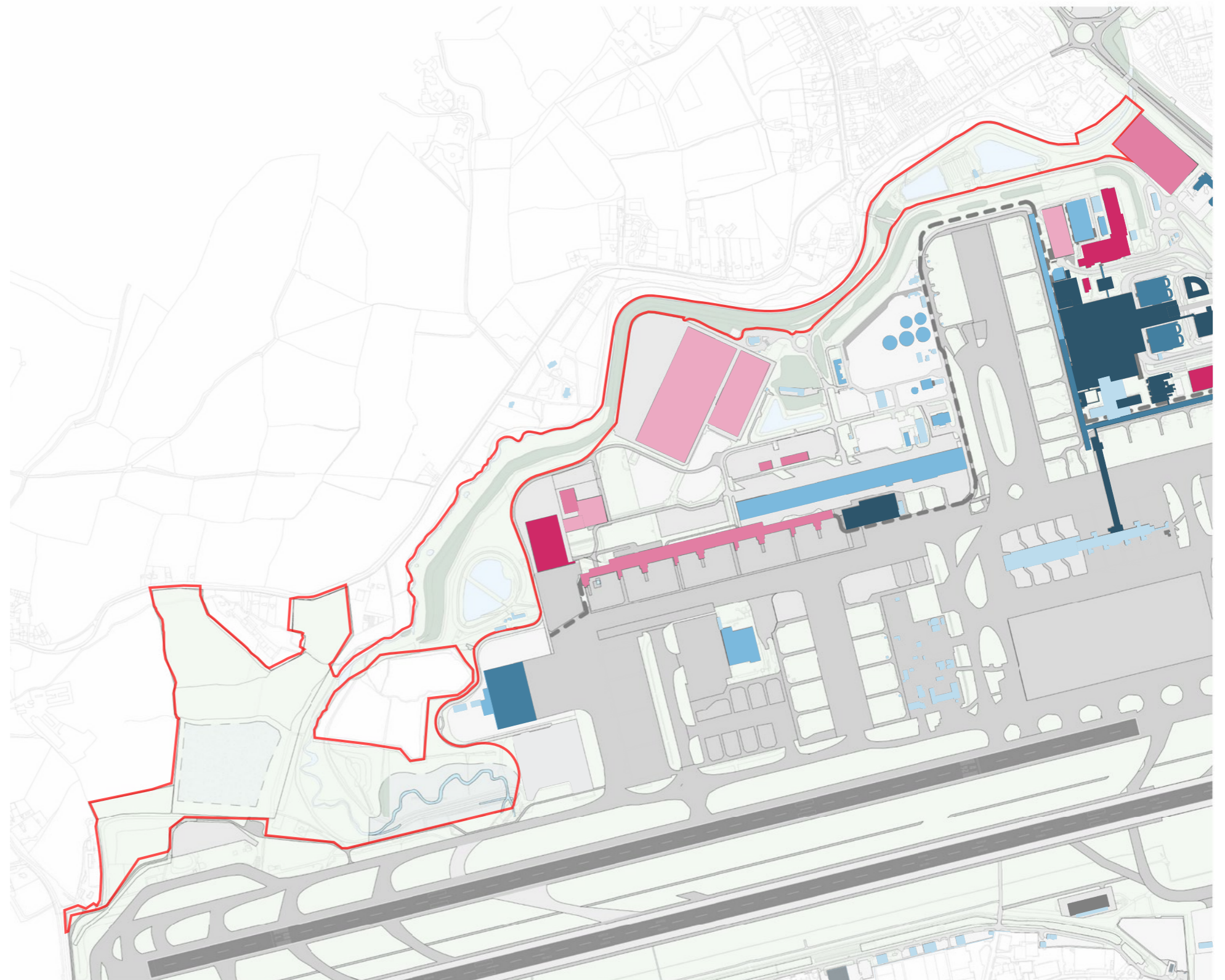
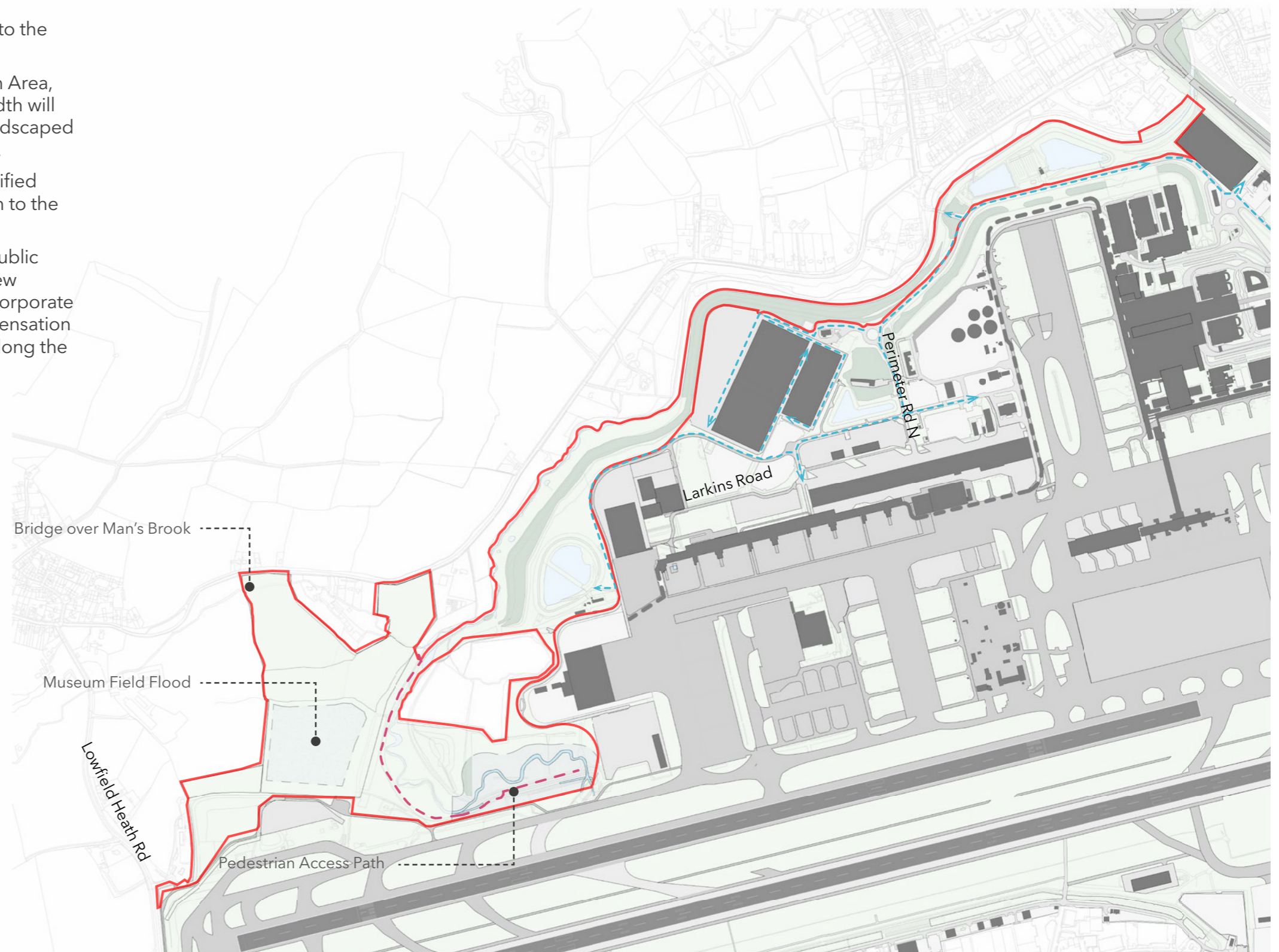


Figure 65. Indicative Building Heights - River Mole Corridor

5.4.7 ACCESS

- 5.4.7.1 The existing and proposed access arrangements to the zone is shown on Figure 63.
- 5.4.7.2 To access the Museum Field Flood Compensation Area, an access road of approximately five metres in width will be provided and there will be a six metre high landscaped bund around the southern and eastern perimeter.
- 5.4.7.3 A footbridge is proposed over Man's Brook (identified on Figures 64) to provide a pedestrian connection to the open space from Horley Road.
- 5.4.7.4 A new public footpath will link from the existing public right of way beside the River Mole, through the new sequence of public open spaces. The area will incorporate a footbridge over the inlet to the new flood compensation area making use of the existing permissive path along the River Mole (identified on Figure 66).



- KEY
- Zone
 - - - Road Access
 - - - Pedestrian Access

Figure 66. Indicative Access - River Mole Corridor

An aerial, monochromatic photograph of an airport terminal and tarmac. The terminal building is a long, multi-story structure with a central circular section. Numerous aircraft are parked at gates along the terminal. The tarmac is a large, flat area with various markings and taxiways. The background shows a mix of greenery and other airport buildings. The word "GLOSSARY" is overlaid in the center of the image in a bold, white, sans-serif font.

GLOSSARY

Glossary

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.

Definitions

Airport Boundary - the boundary of Gatwick Airport is defined on the Airport Boundary Plan (Figure 68). The airport is divided in two landside and airside areas, described below.

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 hangars. The Airside area is shown on the Landside and Airside Boundary Plan (Figure 69).

Air Transport Movement ("ATM") - a landing or take-off of an aircraft.

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).

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.

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.

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.

DCO Requirements - a requirement under the Development Consent Order which is proposed to control the construction, operation and maintenance of the development (if consented).

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.

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.

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.

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.

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 (Figure 76).

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.

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.

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.

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.

Order Land - land over which the application is seeking compulsory acquisition or temporary possession powers.

Order Limits - the limits shown on the Location Plan (Doc Ref. 4.1) comprising the extent of the proposed Project boundary.

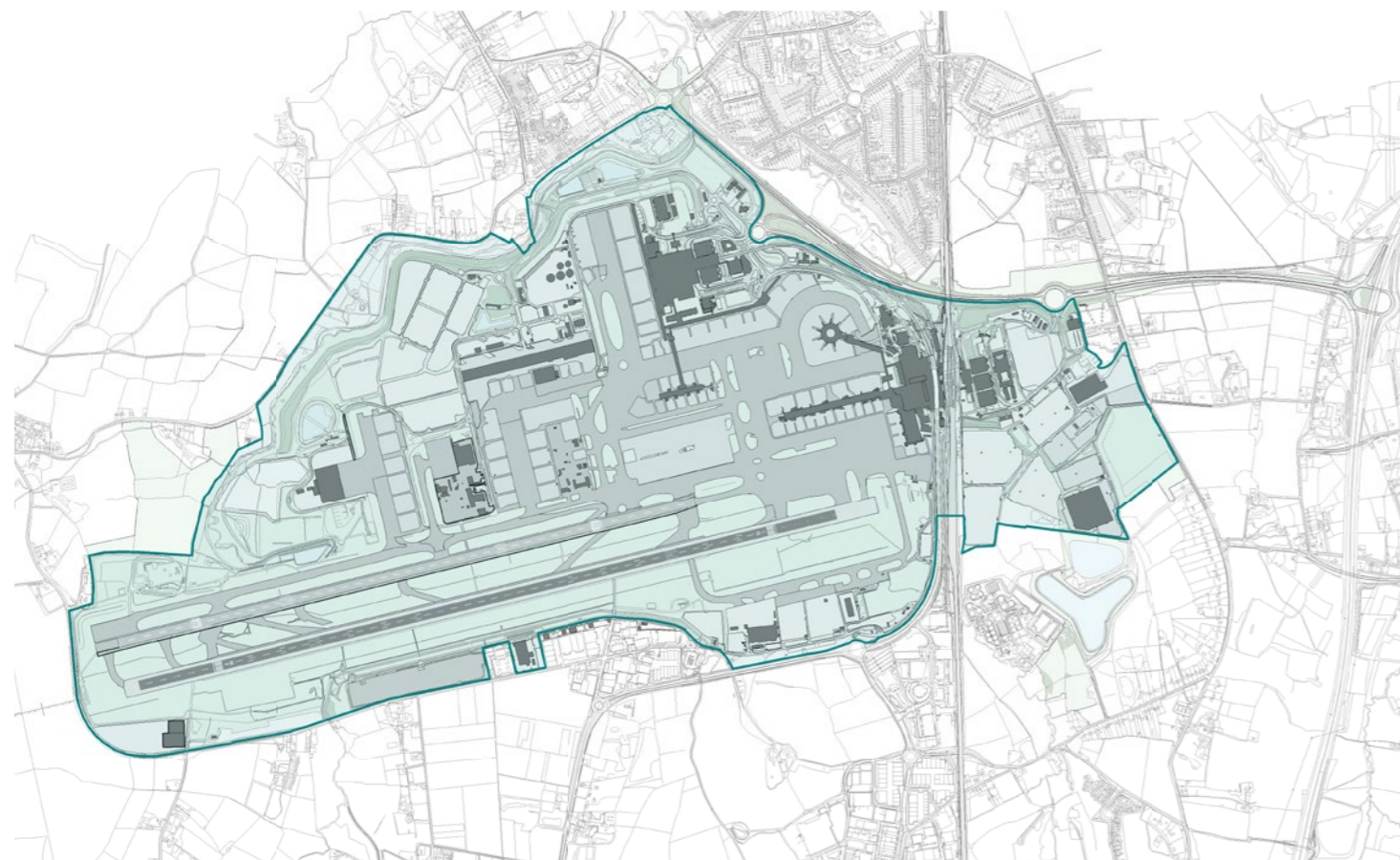
Passenger Throughput - the number of air passengers that use the airport, including arrivals and departures. The throughput is usually referred to on an annual basis, i.e. the annual passenger throughput.

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.

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.

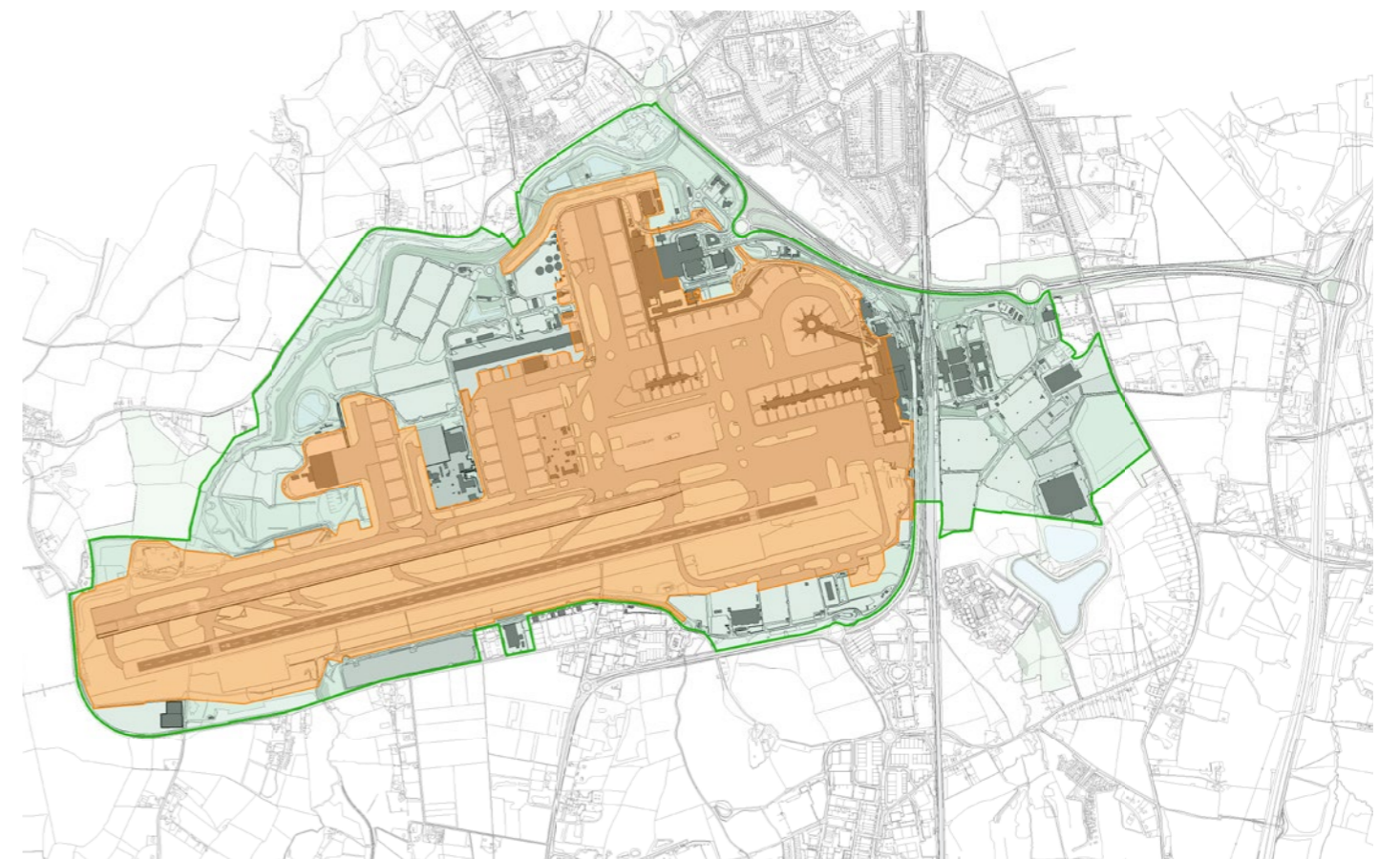
Summer 2022 Consultation - a hybrid statutory/non-statutory consultation which ran for six weeks from 14 June to 27 July 2022. The targeted, statutory consultation element considered changes to the proposed highway improvement works; and the non-statutory Project update element included an update on 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.

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.



KEY
 [Light Green Box] Extent of the 'Airport'

Figure 67. Gatwick Airport - Airport Extent



KEY
 [Light Green Box] Airport 'Landside' Areas
 [Orange Box] Airport 'Airside' Areas

Figure 68. Gatwick Airport - Landside/Airside

Abbreviations

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

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

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DESIGN AND ACCESS STATEMENT

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