



Gatwick Airport Northern Runway Project

Design and Access Statement – Volume 4

Book 7

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SCHEDULE OF CHANGES

Version 2.0 Changes

Change No.	Page No.	Figure/Text Ref.	Description
4.1	4	Figure 2	Land Use Diagram - Water Treatment Works changed to reflect different land use allocation.
4.2	42	Text-Contents	Change to - Water Treatment Works
4.3	47	Figure 71	Land Use plan updated to include the revised Water Treatment Works location.
4.4	47	5.11.3.2	Change to Water treatment works
4.5	50	5.11.5.1	Text changed to reflect new Water Treatment Works including Reed Bed filtration system.
4.6	50	Figure 74	Figure change to indicative illustrative plan arrangement of Water Treatment Works.
4.7	51	Figure 76	Figure updated to indicative access illustrative plan.
4.8	57	Figure 74,75 & 76	Figure numbering change.

Version 3.0 Changes

Change No.	Page No.	Figure/Text Ref.	Description
4.9	23	5.10.11.6	Text revised to include reference to infill panel strategy.
4.10	23	5.10.11.7	Figure references amended to Figure 30.

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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

5.9 INTRODUCTION

The Masterplan

- 5.9.1 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.
- 5.9.2 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.
- 5.9.3 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

- 5.9.4 The land subject to the application for development consent extends to approximately 735 hectares.
- 5.9.5 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.

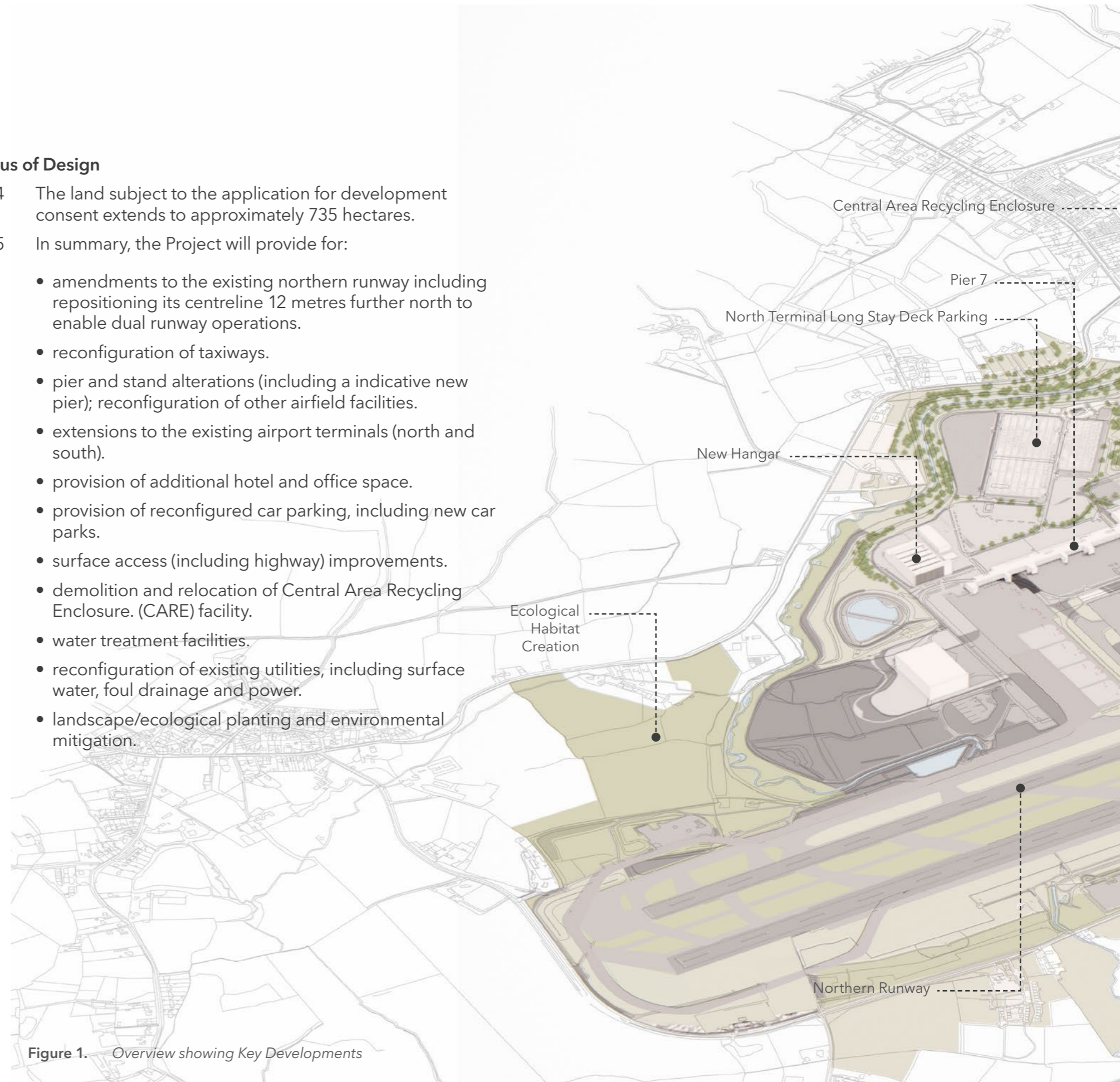
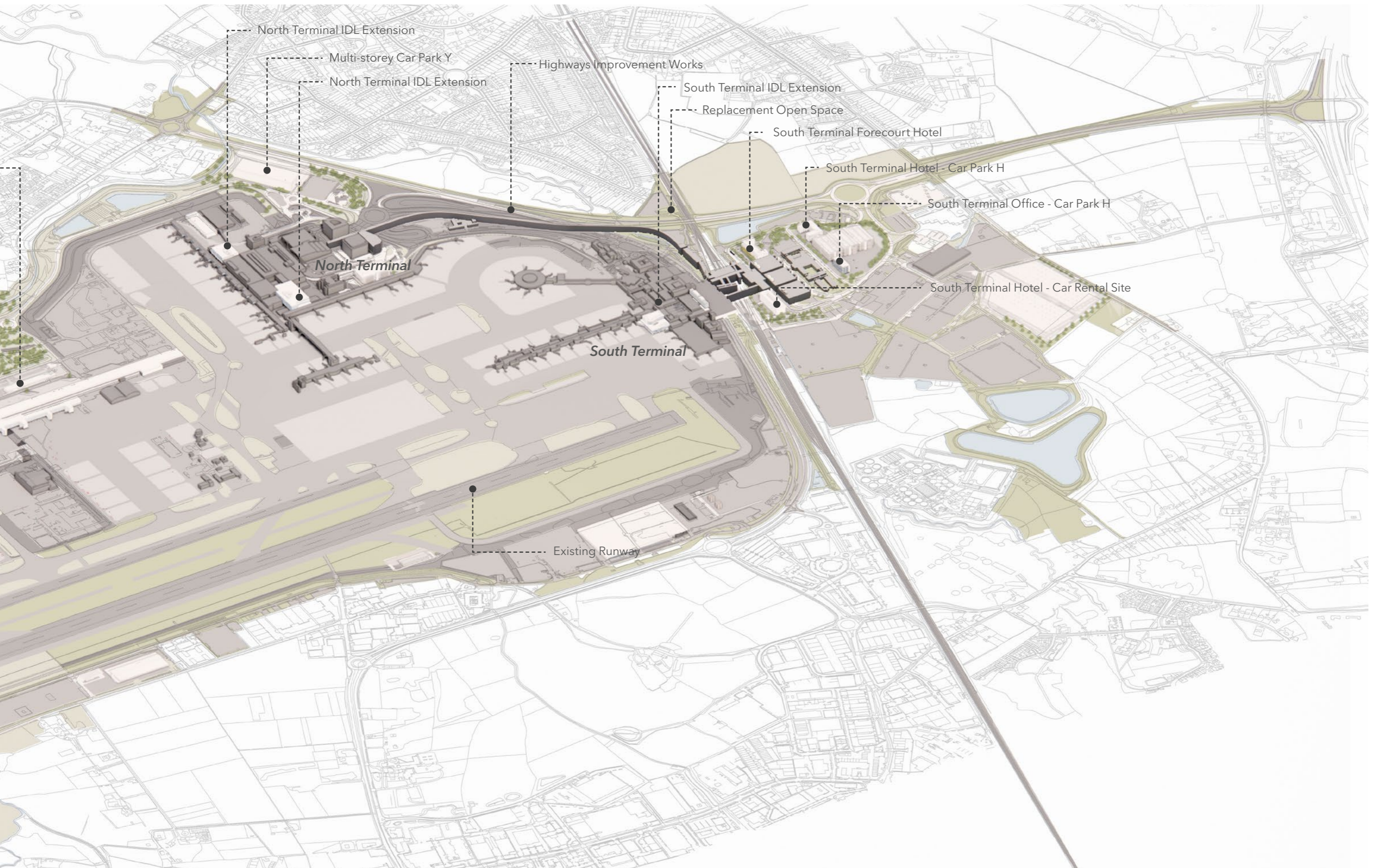


Figure 1. Overview showing Key Developments



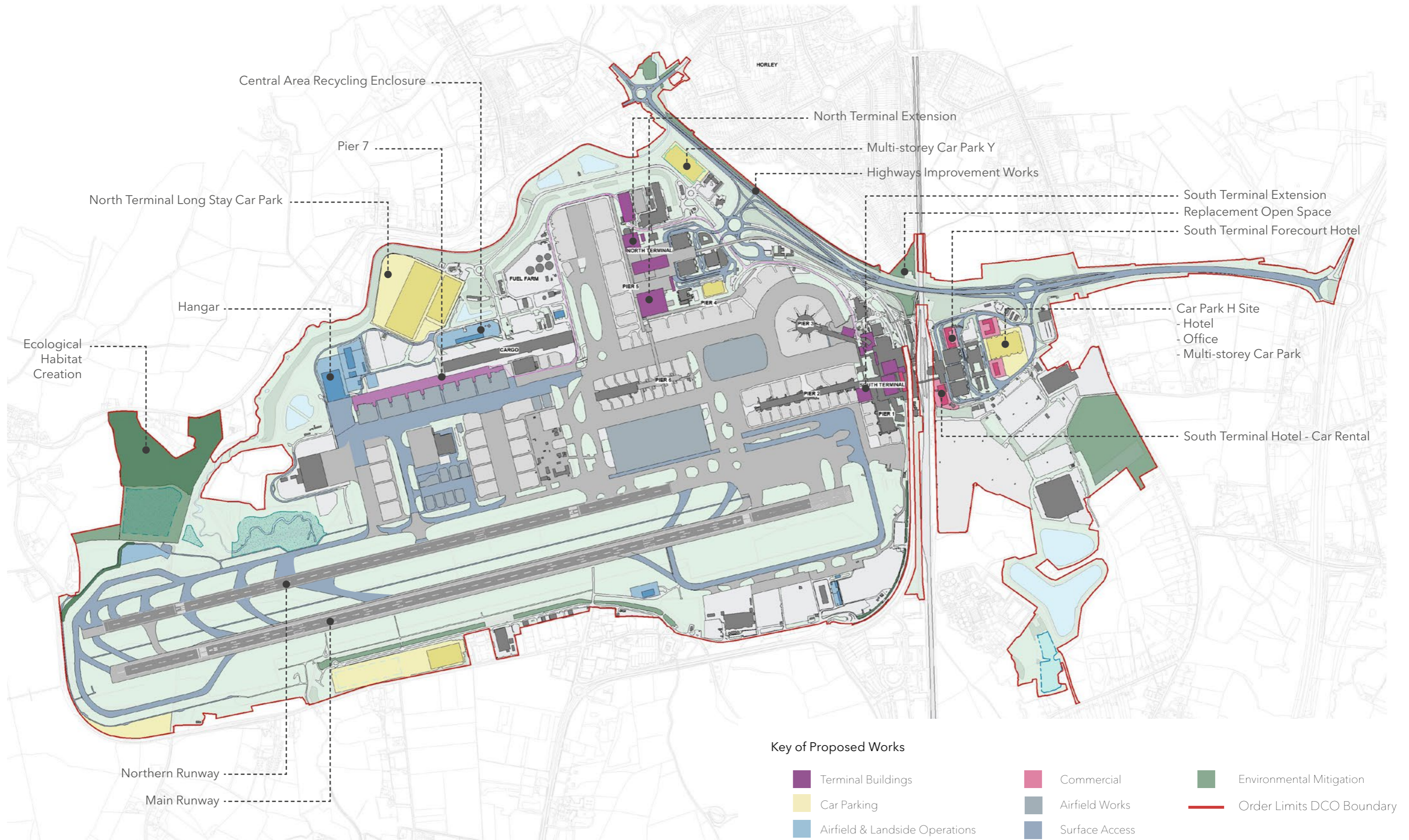


Figure 2. Works by Land Use Type and Key Developments

Zones

5.9.6 Due to the large size and varied nature of the proposed development at Gatwick Airport, this DAS describes the development by zones. This divisions assists with understanding the different activities and character of each area.

5.9.7 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 enables this.

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



Figure 3. Zone Location Plan

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An aerial photograph of a campus with a red outline highlighting a specific area. The outline follows a path that starts on the right side, moves north, then west, then south, and finally east, enclosing a large area. The text '5.10 SOUTH TERMINAL CAMPUS' is overlaid in white on the map.

5.10 SOUTH TERMINAL CAMPUS

5.10.1 ZONE CHARACTERISTICS

- 5.10.1.1 The South Terminal Zone (Figure 4) is one of the key passenger processing and commercial zones acting as the gateway to Gatwick Airport.
- 5.10.1.2 The zone covers the South Terminal building, piers and ancillary areas either side of the London to Brighton railway line. The western side is dominated by the South Terminal and connected pier and ancillary buildings. Also in this area are a number of passenger-focused developments such as hotels and multi-storey car parks. The Gatwick Airport rail station straddles the railway tracks as do two key pedestrian link bridges between the two parts of the zone.
- 5.10.1.3 On the eastern side of the railway, there are a number of multi-storey car parks and hotels closely linked and serving the terminal. The Marriott hotel and 3 large multi-storey car parks are significant buildings in this area. Other hotels and commercial developments including offices sit near the zone's eastern extent. The zone extends south from the Hilton hotel with a significant amount of long stay surface parking which serves the airport.
- 5.10.1.4 The South Terminal is the key transport hub for Gatwick Airport with the mainline train station, ITTS link to the North Terminal as well as links to the A23 and M23 roads north to London or south to Brighton.
- 5.10.1.5 The land use in this zone is primarily passenger related. It contains the main South Terminal group of buildings including the check-in and departure areas as well as baggage reclaim. There are also a number of passenger related commercial buildings, including hotels, car parks as well as offices.

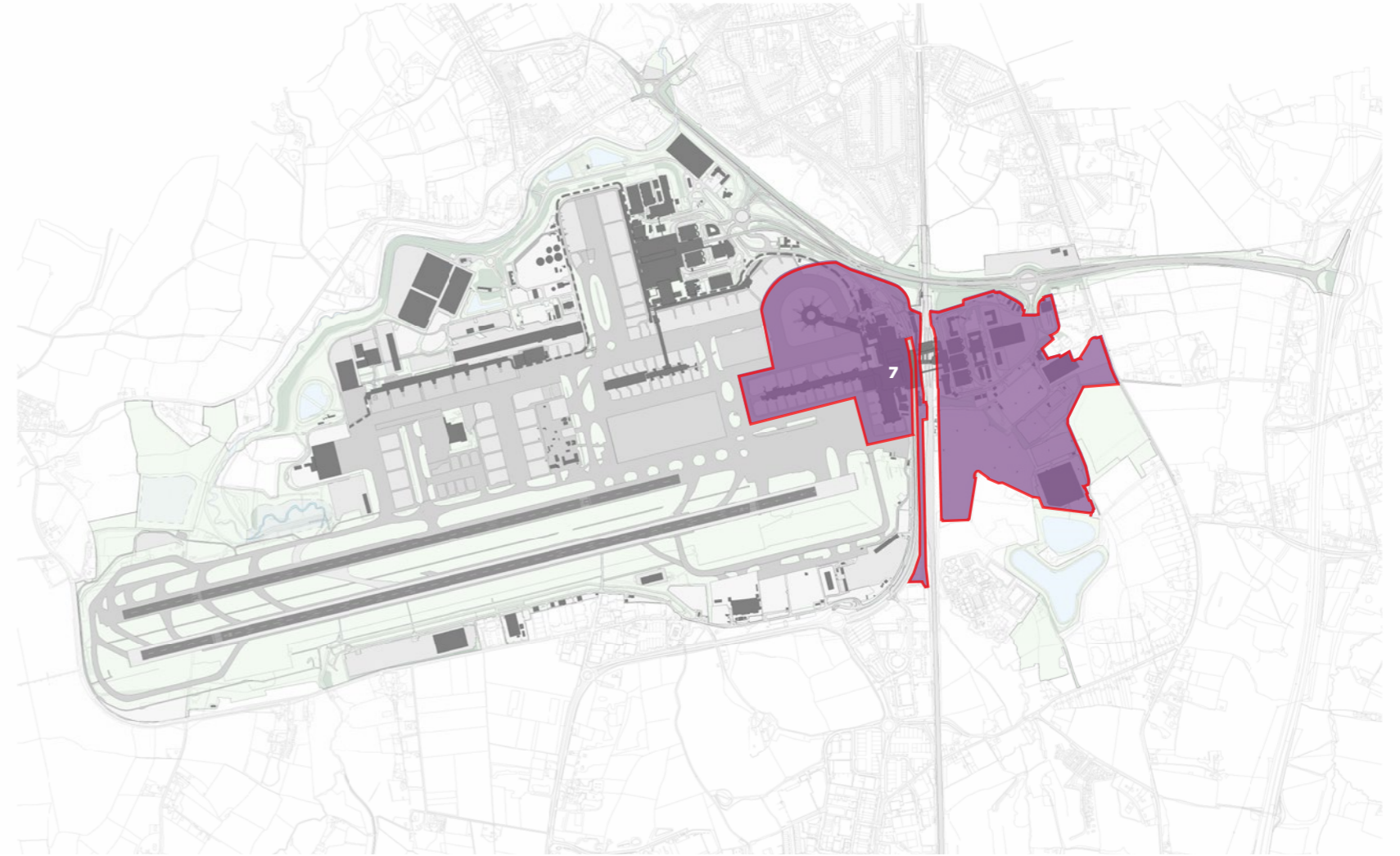


Figure 4. South Terminal Zone Location Plan

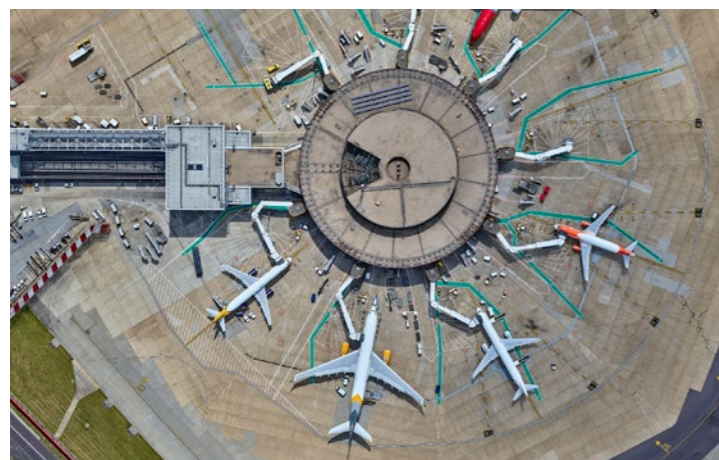


Figure 5. South Terminal Pier 3



Figure 6. South Terminal Forecourt



Figure 7. Car Park H



Figure 8. South Terminal View of Existing Car Park

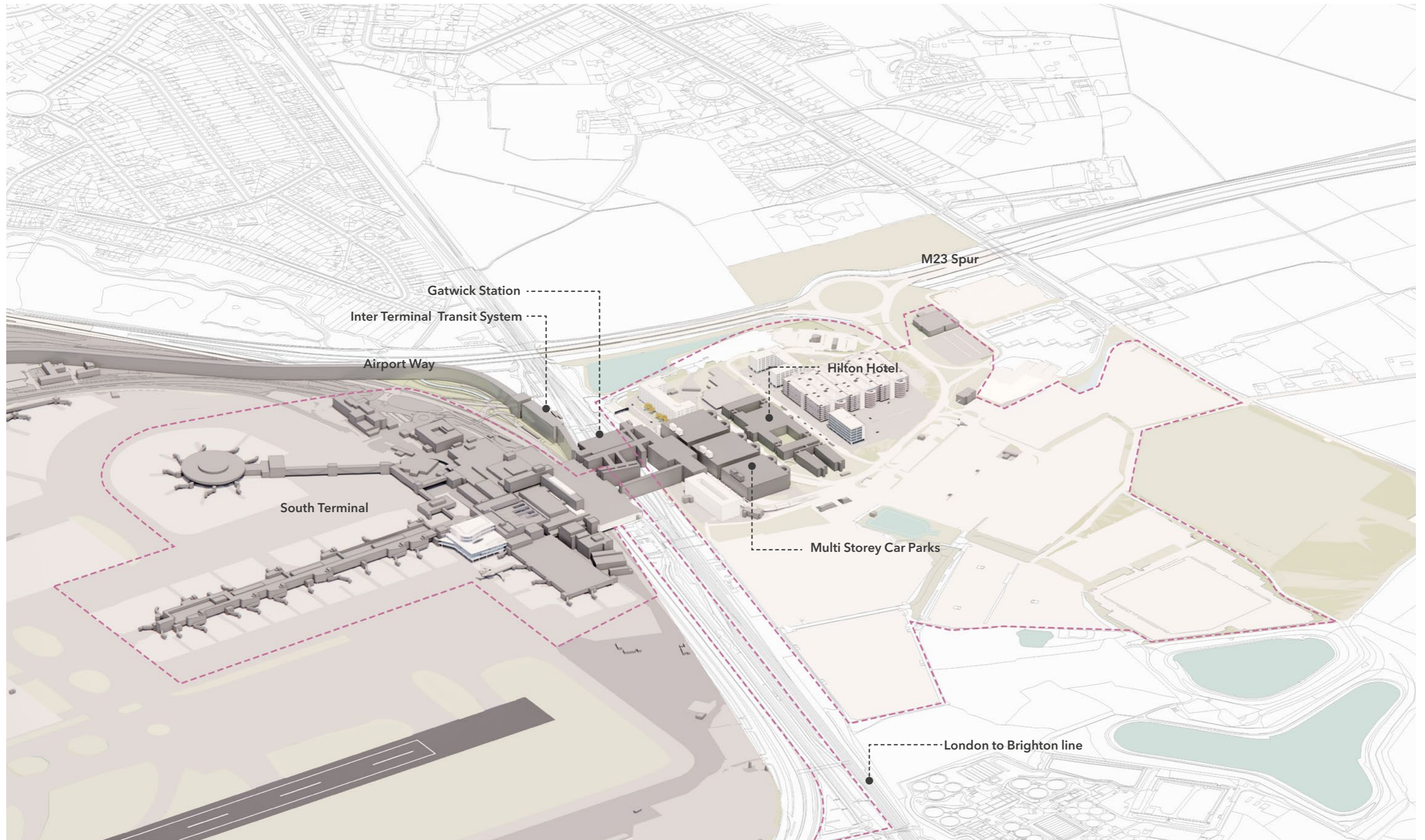


Figure 9. Site Location of the South Terminal Campus

5.10.2 ZONE CONSTRAINTS

5.10.2.1 Figure 10 shows the Southern Terminal Campus zone constraints.

5.10.2.2 The zone is heavily constrained by the operational areas of the airfield and terminal as well as the major highways to its north and the national rail line running through the centre of the zone. This combined with a number of commercial properties and businesses means any development requires careful consideration of these constraints and the affected stakeholders.

5.10.2.3 A large number of underground services are present within this zone which need to be considered in any development.

5.10.2.4 There are also areas of mature trees around Car Park H and the zone borders the ancient woodland to the south of the eastern zone.

KEY










	Zone		River
	Flood risk		Airside/landside boundary
	Pond		Existing Woodland
	Car Parks		
	Blast Screen		
	Existing Structures		



Figure 10. Existing Site Constraints - South Terminal Campus



5.10.3 ZONE PROJECTS AND LAND USE

5.10.3.1 Within the Southern Terminal Campus zone, the following projects are proposed:

- a. South Terminal IDL Extensions;
- b. South Terminal Reclaim;
- c. South Terminal Eastern Zone;
- d. South Terminal MUPS Baggage;
- e. South Terminal Check-in;
- f. South Terminal Immigration;
- g. Additional South Terminal Coaching Gates;
- h. South Terminal Autonomous Vehicles Station;
- i. South Terminal Hotel - Car Rental FOH Site;
- j. Hotel Adjacent to Multi-Storey Car Park 3;
- k. South Terminal Foul Capacity; and
- l. Destinations Place Hotel.

5.10.3.2 The land use in this zone is primarily passenger related. The overall land use will not be changed substantially from what is existing rather it will see an intensification of existing uses with the proposed improvements to the South Terminal (Figure 11).

KEY

- | | |
|--|--|
|  Zone |  Airfield Stands |
|  Terminal Buildings * |  Airfield Taxiways |
|  Car Parking * |  Airfield Runway |
|  Operational Buildings * |  Environmental Mitigation |
|  Commercial * | |
|  AV Route | |

* Darker shade indicates indicative building location on site

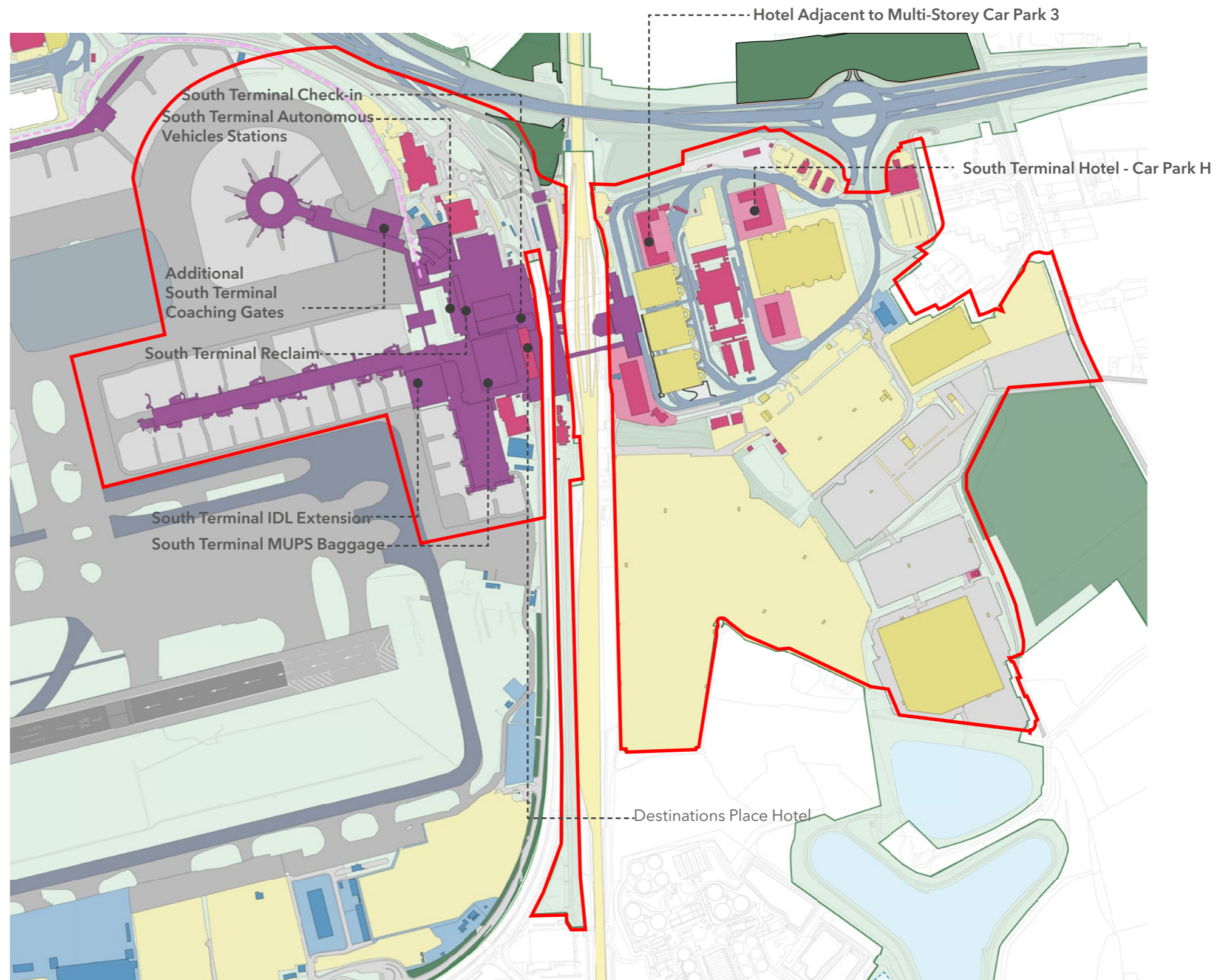


Figure 11. Zone Projects & Land Use - South Terminal Campus

5.10.4 SOUTH TERMINAL

5.10.4.1 There are a number of 'In Terminal' projects that are focused on increasing this capacity for a number of key operations in the passenger journey. These include check-in, the processing of baggage and immigration. Levels 00 and 10 are mainly operational areas that are back of house, dealing with baggage handling, storage and services areas. Figures 12 to 15 shows the indicative location of the proposed works to the South Terminal building

5.10.4.2 There also needs to be an increase in the passenger amenities provided, especially in the departures lounge with an increase in passenger dwell areas, retail, catering and airline lounges.

5.10.4.3 Figures below represent the 'In Terminal' project scopes and their passenger flow from Level 00 (Operational Level) to Level 30 (Departures Level).

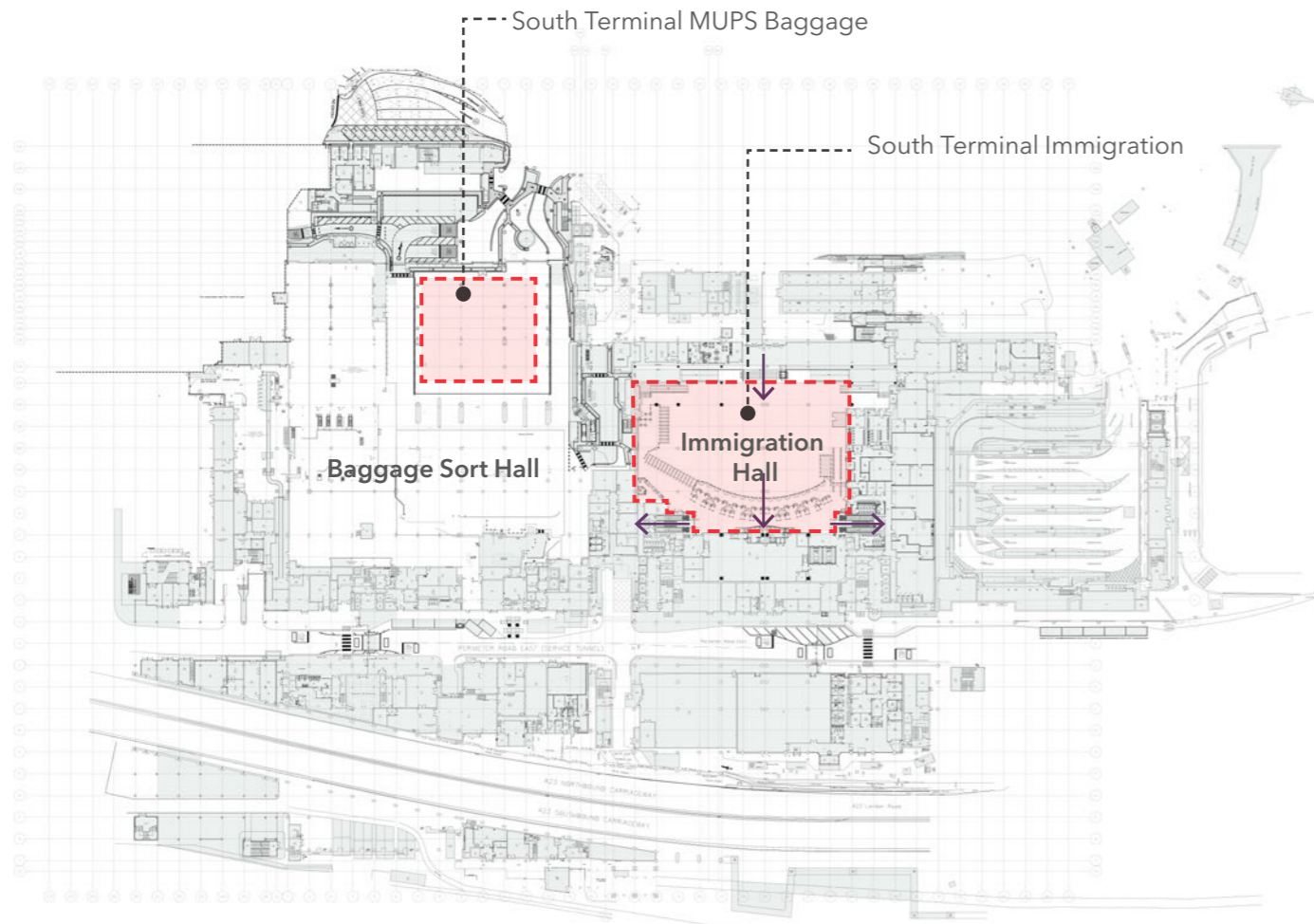


Figure 12. ST Terminal Plan Level 00 (Operational Level)

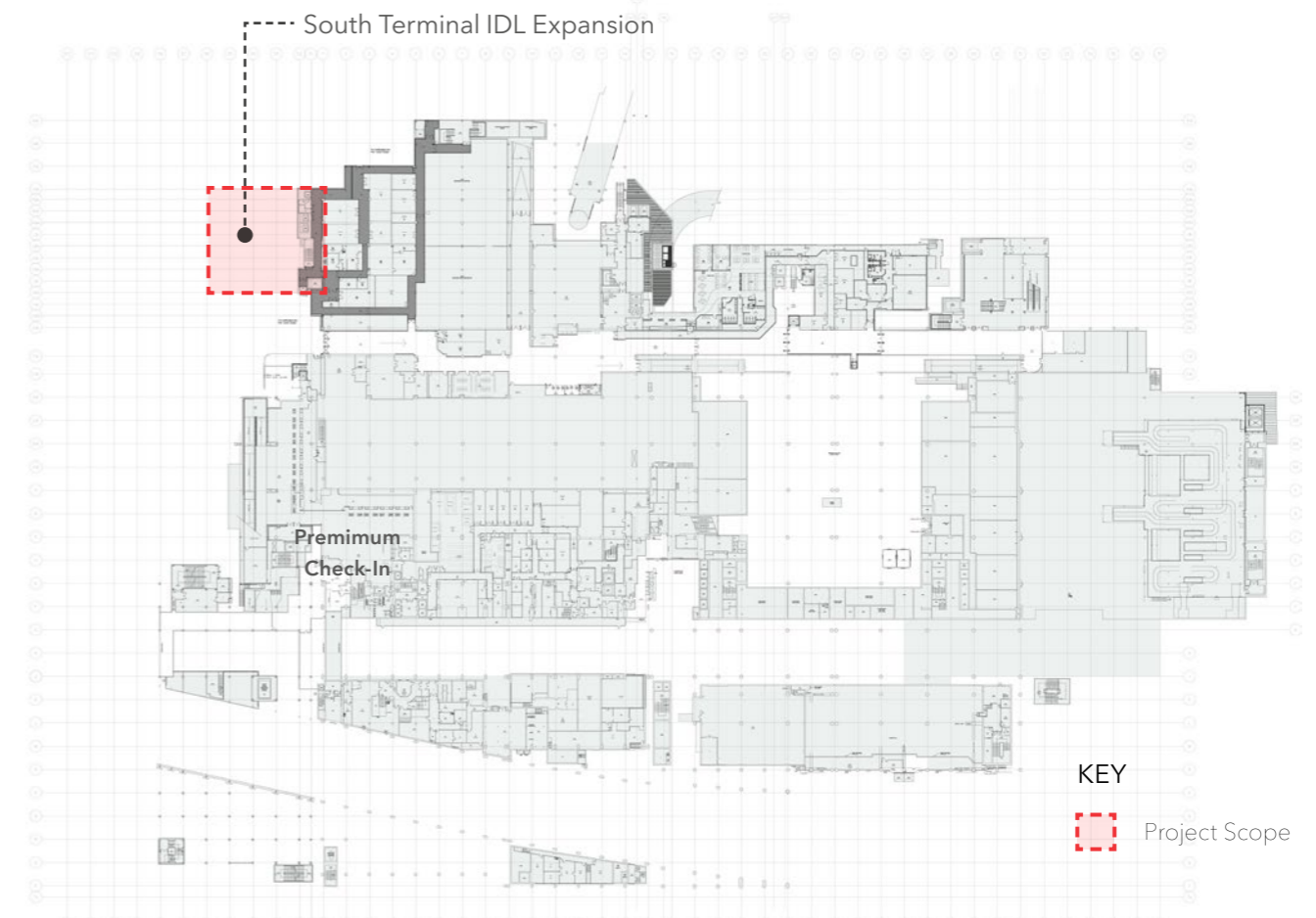


Figure 13. ST Terminal Plan Level 10

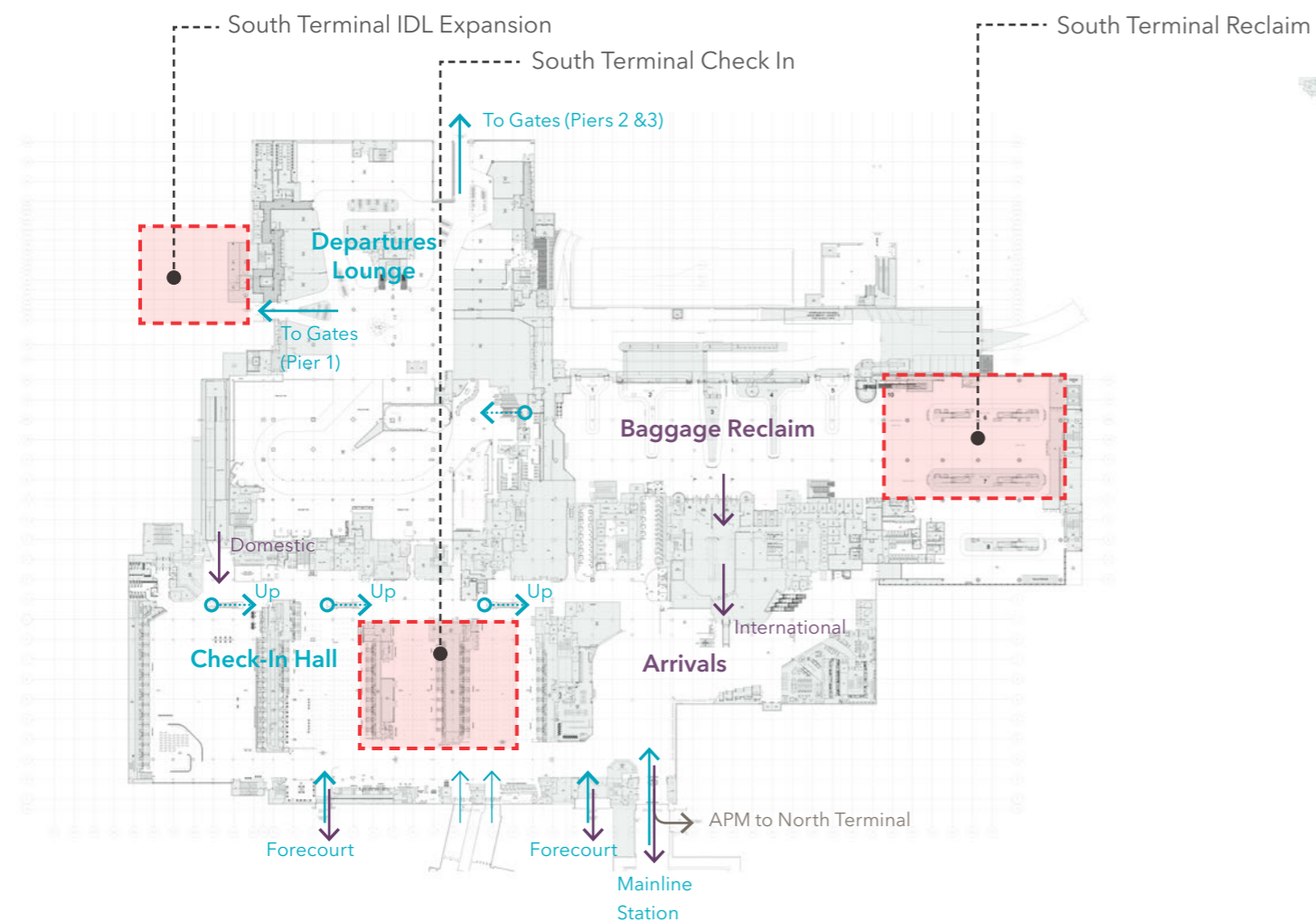


Figure 14. Terminal Plan Level 20 (Departures Level)

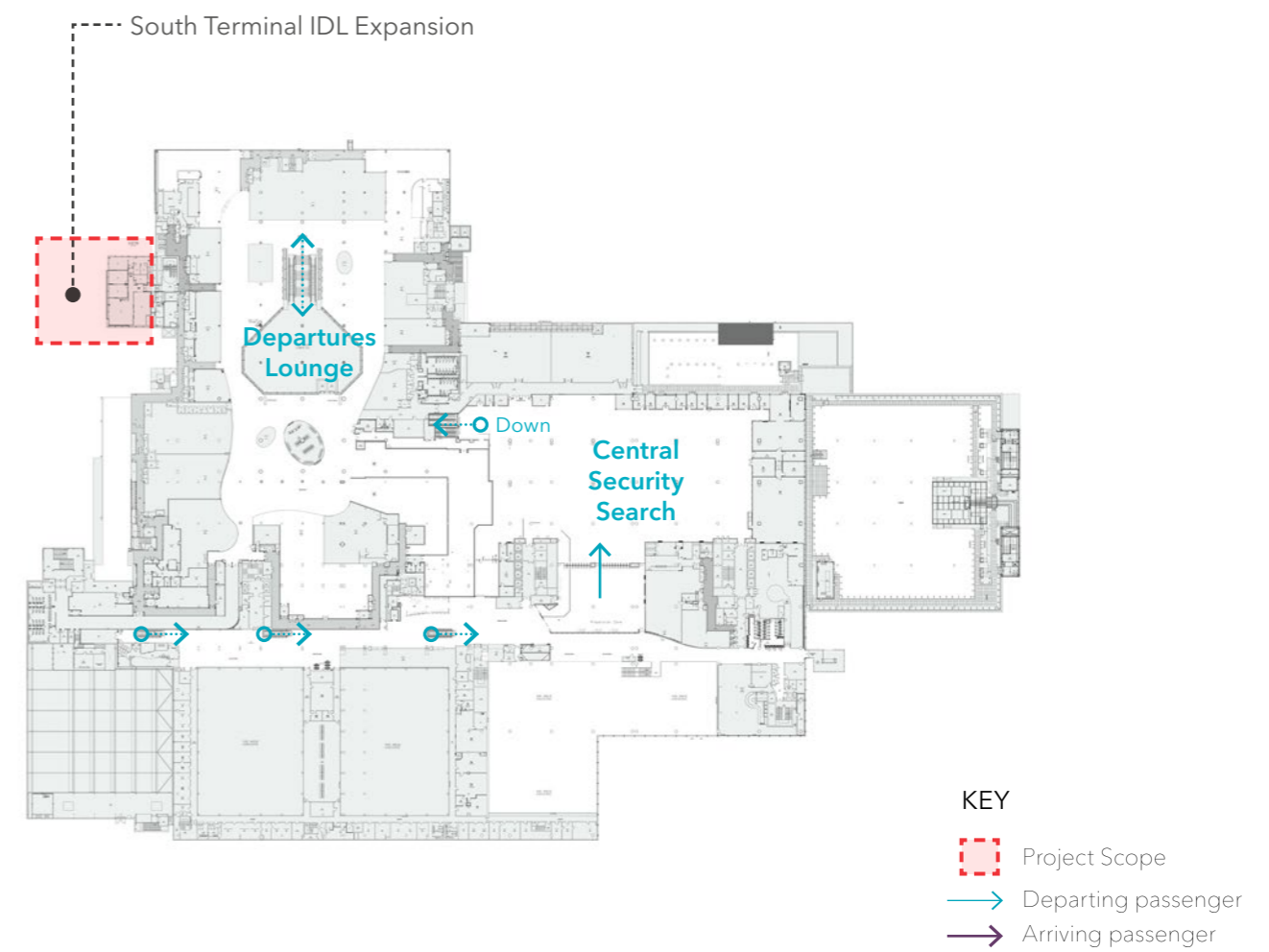


Figure 15. Terminal Plan Level 30 (Upper Departures Level)

- KEY
- Project Scope
 - Departing passenger
 - Arriving passenger



5.10.5 SOUTH TERMINAL IDL EXTENSION

5.10.5.1 The IDL at the South Terminal (Figure 16) requires an expansion to accommodate the expected increase in passenger numbers. This will see the floor space increased by an additional 12,500 square metres to provide a mix of retail, catering and general circulation space (Figure 16).

5.10.5.2 The key design drivers are to create connectivity with the existing IDL and to provide a high quality passenger focused environment. The a sense of space and openness will be paramount, with clear views from the south-western corner to the airfield.

5.10.5.3 At present, the departures lounge and its main retail, catering and seating areas are situated on Levels 20 and 30 of the south-western part of the South Terminal. This area will be extended to provide additional retail and catering offers at these levels. There are two aircraft stands which sit either side of the proposed extension and limit its extent in either direction.

5.10.5.4 This extension will also assist with providing additional connectivity between the two level through the creation of a new open circulation core and atrium. At the upper Levels 30 and 40, specialist food and beverage and airline passenger lounges will be located and experience enhanced raised views out over the airfield.

5.10.5.5 At ground level, the proposed building footprint is situated adjacent to a high traffic (vehicle) air-side road, which needs to remain operational after construction. This road and the adjacent coach drop-off will require reconfiguration.

5.10.5.6 The key concept for improved passenger experience derives from the location of the Phase 2 extension in relation to the passenger journey from security to gates.

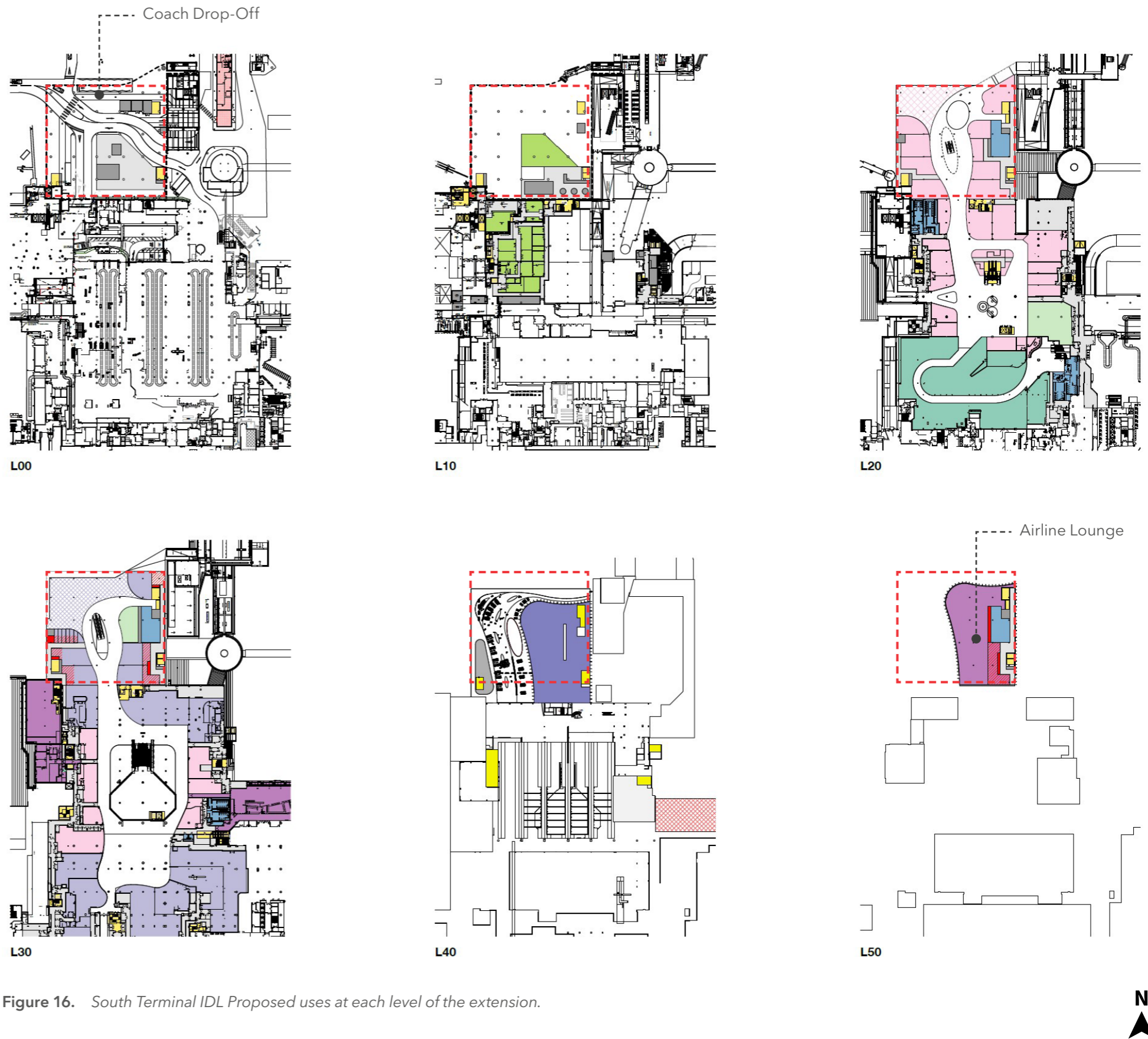


Figure 16. South Terminal IDL Proposed uses at each level of the extension.

KEY

- World Duty Free
- F&B
- Retail
- IDL Extension
- Lounges
- VCCs
- Security Check
- Remote Stores

- 5.10.5.7 The western extension gives opportunities to provide extensive glazing and views across the airfield (Figure 18). The facade of the IDL has potential to be reworked on, in order to connect the existing IDL areas to the extension. There are however two main elements that need to be retained along this facade. Views from the BA Lounge towards the apron need to be protected in the interest of business and the adjacent existing vertical circulation also need to be maintained for structural and service requirements.
- 5.10.5.8 The extension will be up to approximately 27 metres in height (above ground level) and is governed by maximum height for development for aerodrome safeguarding regulations.
- 5.10.5.9 The arrivals circulation area poses challenges in terms of re-routing the departures passenger traffic from the existing IDL via the proposed extension and leading on to the gates.
- 5.10.5.10 The proposed extension will be planned to be consistent with the following key strategies:



Figure 17. South Terminal IDL Site Location Plan

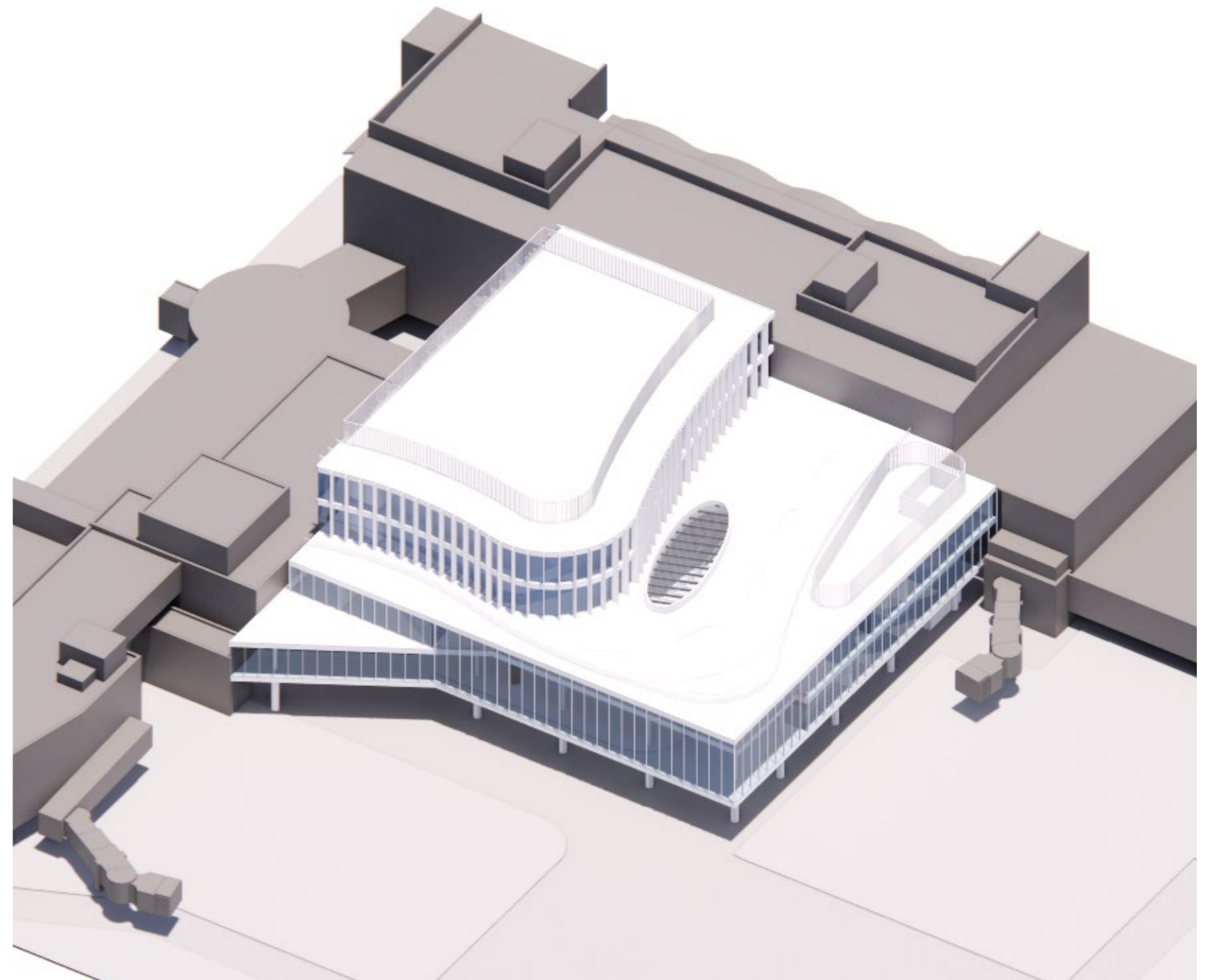


Figure 18. South Terminal IDL 3D Indicative Massing Study

- The lower level is mainly open with the upper floor raised on columns in order to allow vehicles of requisite heights to pass through the airside roads below the building.
- The middle section consists of a partially glazed 'box' with solar shading, enabling views to the airfield and daylight into the proposed extension at these key commercial levels.
- The upper section containing the lounge and food and beverage offer is set back to maintain the existing BA lounge views towards the airfield

5.10.5.11 To achieve daylighting into the interiors of the extension, a skylight is proposed to be located above the central atrium.

5.10.5.12 The extension will be up to a height of approximately 27 metres, with the finished height governed by the aerodrome safeguarding regulations. This is generally consistent with the built form surrounding the proposed extension.



Figure 19. Airfield view of South Terminal IDL Extension

5.10.6 SOUTH TERMINAL CHECK-IN

5.10.6.1 Increased passenger numbers requires passenger process capacity to be increased in the South Terminal (area in green on Figure 21). This will see the reconfiguration of the check in facilities at the existing zones D, E, and H. Specifically, kiosks and self-service bag drops will be installed within these zones to streamline the baggage processing process and increase capacity. This reconfiguration will also see the removal of some counters in the existing area to make space for the new facilities.

5.10.6.2 Maintaining passenger and operational flows has been a consideration when designing the South Terminal Check-In area.

Area subject to change

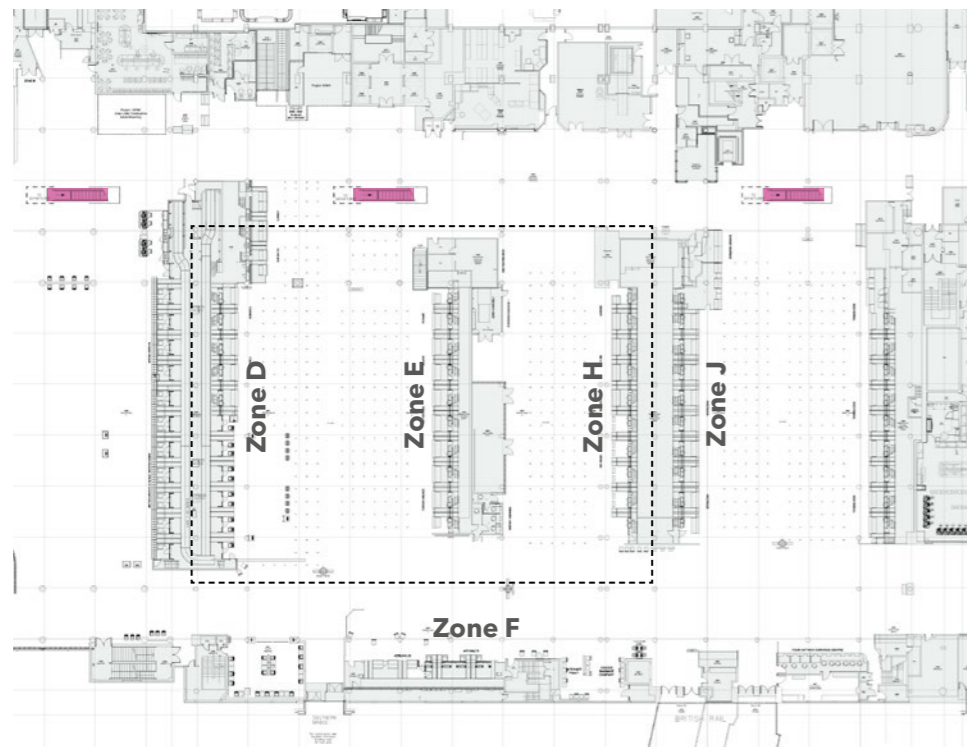


Figure 20. Existing Level 20 - South Terminal Check-In

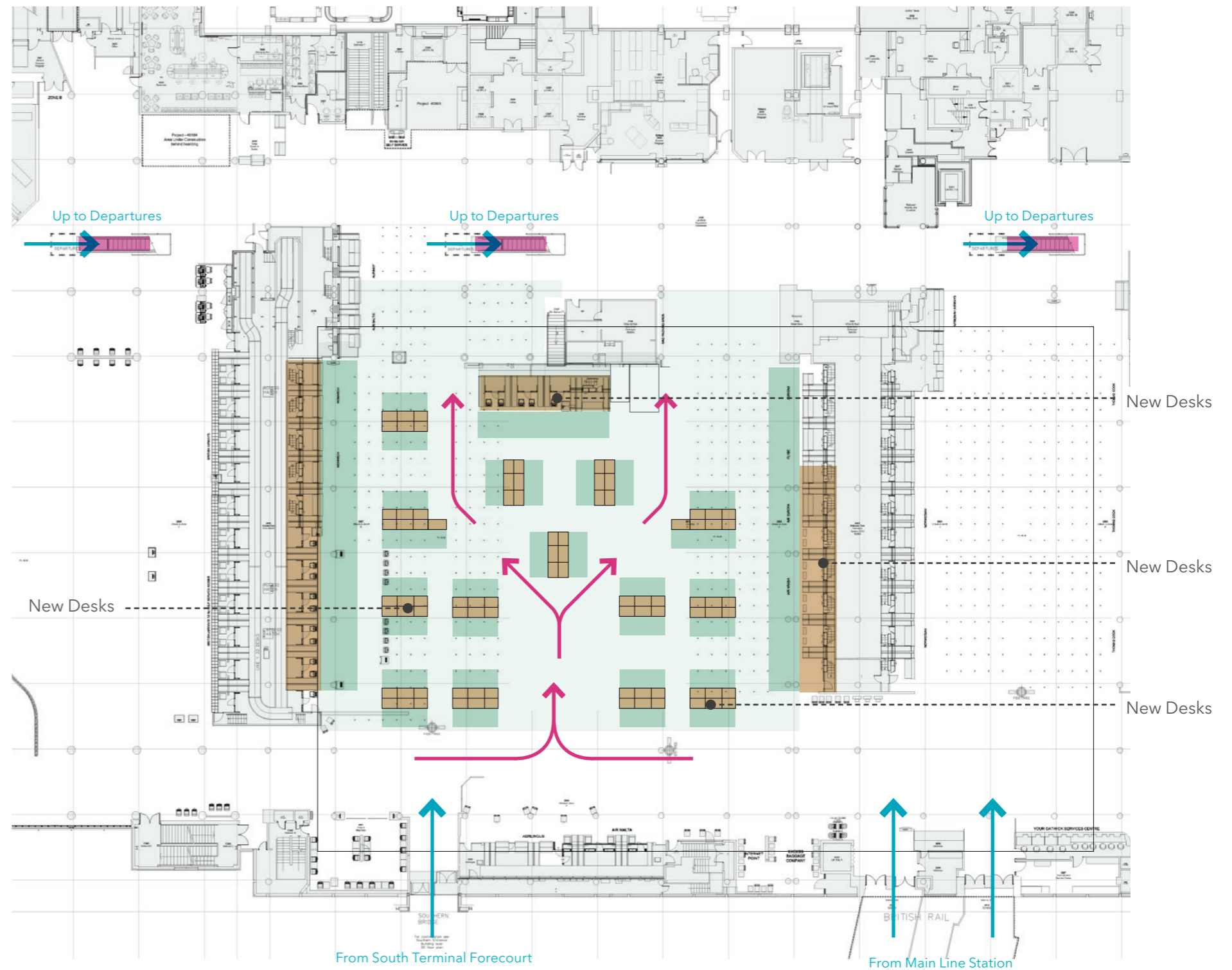


Figure 21. Indicative Level 20 - South Terminal Check-In



5.10.7 SOUTH TERMINAL RECLAIM

5.10.7.1 The current operation at the north end of the reclaim hall includes three international carousels, Carousels 6, 7, and 8 (Figure 23). To ensure a seamless baggage reclaim process for an increase in passengers, it is essential to provide additional capacity to the existing carousels.

5.10.7.2 To achieve this, an additional presentation length for Carousels 6 and 7 will be constructed while maintaining the passenger circulation space. These works are indicated on Figure 24. This expansion will ensure that more baggage can be accommodated, reducing the waiting time for passengers and increasing the overall efficiency of the baggage reclaim process.

5.10.7.3 The expansion project will be carefully planned to minimise disruptions to airport operations and ensure the safety and security of passengers.



Figure 22. Site Context Plan - ST Check-in and Reclaim

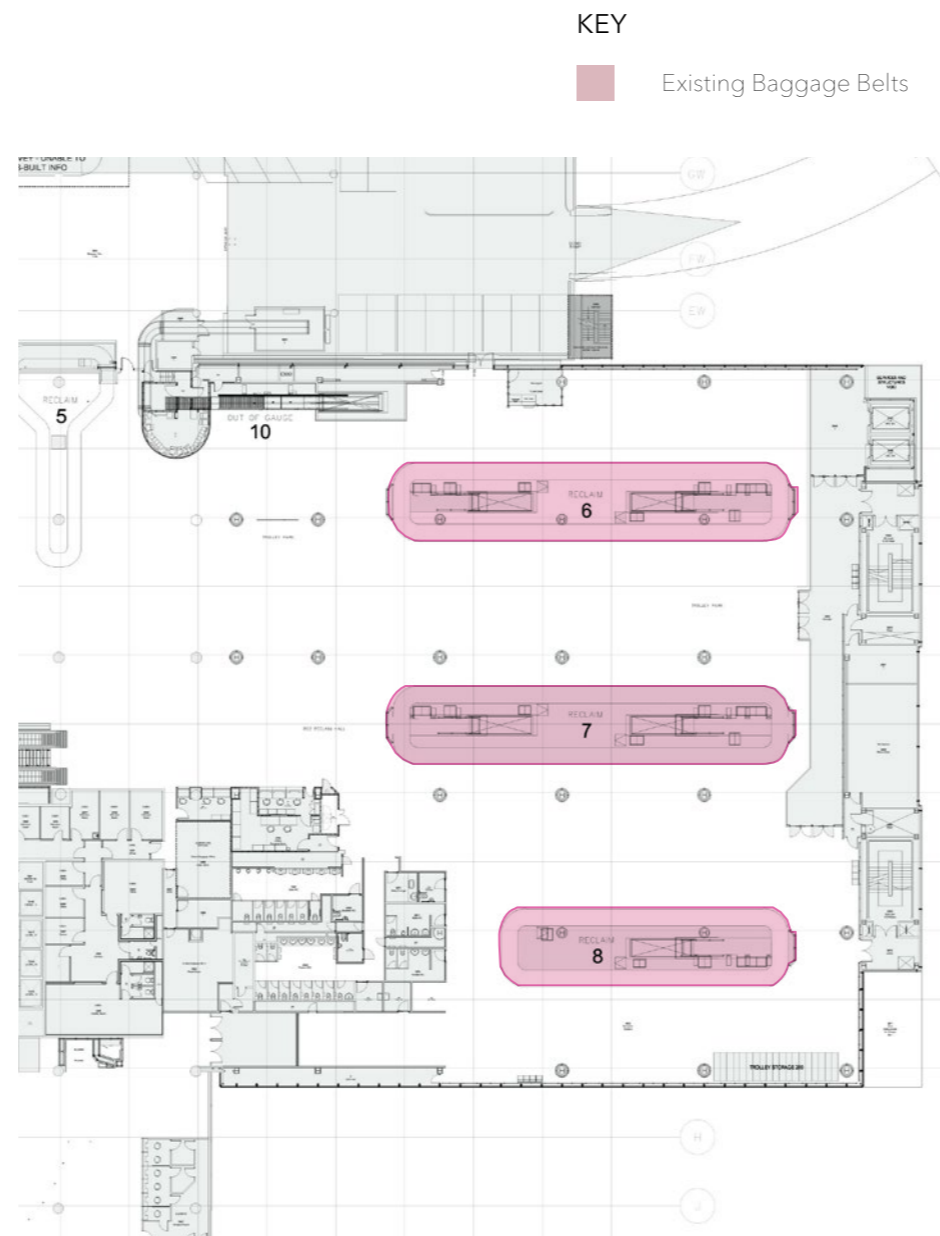


Figure 23. Existing LL 20 - South Terminal Reclaim

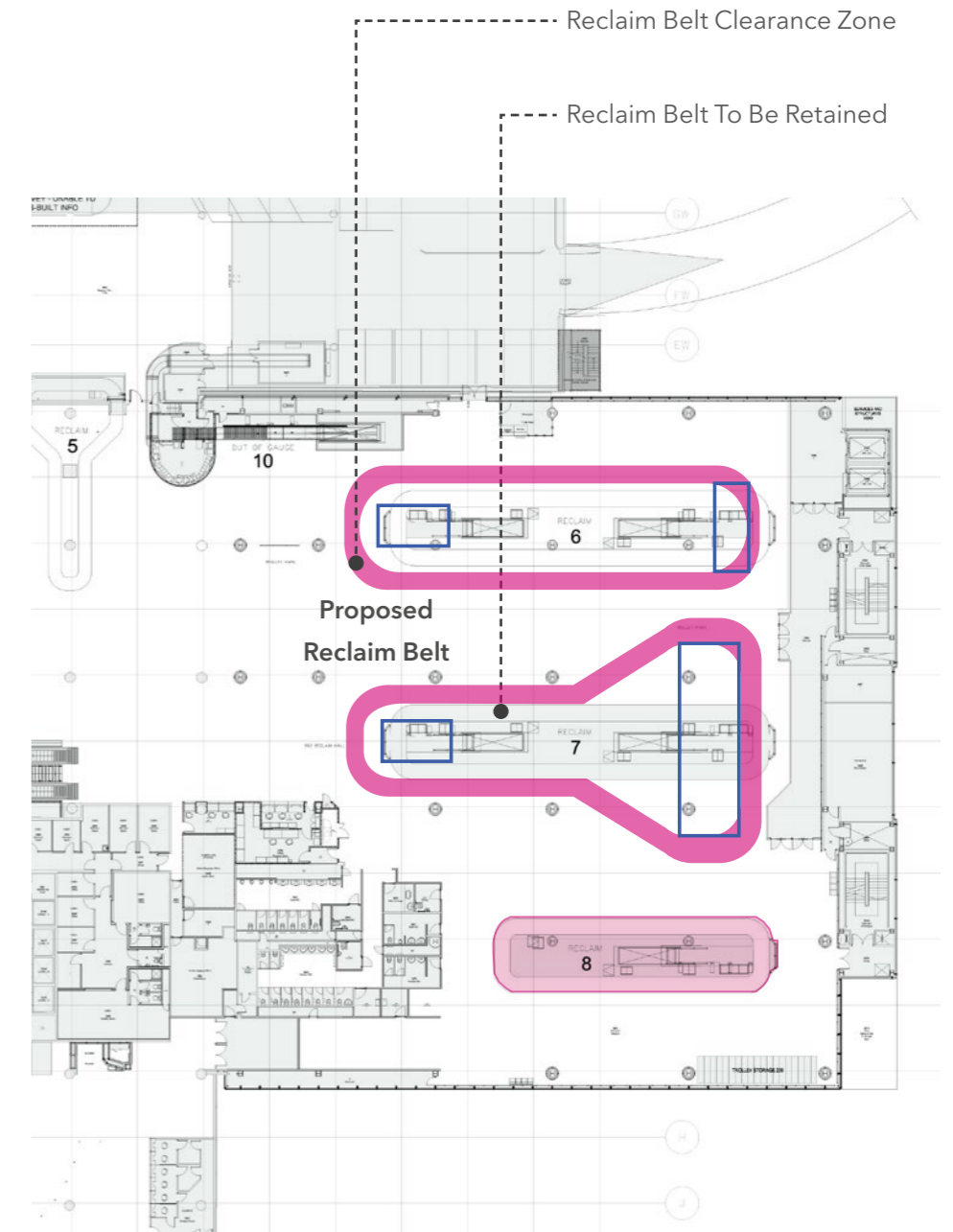


Figure 24. Indicative LL 20 - South Terminal Reclaim



5.10.8 SOUTH TERMINAL IMMIGRATION

- 5.10.8.1 Located at Level 00 the existing South Terminal immigration hall has queuing space and a series of electronic 'e-gates' or manual checking desks to process passengers passports and travel documents.
- 5.10.8.2 Passengers queue centrally in the hall before being called to the desks around the perimeter. Once documents have been checked then the passengers use the two vertical circulation cores to take them up to baggage reclaim at Level 20.
- 5.10.8.3 Two areas have been highlighted for change to accommodate increased capacity (shown in blue on Figure 25). The area containing 12 e-gates will be replaced with a set of double row desks and the area to the north which is currently unoccupied will contain 30 additional desks.
- 5.10.8.4 The queuing space will then be reconfigured to suit these new desk arrangements. Floor, wall and ceiling finishes will be updated to align to these new arrangements.
- 5.10.8.5 The design of the immigration hall is primarily driven by the technical space standards required for the equipment, processes and circulation spaces needed for the activity.

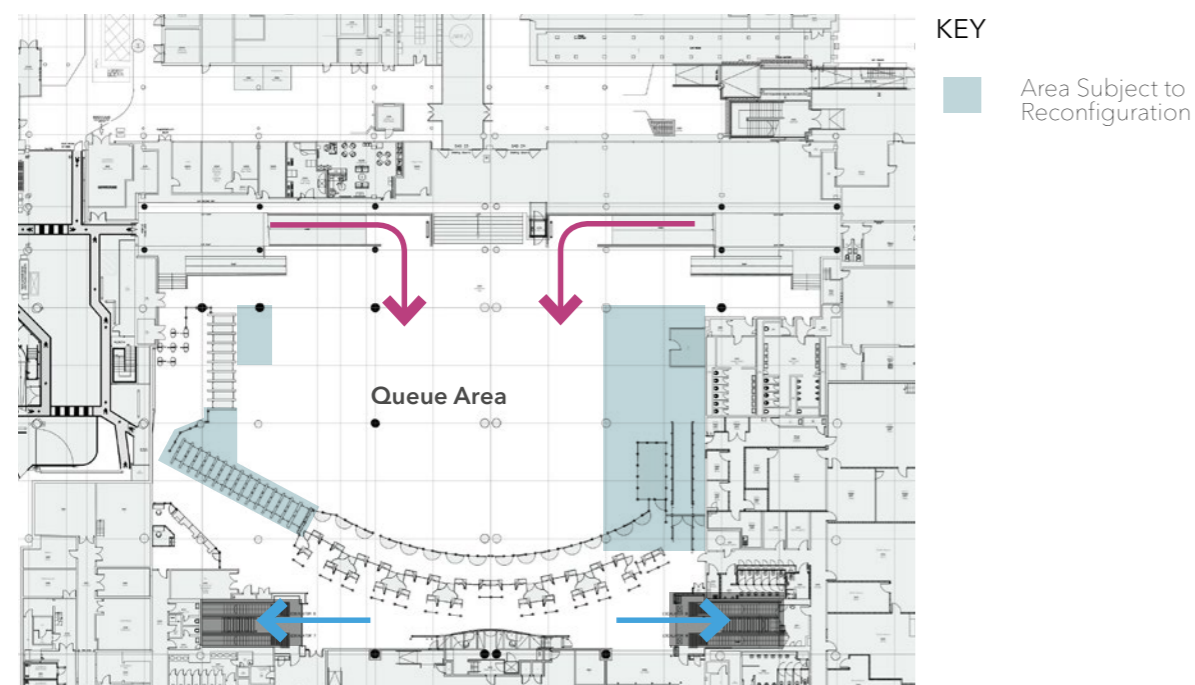


Figure 25. Existing Level 00 - South Terminal Immigration

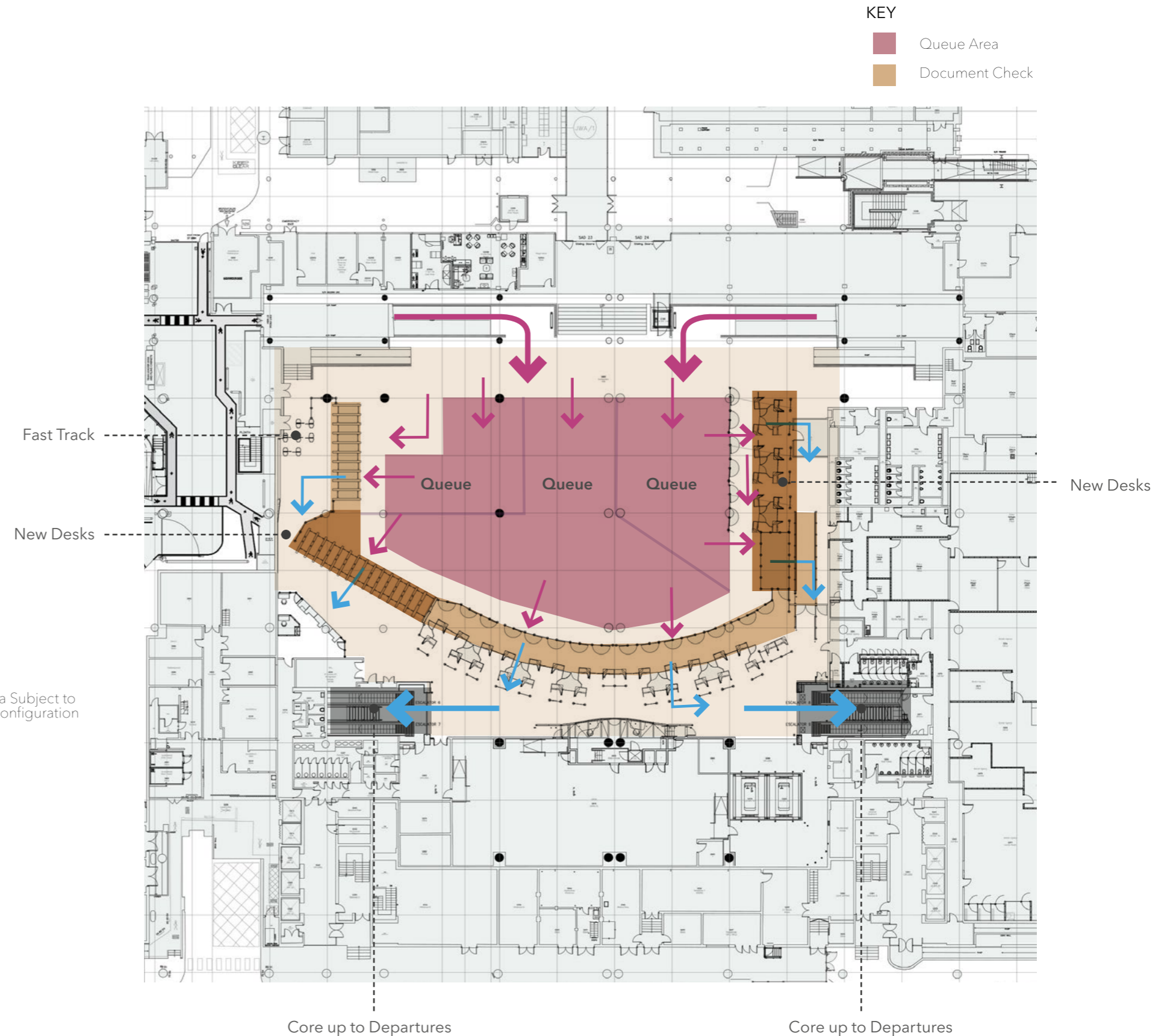


Figure 26. Indicative Level 00 - South Terminal Immigration



5.10.9 SOUTH TERMINAL MUPS BAGGAGE

5.10.9.1 The South Terminal Main Baggage Hall is located at Level 00 and with access to the airfield for the baggage dolly's transporting the baggage to the aircraft.

5.10.9.2 To enhance the capacity of the baggage handling process, an area at Level 00 of the terminal has been identified for reconfiguration (shown in blue on Figure 27). This area will be transformed to accommodate additional positions for sorting baggage, also known as Make Up Positions (MUPs), before delivery to departing aircraft.

5.10.9.3 An area with-in the hall has been highlighted as suitable for the expansion with sufficient space to accommodate the MUPs and the availability of routes that will connect the main South Terminal and Pier 1 baggage systems (where baggage is moved via conveyor from check-in to the sorting area for loading onto dollies).

5.10.9.4 The expansion will provide 30 new MUPs and associated feed lines from this main baggage system.

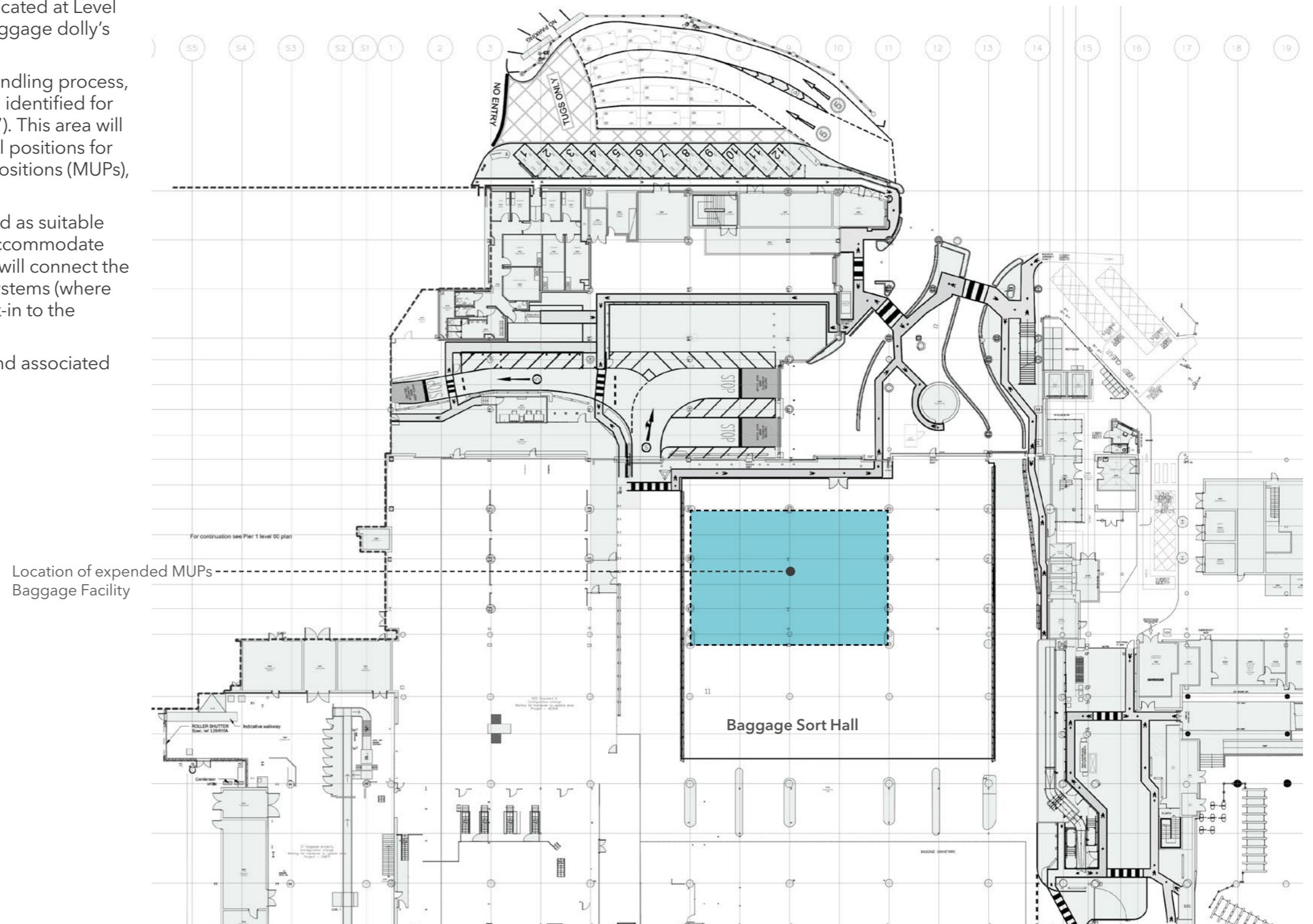


Figure 27. Location Plan Level 00 - South Terminal MUPS baggage Level



5.10.10 ADDITIONAL SOUTH TERMINAL COACHING GATES AND AUTONOMOUS VEHICLES STATION

- 5.10.10.1 To support the capacity expansion of the South Terminal, two passenger transport-related projects are required: a station for the new autonomous vehicle route and additional coaching gates. Both projects require apron level access, an area with connections to the main terminal building, and a suitable location for the autonomous vehicle route to terminate.
- 5.10.10.2 After careful consideration, an area to the north of the terminal has been selected as the most suitable for meeting these criteria as shown on Figure 28. This area connects to the main departures lounge via the existing Pier 2 and 3 connection routes. An autonomous vehicle system is to be provided to link the new Pier 7 and the North and South Terminal buildings and therefore the South Terminal needs a terminus station for passengers to wait and to transfer onto the system.
- 5.10.10.3 Coaching gates are waiting areas where coaches pick up passengers to take them to planes at remote stands on the airfield, which are not connected to the terminal. The Project aims to provide an additional four coaching gates, each with a passenger waiting area on the upper level and circulation cores that lead down to the apron level where the coaches pick up passengers.
- 5.10.10.4 Two gate positions will be provided with them able to handle conventional coaches to take passengers to remote stands initially but with the ability to convert to gates for autonomous vehicles serving the new Pier 7.
- 5.10.10.5 The design proposes four gate rooms to serve smaller aircraft, or two gates for larger planes to the south. In addition, two gate rooms for smaller aircraft or one suitable for larger planes will be provided to the north of the pier, which will eventually be converted into an AV station.
- 5.10.10.6 The waiting gate rooms will be located at an upper level and will be linked to the vehicle pick-up points at ground level by lifts and stairs. Ancillary spaces, such as transiting flow space, vertical circulation, toilets, accessible toilets, and baby changing facilities, will be required to support the new gate rooms.

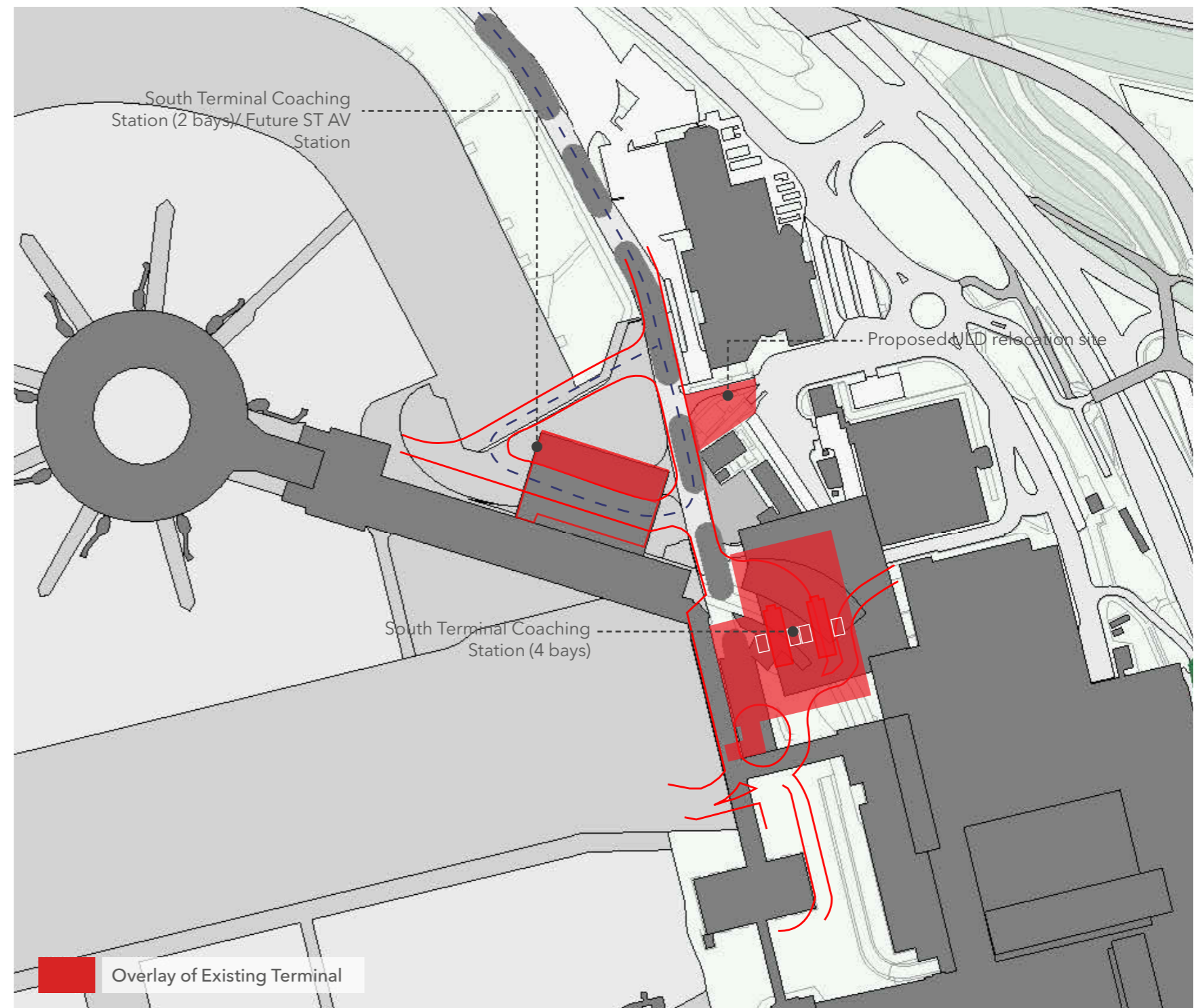


Figure 28. Proposed Site Plan - Additional Coaching Gates & Autonomous Vehicles Station

5.10.11 DESTINATIONS PLACE HOTEL

5.10.11.1 To support the increase in passengers, additional hotel capacity that directly serves departing passengers will be required.

5.10.11.2 Destinations Place is currently used as office space for Gatwick Airport staff (Figure 29). The offices sit directly above the departures area of South Terminal and has a direct lift link down to the check-in area. Gatwick Airport employees will make use of office space elsewhere such as the new office space proposed at the Car Park H site. The indicative massing is shown on Figure 30.

5.10.11.3 The location which is set back and elevated means the façade has a secondary importance to one which directly interfaces with the public so this will be considered in any façade treatment. A façade solution is required which both upgrades the appearance and responds to the functional requirement of hotel bedrooms and ancillary spaces which require:

- Improved thermal and acoustic performance; and
- Clear windows available; responding to internal functions e.g. bedrooms, corridors and common areas.

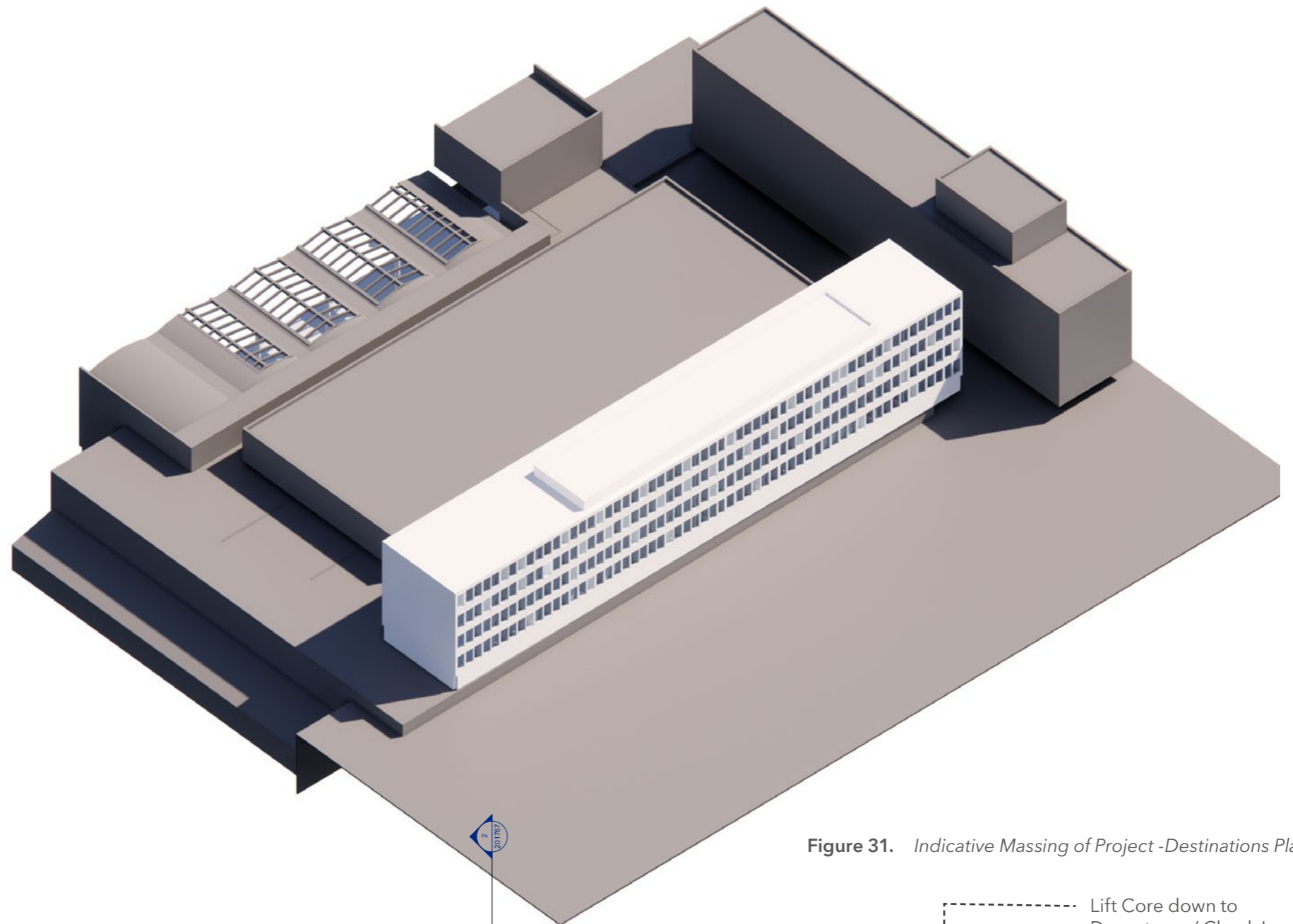


Figure 31. Indicative Massing of Project -Destinations Place Hotel



Figure 29. Site Context Plan - Destinations Place Hotel

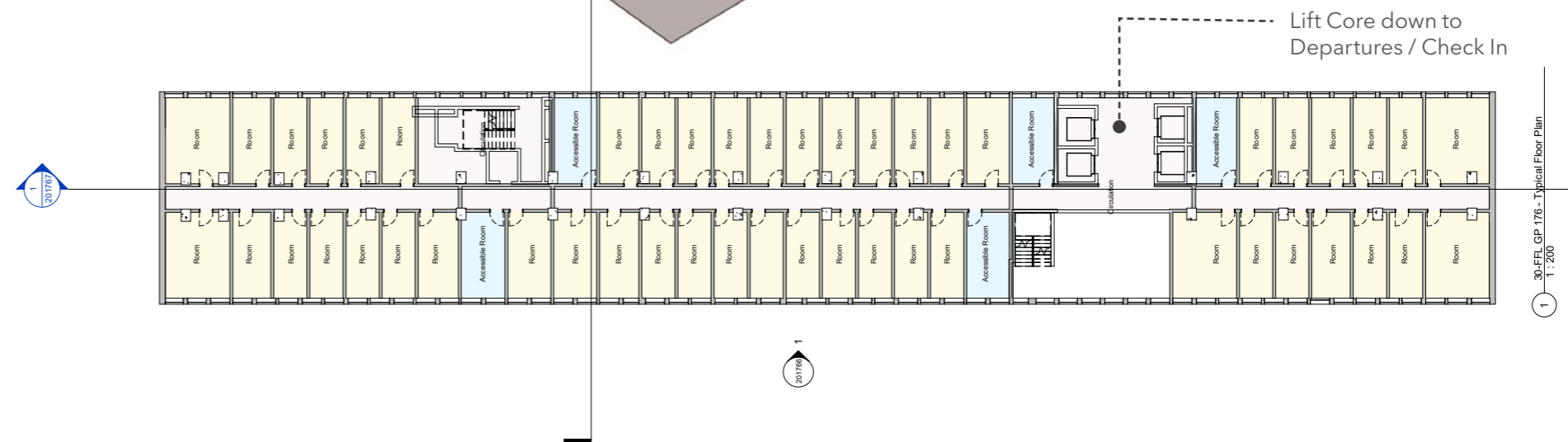


Figure 30. Proposed Typical Floor Plan -Destinations Place Hotel

5.10.11.4 There are several ways of achieving this, but consideration of the design options should aim to be as sustainable as possible and might include the following:

- Retention and decoration (e.g. paint or render) of existing concrete façade, upgraded thermal performance, and retained window module/rhythm, incorporating new high performance windows and where necessary back-painted glass and infill panels to accommodate the new plan arrangement;
- Over-cladding to existing concrete façade with revised fenestration/module arrangement and solid panels where necessary; and
- Full replacement of the existing façade with a new cladding system and fenestration arrangement.

5.10.11.5 Whichever design approach is selected, all elevations should be regarded as having equal importance with a consistent treatment.

5.10.11.6 The grid of the structure and façade influences its change of use, impacting on the layout of the rooms. A strategy can be adopted, where the rooms setting out do not necessarily coordinate with the rhythm of the windows on the façade and so a carefully considered infill panel strategy can be adopted.

5.10.11.7 During detailed design, consideration of room size and the impacts on the façade will be required which could result in reducing the number or size of windows or looking at façade replacement. This may be influenced by the future operator and how it want to arrange the hotel based on its business model. An example is shown in Figure 30.

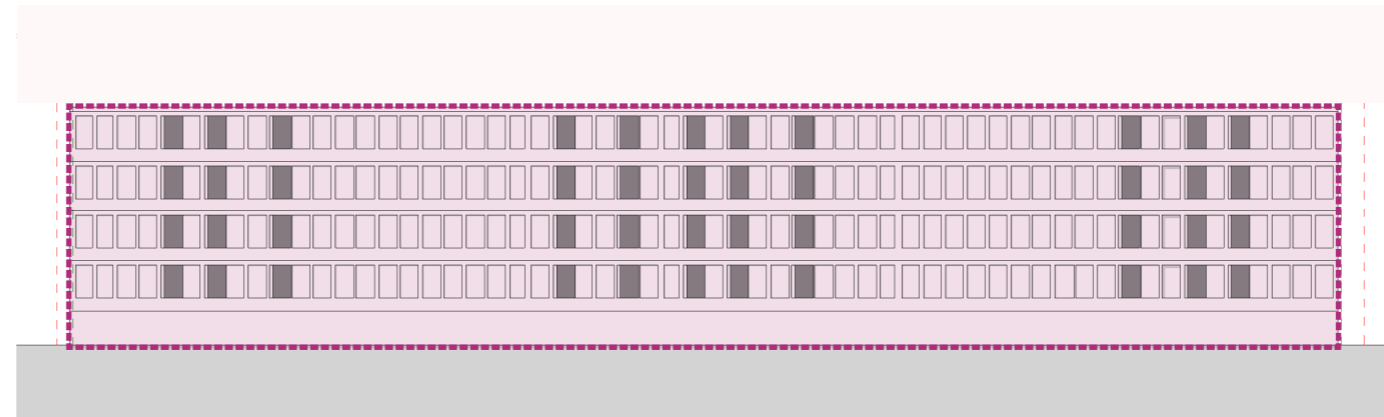


Figure 32. Proposed Elevation - Destinations Place Hotel

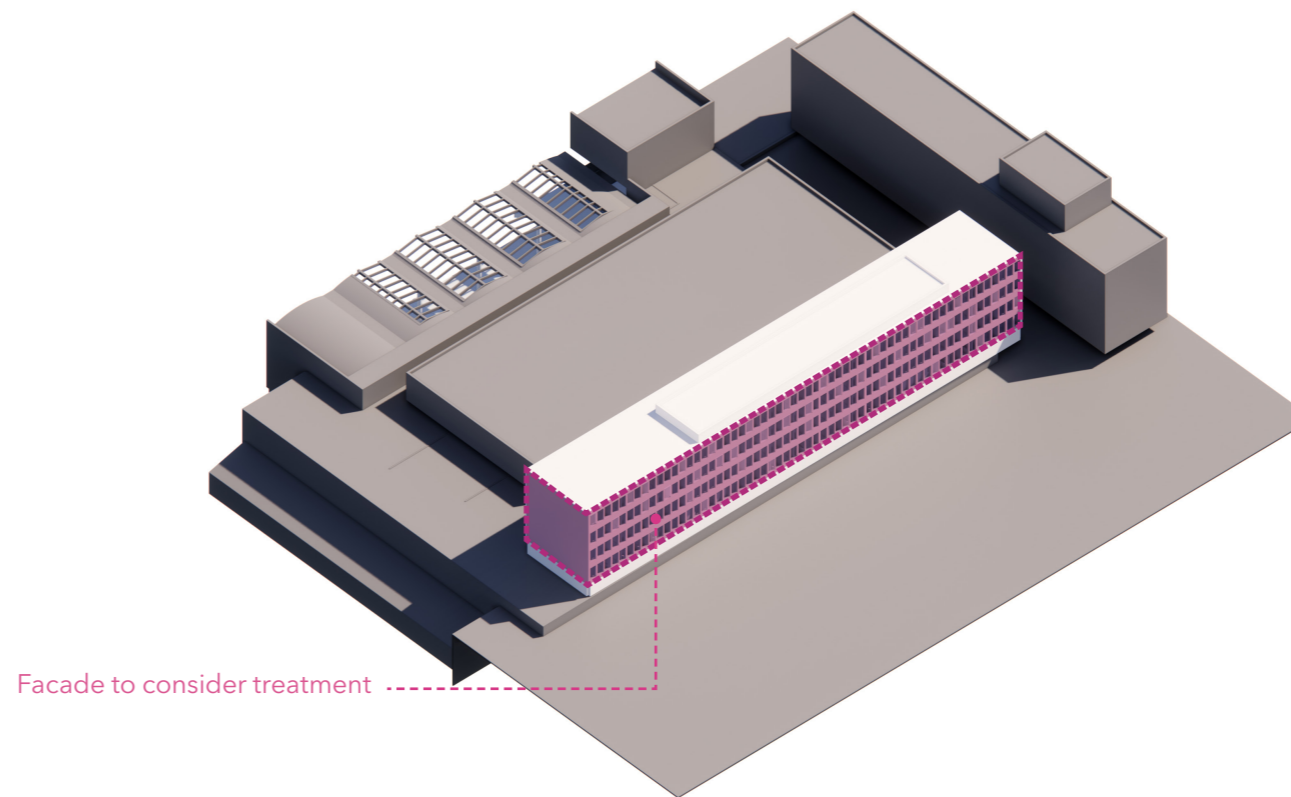


Figure 33. 3D View - Axonometric



Figure 34. Typical Cladding Look and Feel



5.10.12 SOUTH TERMINAL HOTEL (CAR RENTAL SITE)

5.10.12.1 To increase hotel capacity for passengers a new hotel with approximately 200 rooms is to be provided on the site of the existing car rental facility at South Terminal. Closely positioned to the South Terminal (Figure 37), the hotel will mainly cater for passengers and airport related customers.

5.10.12.2 Its proximity to the South Terminal Forecourt with potential for access at two levels makes it an ideal location. Either at high level from the arrivals forecourt and taxi drop off or at lower level forecourt from a series of lifts down from the arrivals level. The site is also adjacent to the Existing South Terminal building and the Gatwick Airport Railway station.

5.10.12.3 The indicative massing is illustrated on Figures 36.



Figure 37. Site Context Plan - ST Hotel (Car Rental Site)

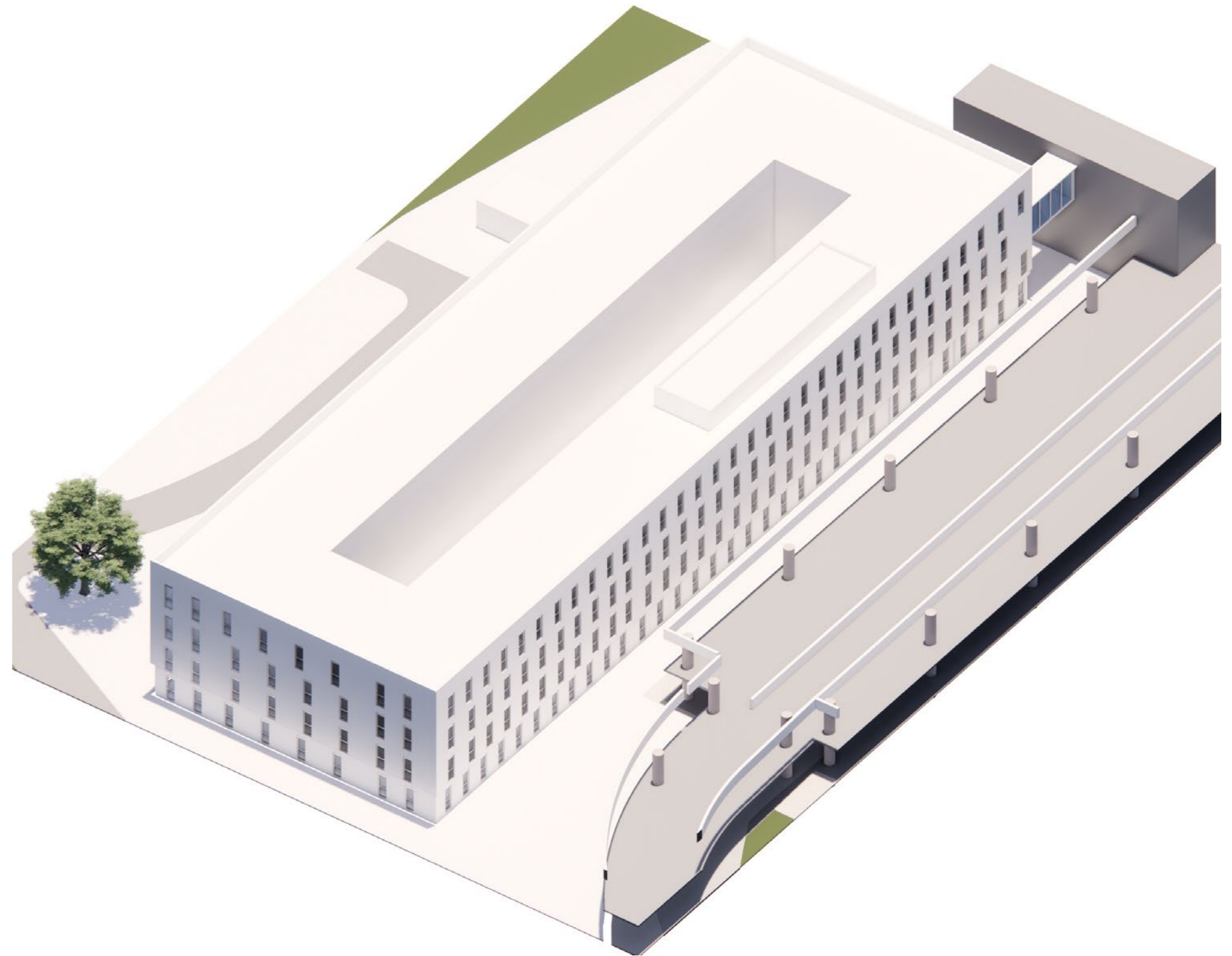


Figure 36. Indicative Massing of Project - ST Hotel (Car Rental Site)

5.10.13 SOUTH TERMINAL FORECOURT

5.10.13.1 The South Terminal Forecourt comprises Ring Road South, Eastway, Westway, Coach Road, Upper Forecourt, Lower Forecourt and Ring Road North adjacent to the South Terminal building (Figure 39). These links provide access to the terminal frontage, drop off areas, bus and coach stands, car rental facilities, car park entrances and taxi ranks. The Upper Forecourt level has restricted access and is used for taxis, car park shuttle buses and the electric hire car fleet.

5.10.13.2 The forecourts and approaches to the terminals will be enhanced, with improved routes providing access to the terminal frontage, car parks, hotels and pick-up and drop-off areas for different transport modes. The way in which access is managed for different modes may change in order to optimise the use of available capacity. The design of these works is to be determined at the next stage of design and will be integrated at this time with the more developed Surface Access works.



Figure 38. Overall Site Location - ST Forecourt



Figure 39. South Terminal Forecourt - Forecourt areas and Roads subject to upgrade as part of the project.

5.10.14 SOUTH TERMINAL EASTERN ZONE

5.10.14.1 The eastern side of the South terminal zone comprises several multi-storey car parks and hotels to the east of the railway line as shown on Figure 40. The development of this area centres on the current Car Park H site, which will be transformed into a new hotel, office, and multi-storey car park, replacing the existing surface parking facility. This development is expected to increase pedestrian traffic to and from the South Terminal buildings.

5.10.14.2 Access to the site is constrained by the Hilton hotel, but two rights-of-access routes will be maintained between the various buildings that form the hotel. Designated corridors through the car parks provide access from the terminal to the Hilton hotel, which is located one level above ground. There is also an exit/entry to the hotel at ground level along Eastway, however internal routes through the hotel are restricted to hotel customers and staff.

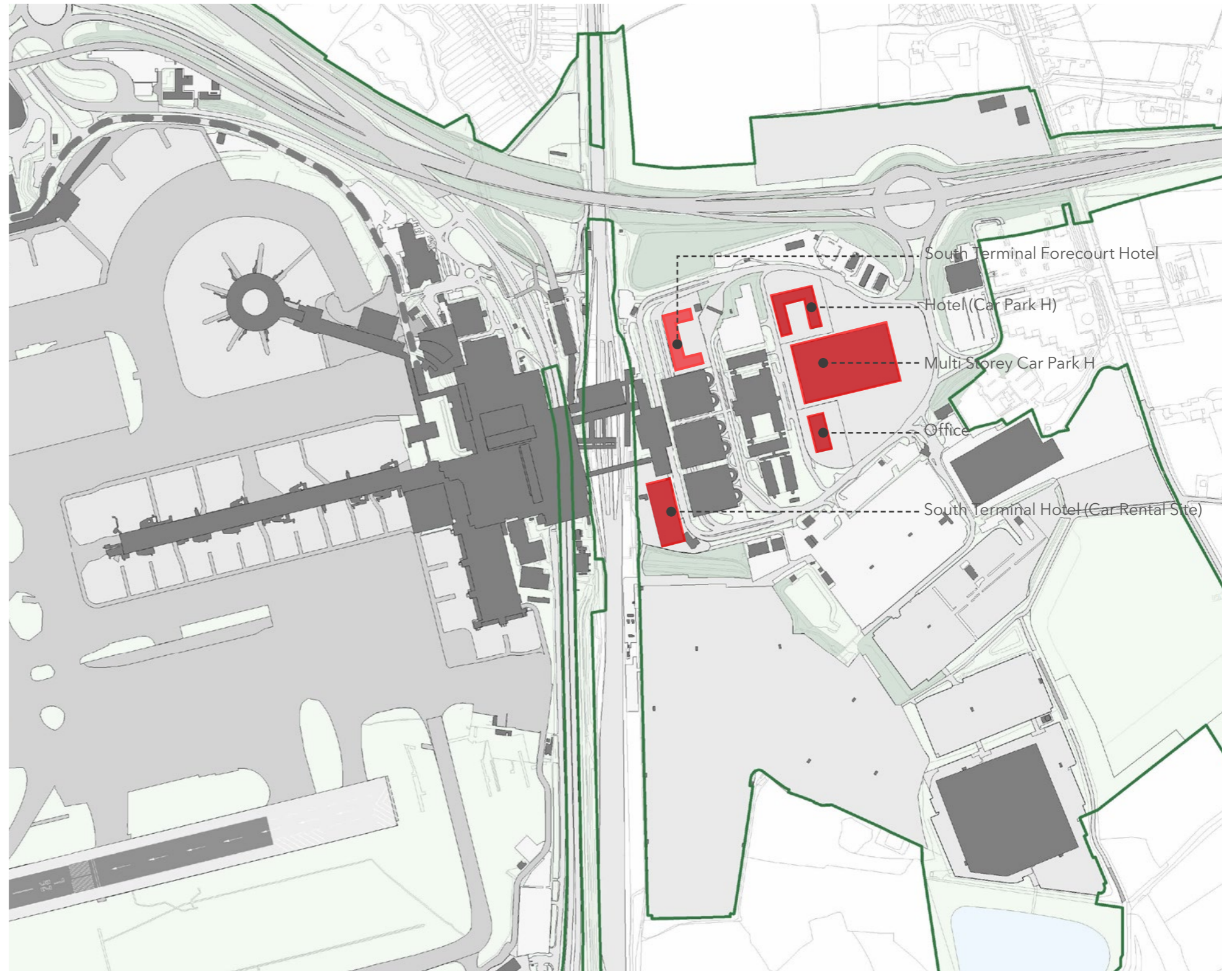


Figure 40. Site Context Plan - South Terminal Eastern Zone

5.10.15 MINI MASTERPLAN PEDESTRIAN ROUTES TO TERMINAL

- 5.10.15.1 This indicative in this zone are expected to increase the number of pedestrians accessing the Gatwick Airport's South Terminal buildings from this site.
- 5.10.15.2 The route to the site is constrained by the Hilton hotel, but two rights of way are maintained between the various buildings that from the hotel. As shown on Figure 41, access from the South Terminal to the Hilton hotel is provided through designated corridors through the car parks, leading to the hotel which is one level above ground. There is also an exit/entry to the hotel at ground level along Eastway, but internal routes through the hotel are restricted to hotel customers and staff.
- 5.10.15.3 The existing pedestrian route from the site to the terminal is indirect and not very intuitive, with canopies and stairs that are close to the end of their service life. The proposal is to create a more direct link from the existing stair core to the north of the South Terminal Forecourt.
- 5.10.15.4 As described on the following pages, adapted northern route and new southern route. One or both will be considered for upgrades to accommodate the expected increase in footfall.

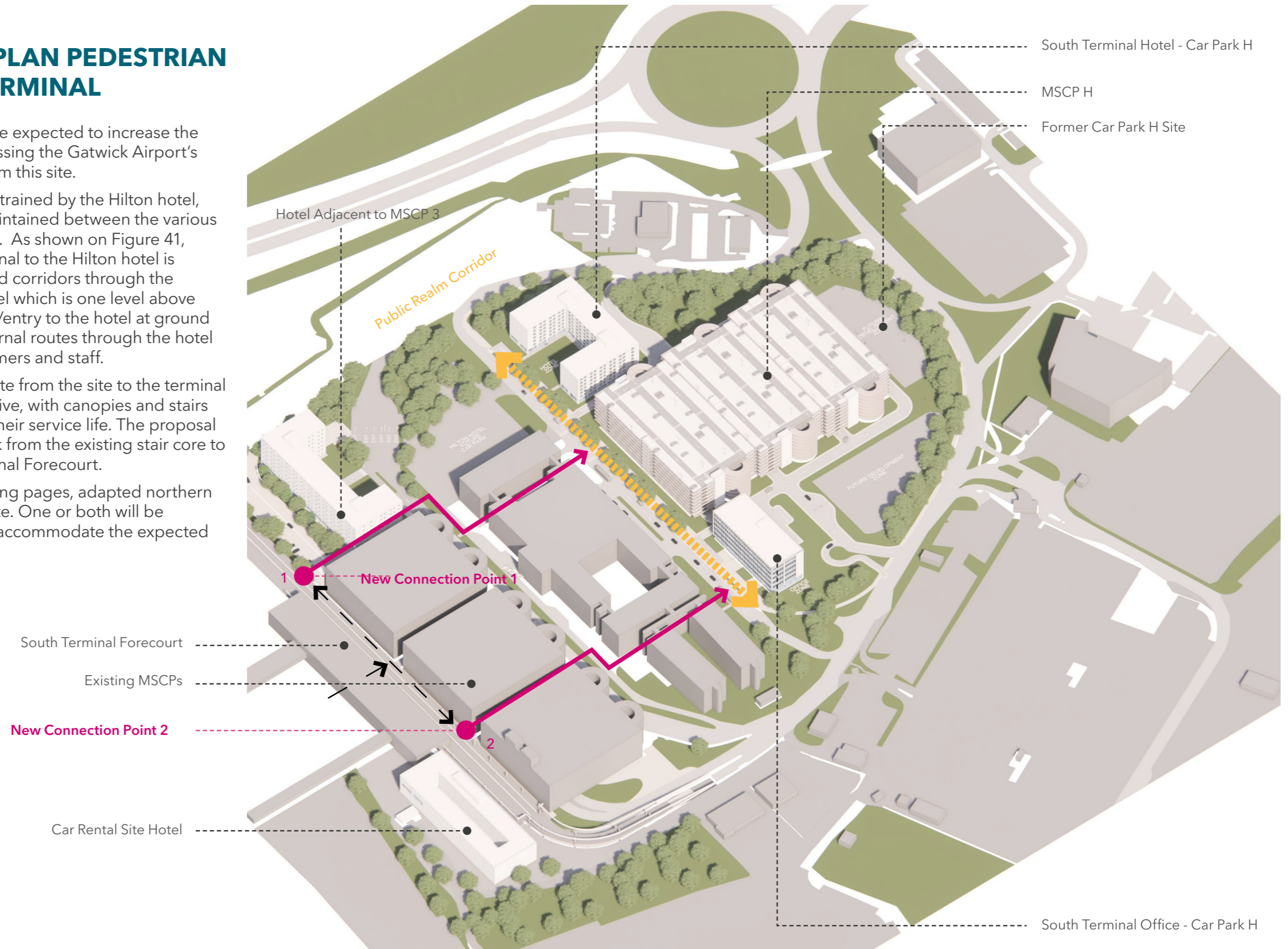


Figure 41. Proposed Mini Masterplan Access Routes 3D - Axonometric

5.10.16 ADAPTED NORTHERN ROUTE

5.10.16.1 The current pedestrian route from the site to the terminal is indirect, with canopies and stairs that are close to the end of their service life. The proposal is to create a more direct link from the existing stair core to the north of the South Terminal Forecourt. Two options will be considered to overcome the level difference and the crossing of the coach lane.

5.10.16.2 The first option is to create a new pedestrian crossing and break the barriers and landscape in this area. The second option is to provide a bridge across the road at high level, which could connect to the proposed hotel on the site for hotel access at high level. In both options, upgrading and creating a safe route across the Westway to the route between the Hilton buildings will be required.

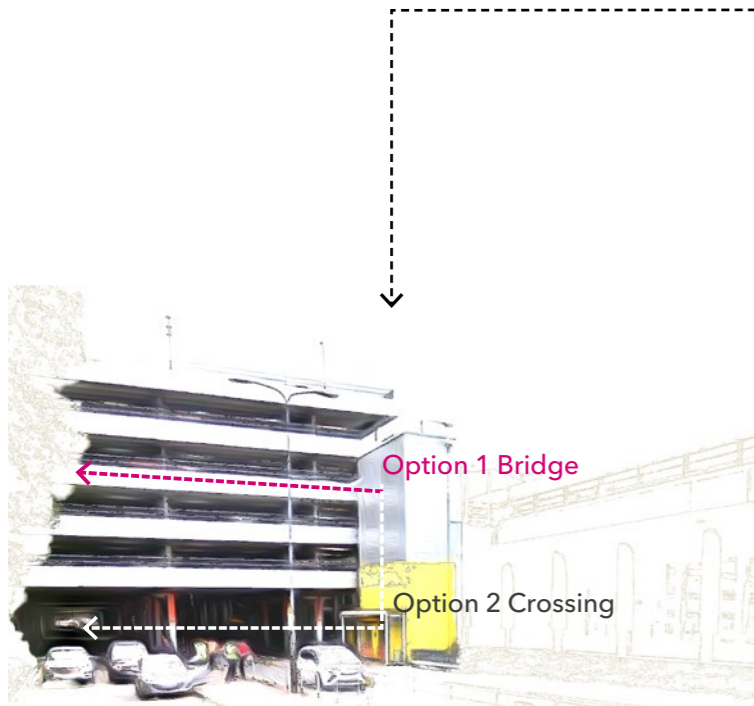
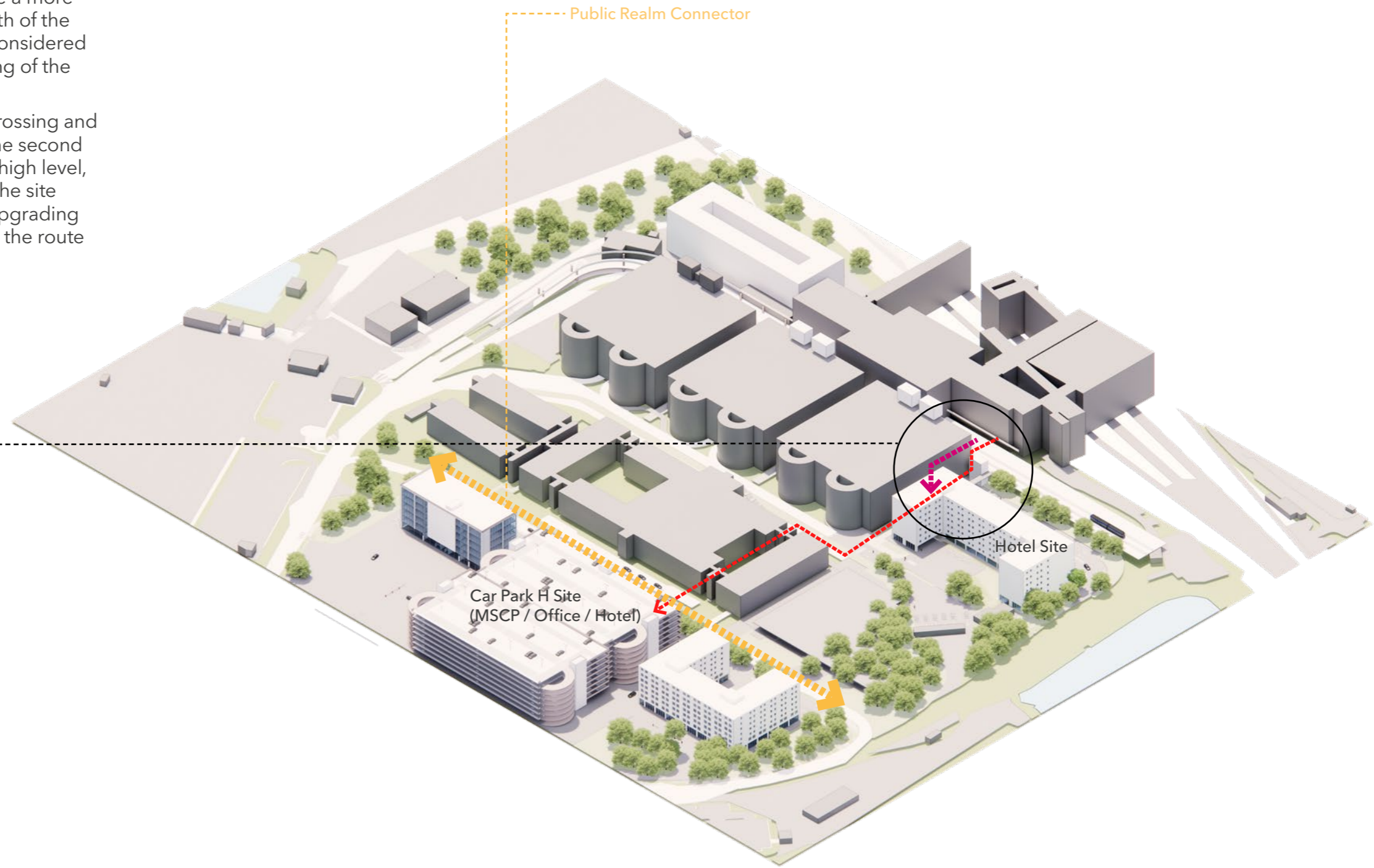


Figure 43. Sketch View of the Existing Circulation Core

Figure 42. Proposed Access Diagrams - Mini Masterplan Routes

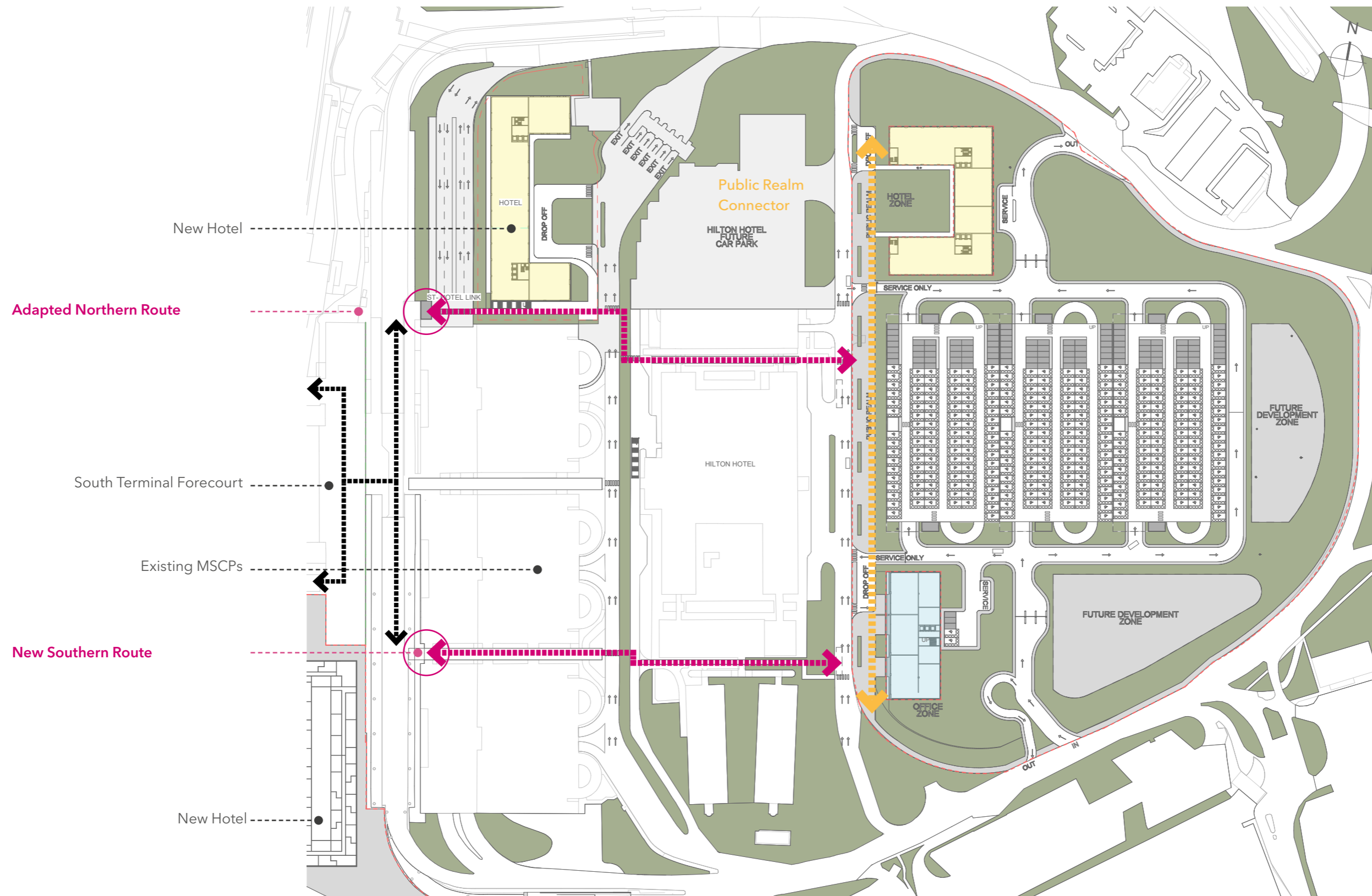


Figure 44. Proposed Mini Masterplan - Site Plan

5.10.17 NEW SOUTHERN ROUTE

5.10.17.1 New Southern Route does not currently have a clear direct route from the South Terminal and only currently consists of an access between the Hilton building to the south of the plot. Similar to Adapted Northern Route, this is an agreed right of access. The only way to get to this route is through the existing multi-storey car park and involves a number of complicated level changes.

5.10.17.2 As such it is proposed to connect to the South Terminal concourse level and create a link to a new route between the car parks shown on Figure 44. This will be achieved through the introduction of new lifts and/or stairs down to Coach Road level and then back up again to ground level between the car parks, which are approximately 1.8 metres above road level.

5.10.17.3 The alternative option considered is to have a high level bridge over Coach Road at the level of the South Terminal forecourt. This will have a new vertical circulation core of lifts and stairs on the eastern side of Coach road.



Figure 46. Sketch View of Route between Existing Car Parks



Figure 45. Proposed Access Diagrams - Southern Route

5.10.18 SOUTH TERMINAL FORECOURT HOTEL

5.10.18.1 Another hotel with capacity for approximately 400 rooms is proposed to be built on a site adjacent to and north of Multi-Storey Car Park 3 at the South Terminal (Figure 47). The area forms part of the South Terminal Campus zone, and is located on the north-western area of the South Terminal Eastern zone. Currently, the site is a surface parking adjacent to the existing car parks and the Gatwick Airport station.

5.10.18.2 The site sits on the proposed new route to the South Terminal Forecourt and it will therefore be connected to the main South Terminal forecourt.

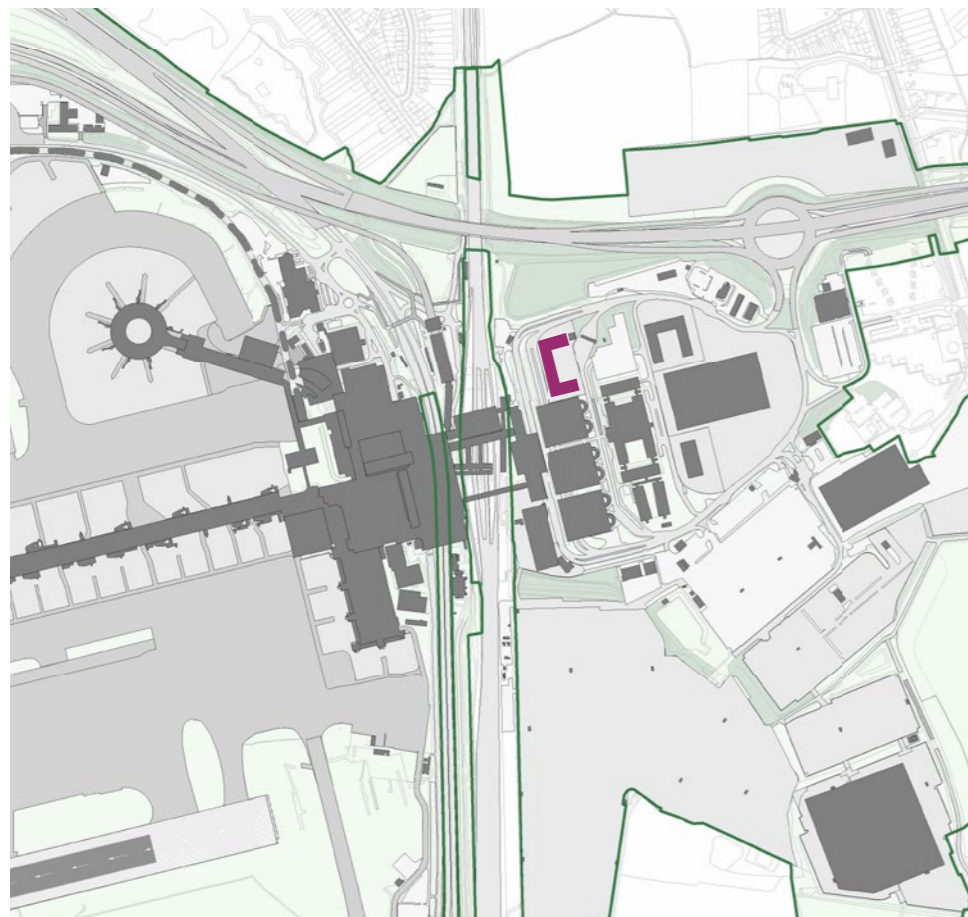


Figure 47. Overall Site Location - South Terminal Forecourt Hotel

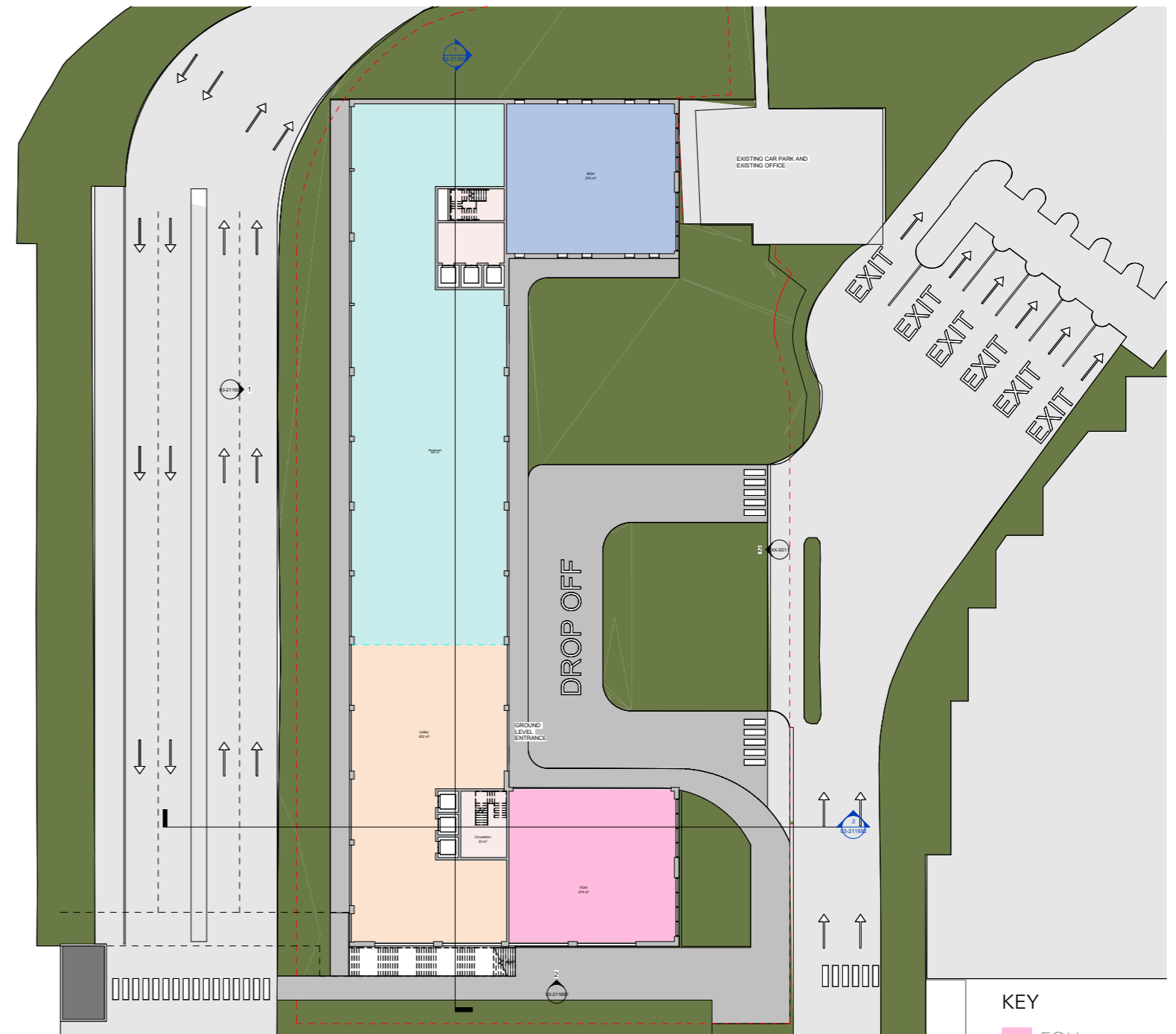


Figure 48. Proposed Plan - South Terminal Forecourt Hotel

- KEY
- FOH
 - BOH
 - Circulation
 - Lobby
 - Restaurant

- 5.10.18.3 The hotel will provide the following facilities; hotel accommodation to cater for airline passengers, flight crews and staff, including; bedroom suites, reception, bar and dining, lift, stair and toilet facilities as well as back-of-house including, kitchens, staff facilities, plant, servicing and taxi drop-off.
- 5.10.18.4 The hotel will be multi-storey with a pattern of glazing along the facade to provide daylight to each of the rooms. More details of design guidance on hotels is found in Section 6 of this DAS which describes the typical form and materials of these buildings. An indicative view is illustrated at Figure 50.
- 5.10.18.5 Soft and hard landscaping are important around the perimeter of the building for visual and active amenity.
- 5.10.18.6 A more direct new access road has been proposed to link the entrance of the hotel with the main runway road shown on the smaller access masterplan (see Section 5).
- 5.10.18.7 The new access to the hotel will be at high-level with a bridge over Coach Road or a new crossing from the existing vertical core from the upper forecourt level. This also presents a number of options for entry and reception areas in the hotel at the upper level affording views out or lower level connected to the vehicle drop off.



Figure 49. Indicative View - South Terminal Forecourt Hotel



Figure 50. Indicative 3D View - South Terminal Forecourt Hotel



5.10.19 CAR PARK H SITE

5.10.19.1 It is proposed to redevelop the existing surface car park site. The site arrangement of Car Park H as shown on Figure 50 is indicative of how the three developments might occupy the site. Gatwick Airport will develop this site in stages. The scopes have dependencies with each other so the plots for each will develop to reflect any changes to brief or preference.

5.10.19.2 The existing site is surface car park with a number of mature trees to the north and the south. The north / south strip of public realm is key to linking the sites to each other and the new routes to the terminal. It allows for easy and pleasant circulation between buildings as well as proving a quality aspect and visual amenity for the building users.

5.10.19.3 Access to the site will broadly stay in the same position as it does now from Ring Road South. This will be a controlled entry for customers of the car park or deliveries or service for the hotel and office. The Eastway road between the Hilton and the site will only be allow for drop off by office or hotel users only.

5.10.19.4 No significant designated parking is being provided for the hotel or office as its expected hotel users, in-line with other hotels around the Gatwick Airport will arrive by public transport, taxi or use one of the parking products around Gatwick Airport.



Figure 52. Overall Site Location - Car Park H Site

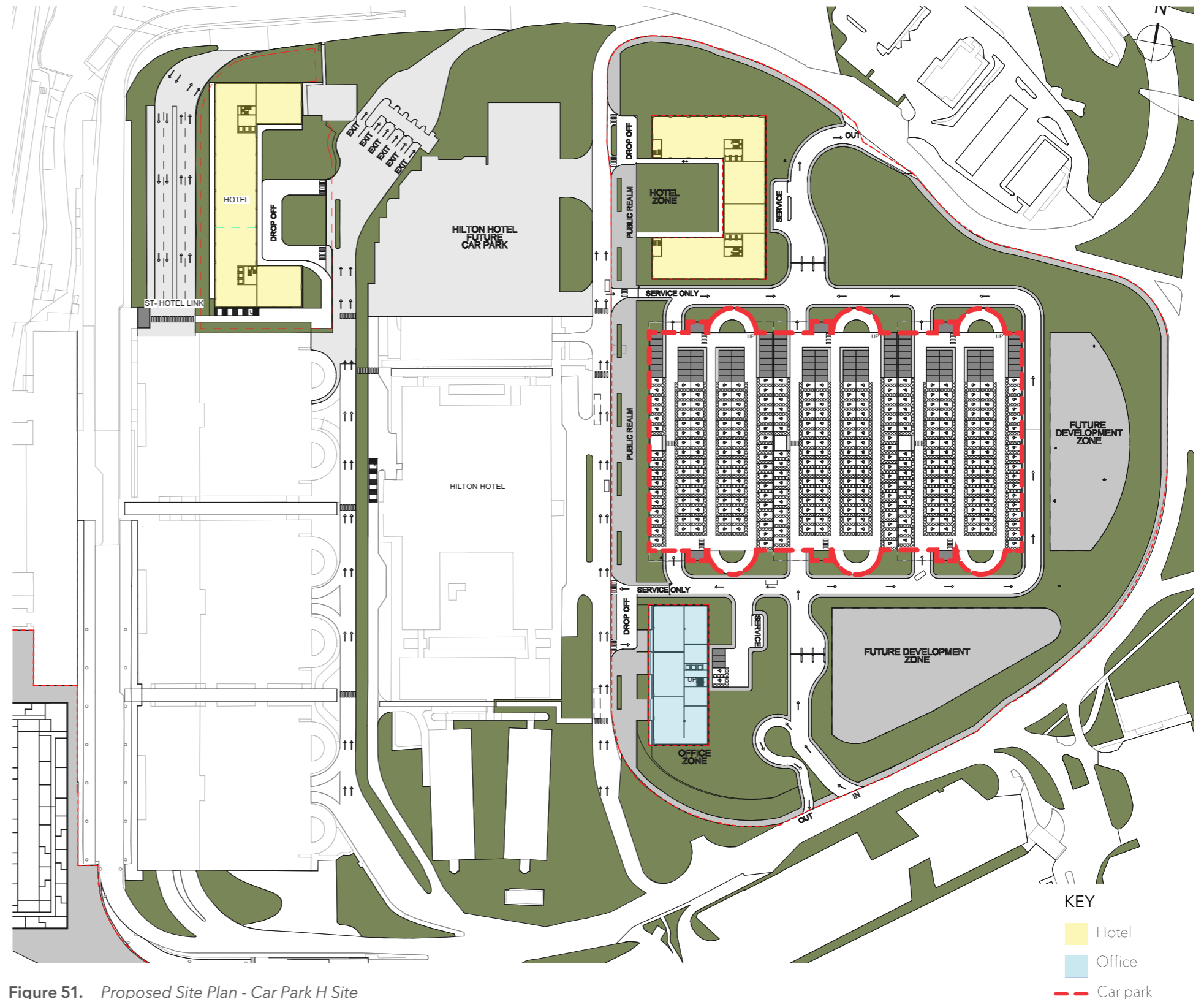


Figure 51. Proposed Site Plan - Car Park H Site

5.10.20 CAR PARK H MULTI-STOREY

- 5.10.20.1 A new multi-storey car park with approximately 3,700 additional spaces will be constructed. The car park will be designed to accommodate cars and motorcycles, featuring stacked parking decks, ramps, stair cores, and lifts, as well as ticketing areas.
- 5.10.20.2 The building will incorporate multiple vertical circulation cores, including lifts for easy access to different levels. The construction of the new multi-storey car park will help meet the growing demand for parking facilities at the airport and improve the overall parking experience for passengers.
- 5.10.20.3 The car park will have an open deck structure to allow for natural ventilation. The vertical circulation cores will be solid elements.



Figure 53. Existing Site Photo



Figure 54. Indicative Massing of Project - Car Park H Multi-Storey

- 5.10.20.4 The structural system will provide the rhythm and character of the building. Pedestrian and vehicle guarding will be provided at each level.
- 5.10.20.5 Lighting standards CCTV and the potential for Photovoltaic Panels will be included on the upper deck of the car park.
- 5.10.20.6 Due to its prominence within the public realm and facing the Hilton hotel, the cladding on the western façade is to be enhanced from the base functional form of the car park. As such, the façades should be designed to be of a higher visual quality, and feature bespoke elements such as decorative metal panels (e.g. twisted, perforated or chequerboard), while maintaining the practical functions of ventilation and shading. This is set in Section 6 of this DAS.
- 5.10.20.7 Access to the car park will be from the Ring Road South and it will be a controlled or ticketed system. After entrance barriers or vehicle check, way-finding will direct the users to the correct block and level to park with the potential for a smart system that indicates live availability. Exit lanes and control by barriers or similar will be provided before they exit onto Ring Road North.



Figure 55. Indicative View of Project - Car Park H Multi-Storey



Figure 56. 3D View - Axonometric

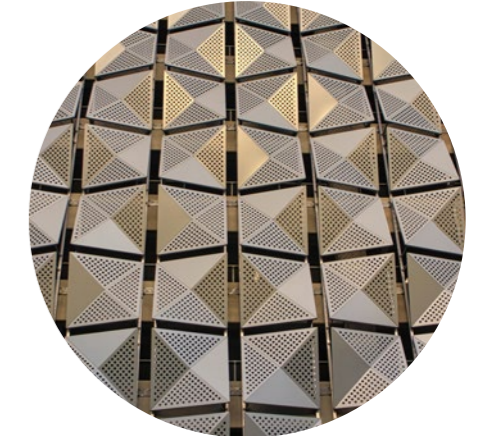


Figure 57. Typical Look and Feel

5.10.21 SOUTH TERMINAL OFFICE - CAR PARK H

5.10.21.1 Dedicated office space is being developed primarily for airport-related uses. To ensure convenient access for Gatwick Airport employees and visitors, the new office will be located on the existing Car Park H site shown on Figure 58. This site has been chosen due to its close proximity to Gatwick Airport and the easy connection to the South Terminal Forecourt and Gatwick Airport railway station, making it attractive for the Gatwick Airport staff or tenants who need close and direct access to the airport.

5.10.21.2 The ground level of the building will feature a reception area, as well as potential commercial spaces for retail or remote working. The upper levels will offer flexible, open-plan office space that can accommodate either a single tenant or multiple tenants, depending on their specific needs. This design will ensure that the office building can be utilised in a variety of ways, making it an attractive option for businesses of different sizes and industries that are looking to establish a presence at Gatwick Airport.

5.10.21.3 The office building is to be designed to provide flexible accommodation in a stand-alone structure that can be easily subdivided to meet specific needs. Inside, there will be workspace, a welcoming foyer, common areas, and rest-room facilities, as well as dedicated plant and service/



Figure 58. Indicative View of Project - South Terminal Office - Car Park H

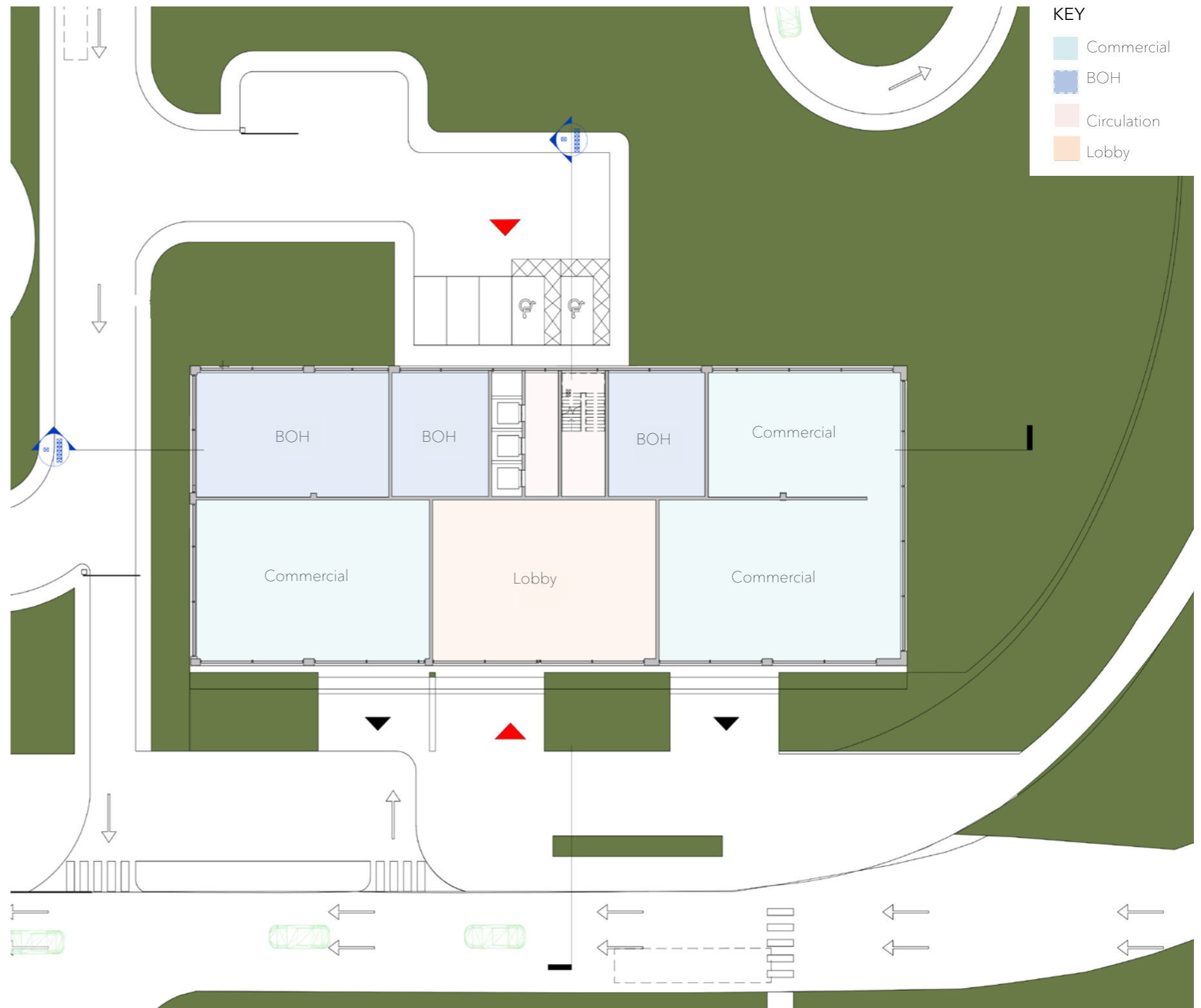


Figure 59. Indicative Site Plan - South Terminal Office - Car Park H



refuse spaces. Outside, occupants and service providers will have convenient access, with a designated vehicular drop-off zone and attractive soft landscaping that includes a comfortable break-out area.

- 5.10.21.4 The office building will have significant glazing to the façades to promote views out as well as natural light into the office. The building has been orientated in a north/south direction to reduce the amount of south facing glazing and hence heat gain, but solar shading will still be considered.
- 5.10.21.5 More details of design guidance on hotels is found in Section 6 of this DAS which describes the typical form and materials of these buildings.
- 5.10.21.6 The office building will primarily be accessed on foot, with its main entrance facing the public realm on the western side of the Car Park H site. The rear of the building will be reserved for service delivery and will offer limited parking for blue badge holders or security purposes.
- 5.10.21.7 Upon entering the building, visitors will be greeted by a lobby and reception area. The ground floor will also provide opportunities for commercial activities, meeting rooms, workspaces, or catering services.



Figure 60. Indicative Massing of Project - South Terminal Office - Car Park H

5.10.22 SOUTH TERMINAL HOTEL - CAR PARK H

- 5.10.22.1 A new hotel with capacity for approximately 400 rooms is also proposed to be built on the location of existing Car Park H at the South Terminal. It is within walking distance of the South Terminal building and will be connected by the pedestrians routes described in Section 6 of this DAS.
- 5.10.22.2 The accommodation will cater for airline passengers, flight crews and staff, including; bedroom suites, reception, bar and dining, lift, stair and toilet facilities as well as back-of-house including, kitchens, staff facilities, plant, servicing and taxi drop-off. The ground floor will see the common service areas such as dining, back of house and services areas. The uses are indicated on Figure 62.
- 5.10.22.3 The hotel will face the new linear public realm along Eastway and which links the other uses on this site (see Figure 61).
- 5.10.22.4 The hotel will be multi-storey with a pattern of glazing along the facade to provide daylight to each of the rooms. More details of design guidance on hotels is found in Section 6 of this DAS which describes the typical form and materials of these buildings.
- 5.10.22.5 Soft and hard landscaping are important around the perimeter of the building for visual and active amenity.



Figure 61. Indicative View of Project - South Terminal Hotel - Car Park H

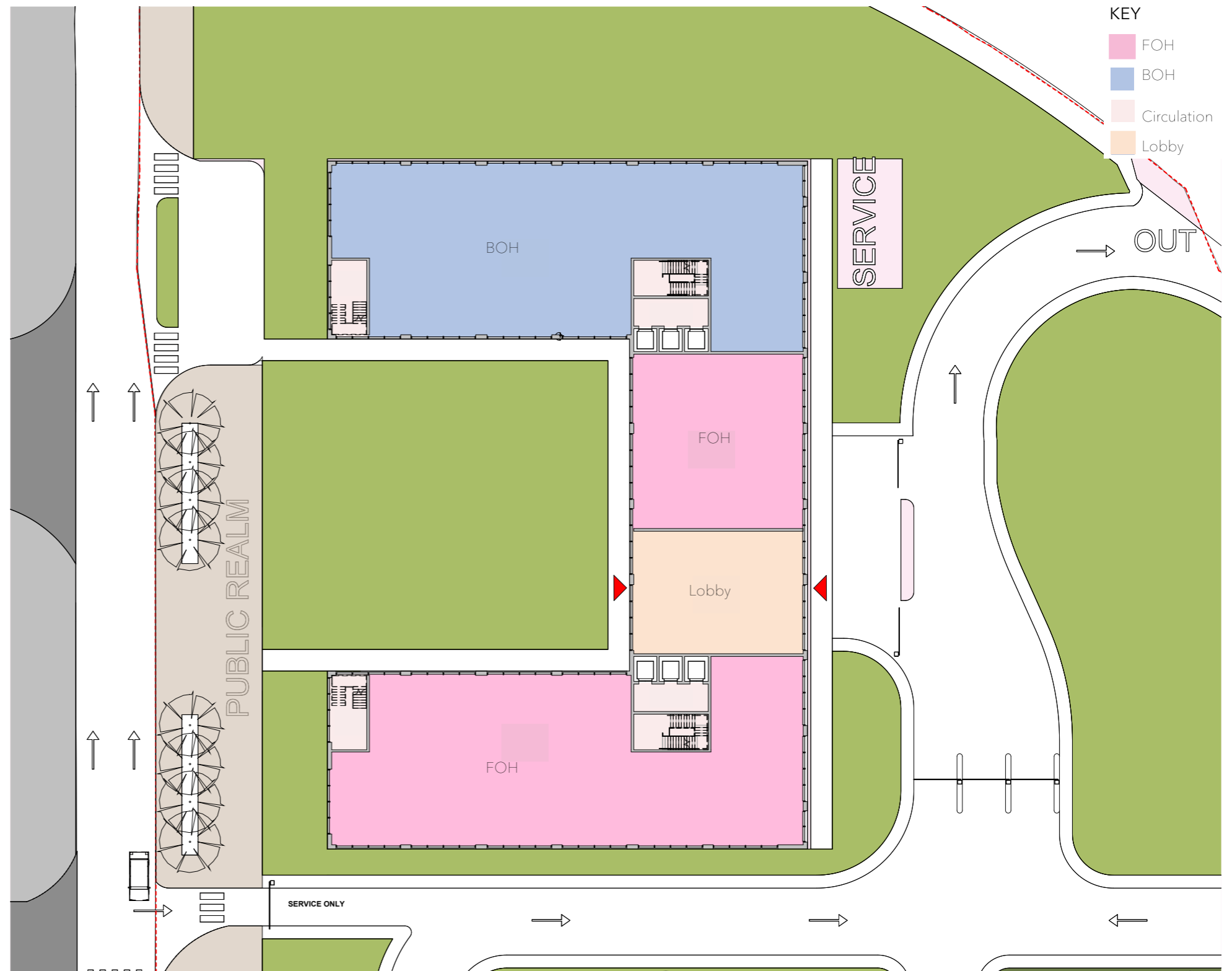


Figure 62. Proposed Site Plan - South Terminal Hotel - Car Park H



Figure 63. Indicative Massing of Project - South Terminal Hotel - Car Park H

5.10.23 KEY BUILDINGS & HEIGHTS









5.10.23.1 Figure 64 shows the proposed building heights. The core of this zone is densely developed with a number of buildings three storeys or higher. The main terminal building is over 20 metres high and with roof level buildings a number of storeys above this. The existing Hilton hotel and multi-storey car parks adjacent to the South Terminal Forecourt are up to five storeys high.

5.10.23.2 The new developments in Car Park H will increase the height in this area which was previously surface parking. These developments consist of a new multi storey car park, hotel and office and will have a maximum height of 27 metres.

5.10.23.3 The South Terminal departures lounge extension will have a maximum building height of 27 metres keeping with the maximum height of the existing terminal buildings.

5.10.23.4 The conversion of Destinations Place (which sits above the main terminal building) from office to hotel accommodation will be contained within the existing structure and therefore no increase in building height will occur.

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

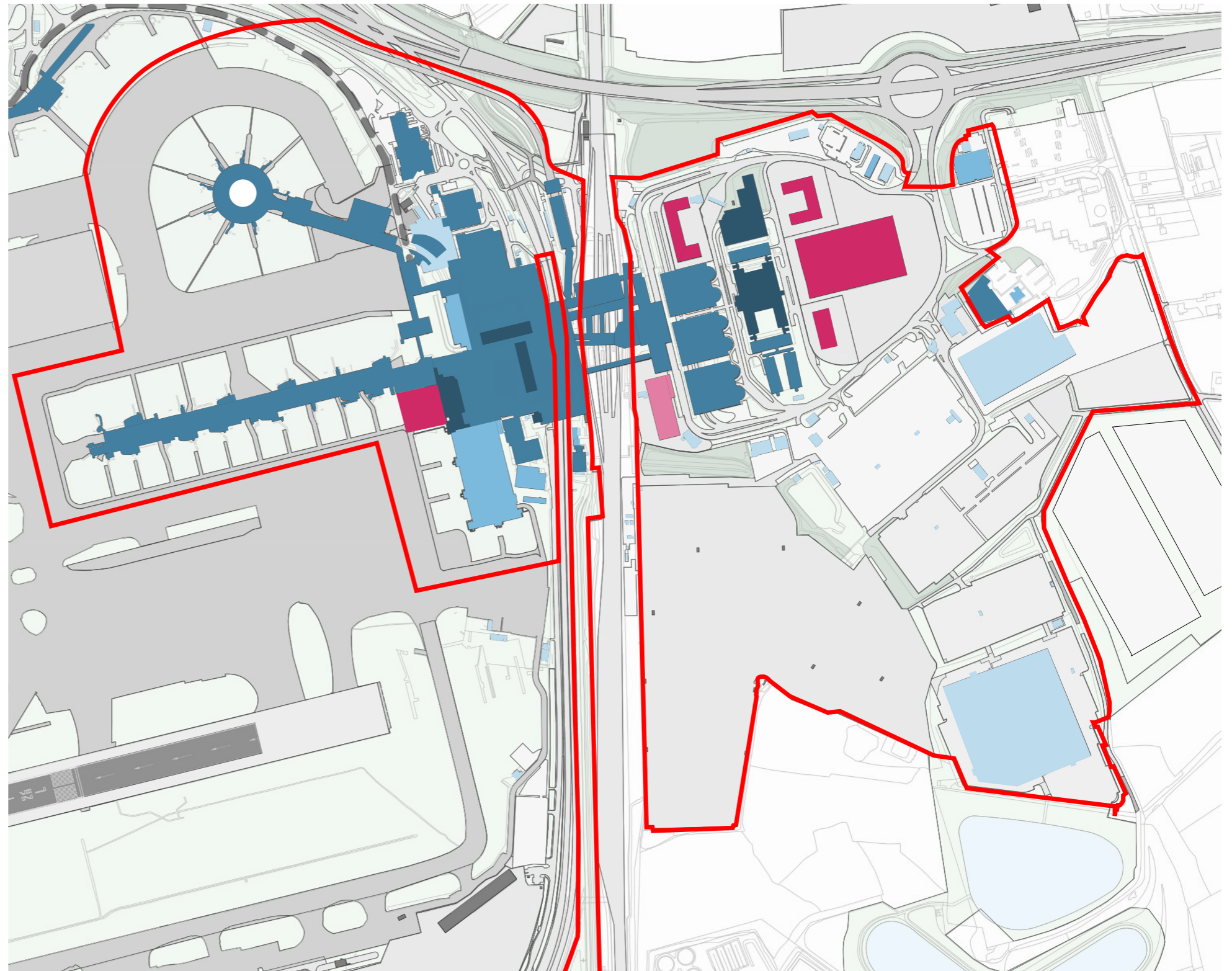


Figure 64. Building Mass & Building Heights - South Terminal Campus



5.10.24 ACCESS

5.10.24.1 The South Terminal Campus zone is well connected the Gatwick Airport estate. The key existing access points in and out of Gatwick from the strategic road network are via North Terminal Roundabout and South Terminal Roundabout with onward connectivity to surrounding areas via the M23 and local roads.

5.10.24.2 The proposed grade separation measures at North and South Terminal roundabouts, combined with the other junction improvement and link upgrades are to provide increased highway capacity to mitigate the forecast traffic growth in the area. The proposed measures are also anticipated to improve the safety and resilience of the highway network in the vicinity of the airport. The scheme design and construction methodology seeks to minimise disruption to road users during construction and to minimise the impact to key areas of ecological, landscape or recreational value in the vicinity of the works.

5.10.24.3 The main line station sits centrally to the zone at a raised arrivals level. This connects to the ITTS which connects to the North terminal. Because of this most passenger movement around the terminals is at the upper levels.

5.10.24.4 The scheme includes a range of active travel infrastructure proposals including upgrades to existing active travel infrastructure in the vicinity of the proposed junction modifications and the provision of new active travel infrastructure links and highway crossings to improve connectivity and safety for pedestrians and cyclists. The pedestrian access connects from the South Terminal to the eastern part of this zone over the railway is described in more detail in the following section of this DAS.

5.10.24.5 Vehicular access to the eastern zone is via the South Terminal Roundabout linking Airport Way and the M23.

KEY

- Zone
- - - Road Access

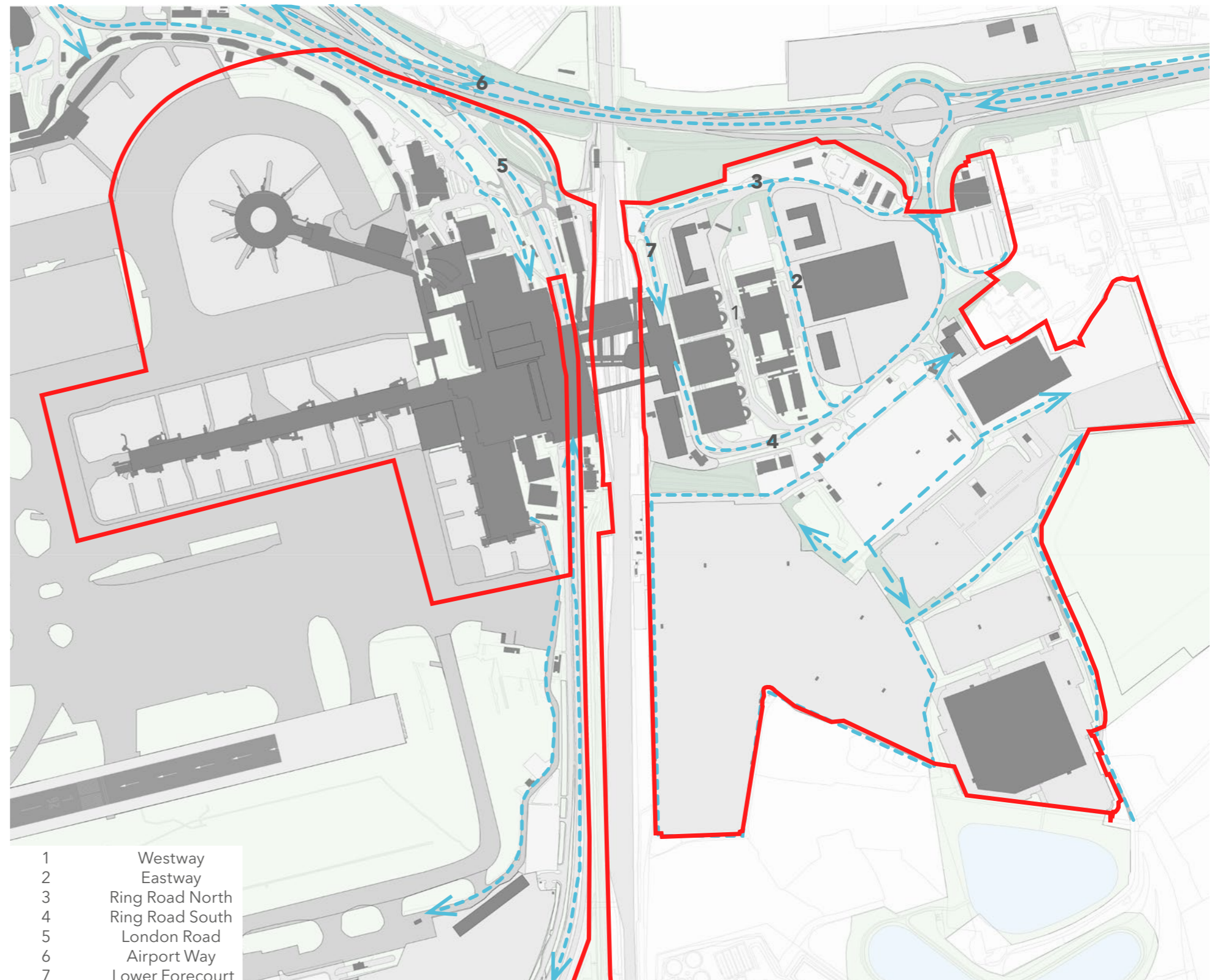


Figure 65. Access - South Terminal Campus

An aerial photograph of an industrial area, likely a refinery or chemical plant, with a red outline highlighting a specific zone. The map shows various industrial structures, roads, and a large body of water. The red outline is irregular and follows the perimeter of the highlighted area. The text "5.11 EASTERN ZONE" is overlaid in white on the map.

5.11 EASTERN ZONE

5.11.1 ZONE CHARACTERISTICS

- 5.11.1.1 The Eastern zone (Figure 66) is a rural area that includes key water works, important natural woodland, and habitats. It runs along the eastern perimeter of the site and borders Balcombe Road, with a railway running alongside. The zone is split by an operations building and warehouse, situated on Gatwick Road and Radford Road. Furthermore, the zone contains the Crawley Sewage Treatment Works (Figure 70), while residential areas run along Radford Road. The site consists of grassland and trees with two ponds close to one another. The Gatwick stream is located in the west of the zone and poses a small flooding risk near the most southern pond. This flood plain is located near the Crawley Sewage Treatment Works.
- 5.11.1.2 The zone comprises grassland (Figure 67 and 68), trees, connecting roads, and water works ponds. It serves as an ecological habitat adjacent to Gatwick Airport's main runway and amenities. The zone also encompasses areas of ancient woodland around Picketts Wood, with the Gatwick Stream flowing along its western edge.



Figure 66. Zone Characteristics - Eastern Zone



Figure 67. Balcombe road at Pentagon Field ES Figure 8.4.13



Figure 68. Public Right of Way 359/Sy at Pentagon Field ES Figure 8.4.14



Figure 69. Site Location - Eastern Zone

5.11.2 ZONE CONSTRAINTS

- 5.11.2.1 The constraints within the zone are identified on Figure 70. The site mainly consists of grassland and trees with two ponds close to one another. The Gatwick Stream is located in the west of the zone and poses a small flooding risk near the most southern pond. There is a flood plain is located near the Crawley Sewage Treatment Works.
- 5.11.2.2 The zone has some important areas of woodland including ancient woodland to the south of Pentagon Field at lower pickets wood and nearby in Horleyland wood. Another area of woodland exists in the north part of the zone. Both areas of woodland which are to be avoided by development are shown on Figure 72.

KEY


- | | | | |
|--|---------------------|---|-------------------|
|  | Zone |  | River |
|  | Flood risk |  | Existing Woodland |
|  | Pond |  | Ancient Woodland |
|  | Car Parks | | |
|  | Existing Structures | | |



Figure 70. Existing Site Constraints - Eastern Zone














5.11.3 ZONE PROJECTS AND LAND USE

5.11.3.1 The indicative zone land use is for used for water treatment and environmental mitigation. The two projects indicative in this zone are consistent with the existing land use and connects into existing habitat and woodland areas.

5.11.3.2 The two projects proposed in the Eastern zone are:

- Pentagon Field Spoil, Ecology and Biodiversity.
- Water Treatment Works.

KEY

- | | |
|---|--|
|  Zone |  Airfield Stands |
|  Terminal Buildings * |  Airfield Taxiways |
|  Car Parking * |  Airfield Runway |
|  Operational Buildings * |  Environmental Mitigation |
|  Commercial * |  Water Treatment |
|  AV Route | |

* Darker shade indicates indicative building location on site

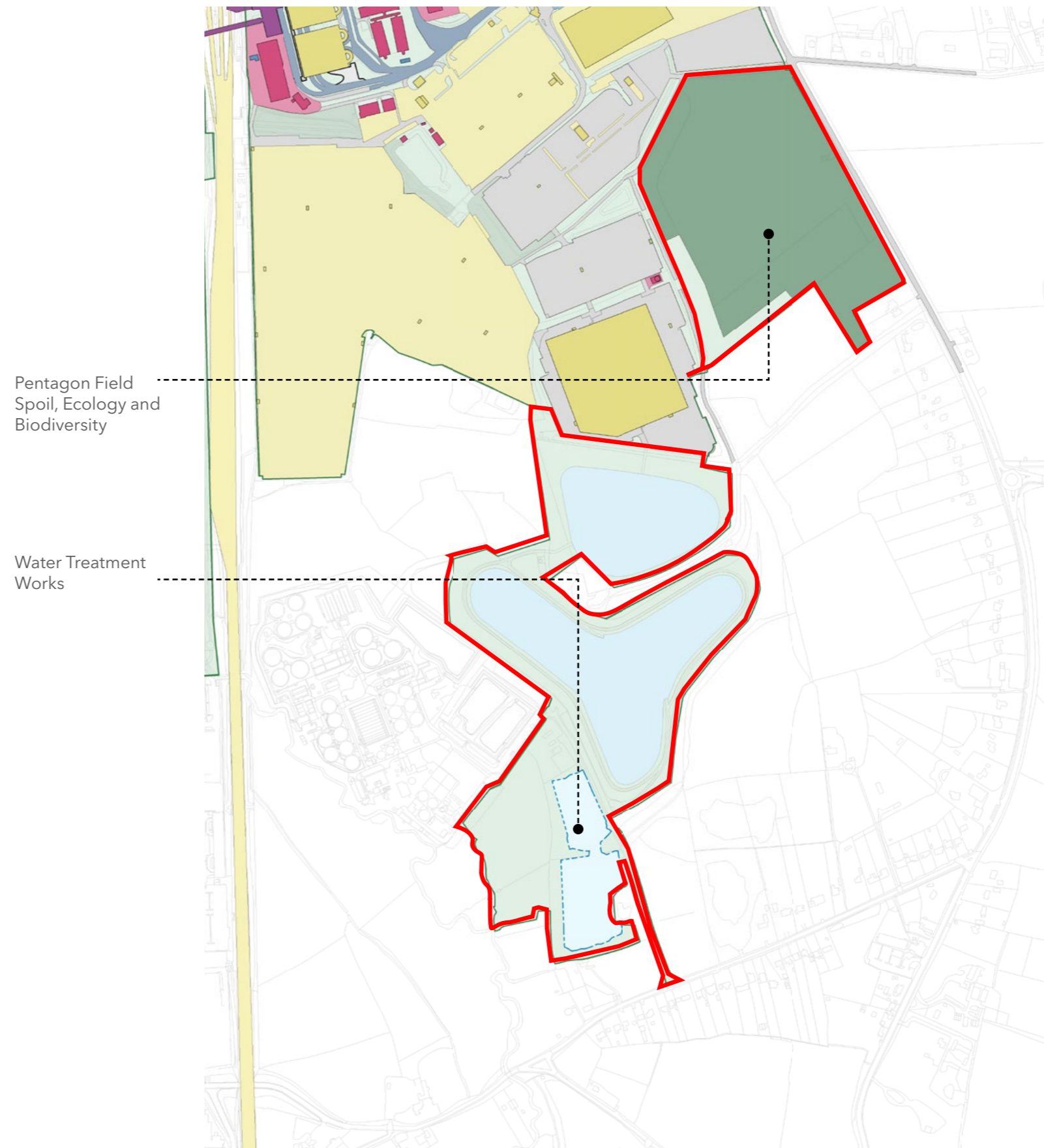


Figure 71. Land Use - Eastern Zone

5.11.4 PENTAGON FIELD - SPOIL, ECOLOGY & BIODIVERSITY

5.11.4.1 The grazing pasture at Pentagon Field (Figure 72 and Figure 73) will be temporarily removed and the location will be used as a spoil receptor site to accommodate material. It will have a maximum depth of 4.4 metres throughout the initial phase of the Project.

5.11.4.2 A 15 metre wide woodland planting belt is proposed beside Balcombe Road to blend into existing native hedgerows and trees. Also, the field will be re-grassed.

5.11.4.3 Import of cohesive arisings from excavations associated with the development activities, the imported material will be used to level/landscape the field and improve ecological habitat and biodiversity. A 15 metres belt of trees on the eastern edge, adjacent to the Balcombe Road will be created and further planting added to the northern edge to enhance the landscape. The field will be re-grassed following these works.

5.11.4.4 The defined ancient woodland to the south of the site will be protected and will be unaffected by these works.

5.11.4.5 The proposed landscape elements include:

- Network of linear structure planting and areas of grassland associated with fringes of airport facilities and surrounding rural and wooded landscape.
- Native woodland planting to define scheme boundaries and to provide buffers with existing development and transport corridors.
- Grassland management of existing and proposed habitats to improve species diversity.
- Native scrub and hedgerow planting to supplement exiting field boundaries and filter views.

5.11.4.6 These are illustrated on Figure 72 which provides an illustrative depiction of the proposed landscaping elements.



Figure 72. Indicative Site Plan - Pentagon - Spoil, Ecology & Biodiversity





Figure 73. Indicative Site Plan - Pentagon - Spoil, Ecology & Biodiversity

5.11.5 TREATMENT WORKS & CONNECTION TO GATWICK STREAM

5.11.5.1 The proposed water treatment works would comprise a constructed wetland system using reed beds with Forced Bed Aeration (FBA) technology to treat the de-icer contaminated waters.

5.11.5.2 The system functions by naturally occurring bacteria attaching to the surface of the gravel media to form biofilms. When the contaminated water is distributed across the surface area of the beds, it percolates vertically down through the saturated gravel media. The contact between the contaminants and the biofilms results in biological contaminant degradation and reduced concentrations of organic matter. The FBA system evenly distributes oxygen across the red bed to maintain aerobic conditions, where necessary, as degradation is more efficient under aerobic conditions.

5.11.5.3 The system would draw from the de-icer pollution storage lagoons and treat this to a standard that would allow discharge to the Gatwick Stream. The works would be located towards the south east of the Project site (shown on figure 71 - the landuse plan)

5.11.5.4 The footprint of the proposed reed bed system would be approximately 16,000 m². Six reed bed areas are proposed, constructed in pairs, surrounded by embankments and timber post and rail fencing. (shown on figure 75 - the sketch GA plan) The reed beds would comprise a mix of wetland vegetation species (including those that are resilient to climate change) to create a variety of habitat types (see artistic impression shown on figure 74 - sketch view of beds). Each reed bed would be lined to prevent groundwater ingress.



Figure 74. Indicative Illustration of the Water Treatment Works

5.11.5.5 Six blowers are proposed to facilitate the FBA system, provided along with acoustic hoods and enclosed by acoustic fencing.

5.11.5.6 Key components of the reed bed system including:

- bunded nutrient dosing tank and pumps;
- pipework, pumps and blowers;
- bunding;
- car parking;
- cabin and secure storage.

5.11.5.7 Each of the components listed above would have a maximum height of 3 metres, excluding the cabin and secure storage that would be up to 4 metres in height (above ground level).

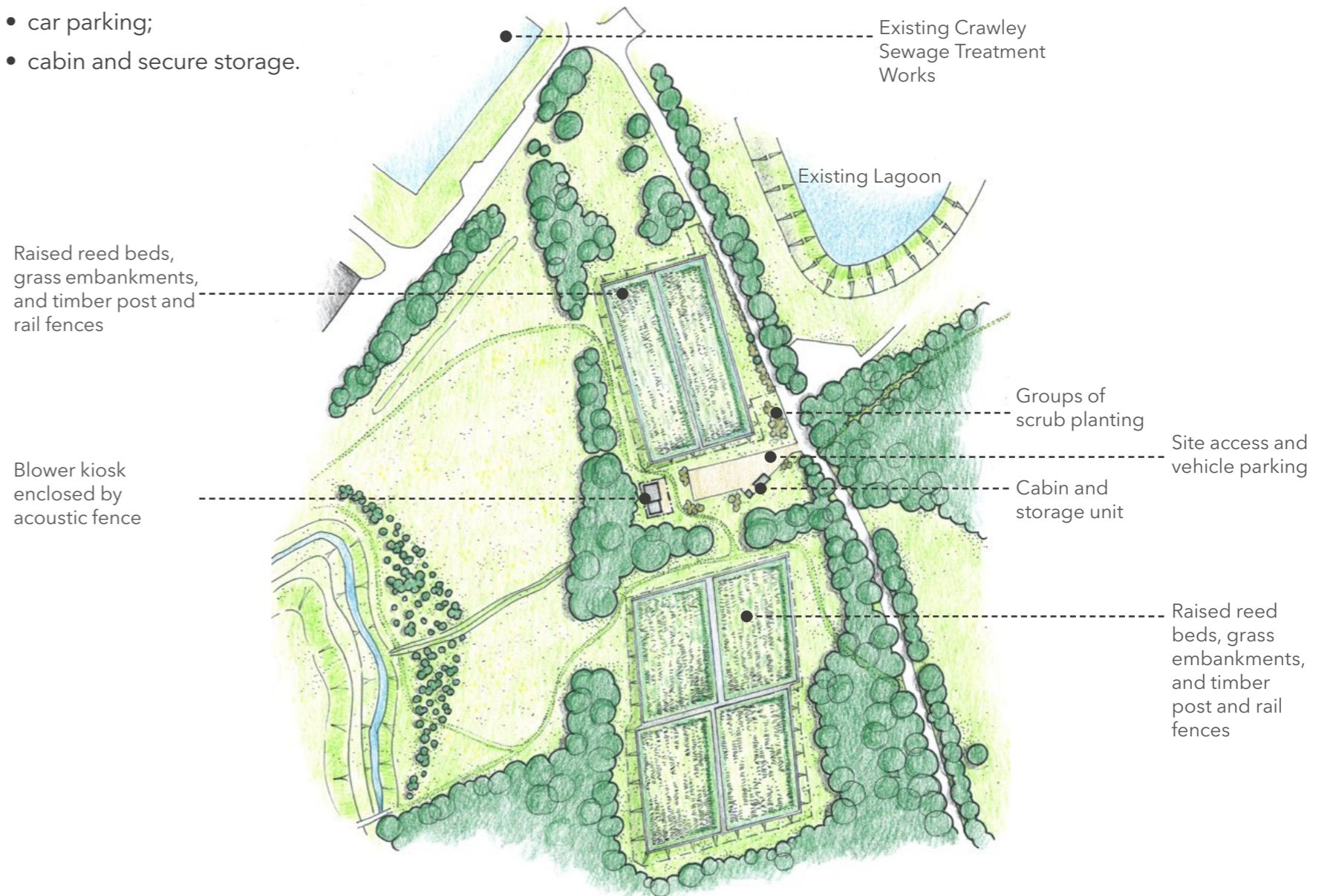


Figure 75. Indicative Layout of the Water Treatment Works

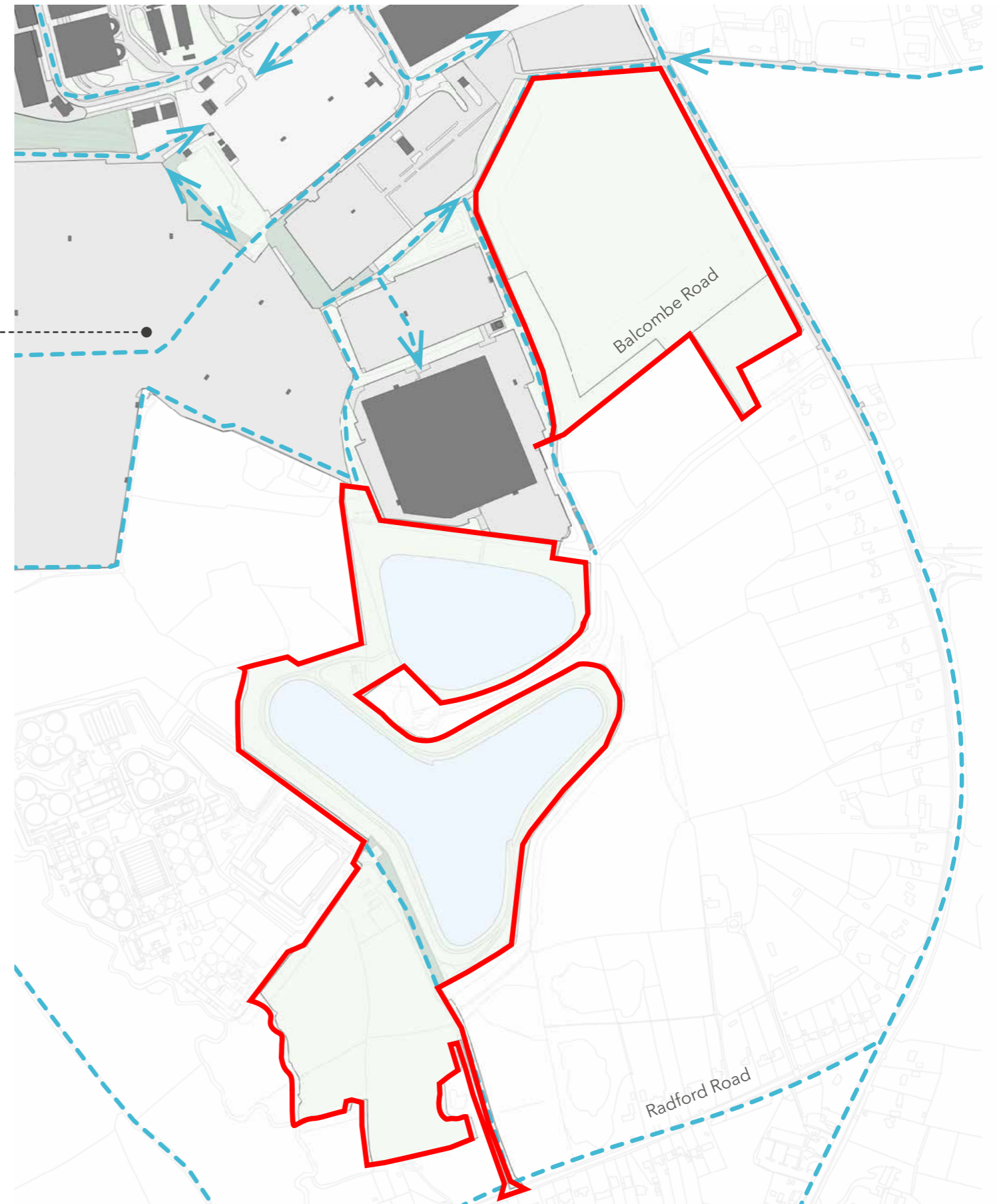


5.11.6 ACCESS

5.11.6.1 This zone has limited access points. Access to Pentagon Field is gained from Balcombe Road which is located directly east of the site as shown on Figure 75.

5.11.6.2 To access the ponds, there is a thin strip vehicle access from Radford Road to the south of the site, as well as an access track from the South Terminal long stay parking area to the north-west. The ponds are not accessible to the public.

Long Stay Car Parks



KEY

- Zone
- - - Road Access

Figure 76. Access Zone - Eastern Zone

An aerial, monochromatic photograph of a large airport terminal and its surrounding tarmac. The terminal is a long, multi-story building with a central circular structure. Numerous commercial aircraft are parked at gates along the terminal's length. The tarmac is filled with various aircraft, including smaller regional jets and cargo planes. The background shows a mix of greenery and other airport infrastructure. The word "GLOSSARY" is centered in the middle 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 75). 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 76).

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.

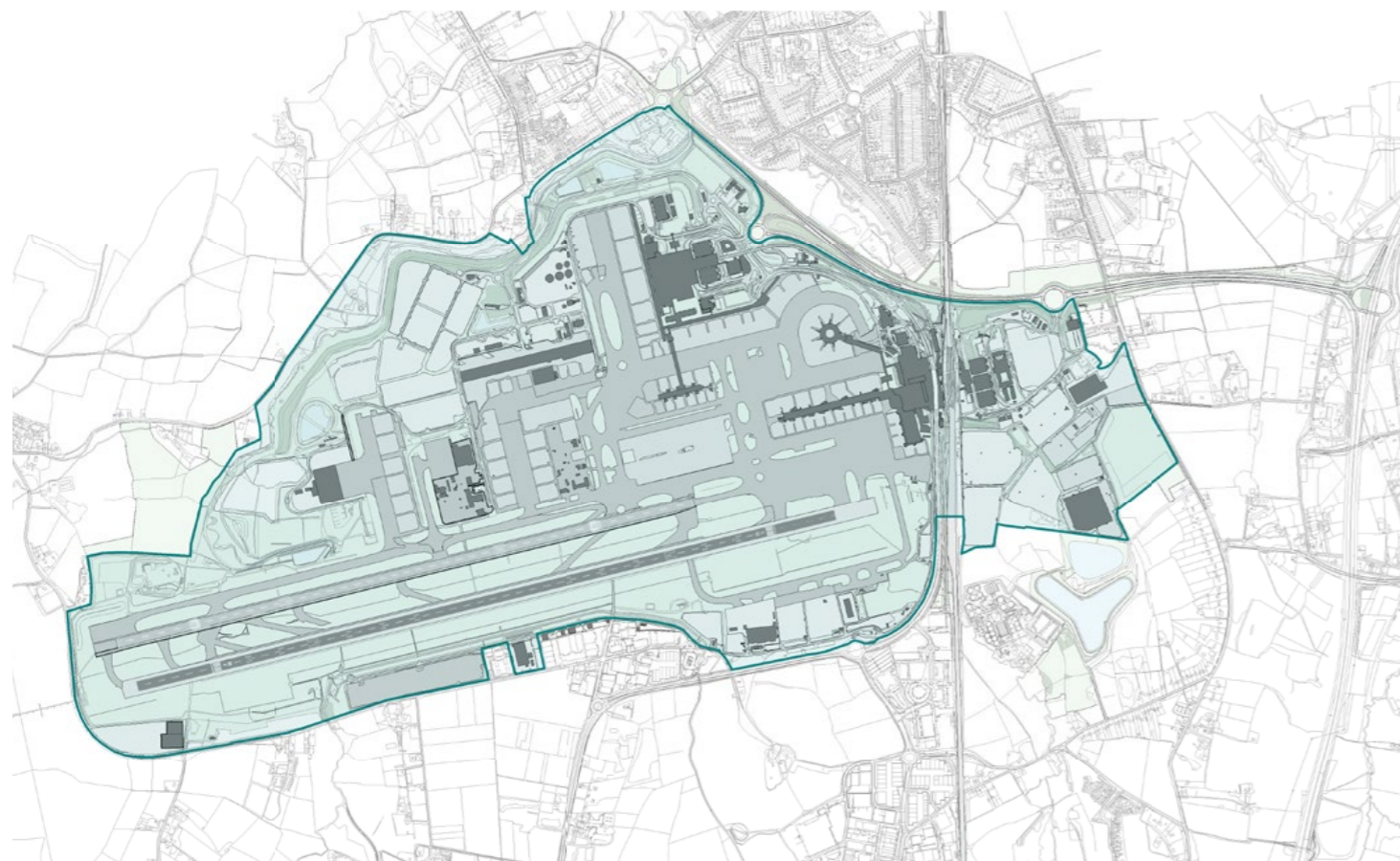
Passenger Throughput - the number of air passengers that use the airport, including arrivals and departures. The throughput is usually referred to on an annual basis, i.e. the annual passenger throughput.

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.

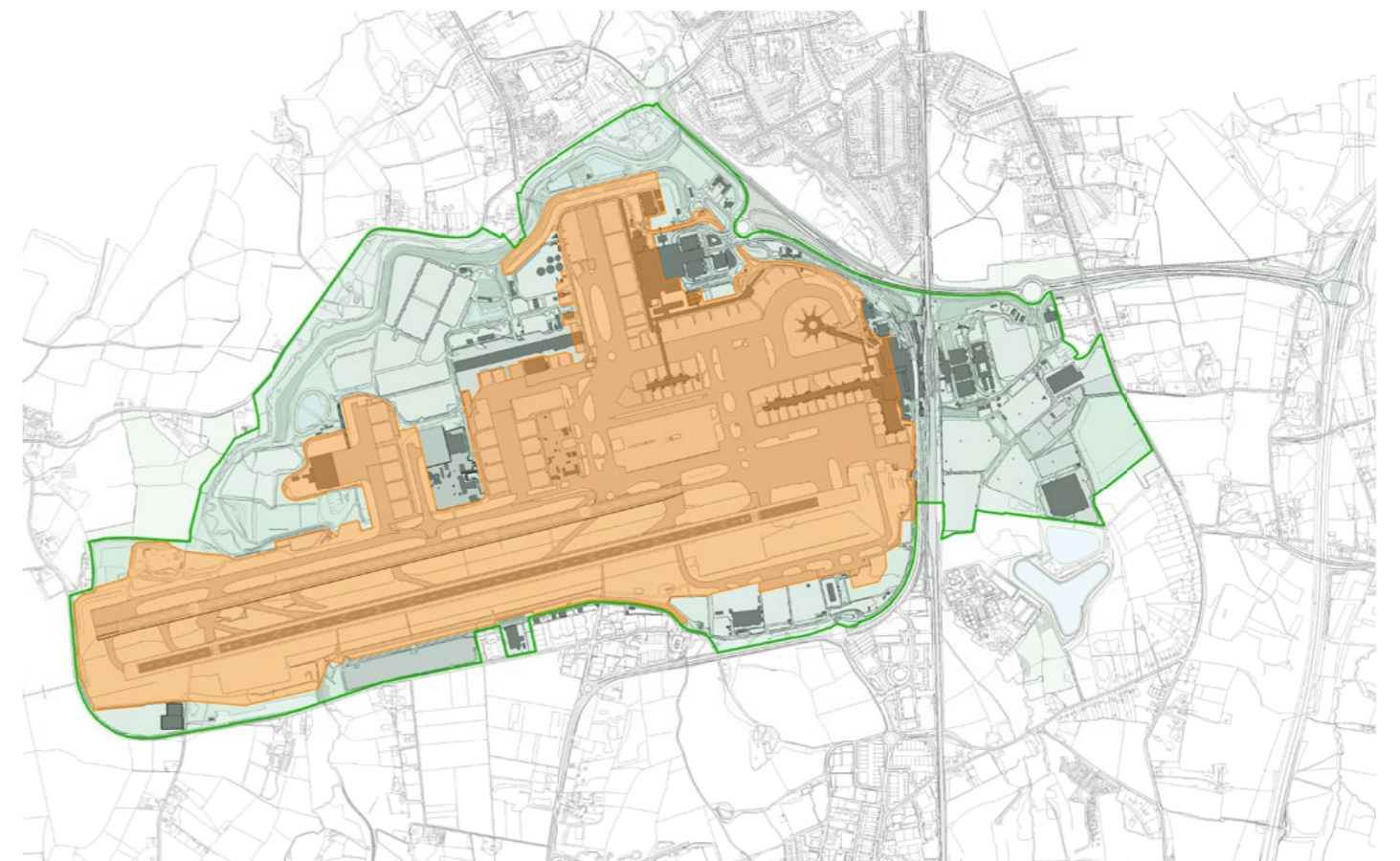
Summer 2022 Consultation - a hybrid statutory/non-statutory consultation which ran for six weeks from 14 June to 27 July 2022. The targeted, statutory consultation element considered changes to the proposed highway improvement works; and the non-statutory Project update element included an update on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

Figure 77. Gatwick Airport - Airport Extent



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

Figure 78. Gatwick Airport - Landside/Airside

Abbreviations

ANPS - Airport National Policy Statement	ICAO - International Civil Aviation Administration
APF - Aviation Policy Framework	IDL - International Departures Lounge
ATC - Air Traffic Control	ITTS - Inter-terminal transit system (or 'shuttle')
ATM - Air Transport Movement	LEP - Local Enterprise Partnership
BAA - British Airports Authority - the former owners of Gatwick Airport	LGW - London Gatwick Airport
BOH - Back of House - None Public Areas	LTO - Landing and Take-off cycle
CAA - Civil Aviation Authority	mppa - Million passengers per annum
CAP - Carbon Action Plan	MRM - Mitigation Route Map
CMMP - Construction Materials Management Plan	MSCP - Multi-storey Car Park
CoCP - Code of Construction Practice	NATS - National Air Traffic Services
CTMP - Construction Traffic Management Plan	NRP - Northern Runway Project
CWTP - Construction Workforce Travel Plan	NSIP - Nationally Significant Infrastructure Project
DCO - Development Consent Order - the form of planning consent for Nationally Significant Infrastructure Projects	NT - North Terminal
DfT - Department for Transport	oLEMP - Outline Landscape and Ecology Management Plan
EIA - Environmental Impact Assessment	PEIR - Preliminary Environmental Information Report
ES - Environmental Statement	RET - Rapid Exit Taxiway
FRA - Flood Risk Assessment	SAC - Surface Access Commitments
FOH - Front of House - Public Areas	ST - South Terminal
GAL - Gatwick Airport Limited	STW - Sewage Treatment Works
GATCOM - Gatwick Airport Consultative Committee	TA - Transport Assessment
	WMP - Water Management Plan

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DESIGN AND ACCESS STATEMENT

VOLUME 4

