

GREATER **LONDON** AUTHORITY

Our reference: MGLA130225-0198

27 February 2025

Thank you for your request for information which the Greater London Authority (GLA) received on 13 February 2025. Your request has been considered under the Environmental Information Regulations (EIR) 2004.

You requested:

I request details of the Mayor of London Sadiq Khan's correspondence and financial exchanges with Gatwick Airport Limited during the years 2014-2015 and 2018-2024.

Our response to your request is as follows:

Please find attached the information that the GLA holds within the scope of your request.

Please note that some names of members of staff are exempt from disclosure under Regulation 13 (Personal information) of the EIR. Information that identifies specific employees constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject.

- All GLA expenditure is available on our website for payments of £250 or more: <https://www.london.gov.uk/about-us/governance-and-spending/spending-moneywisely/our-spending>
- The Mayor's Gifts & Hospitality is published at: [The Mayor and his team | London City Hall](#)

If you have any further questions relating to this matter, please contact me, quoting the above reference.

Yours sincerely

Information Governance Officer

GREATER**LONDON**AUTHORITY

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

YOUR LONDON AIRPORT

Gatwick

13 SEPTEMBER 2018

Mayor of London
City Hall
The Queen's Walk
London
SE12AA

Dear Sadig

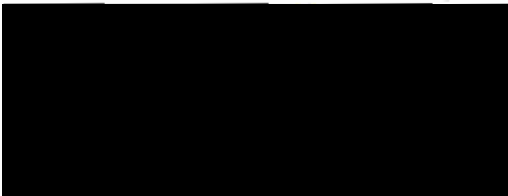
It has been some time since we last met, so I am writing to see if you would be available to discuss recent developments at Gatwick and our forthcoming Masterplan, which will set out the airport's current and future priorities, including potential options for growth.

We have always appreciated your support for the role that Gatwick plays in connecting London to the rest of the UK and the world. As you know, the airport is vital to the UK economy, helping to facilitate trade and encourage tourism, as well as contributing £5.3bn to GDP and supporting at least 85,000 jobs across the UK.

As a valued stakeholder, I would very much welcome the opportunity to update you in person on our plans, ahead of the publication of our Masterplan later this year.

I am planning to be in Liverpool for the Labour Party Conference, so would be pleased to find a time there if that is convenient for you. Alternatively, we would be happy to liaise with your office to find a mutually convenient time in London.

Yours sincerely,



Stewart Wingate
Chief Executive, Gatwick Airport

MAYOR OF LONDON

Mr Stewart Wingate
Chief Executive
Gatwick Airport Limited
Destinations Place
Gatwick Airport
West Sussex
RH6 ONP

Ref: MGLA190918-3183

Date: 21st September 2018

Dear Stewart,

Thank you for your letter requesting a meeting with the Mayor to discuss recent developments at Gatwick and to update him on your forthcoming Masterplan ahead of its publication. As Deputy Mayor for Transport, the Mayor has asked that I respond on his behalf.

While he is extremely grateful for your request, due to his very busy schedule he's unable to accommodate a meeting at this time. He has asked that I meet with you to hear more about your plans.

My office will be in contact to arrange a suitable time. I look forward to meeting with you soon.

Yours sincerely,



Heidi Alexander
Deputy Mayor for Transport

YOUR LONDON AIRPORT

Gatwick

18 OCTOBER 2018

Sadiq Khan
Mayor of London
GLA City Hall
The Queen's Walk
London SE1 2AA

Dear Sadiq

Thank you for your continued support of Gatwick Airport and its role in delivering connectivity to London and the UK. I wanted to write to you personally to update you on Gatwick's draft master plan for ongoing development and sustainable growth, which sets out how the airport can meet the growing demand for air travel and deliver connections to global opportunities.

The draft master plan explains how Gatwick intends to develop and grow in a sustainable way into the early 2030s, creating the right balance between economic growth and environmental impact, across three scenarios:

1. Using new technologies to **increase capacity on Gatwick's existing main runway;**
2. A plan to **bring the airport's existing standby runway into routine use** alongside the main runway;
3. Continuing to **safeguard the land for an additional runway** in the future, while not actively pursuing one today

We believe that these proposals can deliver highly-productive, incremental new capacity with minimal environmental impact, to complement expansion schemes at other airports across the South East.

Gatwick today makes a significant contribution to both the regional and national economy, supporting 85,000 jobs and adding £5.3bn to GDP, and through this draft master plan, is seeking to grow that contribution by unlocking new connections, jobs and trade.

We believe the plans offer safe, agile, low-impact ways of unlocking much-needed new runway capacity from within our existing infrastructure - however, it is important that everyone has their say so we look forward to hearing the views of our local communities, partners and stakeholders.

A 12-week public consultation is now live at gatwickairport.com/masterplan2018 and will include five public exhibitions in our local area, which will help inform the publication of the final master plan early next year.

We briefed Heidi Alexander on the masterplan in City Hall this week, but would very much welcome the opportunity to discuss it in further detail in a meeting either at the airport or at City Hall. Someone will be in touch with your office in due course to see if this might be possible.



Stewart Wingate
Chief Executive

MAYOR OF LONDON

Stewart Wingate

Chief Executive
Gatwick Airport Ltd.
7th Floor
Destinations Place
Gatwick Airport
West Sussex RH6 0NP

Our ref: MGLA181018-5534

Date: 15 NOV 2018

Dear Stewart,

Thank you for writing to me with a personal update on Gatwick Airport's draft master plan. I appreciate the briefings that you and your team have provided to Heidi Alexander, Deputy Mayor for Transport, the Greater London Authority and Transport for London officers.


Making the best use of existing capacity is at the heart of both London and national aviation policy. I welcome your innovative proposals which could do that by bringing the existing standby runway into use.

It remains clear to me that Gatwick is well placed to address the capacity constraints in the London airport system in a quicker and cheaper way than a third runway at Heathrow and without its severe environmental impacts.

Unfortunately, I am not able to meet with you at this time, but I trust you will continue to liaise with Heidi and my officers as your plans progress. We will also be looking to respond to your public consultation on the master plan.

I value the important contribution that Gatwick makes to London and thank you again for writing to me.

Yours sincerely,



Sadiq Khan

Mayor of London

YOUR LONDON AIRPORT
Gatwick

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22 JULY 19

18 JULY 2019

Sadiq Khan
Mayor of London
GLA City Hall
The Queen's Walk
London
SE1 2AA

Dear Sadiq

Thank you for your continued support of Gatwick Airport and its role in delivering connectivity to London and the UK. Further to my conversation with Heidi Alexander yesterday, I am writing to let you know that Gatwick Airport today published its **Final Master Plan** which confirms plans to take forward the **sustainable development** of the airport.

In October 2018, our draft master plan consultation set out three scenarios for future growth:

1. Using new technology to build capacity and resilience on the main runway;
2. Bringing the existing standby runway into routine use for departures only alongside the main runway by the mid-2020s;
3. Recommending planning policy continues to safeguard land for an additional runway.

We received more than **5,000 responses** to the 12-week public consultation and are encouraged that **two-thirds (66%) of respondents supported the principle of growing Gatwick** by making best use of our existing runways, in line with Government policy.

As a result, we will progress with plans to introduce new technology to build capacity and resilience on our **main runway**. We are also announcing today that we will prepare a planning application to bring our **standby runway** into routine use.

The innovative proposals for the standby runway will deliver **additional capacity** at the airport that enables us to balance **operational resilience** and **sustainable growth**. As one of the biggest **private investments** in the region, the scheme will deliver **greater connectivity**, a better passenger experience through **greater competition**, and an economic boost that secures **jobs and opportunities** for generations to come. These benefits can all be delivered while keeping the airport's **noise footprint broadly similar** to today's levels, and with **minimal disruption** to our neighbours and the environment.

YOUR LONDON AIRPORT

Gatwick

The **consultation report**, also published today, provides extensive feedback on our consultation and those views will help shape our plans as we prepare a **Development Consent Order** – a rigorous planning process that will include further engagement and public consultation next year and culminates in a final decision by the **Secretary of State**. We will now carry out a number of detailed studies to assess the impacts and benefits of our proposals before consulting the public again next year.

We are also recommending that national and local planning policy continues to **safeguard the land** that would be required for a new runway, should it be required in the longer-term. However, we reiterate today that we are **no longer actively pursuing plans for an additional runway**.

We will of course keep you up to date at regular intervals as our plans progress. In the meantime further information on our plans is available at www.gatwickairport.com/futureplans

I would very much welcome the opportunity to discuss the masterplan with you over the summer, whether at the airport or at City Hall. Mark Lever will be in touch with your office to see if this might be possible.

Yours sincerely,



Stewart Wingate
Chief Executive Officer
Gatwick Airport

MAYOR OF LONDON

Stewart Wingate

Chief Executive Officer

Gatwick Airport

Stewart.wingate@gatwickairport.com

Our ref: MGLA220719-8284

Date: 30 JUL 2019

Dear Stewart,

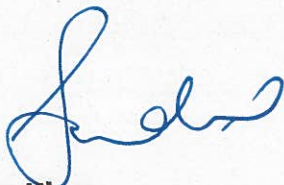
Thank you for your letter of 18 July regarding Gatwick Airport's final master plan.

Gatwick is an integral part of the London airports system and your engagement on its future development is welcome.

Unfortunately, due to diary pressures, I am unable to meet at this time. However, I encourage you to continue engaging with my officers at both the Greater London Authority and Transport for London, as you progress with preparing your Development Consent Order.

Thank you again for writing to me.

Yours sincerely,



Sadiq Khan

Mayor of London

YOUR LONDON AIRPORT *Gatwick*

Mayor of London
City Hall
Queens Walk
LONDON
SE1 2AA

Our Ref: Gatwick_LA

8 September 2021

Dear Sir

Gatwick Airport Northern Runway Project
Statutory pre-application consultation: 9 September 2021 to 1 December 2021
Sections 42 of the Planning Act 2008: Duty to consult on a proposed application
Regulation 598/2014

I am writing regarding Gatwick Airport Limited's ("GAL") intention to submit a development consent order application ("DCO") to the Secretary of State under section 37 of the Planning Act 2008 ("the Act") to authorise the alterations to the existing northern runway at Gatwick Airport which, along with the lifting of the current restrictions on its use, would enable dual runway operations (the "Project"). Together with the alterations to the northern runway, the Project would include the development of a range of infrastructure and facilities to allow increased airport passenger numbers and aircraft movements and to allow the Airport to make best use of its existing runways.

The Project would include alterations to the existing northern runway and corresponding enhancements to the taxiway system and parking stands to accommodate an increase in aircraft operations. Other elements of the Project would enable the increased airfield capacity to be accessed by passengers through additional processing capability and improved airport access. The Project would also include surface access (including highway) improvements and landscape/ecological planting and environmental mitigation.

GAL is now commencing formal pre-application consultation in relation to the Project and you have been identified as a prescribed consultee under section 42 of the Act.

The Project includes proposals which may constitute new noise 'operating restrictions' as defined under Regulation 598/2014. The consultation documents include information on the potential 'operating restrictions' and form part of the engagement being undertaken by GAL to reflect the consultation requirements of Regulation 598/2014.

The DCO application will contain full details of the Project and, as it constitutes an environmental impact assessment ("EIA") development, will be accompanied by an Environmental Statement prepared in accordance with the Infrastructure Planning (EIA) Regulations 2017.

GAL has prepared a Preliminary Environmental Information Report ("PEIR"). The PEIR sets out the preliminary findings of the EIA undertaken to date. A non-technical summary of the PEIR has also been prepared. The purpose of the PEIR is to enable consultees to understand the likely environmental effects of the Project and to help inform consultation responses.

YOUR LONDON AIRPORT

Gatwick

Reigate and Banstead Town Hall Castlefield Road Reigate Surrey RH2 0SH Opening Hours: Monday to Thursday: 8.45am – 5.00pm Friday: 8.45am – 4.45pm Saturday & Sunday: Closed	Horley Library 55-57 Russell Square Victoria Road Horley Surrey RH6 7QH Opening Hours: Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed
Oxted Library 12 Gresham Road Oxted RH8 0BQ Opening Hours: Monday: Closed Tuesday to Saturday: 9.30am – 5.00pm Sunday: Closed	Caterham Valley Library Stafford Road Caterham Surrey CR3 6JG Opening Hours: Monday: Closed Tuesday to Saturday: 9.30am – 5.00pm Sunday: Closed
Crawley Library Southgate Avenue Crawley RH10 6HG Opening Hours: Monday to Friday: 9.00am – 6.00pm Saturday: 9.00am – 5.00pm Sunday: Closed	Broadfield Library 46 Broadfield Place Crawley RH11 9BA Opening hours: Monday to Friday: 10.00am – 5.00pm Saturday: 10.00am – 2.00pm Sunday: Closed
Horsham Library Lower Tanbridge Way Horsham RH12 1PJ Opening Hours: Monday to Friday: 9.00am – 6.00pm Friday: 9.00am – 6.00pm Saturday: 9.00am – 5.00pm Sunday: Closed	Billingshurst Library Mill Lane Billingshurst RH14 9JZ Opening Hours: Monday to Friday: 10.00am – 5.00pm Saturday: 10.00am – 2.00pm Sunday: Closed
Mid Sussex District Council Oaklands Oaklands Road Haywards Heath West Sussex RH16 1SS	East Grinstead Library 32-40 West Street East Grinstead RH19 4SR

YOUR LONDON AIRPORT

Gatwick

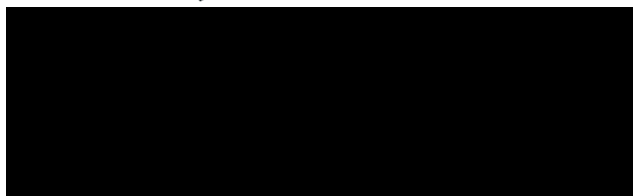
For more information or to raise any enquires on the consultation or the Consultation Documents, to request copies of documents and USBs, or to arrange to speak to a member of the team, you can contact us by calling the Project Hotline (0800 038 3486) during normal business hours (Monday to Friday, 9am to 5.30pm). Outside of these hours, callers will be able to leave a message requesting a callback.

Alternatively, you can email info@gatwickfutureplans.com direct or visit the Project website gatwickairport.com/futureplans.

Guidance on the pre-application process and the Act can be found on the Planning Inspectorate's website: <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/>.

If you have any questions regarding the process or content of this letter or the consultation on the Project more generally, please do not hesitate to get in touch.

Yours faithfully



Gatwick Airport Ltd

Encs.

GATWICK AIRPORT LIMITED

GATWICK AIRPORT NORTHERN RUNWAY PROJECT

SECTION 48, PLANNING ACT 2008

REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

NOTICE OF PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER

1. Notice is hereby given that Gatwick Airport Limited of 5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex, RH6 0NP (hereafter referred to as "GAL") intends to make an application to the Secretary of State under section 37 of the Planning Act 2008 (the "Act") for a Development Consent Order ("DCO") to authorise the alterations to the existing northern runway at Gatwick Airport which, together with the lifting of the current restrictions on its use, would enable dual runway operations, together with associated development (the "Project").
2. The Project is located on land within and adjacent to Gatwick Airport.
3. The main aspects of the Project for which GAL is seeking a DCO include:
 - 3.1 amendments to the existing northern runway, including repositioning its centreline 12 metres further north to enable dual runway operations;
 - 3.2 reconfiguration of taxiways;
 - 3.3 pier and stand amendments (including a proposed new pier);
 - 3.4 reconfiguration of other airfield facilities;
 - 3.5 extensions to the existing airport terminals (North and South);
 - 3.6 provision of additional hotel and office space;
 - 3.7 provision of reconfigured car parking, including new car parks;
 - 3.8 surface access (including highway) improvements;
 - 3.9 reconfiguration of existing utilities, including surface water, foul drainage and power; and
 - 3.10 landscape/ecological planting and environmental mitigation.
4. GAL is commencing formal pre-application consultation on the Project which will begin on 9 September 2021 and run to 11.59pm on 1 December 2021 (the "Consultation Period"). The focus of this consultation is to obtain views on the proposals for the Project to inform its development and refinement ahead of submission of the DCO application.
5. The Project includes proposals which may constitute new noise 'operating restrictions' as defined under Regulation (EU) No 598/2014. The consultation documents include information on the potential 'operating restrictions', and form part of the engagement being undertaken by GAL to reflect the consultation requirements of Regulation (EU) No 598/2014.
6. The Project is an Environmental Impact Assessment ("EIA") development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. A Preliminary Environmental Information Report ("PEIR") has been produced based on information compiled to date on the likely environmental impacts of the Project and is included as part of the consultation materials. A non-technical summary of the PEIR has also been prepared. GAL will submit an Environmental Statement ("ES") and a non-technical summary in support of its application for a DCO to set out the findings of the EIA in due course.
7. The documents, plans and maps showing the nature and location of the Project, including the PEIR (with a non-technical summary) ("Consultation Documents") will be available to view and download free of charge on the following website maintained by GAL during the Consultation Period:

Oxted Library 12 Gresham Road Oxted RH8 0BQ Opening Hours: Monday: Closed Tuesday to Saturday: 9.30am – 5.00pm Sunday: Closed	Caterham Valley Library Stafford Road Caterham Surrey CR3 6JG Opening Hours: Monday: Closed Tuesday to Saturday: 9.30am – 5.00pm Sunday: Closed
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Mid Sussex District Council Oaklands Oaklands Road Haywards Heath West Sussex RH16 1SS Opening Hours: Monday to Thursday 8.45am – 5.15pm Friday 8.45am – 4.15pm Saturday: Closed Sunday: Closed	East Grinstead Library 32-40 West Street East Grinstead RH19 4SR Opening Hours: Monday to Friday: 9.30am – 6.00pm Saturday: 9.30am – 5.00pm Sunday: Closed
Jubilee Library Jubilee Street Brighton BN1 1GE Opening Hours: Monday to Saturday: 10.00am – 5.00pm Sunday: 11.00am – 5.00pm	Westdene Library 24 Bankside Brighton BN1 5GN Opening Hours: Monday to Friday: 9.00am – 5.00pm Saturday: 9.30am – 5.00pm Sunday: 11.00am – 5.00pm

9. Please note that the Consultation Documents will only be available on the website and at the deposit locations from the start of and during the Consultation Period, and not in advance. Should any of the deposit locations have to close for a prolonged period of time due to Covid-19 (or other) restrictions, then alternative arrangements will be considered for allowing members of the public access to the documents.

MAYOR OF LONDON

Stewart Wingate

Chief Executive Officer
Gatwick Airport Limited

Date: 1 December 2021

By email

Cc: feedback@gatwickfutureplans.com

Dear Stewart,

I am writing in response to Gatwick Airport's consultation on proposals for the northern runway. I welcome the opportunity to comment on the critical issues this raises.

We are facing a climate emergency. COP26 has highlighted why we must redouble our efforts. National legislation has set a target of net zero emissions by 2050 and the science is clear that we must halve our emissions by 2030 to allow us to be on track for this and limit global temperature rise to 1.5C. This is why I have declared that London should achieve net zero emissions by 2030. The aviation sector needs to play its part and not undermine our collective efforts to rapidly decarbonise.

The Committee on Climate Change (CCC) has been clear in its Sixth Carbon Budget report that "there should be no net expansion of UK airport capacity unless the sector is on track to sufficiently outperform its net emissions trajectory to be able to accommodate the additional demand." Despite there being no evidence of this to date, the Government's consultation this summer on 'Jet Zero' failed to adequately address how UK aviation would support achievement of net zero carbon and explicitly avoided answering whether and how capacity growth could be accommodated. Due to this omission, I remain in agreement with the CCC's 2021 progress report to Parliament¹ which clearly stated that "some moderation of demand growth is likely to be required to meet the legislated emissions targets, as pre-pandemic trends in demand growth exceed what we expect can be accommodated in a Net Zero world". I fail to see how any airport expansion can be justified in this context and therefore oppose Gatwick's northern runway proposals, as I consider them incompatible with achieving the UK's net zero target.

At a local level, it is also incumbent on Gatwick to show how its expansion plans would support decarbonisation. This includes both the construction and operation of the new infrastructure associated with this scheme, without relying primarily on the development of new technologies. It must also address the way that passengers, staff and freight access the airport and include credible, ambitious targets for sustainable mode share. It is unacceptable that the airport does not plan to consult on a detailed Climate Change Action Plan in advance of the development consent submission. It is not possible to make a fully informed response to this consultation without this and the Development Consent Order stage is too late for such critical issues to be consulted upon.

¹ <https://www.theccc.org.uk/wp-content/uploads/2021/06/Progress-in-reducing-emissions-2021-Report-to-Parliament.pdf>


MAYOR OF LONDON

I also expect Gatwick to fully address the surface access and air quality impacts of the scheme. I am concerned about the forecast increases in traffic on roads in South London and what they will mean for congestion and air quality. I have invested hundreds of millions of pounds cleaning up London's air in recent years, making rapid improvements to the health of millions of Londoners. These improvements must not be squandered on schemes that needlessly increase traffic. Gatwick should show far more ambition and commitment to reducing car trips, for example through increasing access charges. The substantial proposed increase in car parking runs directly counter to this.

Finally, in terms of noise impacts, Gatwick must ensure that these proposals do not exacerbate impacts on health and quality of life and must ensure any noise reduction resulting from new technologies benefits residents, rather than being banked to enable more flights. Given the potential impacts for London, it is important that any proposals are in line with the relevant plans and policies in my London Plan. Further information about the issues of concern is provided in the attached appendix.

I value the contribution that Gatwick Airport and its workforce make to London and its connectivity and prosperity and am acutely aware of the particular hardship that the aviation sector has faced during the pandemic. Together with partners on the London Recovery Board, I am exploring what help the sector needs to recover including reskilling and diversifying airport economies, prioritising sustainability and linking to emerging sectoral clusters. I welcome early signs of a recovery in the sector as a result of changes to pandemic travel restrictions. But as this continues, the sector must embrace decarbonisation to ensure a green recovery. Expansion threatens to undermine our efforts to decarbonise and I cannot support Gatwick's proposals unless it can demonstrate how they are compatible with our net zero and environmental ambitions.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', with a stylized flourish at the end.

Sadiq Khan
Mayor of London

Appx.

MAYOR OF LONDON

Appendix: Surface access and air quality factors ***Gatwick Northern Runway consultation response***

Modelling Assessment

The transport model architecture proposed by Gatwick Airport Limited (GAL) - consisting of the demand models (non-airport and airport), assignment models (highways, bus and coach, and rail), and simulation models – appears appropriate in principle. We do not currently have access to the models so we can only comment based on the materials released as part of the consultation.

The assumptions around demand also have an important bearing on the validity of the modelling. This includes the assumptions around staff efficiencies which have a direct bearing on staff surface access demand and as such need to be properly evidenced. There is a particular inconsistency evident in the comparison of the staff efficiency assumed between the 'Future Base' and 'With Project' scenarios. For example, it has been assumed that staff are 20% more productive in the Future Base and a further 50% more productive in the With Project (in terms of the ratio of staff employed per passenger). This assumption has not been substantiated.

Highway Modelling

Only a relatively small proportion of South London has been included in the 'Detailed Modelling Area'. The rest of London is modelled as part of the inappropriately termed 'Fully Modelled Area', but with fixed speeds, as taken from the South East Regional Transport Model (SERTM). Given the significant number of highway trips between Gatwick and London – including the areas not covered by the 'Detailed Modelled Area' – it is a concern that the full impacts have not been assessed.

Options to address this gap include increasing the geographical scope of the 'Detailed Modelling Area' or making use of TfL's LoHAM model – adding the scheme demand to the LoHAM Reference Case models to compare the traffic impacts with and without the scheme.

It is also an issue that the model calibration and validation are not compliant with the DfT's TAG. We acknowledge that development of the highway assignment model is ongoing and that this will be used to update and inform the final analysis underpinning the Environmental Statement and the Transport Assessment. But it should be noted therefore that the impacts identified in this assessment may be underestimated due to poor model validation and that other impacts may be missing.

While GAL has developed three VISSIM traffic simulation models for the local area, we would flag that further microsimulation or alternative models might be required to assess any areas of potential concern in London which might be identified by the strategic highway modelling.

The congestion threshold used to identify problem areas employs unduly generous impact criteria. These allow locations with volume/capacity (V/C) > 100% to be still be classed as medium rather than high, masking the severity of the negative impacts of the scheme. The criteria need to be reviewed and benchmarked against similar large scheme studies (e.g. HS2, Thames Tideway Tunnel, Heathrow Third Runway).

Until we have full confidence in the highway modelling, it is not possible to attach weight to any air quality assessment. In particular, the full assessment of traffic flows in London beyond the 'Detailed Modelled Area' will be essential to understand the congestion and likely consequent air quality impacts, notably on those corridors which are already air pollution hotspots.

MAYOR OF LONDON

We do have some specific concerns arising from the air quality assessment as presented. In particular, the assessment is not consistent with the London Plan which sets a different standard for the air quality assessment level (AQAL) for PM_{2.5}, which in turn is likely to necessitate a reclassification of some of the impacts in London from “negligible” to slight or moderate adverse. The number of separately adjusted model verification zones (22 zones with 16 separate verification factors) is also a cause for concern and suggests that there may be deeper issues with the model.

Rail modelling

We understand that the rail modelling has been derived from the DfT’s PLANET South and expanded to cover time periods outside the AM peak and revised to 2016 demand, validated by time period. TfL would wish to obtain the calibration and validation technical note for review.

GAL should include a luggage load factor on public transport services as luggage can have a significant impact on crowding, particularly during peak hours. This can be modelled by factoring up the airport demand by 1.5 to reflect the average space taken up by luggage per passenger.

Emerging impacts

Highway PEIR Assessment

The model indicates that there are high impact areas in South London (Performance Area C - Inner London, PEIR appendix 12.9.1, section 10.4.16). But given our concerns about the modelling outside the ‘Detailed Modelled Area’, we would be concerned that this analysis potentially underestimates the scale and geographical scope of the traffic impacts. This also has critical implications for the reliability of the air quality analysis.

The Journey Time comparisons between ‘with’ and ‘without Project’ show no notable changes in journey times – this could be a function of how the road network has been modelled so TfL needs to have access to the models to verify.

Rail PEIR Assessment

The rail crowding assessment by GAL suggests that schemes already being planned and delivered will be sufficient to accommodate additional demand - though GAL needs to be careful not to rely on schemes with significant funding uncertainty nor substantially divert from non-airport users the envisaged capacity benefits of these schemes.

Nonetheless, the models indicate that there will be passengers standing on some services towards London north of Purley in the AM peak; and in the PM peak, there will be passengers standing on some services southbound out of London with seats only becoming available at Clapham Junction and East Croydon. The majority of Gatwick passengers would board the trains at Gatwick Airport or London Terminals where there are more likely to be seats available, and they will remain onboard on the most congested sections of the services (north of Purley, East Croydon and Clapham Junction). This puts extra stress on already congested services. Further investigation is required to determine whether additional mitigation is required.

Sustainable mode share & targets

If GAL is committed to supporting London and UK targets for securing net zero carbon emissions, it needs to demonstrate how the scheme could be delivered, at a minimum, without an increase in highway trips over pre-pandemic levels. It is of deep concern that GAL is forecasting that car passenger, ‘kiss and fly’ and taxi trips (two way weekday, in June) will increase from 78,800 in 2018/19 to 104,800 with the scheme in 2032, a 33% uplift.

MAYOR OF LONDON

GAL aims to achieve a 60% sustainable mode share (public transport and active travel) for airport passengers and staff by 2030. But overall passenger and employee mode share targets should reflect the aspiration for no further growth in highway trips. GAL should work with stakeholders to identify what this revised target should be for surface access to play its role in reaching net zero.

We recognise that securing high sustainable mode share from its more rural catchment areas will be challenging. By contrast, GAL should be seeking a very ambitious target for its trips to and from London, including proposals for how to improve access from those areas away from the Brighton Main Line.

It is essential that GAL also plays its part to reduce air pollution and for those remaining highway trips, GAL needs to accelerate its efforts to increase the proportion of vehicles that are zero emission.

Longer term, the 'stick and carrot' measures modelled lead to an increase in passenger public transport mode share from around 45% prior to the Covid-19 pandemic up to 54% and 56% between 2029 and 2047 for both the future baseline and with Project. It is noted that these figures both fall below GAL's own 60% sustainable mode share target. As such GAL should assess what other levers – including increased forecourt and car park charging and reduced car parking supply – would be required to meet its 60% target both for 2030 and 2047. These should then be part of GAL's surface access package of measures.

Interventions

The provision of an extra 18,500 passenger car parking spaces (up from 53,451 to 71,951), an approximate 35% increase, seems to be wholly at odds with achieving net zero and increasing sustainable mode share. Indeed, it suggests the ratio of passenger trips to car park spaces remains largely unchanged from 2019 to 2038 – when air passenger trips are forecast to increase from 46.6m to 75.6m with the scheme.

Providing an extra 18,500 car park spaces and then adopting measures to try and discourage people from using them appears counterproductive. If GAL is committed to limiting private vehicle trips to the airport, it should not be providing additional car parking, but increasing both forecourt and car park charges to ensure that private highway trips do not transfer to the 'kiss and fly' and taxi trip categories instead. As such GAL should radically reduce the number of new car parking spaces under the proposed scheme.

The level of car park and forecourt charging can further be used to ensure the adopted mode share targets are reached, once various 'carrot' measures have been implemented. We would also urge hypothecation of these charges to fund sustainable surface access improvements.

We welcome GAL's readiness to work with operators to secure earlier services to meet early morning shifts and introduce cheaper travel for airport workers.

Targets should also be set for passenger and staff trips by zero-emission vehicles. Discounts on car parking and forecourt charges could help incentivise this, as well as greatly increased provision of rapid electric charging points in existing car parks for staff, passengers and taxis.

Rail will remain the primary sustainable mode for access to Gatwick from London and GAL should consider how to increase the attractiveness of its rail proposition, including ticketing and journey planning initiatives. It is also worth considering the role of certain key interchange stations as gateways to Gatwick Airport – such as East Croydon, Clapham Junction and Farringdon – and what scope there is for facilitating seamless trips to and from the airport.

MAYOR OF LONDON

Nonetheless, there are also areas of London – notably in the south west and south east – where rail is a less attractive mode of travel to the airport and GAL should develop plans to improve public transport access from these areas, for example through new direct express bus services.

It could be considered that one of the most important aspects of mode choice is the differential cost in travelling to the airport by car compared to that by public transport. Ultimately the cost differential between the two offers needs to increase in real terms to facilitate a shift from car/taxi to public transport. This could be achieved by increasing car parking and forecourt charges and lowering the cost of public transport or a combination of the two.

YOUR LONDON AIRPORT



Mayor of London
City Hall
Queens Walk
LONDON
SE1 2AA

Our Ref: Gatwick_NRP_180017

13 June 2022

Dear Sir

Gatwick Airport Northern Runway Project
Further Consultation: 14 June to 27 July 2022

I am writing regarding Gatwick Airport Limited's ("GAL") intention to submit a development consent order application to the Secretary of State under section 37 of the Planning Act 2008 ("the Act") to authorise alterations to the existing northern runway at Gatwick Airport which, along with the lifting of the current restrictions on its use, would enable dual runway operations (the "Project"). Together with the alterations to the northern runway, the Project would include the development of a range of infrastructure and facilities to allow increased airport passenger numbers and aircraft movements and to allow the Airport to make best use of its existing runways.

Other elements of the Project would enable the increased airfield capacity to be accessed by passengers through additional processing capability and improved airport access. The Project would further include surface access (including highway) improvements and landscape/ecological planting and environmental mitigation. The Project also includes proposals which may constitute new noise 'operating restrictions' as defined under Regulation (EU) No 598/2014.

GAL carried out statutory pre-application consultation in relation to the Project between 9 September and 1 December 2021 (the "Autumn 2021 Consultation") and the documentation relating to that consultation (including information on the potential 'operating restrictions' in terms of Regulation (EU) No 598/2014) can be accessed on the Project website at www.gatwickairport.com/futureplans, under the 'Northern Runway Consultation' section.

I am writing today to inform you that GAL is undertaking further consultation in respect of the Project as explained below.

Non-Statutory Consultation on Updates

GAL has prepared a "Highway Improvement Changes and Project Update Consultation" document with supporting appendices (the "Consultation Documents"), copies of which are available to view and download free of charge on the above referenced Project website, also under the 'Northern Runway Consultation' section. The Consultation Documents explain a number of proposed updates to the Project which have been made subsequent to the Autumn 2021 Consultation.

GAL is carrying out non-statutory consultation on these proposed updates between 14 June and 11.59pm on 27 July 2022 (the "Consultation Period").

YOUR LONDON AIRPORT

Gatwick

Statutory consultation on highway improvement works

One category of those Project updates relates to elements of the associated highway improvement works, (see chapter 2 of the "Highway Improvement Changes and Project Update Consultation" document for the full details). As those changes involve a proposed amendment to the red line boundary of the Project and include certain new or materially different significant environmental effects from those reported in the Autumn 2021 Consultation, we are carrying out targeted statutory consultation with particular consultees who we consider may be affected by those changes to the highway designs.

We are therefore writing to you in order to invite you to submit any comments that you may have on the Consultation Documents and particularly in relation to the highway design proposals. Details on how to provide a response are described further down this letter.

The Consultation Documents will also be available to inspect in hard copy format, free of charge at the following deposit locations during the Consultation Period:

Venue	Opening
Horley Library, Unit 1, 55-57 Russell Square, Victoria Rd, Horley RH6 7QH	Tuesday – Saturday, 9.30am until 5.00pm Closed Monday and Sunday
Tesco Extra, Reigate Rd, Hookwood, Horley RH6 0AT	Monday – Wednesday and Saturday, 6.00am until midnight Thurs and Friday, 6.00am until 8.00pm Sunday, 10.00am until 4.00pm
Horley Leisure Centre, Anderson Way, Horley RH6 8SP	Monday – Friday, 7.00am until 10.00pm Saturday and Sunday, 8.00am until 5.00pm

Please note that the Consultation Documents will only be available on the website and at the above deposit locations during the Consultation Period, and not in advance.

A copy of the Consultation Documents is also available on USB or in hard copy on request. We will provide a hard copy of the Consultation Documents free of charge but GAL reserves the right to make a charge for the reasonable postage and/or copying costs in respect of any request for multiple copies of the Consultation Documents.

The Consultation Period commences on 14 June 2022. GAL welcomes your comments on the Consultation Documents. If you wish to submit a consultation response, you must do so by the deadline of 11.59pm on 27 July 2022. A response can be provided in any of the following ways:

- completing the online consultation questionnaire at www.gatwickairport.com/futureplans;
- emailing GAL at feedback@gatwickfutureplans.com or
- writing to GAL at the freepost address: Freepost SEC NEWGATE UK LOCAL.

Postal responses will be accepted up to three working days after the deadline of 11.59pm on 27 July 2022 and responses received after this date will not be taken into consideration. Please note that responses or other representations may be made public.

YOUR LONDON AIRPORT

Gatwick

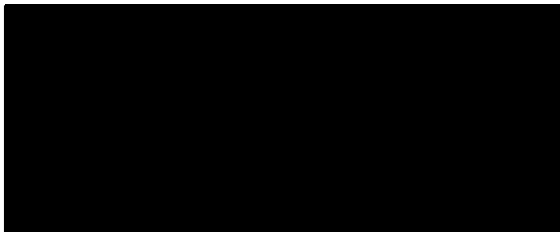
For more information or to raise any enquires on the consultation or the Consultation Documents, to request copies of the documents or a USB stick, or to arrange to speak to a member of the team, you can contact us by calling the Project Hotline (0800 038 3486) during normal business hours (Monday to Friday, 9am to 5.30pm). Outside of these hours, callers will be able to leave a message requesting a call-back.

Alternatively, you can email feedback@gatwickfutureplans.com direct or visit the Project website www.gatwickairport.com/futureplans.

Guidance on the pre-application process and the Act can be found on the Planning Inspectorate's website: <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/>.

If you have any questions regarding the process or content of this letter or the consultation on the Project more generally, please do not hesitate to get in touch.

Yours faithfully



Gatwick Airport Ltd

Enc.

5th September 2023

The Chief Executive
Mayor of London
City Hall
Queens Walk
LONDON
SE1 2AA

Dear Sirs

Gatwick Airport Northern Runway Project-Notice of Acceptance of an Application for a Development Consent Order (Application Reference: TR020005)

Section 56 of the Planning Act 2008, Regulation 8 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and Regulation 16 Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

1. BACKGROUND

On Thursday 06 July 2023 Gatwick Airport Limited (company number: 01991018) of registered office; 5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex, RH6 0NP (the "**Applicant**") submitted an application to the Secretary of State for Transport ("**Secretary of State**") (via the Planning Inspectorate) for a Development Consent Order ("**DCO**") in respect of the Gatwick Airport Northern Runway (the "**Application**"). The Application is for the proposed Gatwick Airport Northern Runway project (the "**Project**"). The Application was accepted for examination on 03 August 2023 and the Planning Inspectorate will shortly undertake its examination of the Application. The Planning Inspectorate's reference number for the Application is TR020005.

Accordingly, we are now writing to you in accordance with Section 56 of the Planning Act 2008 (the "**2008 Act**"), Regulation 8 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the "**APFP Regulations**") and Regulation 16 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the "**EIA Regulations**").

This notice has been served on you as a local authority or the Greater London Authority which must be notified of the acceptance of the Application in accordance with the 2008 Act, APFP Regulations and the EIA Regulations.

Further information regarding the acceptance, pre-examination and examination process in respect of an application for a DCO can be found on the Planning Inspectorate's Advice Note 8: Overview of the nationally significant infrastructure process for members of the public and others (December 2016) and the annexes to that advice note, which are available on the Planning Inspectorate's website at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>.

2. SUMMARY OF THE PROJECT

The Project proposes alterations to the existing northern runway at London Gatwick Airport ("**Gatwick**") which, along with lifting the current restrictions on its use, would enable dual runway operations. Together with the alterations to the northern runway, the Project would include the development of a range of infrastructure and facilities to allow increased airport passenger numbers and aircraft operations.

The Project includes amendments to the existing northern runway and corresponding enhancements to the taxiway system and parking stands to accommodate an increase in aircraft movements. Other elements of the Project would enable the increased airfield capacity to be accessed by passengers through additional processing capability and improved airport access. Land is proposed to be used to mitigate environmental effects (for example, for habitat creation, flood compensation or provision of recreational routes and public open space).

As an overview, the Project includes the following key components;

- repositioning the centreline of the existing northern runway 12 metres further north to enable dual runway operations;
- reconfiguration of taxiways;
- pier and stand alterations (including a new pier);
- reconfiguration of specific 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;
- provision of an additional water treatment facility;
- reconfiguration of existing utilities, including surface water, foul drainage and power; and
- landscape/ecological planting and the creation of environmental mitigation.

The Project will also seek authorisation for the compulsory acquisition of land and interests in land, the acquisition of rights and imposition of restrictive covenants and statutory authority to override easements and other rights and private rights of way.

The Project is a nationally significant infrastructure project ("NSIP") for the purposes of the 2008 Act under sections 14(1)(i) of the 2008 Act, and 23(1)(b), (4), (5) and (6) of the 2008 Act, and the proposed works to highways which would comprise part of the Project are classified as an NSIP under sections 14(1)(h) and 22(1)(b), (3) and (4) of the 2008 Act.

The Project is located on land within and adjacent to Gatwick Airport. A map showing the location of the Project can be viewed online on the Gatwick Airport Northern Runway page of the Planning Inspectorate's National Infrastructure Planning website at:

<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-000804-4.1%20Location%20Plan%20-%20Not%20For%20Approval.pdf>

3. ENVIRONMENTAL IMPACT ASSESSMENT

The Project is Environmental Impact Assessment development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and, accordingly, an Environmental Statement accompanies the Application.

4. COPIES OF THE APPLICATION DOCUMENTS

The Application form and its accompanying documents, drawings, plans and maps, including the Environmental Statement and draft Development Consent Order, are available to view electronically and download, free of charge, under the "Documents" tab on the Gatwick Airport Northern Runway page of the Planning Inspectorate's National Infrastructure Planning website, being a website maintained by or on behalf of the Secretary of State:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>.

The Application Documents will be available to view online at least until the end of the Relevant Representation period at 23.59 on 29 October 2023.

The Application Documents are available for electronic inspection via computer free of charge at the following venues and times set out below. These documents will be available to view at least until the end of the Relevant Representation period at 23:59 on 29 October 2023.

Venue	Opening Hours
Crawley Library Southgate Avenue, Crawley, RH10 6HG	Opening Hours: Monday to Friday: 9.00am - 6.00pm Saturday: 9.00am - 5.00pm Sunday: Closed
Broadfield Library 46 Broadfield Place, Crawley, RH11 9BA	Opening Hours: Monday to Friday: 10.00am - 5.00pm Saturday: 10.00am - 2.00pm Sunday: Closed
Horsham Library Lower Tanbridge Way, Horsham, RH12 1PJ	Opening Hours: Monday to Friday: 9.00am - 6.00pm Saturday: 9.00am - 5.00pm Sunday: Closed
Billingshurst Library Mill Lane, Billingshurst, RH14 9JZ	Opening Hours: Monday to Friday: 10.00am - 5.00pm Saturday: 10.00am - 2.00pm Sunday: Closed
East Grinstead Library 32-40 West Street, East Grinstead, RH19 4SR	Opening Hours: Monday to Friday: 9.30am - 6.00pm Saturday: 9.30am - 5.00pm Sunday: Closed
Haywards Heath Library 34 Boltro Road, Haywards Heath, RH16 1BN	Opening Hours: Monday to Friday: 9.30am - 6.00pm Saturday: 9.30am - 5.00pm Sunday: Closed
Oxted Library 12 Gresham Road, Oxted, RH8 0BQ	Opening Hours: Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed
Caterham Valley Library Stafford Road, Caterham, Surrey CR3 6JG	Opening Hours: Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed
Dorking Library St Martin's Walk, Dorking RH4 1UT	Opening Hours: Monday to Friday: 9.30am - 5.30pm Saturday: 9.30am – 5.00pm Sunday: Closed
Leatherhead Library The Mansion, Church Street, Leatherhead, KT22 8DP	Opening Hours: Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed
Horley Library 55-57 Russell Square, Victoria Road, Horley, RH6 7QH	Opening Hours: Monday: Closed Tuesday – Saturday: 9.30am – 5.00pm Sunday: Closed

Redhill Library Warwick Quadrant, Redhill, RH1 1NN	Opening Hours: Monday, Wednesday, Friday: 9.30am – 5.00pm Tuesday and Thursday: 9.30am – 7.00pm Saturday: 9.30am – 5.00pm Sunday: Closed
Jubilee Library Jubilee Street, Brighton, BN1 1GE	Opening Hours: Monday - Saturday: 10.00am - 5.00pm Sunday: 11.00am – 5.00pm
Westdene Library 24 Bankside, Brighton, BN1 5GN	Opening Hours: Monday – Friday: 9.00am – 5.00pm Saturday: 9.30am – 5.00pm Sunday: 11.00am – 5.00pm
Tunbridge Wells Library The Amelia, Civic Way, Tunbridge Wells, TN1 1JN	Opening Hours: Monday – Wednesday and Friday: 9.00am – 6.00pm Thursday: 9.00am – 8.00pm Saturday: 9.00am – 5.00pm Sunday: 10.00am – 4.00pm
Edenbridge Library The Eden Centre, Four Elms Road, Edenbridge, Kent, TN8 6BY	Opening Hours: Monday: 9.00am – 1.00pm Tuesday to Thursday: 9.00am – 5.00pm Friday: 1.00pm – 5.00pm Saturday: 10.00am – 3.00pm Sunday: Closed
Sevenoaks Library Buckhurst Lane, Sevenoaks, TN13 1LQ	Opening Hours: Monday: 10.00am – 6.00pm Tuesday – Friday: 10.00am – 5.00pm Saturday: 10.00am – 4.00pm Sunday: Closed
Hailsham Library Western Road, Hailsham, BN27 3DN	Opening Hours: Monday and Tuesday: 12.00pm – 5.00pm Wednesday: Closed Thursday: 10.00am – 6.00pm Friday and Saturday: 10.00am – 5.00pm Sunday: Closed
Lewes Library Styles Field, Friars Walk, Lewes, BN7 2LZ	Opening Hours: Monday and Tuesday: 10.00pm – 2.00pm Wednesday: Closed Thursday: 10.00am – 6.00pm Friday and Saturday: 10.00am – 5.00pm Sunday: Closed

On request, an electronic copy of the Application documents can be supplied free of charge on a USB memory stick which will be limited to one USB per household or business. Contact details to request the USB can be found at the end of this notice. You can also contact the Applicant using these contact details if you have any enquiries in relation to the Application form and its accompanying documents, plans and maps.

The complete set of Application documents can be made available in hard copy format on request at a cost of £4,500. Copies of individual documents are also available on request and a reasonable printing charge may apply. The Applicant will also consider any reasonable requests for bespoke or hard copy document formats and will accommodate such requests where it is feasible to do so and for which a reasonable charge may apply. In relation to any request, please contact the Applicant using the contact details set out at the end of this notice.

5. COMMENTING ON THE APPLICATION

As the Application has been accepted for examination persons may register with the Planning Inspectorate and provide a summary of their views of the Application in writing by submitting a 'Relevant Representation' (giving notice of any interest in, or objection to, the Application) in order to become an Interested Party.

Any Relevant Representations must be made on the Planning Inspectorate's Registration and Relevant Representation Form, which is available through the Project page of the Planning Inspectorate's website at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=docs>.

The Registration and Relevant Representation Form will be made available by the Planning Inspectorate.

If you would like to request a paper copy of the Planning Inspectorate's Registration and Relevant Representation Form, please telephone the Planning Inspectorate on 0303 444 5000.

A completed hard copy form should be returned to: The Planning Inspectorate, Temple Quay House, 2 The Square, Bristol, BS1 6PN. The Planning Inspectorate's reference number for the Application (TR020005) should be quoted in any correspondence.

The Planning Inspectorate's Advice Note 8.2: How to register to participate in an Examination (December 2016) provides further guidance on how to register and make a relevant representation. It is available online at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-8-2-how-to-register-to-participate-in-an-examination/>

Please note that representations must be received by the Planning Inspectorate by 23:59 on 29 October 2023.

Please also note that any submitted representations to the Planning Inspectorate will be published on the Planning Inspectorate's National Infrastructure Planning website for the Application and will be subject to their privacy policy which can be viewed at: <https://infrastructure.planninginspectorate.gov.uk/help/privacy-and-cookie/>.

6. REGULATION (EU) NO 598/2014

The Project includes proposals for a noise envelope which may constitute a new noise 'operating restriction' as defined under Regulation (EU) No 598/2014. The Application includes in Annex 1 to Appendix 17.9.5: Air Noise Envelope Background (Examination Library Document reference number: APP-175) a summary of the relevant requirements of Articles 5 and 6 of Regulation 598, how the noise envelope proposal accords with the rules on the introduction of aircraft operating restrictions provided for by Regulation 598 and how noise assessment has been undertaken in accordance with Article 6 of Regulation 598. Details of the noise envelope which may constitute the new noise operating restriction are contained within Appendix 17.9.7: Air Noise Envelope (Examination Library Document reference number: APP-177). Pursuant to Article 6 of Regulation 598, the Secretary of State is required to ensure that a process of consultation is carried out in relation to the proposed imposition of any new noise operating restrictions. All persons who are required to be consulted pursuant to Article 6 have been provided with a copy of this notice. Representations on the proposed noise envelope are sought and will be considered by the Secretary of State through the course of the examination of the Application and prior to any decision on the Application being taken.

7. APPLICANT'S CONTACT DETAILS

Further information about the Project may be obtained from the Applicant at:

Telephone: 01293 505 265

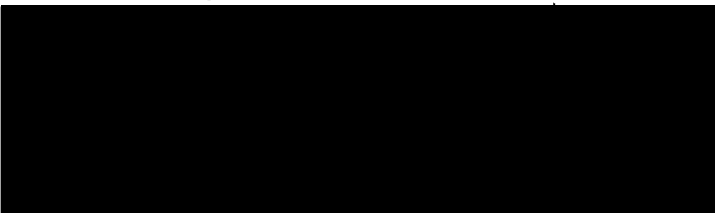
Email: community@gatwickairport.com

Post: Northern Runway Project Team
Destinations Place
South Terminal
Gatwick Airport
West Sussex
RH6 0NP

Any details you provide to the Applicant via telephone or e-mail will be subject to its privacy policy linked here: <https://www.gatwickairport.com/privacy-policy/> and will be treated confidentially and processed and handled in accordance with the relevant data protection legislation.

If you have any questions regarding the process or content of this letter or the application for the Project more generally, please do not hesitate to get in touch.

Yours faithfully



Planning & EIA Lead – Gatwick Northern Runway Project

Hailsham Library Western Road, Hailsham, BN27 3DN	Opening Hours: Monday and Tuesday: 12.00pm – 5.00pm Wednesday: Closed Thursday: 10.00am – 6.00pm Friday and Saturday: 10.00am – 5.00pm Sunday: Closed
Lewes Library Styles Field, Friars Walk, Lewes, BN7 2LZ	Opening Hours: Monday and Tuesday: 10.00pm – 2.00pm Wednesday: Closed Thursday: 10.00am – 6.00pm Friday and Saturday: 10.00am – 5.00pm Sunday: Closed

On request, an electronic copy of the Application Documents can be supplied free of charge on a USB memory stick which will be limited to one USB per household or business. Contact details to request the USB can be found at the end of this notice. You can also contact the Applicant using these contact details if you have any enquiries in relation to the Application Form and its accompanying documents, plans and maps.

The complete set of Application Documents can be made available in hard copy format on request at a cost of £4,500. Copies of individual documents are also available on request and a reasonable printing charge may apply. The Applicant will also consider any reasonable requests for bespoke or hard copy document formats and will accommodate such requests where it is feasible to do so and for which a reasonable charge may apply. In relation to any request, please contact the Applicant using the contact details set out at the end of this notice.

Making a representation

Any person may make representations on the Application to the Secretary of State (including giving notice of any interest in, comment on, objection to or support for the Application). All representations relating to the Application **must** be made on the Planning Inspectorate's Registration and Relevant Representation Form and give the grounds on which it is made.

The Registration and Relevant Representation Form will be made available by the Planning Inspectorate. The form can be found on the Gatwick Airport Northern Runway page for the Application via the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=overview>

The Planning Inspectorate has issued detailed advice on making and registering a relevant representation and becoming an Interested Party, to which you should have regard. This Advice Note (8.2 - How to Register to Participate in an Examination) is published on the Planning Inspectorate's National Infrastructure Planning website under 'Legislation and Advice' and can be found at: <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-8-2-how-to-register-to-participate-in-an-examination/>

If you require guidance on obtaining or completing the Registration and Relevant Representation Form or you are unable to complete the form online and you would like to register your interest and/or request a hard copy, please telephone the Planning Inspectorate on **0303 444 5000** quoting the name of the Application and the Planning Inspectorate's reference number TR020005.

Any Registration and Relevant Representation Form must be received by the Planning Inspectorate no later than 23:59 on 29th October 2023.

All representations must include details of the maker's name, address and telephone number, along with an outline of the points intended to be made at the examination stage. Please ensure that you quote reference number TR020005 in all correspondence with the Planning Inspectorate about the Application.

Haywards Heath Library 34 Boltro Road, Haywards Heath, RH16 1BN	Opening Hours: Monday to Friday: 9.30am - 6.00pm Saturday: 9.30am - 5.00pm Sunday: Closed
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The Project is located on land within and adjacent to Gatwick Airport. A map showing the location of the Project can be viewed online on the Gatwick Airport Northern Runway page of the Planning Inspectorate's National Infrastructure Planning website at:

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Environmental Impact Assessment

The Project is an Environmental Impact Assessment development, as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 and, accordingly, an Environmental Statement accompanies the Application.

Application Form and accompanying documents

The Application Form and its accompanying documents, drawings, plans and maps, including the Environmental Statement and draft Development Consent Order, are available to view electronically and download, free of charge, under the "Documents" tab on the Gatwick Airport Northern Runway page of the Planning Inspectorate's National Infrastructure Planning website, being a website maintained by or on behalf of the Secretary of State:

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East Grinstead Library 32-40 West Street, East Grinstead, RH19 4SR	Opening Hours: Monday to Friday: 9.30am - 6.00pm Saturday: 9.30am - 5.00pm Sunday: Closed

**Notice of Acceptance of an Application for a Development Consent Order for Gatwick Airport
Northern Runway**
Application Reference: TR020005

**Notice under Section 56 Planning Act 2008, Regulation 9 of the Infrastructure Planning
(Applications: Prescribed Forms and Procedure) Regulations 2009 and Regulation 16 of the
Infrastructure Planning (Environmental Impact Assessment) Regulations 2017**

Notice is hereby given that an application for a Development Consent Order under section 37 of the Planning Act 2008 has been made by Gatwick Airport Limited (company number: 01991018) (the "Applicant") of registered office; 5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex, RH6 0NP to the Planning Inspectorate (on behalf of the Secretary of the State) (the "Application"). The Application was made on 6th July 2023 and accepted for examination by the Planning Inspectorate (on behalf of the Secretary of State) on 3rd August 2023 (Application Reference: TR020005). The Application is for the proposed Gatwick Airport Northern Runway project (the "Project").

Summary of the Project

The Project proposes alterations to the existing northern runway at London Gatwick Airport (Gatwick) which, along with lifting the current restrictions on its use, would enable dual runway operations. Together with the alterations to the northern runway, the Project would include the development of a range of infrastructure and facilities to allow increased airport passenger numbers and aircraft operations.

The Project includes amendments to the existing northern runway and corresponding enhancements to the taxiway system and parking stands to accommodate an increase in aircraft movements. Other elements of the Project would enable the increased airfield capacity to be accessed by passengers through additional processing capability and improved airport access. Land is proposed to be used to mitigate environmental effects (for example, for habitat creation, flood compensation or provision of recreational routes and public open space).

As an overview, the Project includes the following key components;

- repositioning the centreline of the existing northern runway 12 metres further north to enable dual runway operations;
- reconfiguration of taxiways;
- pier and stand alterations (including a new pier);
- reconfiguration of specific 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;
- provision of an additional water treatment facility;
- reconfiguration of existing utilities, including surface water, foul drainage and power; and
- landscape/ecological planting and the creation of environmental mitigation.

The Project will also seek authorisation for the compulsory acquisition of land and interests in land, the acquisition of rights and imposition of restrictive covenants and statutory authority to override easements and other rights and private rights of way.

The Project is a nationally significant infrastructure project ("NSIP") for the purposes of the Planning Act 2008 ("the 2008 Act") under sections 14(1)(i) of the 2008 Act, and 23(1)(b), (4), (5) and (6) of the 2008 Act, and the proposed works to highways which would comprise part of the Project are classified as an NSIP under sections 14(1)(h) and 22(1)(b), (3) and (4) of the 2008 Act.

Please note that any submitted representations to the Planning Inspectorate will be published on the Planning Inspectorate's National Infrastructure Planning website for the Application and will be subject to their privacy policy which can be viewed at:
<https://infrastructure.planninginspectorate.gov.uk/help/privacy-and-cookie/>

A completed hard copy form to be submitted to the Planning Inspectorate should be sent to:

The Planning Inspectorate
Temple Quay House
2 The Square
Bristol
BS1 6PN

Regulation (EU) No 598/2014

The Project includes proposals for a noise envelope which may constitute a new noise 'operating restriction' as defined under Regulation (EU) No 598/2014. The Application includes in Annex 1 to Appendix 17.9.5: Air Noise Envelope Background (Examination Library Document reference number: APP-175) a summary of the relevant requirements of Articles 5 and 6 of Regulation 598, how the noise envelope proposal accords with the rules on the introduction of aircraft operating restrictions provided for by Regulation 598 and how noise assessment has been undertaken in accordance with Article 6 of Regulation 598. Details of the noise envelope which may constitute the new noise operating restriction are contained within Appendix 17.9.7: Air Noise Envelope (Examination Library Document reference number: APP-177). Pursuant to Article 6 of Regulation 598, the Secretary of State is required to ensure that a process of consultation is carried out in relation to the proposed imposition of any new noise operating restrictions. All persons who are required to be consulted pursuant to Article 6 have been provided with a copy of this notice. Representations on the proposed noise envelope are sought and will be considered by the Secretary of State through the course of the examination of the Application and prior to any decision on the Application being taken.

Applicant's contact details

For further information about the Application, or to request copies of documents, the Applicant can be contacted by using the following details:

Telephone: 01293 505 265
Email: community@gatwickairport.com
Post: Northern Runway Project Team
Destinations Place
South Terminal
Gatwick Airport
West Sussex
RH6 0NP

Any details you provide to the Applicant via telephone or e-mail will be subject to its privacy policy linked here: <https://www.gatwickairport.com/privacy-policy/> and will be treated confidentially and processed and handled in accordance with the relevant data protection legislation.

Gatwick Airport Limited



LONDON GATWICK



8TH NOVEMBER 2023

The Chief Executive
Mayor of London
City Hall
Queens Walk
LONDON
SE1 2AA

Dear Sirs

**Gatwick Airport Northern Runway Project-Extension of deadline to receive Relevant Representations
(Application Reference: TR020005)**

We previously wrote to you on 5 September 2023 and enclosed a notice under section 56 of the Planning Act 2008, Regulation 9 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and Regulation 16 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the "Notice") on behalf of Gatwick Airport Limited (the "Applicant") in relation to the Gatwick Airport Northern Runway project (the "Project").

The Notice stated that any Relevant Representation must be received by the Planning Inspectorate no later than 23:59 on 29 October 2023. A copy of the Notice can be viewed online on the Gatwick Airport Northern Runway page of the Planning Inspectorate's National Infrastructure Planning website at:
<http://infrastructure.planninginspectorate.gov.uk/document/TR020005-001149>

We are now writing to you as on 29 October 2023, the final day on which Relevant Representations could be submitted, the Planning Inspectorate received reports that users had encountered problems accessing the Relevant Representation form and that several parties had made submissions via the Planning Inspectorate's Project email inbox instead.

This issue has now been rectified by the Planning Inspectorate and the Planning Inspectorate has advised the Applicant through section 51 advice on 06 November 2023 that the deadline for Relevant Representations to be received should be extended. This advice also states that the Applicant should publicise the extension of the deadline using the same methods as those required to publicise the Notice.

The deadline for receipt of Relevant Representations has now been extended to **23:59 on 19 November 2023**.

Please note that if you submitted your representation to the Planning Inspectorate via the Project email inbox, your representation has not been formally submitted and you will need to submit this again using the Registration and Relevant Representation Form. This form can be found on the Gatwick Airport Northern Runway page via the Planning Inspectorate's National Infrastructure Planning website at:
<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/?ipcsection=overview>



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If you require guidance on obtaining or completing the Registration and Relevant Representation Form or you are unable to complete the form online and you would like to register your interest and/or request a hard copy, please telephone the Planning Inspectorate on **0303 444 5000** quoting the name of the Application and the Planning Inspectorate's reference number TR020005.

A completed hard copy form to be submitted to the Planning Inspectorate should be sent to:

National Infrastructure Planning
The Planning Inspectorate
Temple Quay House
2 The Square
Bristol
BS1 6PN

Applicant's contact details

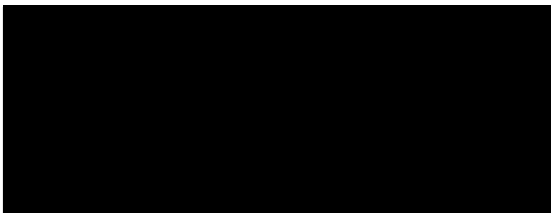
For further information about the Project, or to request copies of documents, the Applicant can be contacted by using the following details:

Telephone: 01293 505 265
Email: community@gatwickairport.com
Post: Northern Runway Project Team
Destinations Place
South Terminal
Gatwick Airport
West Sussex
RH6 ONP

Any details you provide to the Applicant via telephone or e-mail will be subject to its privacy policy linked here: <https://www.gatwickairport.com/privacy-policy/> and will be treated confidentially and processed and handled in accordance with the relevant data protection legislation.

If you have any questions regarding the process or content of this letter or the application for the Project more generally, please do not hesitate to get in touch.

Yours faithfully



NRP Programme Lead
London Gatwick

The Chief Executive
Mayor of London
City Hall
Kamal Chunchie Way
LONDON
E16 1ZE

14 May 2024

Dear Sirs

Gatwick Airport Northern Runway Project

Application for a Development Consent Order, PINS Reference: TR020005

Consultation on Proposed Change 4: 14 May to 11 June 2024

On 6 July 2023, Gatwick Airport Limited (the 'Applicant') submitted an application for a Development Consent Order for the Northern Runway Project under the Planning Act 2008 to the Planning Inspectorate (acting on behalf of the Secretary of State) (the 'Application'). The Application was subsequently accepted for examination by the Planning Inspectorate on 3 August 2023 and is available to view at: <https://infrastructure.planninginspectorate.gov.uk/projects/south-east/gatwick-airport-northern-runway/>. The Application is currently in its Examination period, which is managed by an Examining Authority appointed by the Planning Inspectorate, on behalf of the Secretary of State.

Since submission of the Application, the Applicant has continued to refine the Project proposals, which has included having regard to feedback received from stakeholders, as well as further consideration of Gatwick Airport's own sustainability aspirations. This has identified a proposed change to the Project proposals to make provision of an on-airport Wastewater Treatment Works to provide London Gatwick with the ability to deal on-site with all wastewater flows coming from the airport in the unlikely event that these could not be dealt with by Thames Water.

Before seeking approval from the Planning Inspectorate to make a change to the Application during the Examination period, the Applicant is carrying out a consultation on the proposed change. Enclosed with this letter is a copy of the consultation leaflet setting out further detail on the proposed change, including information about the environmental appraisal of the proposals and why London Gatwick considers this change to the Application is now required.

We would welcome your views and feedback on the proposed change. Responses must be submitted by **23:59 on 11 June 2024** via one of the methods below:

- Complete the online consultation questionnaire on our website gatwickairport.com/northern-runway
- Emailing your comments to community@gatwickairport.com
- Posting to Northern Runway Project Team, Destinations Place, South Terminal, Gatwick Airport, West Sussex, RH6 ONP



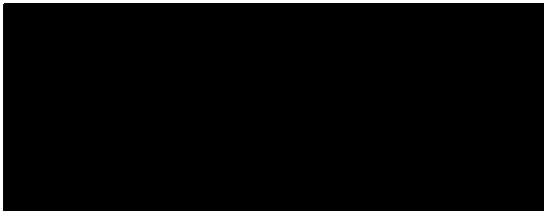
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This consultation is being carried out in accordance with the Planning Inspectorate's 'Advice Note Sixteen: Requests to change applications after they have been accepted for examination' available at <https://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/advice-note-16/>.

Following this consultation, we will consider the consultation responses and refine our change proposals further before applying to the Examining Authority to change the Application.

Yours faithfully,

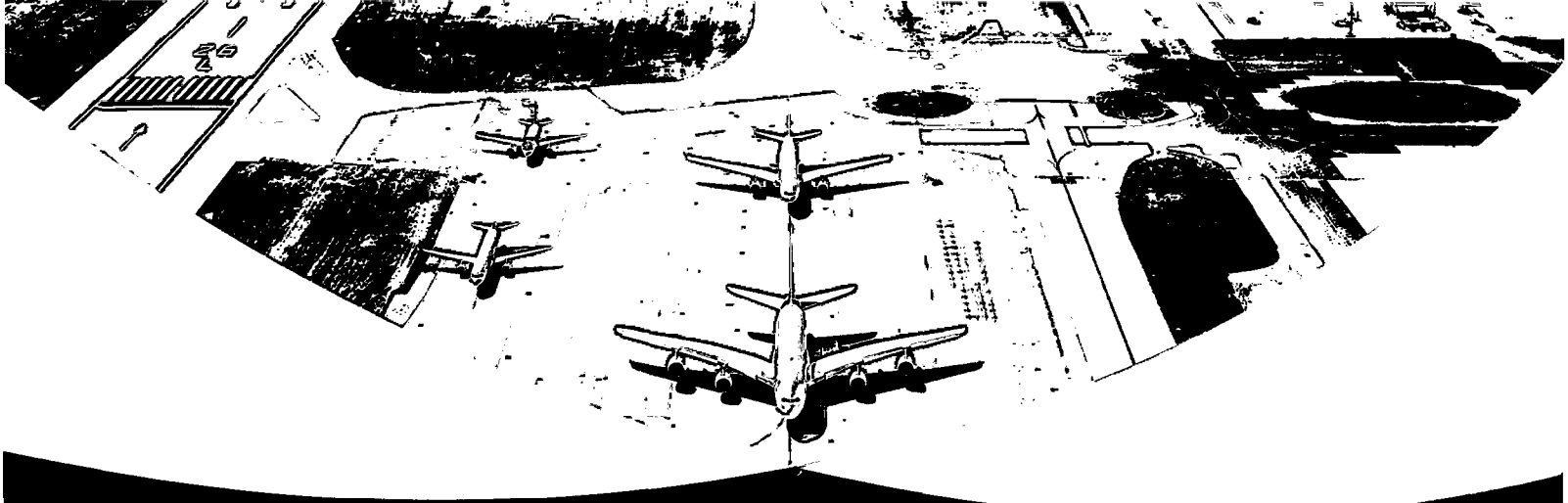


NRP Programme Lead

Gatwick Airport Limited

Enclosed as part of this letter:

- Consultation Newsletter



Northern Runway Project

We are proposing to add further long-term capacity at London Gatwick by making best use of our existing runways and infrastructure.

Our Northern Runway is currently limited to acting as a taxiway, and is only available for use as a runway when the Main Runway is out of use or in an emergency. The Northern Runway Project proposes repositioning the existing Northern Runway 12 metres north to allow dual runway operations, aligning with international safety standards, along with investment in a range of infrastructure and facilities, and major road enhancements to improve access to London Gatwick and the operation of the local transport network.

If approved, the project would enable London Gatwick to:

- **Serve 75 million passengers per year by the late 2030s, with much improved facilities and passenger experience**
- **Create 14,000 new jobs**
- **Generate £1 billion of value added to the region's economy every year**

Our DCO Application

We previously consulted on our proposals for the Northern Runway Project in Autumn 2021 and Summer 2022. Further detail on these consultations can be found on our website at: gatwickairport.com/northern-runway

On 6 July 2023, we submitted our Northern Runway Project application for a Development Consent Order ('DCO') to the Planning Inspectorate, who consider such applications on behalf of the Secretary of State, (the 'application'). The application was subsequently accepted for examination on 3 August 2023 and published on the Planning Inspectorate's website. We then invited stakeholders and the public to submit relevant representations to the Planning Inspectorate by 29 October 2023.

The Project is now in the examination phase which started on 27 February 2024 and will last for 6 months.

Proposed Project Changes

Since the start of the examination, we have continued to refine the project proposals having regard to feedback received from stakeholders and London Gatwick's own sustainability aspirations, as well as the desire to ensure appropriate design flexibility for the next stage of design work.

We previously identified three separate changes to the project that would further minimise impacts on the environment and provide design flexibility and consulted on these in December 2023. These proposed changes to the application were accepted by the Planning Inspectorate on 8 March 2024.

We are now consulting on a potential fourth change to the application before submitting it to the Planning Inspectorate. We are consulting the public, landowners, and other stakeholders on the changes so that their views can be taken into account. It will be for the Planning Inspectorate to decide if the change can be made to the application before it is examined.



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Project Change 4: Provision of an on-airport Wastewater Treatment Works

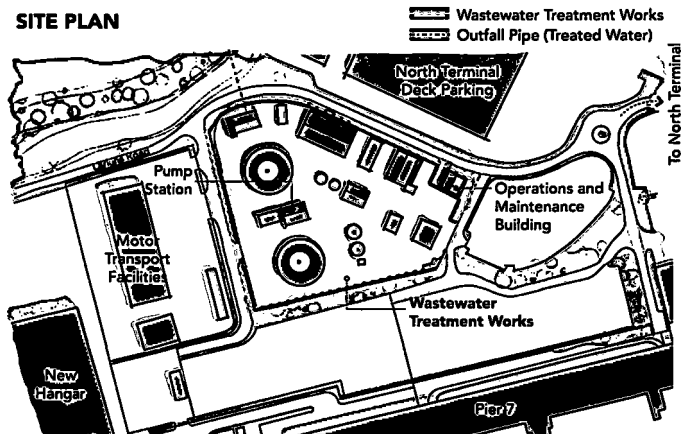
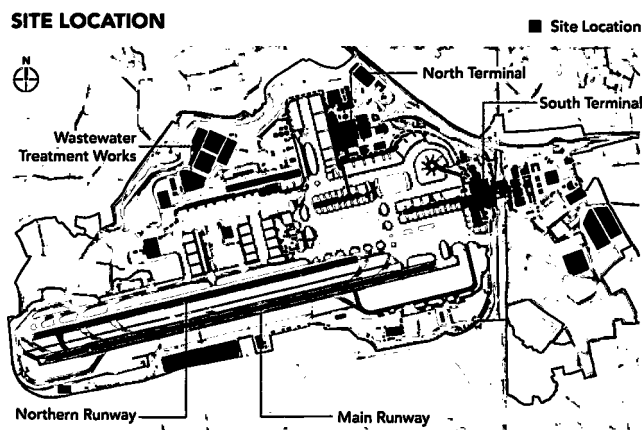
Existing application - London Gatwick is working closely with Thames Water on the Project, who have a statutory obligation to provide wastewater treatment capacity to manage flows from the airport. London Gatwick currently discharges its wastewater to two separate Thames Water facilities; Horley Sewage Treatment Works (STW) and Crawley STW. The airport's current plan to manage its additional wastewater flows from the Northern Runway project is to continue to send them to these facilities whilst working with Thames Water to ensure that they are able to manage these additional flows effectively.

Project Change 4 proposes a revision to the wastewater strategy by providing an on-airport Wastewater Treatment Works facility, located within the area of the existing Self-Park North Terminal Car Park (see diagrams below). This bespoke facility would provide London Gatwick with the ability to deal on-site with all wastewater flows coming from the whole airport in the unlikely event that these could not be dealt with by Thames Water. All facilities would be fully covered to prevent odours escaping.

Project Change 4 comprises the:

- Provision of an on-airport Wastewater Treatment Works (WWTW) facility, located within existing Self-Park North car park area;
- Provision of two temporary construction compounds, collectively comprising up to 7,000m² (0.7 hectares) in area.
- Temporary loss of approximately 400 car parking spaces in the Self-Park North car park, which would be temporarily re-provided within the North Terminal Long Stay car park.
- The permanent loss of approximately 1,162 car parking spaces on the Self-Park North car park to accommodate the WWTW facility.
- An increase in the number of car parking spaces to be accommodated in the decked area of the proposed North Terminal Long Stay car park.

Further details on the proposed change can be viewed in the Notification Report on the London Gatwick webpage gatwickairport.com/northern-runway



Responding to the Consultation

We are keen to hear your views on the proposed project change. If you have views please let us know, giving the reasons for your response and how they are relevant to the proposal. If you have any queries on the changes or how to respond to the consultation please ring 01293 505265.

You can submit your views by:

- Completing the online consultation questionnaire on our website gatwickairport.com/northern-runway
- Emailing your comments to community@gatwickairport.com
- Posting to Northern Runway Project Team, Destinations Place, South Terminal, Gatwick Airport, West Sussex, RH6 0NP

All comments must be received by 11:59pm on 11 June 2024.


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