

Northern Runway Project
CONSULTATION QUESTIONNAIRE

Autumn 2021

YOUR LONDON AIRPORT
Gatwick

HOW TO RESPOND

To learn about our proposals:



Read the Consultation Summary Document



Find out more details in the Consultation Overview Document



Visit our website and virtual exhibition at gatwickairport.com/futureplans



Visit our Mobile Project Office (see gatwickairport.com/futureplans for details)



Book a telephone surgery (by visiting our website or calling the hotline) to speak to an expert



Call our freephone hotline 0800 038 3486 Monday to Friday, 9.30am to 5.30pm



Send us an email to info@gatwickfutureplans.com



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To respond to the Northern Runway Project consultation:



Complete the online consultation questionnaire on our website gatwickairport.com/futureplans



Email your comments to: feedback@gatwickfutureplans.com



Call 0800 038 3486 to speak to someone, Monday to Friday, 9.30am to 5.30pm



Post your written responses (no stamp required) to: FREEPOST RTRB-LUJJ-AGBY



Complete a hard copy questionnaire and return it using the FREEPOST address

Your comments must be received by 11:59pm on 1 December 2021.

We are inviting comments from anyone with an interest in our proposals who considers they may be directly or indirectly affected, or who has a view that they would like to be considered. We also welcome feedback from all organisations with an interest as well as from landowners who may be affected by the proposals.

Following the consultation, we will consider all feedback - along with further environmental and modelling assessments, continued engagement with statutory authorities and others - when finalising our proposals ahead of submitting an application for development consent for the Northern Runway Project.

Welcome to the consultation on our proposals to bring the existing Northern Runway into routine use alongside our Main Runway. Your views are important to the development of our proposals and, along with further technical work and environmental assessment, will help shape our plans.

This questionnaire has been designed to be answered having read the information in our Consultation Summary Document, which is available in hard copy on request (call 0800 038 3486 or email info@gatwickfutureplans.com) or at our Mobile Project Office (where the documents are also available to take away on USB memory sticks).

Details of proposed Mobile Project Office visits can be found at www.gatwickairport.com/futureplans.

You can also read the consultation documents - including the Consultation Overview Document and Preliminary Environmental Information Report - and answer the questionnaire online at www.gatwickairport.com/futureplans.

This questionnaire invites feedback on our strategies and proposals. You are welcome to answer as many or as few of the questions as you like. Alternatively, if you would prefer to provide an overall comment, please only answer Question 1. Additional sheets may be added in order to make comments, but please remember to mark relevant question numbers clearly. All page and figure references within this questionnaire relate to the Consultation Summary Document.

Please note that you can also provide your feedback by writing to us. You do not need to submit a completed questionnaire as your official response. To return this questionnaire, or any other written response, please post it (no stamp or further address required) to:

FREEPOST RTRB-LUJJ-AGBY

All feedback for the consultation must be received by 11:59pm on 1 December 2021.

About you

If you'd prefer your comments to be anonymous, you do not have to provide your details but your postcode will help us understand where you live in relation to the airport.

Name: Bartholomew Wren

Address: Gibson Building, Gibson Drive, Kings Hill, West Malling

Postcode: ME19 4LZ

Are you responding on behalf of an organisation? Yes No

If yes, please provide the name of your organisation and your role within it:

Organisation: Tonbridge & Malling Borough Council

Role: Principal Planning Officer

PRIVACY NOTICE

By completing and submitting this questionnaire you confirm you have been provided with and read our Privacy Notice. The collection of your personal data is undertaken in accordance with the terms of our Privacy Notice. Our Privacy Notice can be downloaded at <https://www.gatwickairport.com/privacy-policy/>.

By completing this questionnaire, your personal data is being collected by Gatwick Airport Limited and its consultants for use in connection with the consultation process and subsequent planning applications related to the Northern Runway Project. Your response to this questionnaire may be published (in whole or in part) as part of our consultation programme (including any personal details if included in the response). We will not otherwise publish personal details or publicly attribute a response to an identified individual. We will not use your personal data for any other purposes.

Your response could be made available (with your personal details) in due course to the relevant planning or local authority or government body, so they take it into account. Although not directly within our control, we will request that your personal details are not made publicly available by them and in any event, they will be required to comply with their legal obligations under applicable privacy laws.

1. Northern Runway proposals: overall

We are proposing to bring the existing Northern Runway into routine use alongside our Main Runway. Enabling dual runway operations and supporting increased passenger numbers at Gatwick would involve other changes, including to airport infrastructure and some surrounding roads. We have included proposals to mitigate the effects of the Northern Runway Project and maximise the benefits, especially to local economic growth and new jobs.

To what extent do you support or oppose our proposals to bring the existing Northern Runway into routine use?

Strongly support Tend to support Neither support nor oppose Tend to oppose Strongly oppose Don't know

Tonbridge & Malling Borough Council does not support the proposal to bring the existing emergency/northern runway into use for the take off of smaller aircraft. We have reviewed the detail of the proposals and consider that the justification for them is inadequate, especially so given that the Government has made it clear that the focus of airport expansion in the South East should be at Heathrow following the publication of the Davies review in 2015. A third runway at Heathrow would provide capacity for more than 280,000 flight per year should it go ahead in the future, and therefore satisfy any future regional growth requirement.

The nature of business travel is likely to change in the future as a consequence of the pandemic, with greater use of virtual communications reducing the need for some to travel. This combined with a growing concern regarding the need to reduce carbon emissions, could result in demand for air travel in the future which is less than the capacity forecasts referenced in the consultation (62.4 million passengers per annum without the second runway, and 75.6 million with the second runway and associated developments by 2038). We consider these capacity expectations to be highly ambitious and that the supporting case is insufficient.

Furthermore the proposed mitigation is insufficient, particularly regarding surface transport connectivity with West Kent. This has been a longstanding concern of West Kent authorities including ourselves, and whilst the consultation states that 42% of passengers who access the airport do so by rail, there is no ambition to increase this, which will be difficult to achieve without a frequent direct rail connection via Redhill to Tonbridge. We therefore strongly urge Gatwick to work with partners including the DfT, TfSE, the LEP's and Great British Railways to cost and fund this connection should the northern runway proposals be submitted as a DCO.

At present the proposals are of limited material benefit to Tonbridge & Malling residents and businesses and are likely to worsen the impacts of aircraft overflight.

2. Economic benefits: jobs and skills

Consultation Summary Document: pages 6 to 8

We are proposing a number of measures designed to maximise employment and skills benefits resulting from the Northern Runway Project.

Do you think we could do anything more - or differently - to maximise local and regional employment and skills benefits?

Not specifically and assume that Gatwick is working with the Coast to Capital and South East LEP, Job Centre Plus, as well as local authority economic development teams, to ensure that employment and skills opportunities are being well publicised.

3. Economic benefits: business and the economy

Consultation Summary Document: pages 6 to 8

We are proposing a number of measures designed to maximise benefits to business and the economy resulting from the Northern Runway Project.

Do you think we could do anything more - or differently - to maximise benefits to business and the economy?

Not specifically and again assume that Gatwick is working with relevant partners to ensure that opportunities for businesses are being promoted.

4. Airport supporting facilities

Consultation Summary Document: pages 10 to 11

We would need to change or relocate some facilities to accommodate the proposed alterations to the existing Northern Runway. Some new, additional facilities would also be needed. These changes would be largely within the current airport boundary.

The current Central Area Recycling Enclosure (CARE) facilities would be relocated. We are considering two potential locations for the CARE.

1. **Option 1:** to the north of the cargo hall (north east of the proposed Pier 7)

Do you think this location is:

Appropriate Inappropriate Don't know

2. **Option 2:** to the north west of the proposed Pier 7

Do you think this location is:

Appropriate Inappropriate Don't know

Please explain your views.

Tonbridge and Malling Borough Council does not wish to express a view on these matters which are more appropriate for Crawley Borough Council and The Planning Inspectorate to consider. We would however say that the consultation is clearly far more than an alteration to the use of the current emergency runway. The proposals are extensive and include hotel accommodation for a further 1000 rooms, 9000 sq/ft of office accommodation and 18,500 additional car parking spaces, this is in practice a comprehensive expansion of the existing airport and should be clearly identified as such.

5. Landscape and ecology

Consultation Summary Document: pages 12 and 13

Our proposals include keeping green space wherever possible, protection of important environmental and community assets, improved landscaping, provision of public open space and footpaths, and the creation of new habitats.

What are your views on our landscape and ecological proposals?

These appear to be very limited and inadequate in relation to the further intensification of the site for aviation activity, built extensions, revised highways infrastructure and parking facilities.

Limited reference is given to ecology, and no reference is made to the forthcoming Environment Bill and the potential requirement for biodiversity net gain arising from the proposed development.

6. Land use: overall

Consultation Summary Document: pages 9 to 19

We have aimed to develop the Northern Runway Project largely within the current footprint of the airport to minimise disruption to our neighbours and make efficient use of our land. Where we are planning to use land temporarily during construction, we are also proposing to restore it to its previous use once construction is complete.

What are your views on our approach to land use?

Tonbridge and Malling Borough Council does not wish to express a view on these matters which are more appropriate for Crawley Borough Council and The Planning Inspectorate to consider.

7. Getting to and from the airport: our approach

Consultation Summary Document: pages 14 to 17

Almost half of Gatwick's passengers already use sustainable modes of transport to get to the airport. To support the Northern Runway proposals, our transport strategy aims to continue increasing the overall share of passengers using public transport to get to and from the airport, deliver improvements to local highways and junctions, and encourage greater use of public transport and active modes by our staff.

Do you think we could do things better, or differently, to ensure all passengers and staff have appropriate choices for accessing the airport?

As we have expressed elsewhere in our response, we consider that the proposed sustainable transport mitigation is insufficient, particularly regarding surface transport connectivity with West Kent. This has been a longstanding concern of West Kent authorities including ourselves, and whilst the consultation states that 42% of passengers which access the airport do so by rail, there is no ambition to increase this, which will be difficult to achieve without a frequent direct rail connection via Redhill to Tonbridge.

We therefore strongly urge Gatwick to work with partners including the DfT, TfSE, the LEP's and Great British Railways to cost and fund this connection should the northern runway proposals be submitted as a DCO.

8. Road improvements

Consultation Summary Document: pages 14 to 15

We propose to significantly enhance the roundabouts at North Terminal and South Terminal (including by raising the M23 Spur/ Airport Way to take through-traffic above the existing roundabout) as well as improving Longbridge Roundabout by widening lanes to provide extra capacity. These improvements are necessary even with our strategy to promote the use of public transport and will cater for both airport and general traffic growth.

What are your views on our proposals to improve local junctions to support airport growth as well as provide capacity for local traffic? Please specify the improvements to which your comments refer.

Tonbridge and Malling Borough Council considers that too much focus is being placed upon road access and parking capacity improvements, and that the full extent of these should be reconsidered to prioritise investment in rail infrastructure and improve connectivity with West Kent. At present there are no direct public transport connections available which means that most passengers travel by car to access Gatwick from our area.

9. Public and sustainable transport

Consultation Summary Document: page 16

Our proposed target of 60% of journeys by sustainable transport to and from the airport by 2030 would be the highest for a major UK airport. We are proposing measures both to encourage public transport use and discourage unnecessary use of private cars by both passengers and staff. For our employees this includes promoting cycling and walking, car sharing and using zero emission vehicles where travelling by car is the only option. This describes our overall approach but there are specific things we propose in some areas, for example around Crawley and Horley.

What are your views on how our proposals for increasing use of public and sustainable transport apply in your area? Please specify the proposals to which your comments refer and tell us if there are other things we could do that would be relevant to your journeys.

As expressed elsewhere in this response, TMBC considers the public and sustainable transport measures to be inadequate. A direct rail connection between Gatwick and Tonbridge via Redhill, should be funded if the proposal to bring into use the existing emergency runway is approved in due course.

10. Construction: managing impacts

Consultation Summary Document: pages 18 to 19

We are committed to being a good and responsible neighbour throughout the construction phase, giving consideration to both the local community and managing the environmental impacts of construction activity. While still to be finalised, we have included indicative details of anticipated construction methods, timings and phasing. These will be refined throughout the Environmental Impact Assessment process, but we will seek to incorporate best practices.

Are there any particular measures or activities for managing construction impacts that you would like us to consider including in our proposals as construction details are defined?

Tonbridge and Malling Borough Council does not wish to express a view on these matters which are more appropriate for Crawley Borough Council and The Planning Inspectorate to consider.

11. Construction: transport

Consultation Summary Document: pages 18 to 19

We are proposing a package of measures to manage construction related traffic following best practice. This includes the routes vehicles take, the time they travel and measures to reduce the number of vehicles by re-using materials on site as much as possible. Our aim is to minimise the impacts of construction on local roads, keeping traffic on the strategic road network wherever possible.

What are your views on our construction transport proposals?

Tonbridge and Malling Borough Council does not wish to express a view on these matters which are more appropriate for Crawley Borough Council and The Planning Inspectorate to consider.

12. Managing and mitigating effects: climate change and carbon

Consultation Summary Document: page 23

We are proposing to mitigate increased greenhouse gas emissions associated with the Northern Runway Project with improvements in design and other measures. We are also developing a Carbon and Climate Change Action Plan that will demonstrate how we will continue to reduce carbon emissions from the airport and ensure Gatwick does not compromise the net zero UK carbon target.

Do you have any comments on our approach or suggestions for specific measures to be incorporated into the Action Plan?

TMBC considered that proposals to further reduce carbon emissions arising from air travel and therefore the operation of the airport do not exist at present. The consultation itself identifies that aviation accounts for 7.3% of UK emissions, and that this is expected to increase in the future. Furthermore the Transport Decarbonisation Plan 'Jet Zero' includes initiatives which are not yet deliverable, in particular the use of electric, hydrogen and hybrid aircraft. There is otherwise not clarity regarding the effectiveness of using more sustainable fuels and off setting in reducing the carbon impact of aviation operations.

13. Managing and mitigating effects: noise envelope

Consultation Summary Document: page 20

We are proposing to introduce a 'noise envelope' to set limits on noise from future operations at Gatwick. The noise envelope would come into effect at the start of a dual runway operation, giving residents certainty that the noise limits it prescribes would not be exceeded. This envelope would then be tightened in the future, giving residents further certainty that air noise levels would have to be lower than they were in 2019 for the full capacity of the Northern Runway Project to be realised.

Do you think the proposed noise envelope is:

Appropriate Inappropriate Don't know

Please explain your views.

The noise envelope should be extended to align fully with the 51dB noise contour, it does not do this at present. Therefore the the benefits of the noise insulation scheme will not extended to everyone within the defined 51dB noise contour.

14. Managing and mitigating effects: noise mitigation

Consultation Summary Document: pages 20 to 21

In addition to the Noise Envelope, we are proposing other measures to mitigate the noise effects associated with the Northern Runway Project, including an enhanced Noise Insulation Scheme, the noise envelope, a new noise barrier at the western end of the Northern Runway, and noise barriers to support changes to the highway network.

What are your views on our approach to noise mitigation? Please specify the measures to which your comments refer.

Whilst Gatwick is rightly proposing significant measures with the noise insulation scheme, to mitigate the impact of noise upon residents within the Leq 8hr night 55dB and Leq 16hr 54dB noise contours, no mitigation is proposed beyond this.

Some residents in Tonbridge are affected by noise arising from then overflight of aircraft, however Tonbridge is situated outside of the the new new outer zone which extends to Hever but not as far as the 51dB noise contour. Whilst minimal there will be a worsening of aircraft noise for residents and businesses within and close to the 51db noise contour during the day should the runway and related development be granted planning consent.

15. Consultation process

For this consultation we have made details of our proposals available in a number of ways, including in hard copy documents, on our project website, in a virtual exhibition and by providing opportunities to speak to members of the team. We welcome your feedback on how you have found the consultation process.

Please let us know if you have any comments about the consultation process.

No comment.

