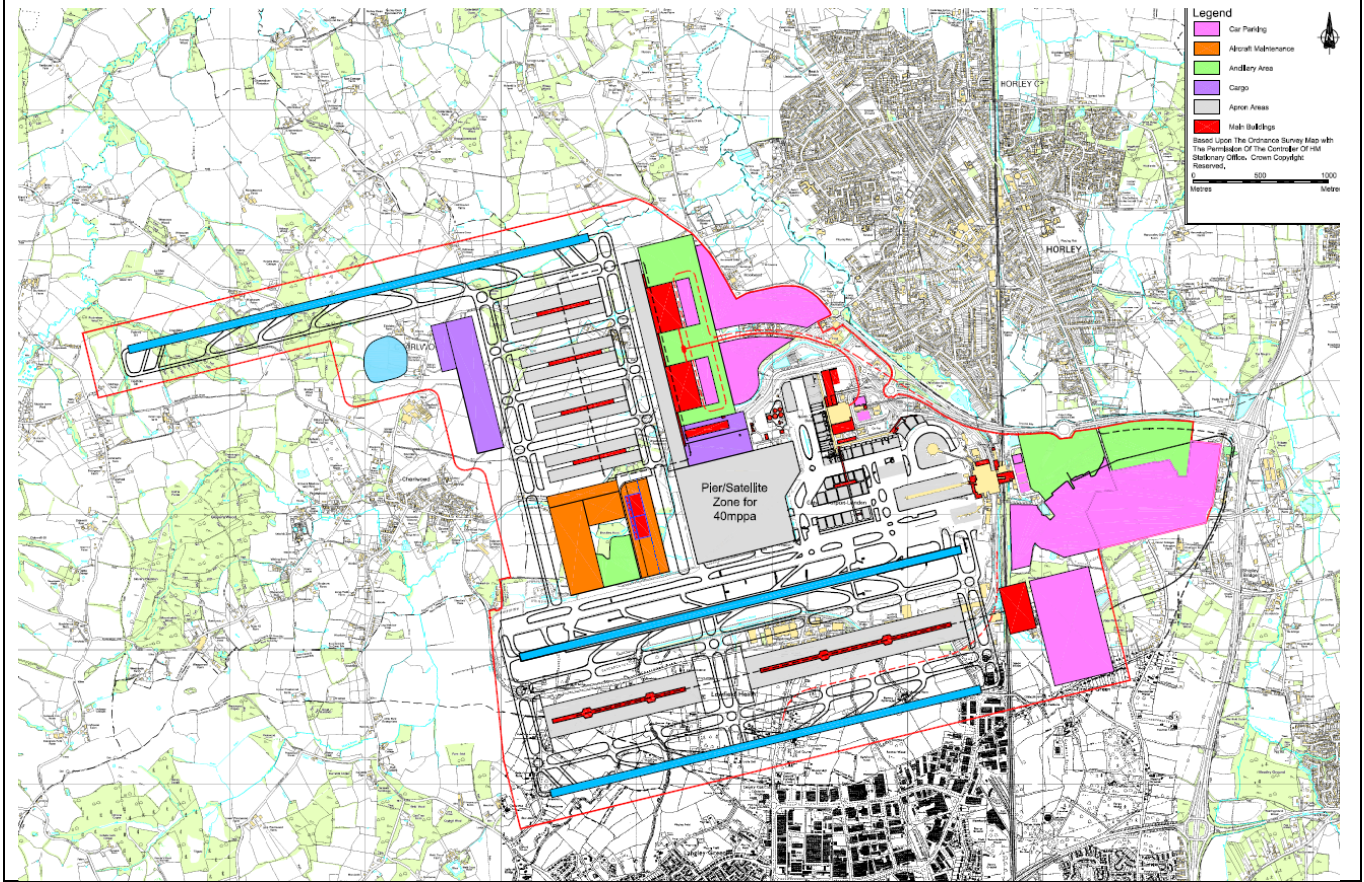


PROPOSAL TITLE:	London Gatwick Airport – Hub Option	Short Term	<input type="checkbox"/>
SUBMITTED BY:	n/a	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

Significant expansion, in line with the options considered prior to the 2003 Air Transport White Paper consultation documents, as a replacement for Heathrow. A second runway is suggested to the south of the existing runway at a width that enables mixed mode operations (similar to current Gatwick proposal). A third, independent runway is proposed to the north, with an enlarged terminal zone between the current and the additional northern runways. The scheme could be further expanded to include a fourth runway to the north if required.



INITIAL ASSESSMENT COMMENT

Based upon the previous DfT work, the proposal sets out a well-studied master plan for long term expansion. However, commercial delivery is likely to require that Heathrow is either closed or significantly constrained. Therefore the capacity benefit to the London system is somewhat limited.

<b>PROPOSAL TITLE:</b>	<b>London Gatwick Airport – Hub Option</b>	<b>Short Term</b>	<input type="checkbox"/>
<b>SUBMITTED BY:</b>	<b>n/a</b>	<b>Medium/Long Term</b>	<input checked="" type="checkbox"/>

## OVERVIEW

<b>Proposal</b>	A second runway is provided to the south of the existing runway with a third to the north, an enlarged terminal zone between the current and the additional northern runways. Could be further expanded to include a fourth runway to the north if required.		
<b>Approach</b>	Unclear but could be Government led initiative to acquire Heathrow, construct the enlarged airport and supporting infrastructure, transfer operations and redevelop Heathrow site before sale of both assets, or development of airport infrastructure through established regulated approach with public financial support to close Heathrow and develop surface transport.	<b>Assumed Capital Cost</b>	£13
<b>Potential Benefits</b>	<ul style="list-style-type: none"> <li>Phased expansion building upon existing infrastructure.</li> <li>May offer a larger, more efficient configuration enabling a more resilient operation than Heathrow.</li> <li>Increased economic activity due to additional capacity at Gatwick, allowing for significantly increased international and domestic connectivity.</li> <li>User benefits from more direct flights, increased frequencies, increased choice of airlines and more competition.</li> <li>Airline benefits from opportunities to pursue profitable traffic, reduced direct operating costs due to airport design and significantly improved resilience.</li> <li>Opportunities for growth around Sussex, Surrey, south London corridors.</li> <li>Lower construction carbon footprint compared to new hub locations.</li> <li>Overall reduction in population affected by aircraft noise nuisance on closure of Heathrow.</li> </ul>	<b>Additional Capacity (mppa)</b> 3 <sup>rd</sup> Rwy: loss 20 4 <sup>th</sup> Rwy: gain 20  <b>Additional Capacity (ATM)</b> 3 <sup>rd</sup> Rwy: loss 120,000 4 <sup>th</sup> Rwy: gain 120,000	
<b>Key Issues &amp; Risks</b>			
<b>Strategic Fit</b>	<ul style="list-style-type: none"> <li>Providing additional capacity the proposal is in line with the Commission's terms of reference.</li> </ul>		
<b>Economy</b>	<ul style="list-style-type: none"> <li>May reduce competition in the London system given closure of Heathrow.</li> <li>Heathrow and Gatwick currently represent 96% of the capacity of a three runway airport, the fourth runway may meet unconstrained demand for only the medium term. Resilience and capacity issues may re-emerge beyond 2040 if demand continues to grow as forecast by DfT.</li> </ul>		
<b>Surface Transport</b>	<ul style="list-style-type: none"> <li>Significant road and rail upgrades required, notably to the M23 and Brighton mainline.</li> <li>Uncertain whether further work is required to satisfy demand given the current congestion in the region without impacting on current usage for commuters and other non-airport users.</li> </ul>		
<b>Environment</b>	<ul style="list-style-type: none"> <li>Aircraft noise will impact currently unaffected populations with overflying of Horley and nearby villages and the southern runway adjacent to Crawley</li> <li>Considerable loss of agricultural land (1500 Ha) along with loss of a number of national cultural heritage designations, ancient woodland and landscape impacts.</li> <li>River diversions required and additional risk to downstream flooding in River Mole catchment with significant attenuation required.</li> </ul>		
<b>People</b>	<ul style="list-style-type: none"> <li>Removal of major employer at Heathrow would bring unemployment risks especially for unskilled or less mobile workforce although new opportunities through Heathrow redevelopment.</li> </ul>		
<b>Cost</b>	<ul style="list-style-type: none"> <li>No detail of costs provided and includes only a contribution to off-site surface access. Total cost, including surface transport, may be in the order of £15 bn for a 3<sup>rd</sup> runway and £20 bn for the 4<sup>th</sup>.</li> </ul>		
<b>Operations</b>	<ul style="list-style-type: none"> <li>Higher potential for periods of low visibility at Gatwick compared to Heathrow, could lead to greater system impacts were Gatwick the principal hub compared to Heathrow.</li> <li>Although a 3<sup>rd</sup> runway could increase the capacity of Gatwick by c 70 mppa compared to its current single runway, the closure of Heathrow would result in a net system loss of capacity of c 20mppa. The 4<sup>th</sup> runway, adding c 40 mppa, would increase system capacity by a net 20 mppa.</li> </ul>		
<b>Delivery</b>	<ul style="list-style-type: none"> <li>Unclear delivery approach, either government-funded approach with costs defrayed through lease / privatisation of new airport or a range of support measures needed for private financing, including government support / commitment and supportive regulatory framework and planning environment and wider package of measures to reduce the cost of finance.</li> <li>Government support for surface access costs implicit.</li> </ul>		