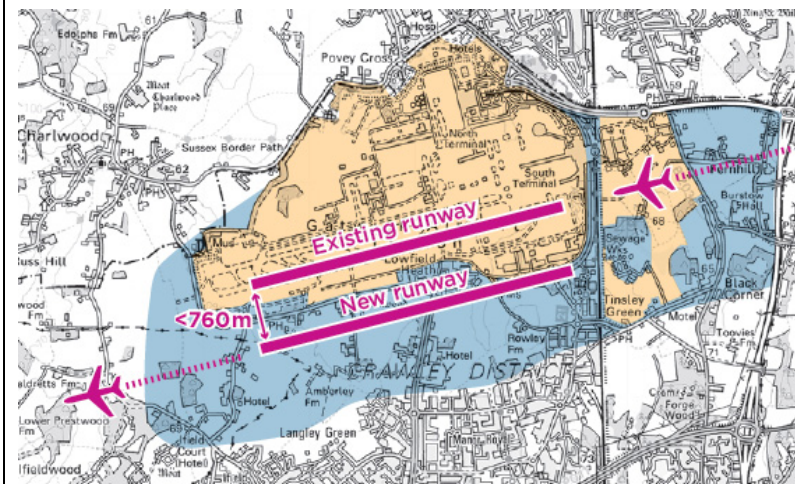


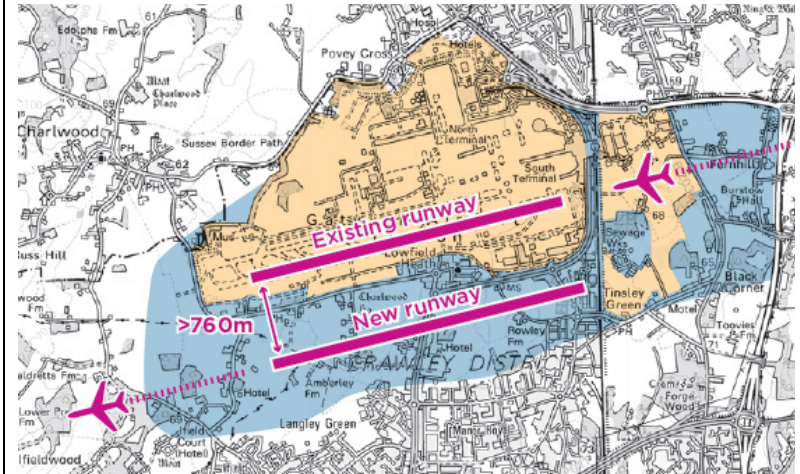
PROPOSAL TITLE:	London Gatwick Airport –2 nd Runway Options	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Gatwick Airport Limited	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

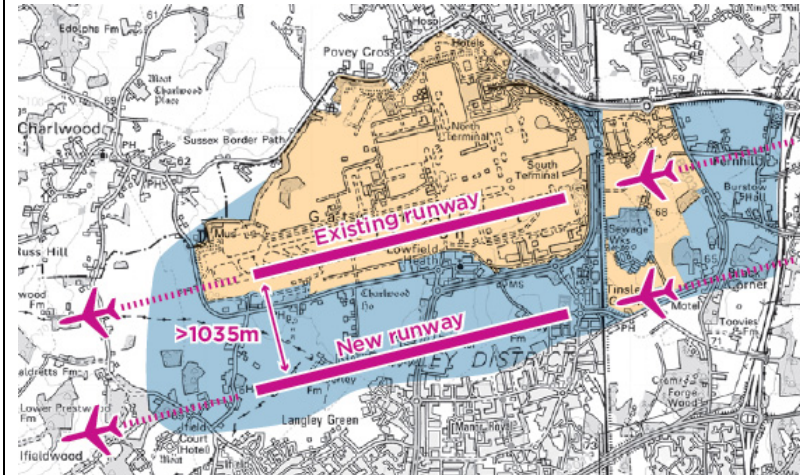
Three in-principle options to provide a second runway to the south of the existing runway, with three centreline separations permitting dependent segregated, independent segregated and fully mixed mode as the separation is increased between options. Details of the required supporting infrastructure have not been provided.



Option 1: Dependent segregated mode



Option 2: Independent segregated mode



Option 3: Mixed mode

INITIAL ASSESSMENT COMMENT

The submission sets out reasonably extensive, but only partially detailed presentations of expansion to a two runway airport. The incremental capacity resulting from a second runway at Gatwick may relieve pressure at Heathrow as well as meeting the organic growth at Gatwick and forming a constellation of airports with competing capacity. While the proposal appears broadly aligned with the Commission’s terms of reference, its contribution towards the UK’s status as an aviation hub may be limited.

PROPOSAL TITLE:	London Gatwick Airport –2 nd Runway Options	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Gatwick Airport Limited	Medium/Long Term	<input checked="" type="checkbox"/>

OVERVIEW

Proposal	Three options for a new runway constructed to the south of the existing runway with increasing centreline separations permitting dependent segregated, independent segregated and fully mixed mode operations. No details of supporting infrastructure (terminals, aprons, etc) have been provided. The submission considers only the in-principle options for a second runway.		
Approach	<u>Enabling legislation 2015-2019 with construction commencing after 2019 leading to opening in 2025</u> following established regulated mechanism.	Stated Capital Cost £5 to £9 bn (depending upon option)	
Proposed Benefits	<ul style="list-style-type: none">Building upon existing airport and surface access infrastructure.<u>Increase of £56bn GVA (NPV) by 2050 (due to increased investment), £17bn due to connectivity, £3.5bn due to trade.</u><u>Up to 18,800 additional jobs in local area by 2050 with up to £1.7bn p.a. additional regional GVA.</u>Additional service frequencies, destinations and airlines, including new long haul routes to destinations not served by carriers at other UK airports.Could facilitate increased competition between London area airports.As part of a “constellation” of airports, mitigates the intensive noise impacts over a single heavily populated area associated with Heathrow.No direct impacts on designated sites.Lower construction carbon footprint compared to new hub locations with use of existing infrastructure.Increased resilience over current operations.<u>Airport scheme stated to be financeable by current owners.</u>	Additional Capacity (mppa) Option 1: 10-16 Option 2: 25-32 Option 3: 30-37 Additional Capacity (ATM) Option 1: 75,000 - 115,000 Option 2: 170,000 – 215,000 Option 3: 200,000 – 245,000	
Key Issues & Risks			
Strategic Fit	<ul style="list-style-type: none">Provides incremental airport capacity, which could foster competition between airports and would therefore appear to be aligned with the Commission’s terms of reference.		
Economy	<ul style="list-style-type: none"><u>Most additional demand is forecast to come from shorthaul trips to Europe and the UK.</u>		
Surface Transport	<ul style="list-style-type: none">Access strategy is based on a <u>50% passenger public transport modal split</u>, although no details provided of how this will be achieved.Untested assertion that <u>planned/expected mid-term improvements to road and rail networks will provide sufficient capacity for regional (non-airport) growth and that a second runway does not require specific additional capacity enhancements.</u>		
Environment	<ul style="list-style-type: none">Cultural heritage losses and impacts on possible archaeological areas; agricultural land loss.300 residential demolitions required.Night noise not addressed by proposal.		
Cost	<ul style="list-style-type: none">No detail of cost estimates provided and includes only a <u>contribution to off-site surface access.</u>Stated cost appears to underestimate the potential cost which may be higher including surface transport upgrades.		
Operations	<ul style="list-style-type: none">No details of support infrastructure provided, therefore uncertain how efficiently the second runway could be operated with the requirement to cross the operational northern runway.		
Delivery	<ul style="list-style-type: none">RAB-based approach appears implicit, with circa 2 – 4 times increase in current RAB value.<u>Financial feasibility predicated on construction of only one south east England runway at a time.</u><u>Government support would be required for surface access costs for which a contribution only has been allowed.</u>		