



YOUR LONDON AIRPORT  
*Gatwick*

*Our northern runway: making best use of Gatwick*

Preliminary Environmental Information Report  
Appendix 5.5.1: Key Parameters and Indicative Construction Programme  
September 2021

## Table of Contents

1	Introduction	1
2	Key Project Parameters	1
3	Indicative Construction Programme	3
4	Glossary	7

## 1 Introduction

### 1.1 General

1.1.1 This document forms Appendix 5.5.1 of the Preliminary Environmental Information Report (PEIR) prepared on behalf of Gatwick Airport Limited (GAL). The PEIR presents the preliminary findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport's existing runways (referred to within this report as 'the Project'). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which,

with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase. Further details regarding the components of the Project can be found in the Chapter 5: Project Description.

1.1.2 This document provides the key parameters and indicative construction programme for the Project.

## 2 Key Project Parameters

### 2.1 Summary

2.1.1 The assessment has been based on the parameters identified within Chapter 5: Project Description.

2.1.2 Table 2.1.1 below identifies the key parameters relevant to this assessment. Where options exist, the maximum design scenario selected is the one having the potential to result in the greatest effect on an identified receptor or receptor group. Effects of greater adverse significance are not predicted to arise should any other option identified in Chapter 5 be taken forward in the final design of the Project.

**Table 2.1.1: Summary of Key Parameters**

Element of the Project	Key Parameter for Assessment
<b>Changes to Enable Dual Runway Operations</b>	
Development consent application area	820 hectares
Works within existing GAL land ownership	747 hectares
Permanent land take (third party)	68 hectares
Temporary land take (third party)	6 hectares
<b>Passenger throughput</b>	
Future airport throughput (without Project 2038)	62.4 mppa
Project additional throughput (2038)	13.2 mppa
Proposed new airport throughput (with Project 2038)	75.6 mppa
Airport passenger throughput (without Project: 2047)	67.2 mppa
Project additional throughput (2047)	13.0 mppa
Proposed new airport throughput (with Project 2047)	80.2 mppa
<b>Air Traffic Movements and Non-Commercial Air Traffic Movements</b>	
Approx. future commercial air traffic movements (2038 without Project)	318,000
Approx. future non-commercial air traffic movements (2038 without Project)	2,000
Approx. future total aircraft movements (2038 without Project)	321,000
Project additional commercial air traffic movements (2038 with Project)	64,000
Approx. future commercial air traffic movements (2038 with Project)	382,000

Element of the Project	Key Parameter for Assessment
Approx. future non-commercial air traffic movements (2038 with Project)	3,000
Approx. future total aircraft movements (2038 with Project)	385,000
Approx. future commercial air traffic movements (2047 without Project)	326,000
Approx. future non-commercial air traffic movements (2047 without Project)	2,000
Approx. future total aircraft movements (2047 without Project)	328,000
Project additional passenger air traffic movements (2047 with Project)	61,000
Approx. future commercial air traffic movements (2047 with Project)	386,000
Approx. future non-commercial air traffic movements (2047 with Project)	3,000
Approx. future total aircraft movements (2047 with Project)	389,000
<b>Cargo throughput</b>	
Future cargo throughput (2038 without Project)	254,000 tonnes
Project additional cargo (2038)	69,000 tonnes
Proposed cargo (with Project, 2038)	323,000 tonnes
Future cargo throughput (2047 without Project)	290,000 tonnes
Project additional cargo (2047)	58,000 tonnes
Proposed cargo (with Project, 2047)	348,000 tonnes

Element of the Project	Key Parameter for Assessment
<b>Alterations to the Existing Northern Runway</b>	
Centreline repositioning	12 meters to the north
<b>Reconfiguration of Taxiways</b>	
Taxiway Juliet realignment	Taxiway Juliet West: 27 metres to the north Taxiway Juliet East Code E: 19.5 metres to the north Taxiway Juliet East Code C: 5 metres to the north
Aircraft holding area	Area: 15 hectares
Taxiway Lima extension	Length: 300 metres Width: 23 metres
Taxiway Tango cut-through	Length: 85 metres Width: 23 metres
Exit taxiways	Eight new/modified runway exits/entrances between northern runway and Taxiway Juliet. Footprint: 2,000 m <sup>2</sup> each. Six new/modified runway exits/entrances between main and northern runway. Footprint: 5,000 m <sup>2</sup> each.
End around taxiways	End around taxiway west – new taxiway. Footprint: 30,000 m <sup>2</sup> . End around taxiway east (Yankee) – new exit taxiway linking to Taxiway Yankee. Footprint: 35,000 m <sup>2</sup> .
<b>Pier and Stand Amendments</b>	
Pier 7	Area: 10.1 hectares Height: 18 metres
Proposed number of stands	See Table 5.2.1 in Chapter 5 of the PEIR
<b>Reconfiguration of Existing Airport Facilities</b>	
CARE facility (Phases 1 and 2)	Footprint: 17,550 m <sup>2</sup> , Height: 22 metre building and 50 metre high flue Depth: 5 metres
Motor transport maintenance facilities	Site area: 15,600 m <sup>2</sup> , Height: 15 metres Depth: 5 metres
Grounds maintenance facilities	Site area: 1,230 m <sup>2</sup> , Height: 8 metres
Airfield surface transport facilities	Site area: 1,440 m <sup>2</sup> , Height: 15 metres Depth: 5 metres
Cargo facility	No external changes proposed
Fire training ground	Area: 1.2 hectares

Element of the Project	Key Parameter for Assessment
	Rig height: 25 metres Tank depths: 5 metres
Satellite airport fire service facility	Area: 8,000 m <sup>2</sup> Height: 15 metres
Hangar	Area: 12,440 m <sup>2</sup> Height: 32 metres
<b>Extensions to North and South Terminals</b>	
North Terminal International Departure Lounge (IDL) extensions	Footprint: 3,120 m <sup>2</sup> and 3,180m m <sup>2</sup> Floorspace: 9,000 m <sup>2</sup> and 10,000 m <sup>2</sup> Height: 32.5 metres and 27.1 metres
North Terminal baggage hall extension	Footprint: 6,552 m <sup>2</sup> Height: 12.5 metres
North Terminal baggage reclaim extension	Footprint: 650 m <sup>2</sup> Height: 7 metres
South Terminal IDL extension and forecourt	Footprint: 3,780 m <sup>2</sup> Floorspace: 15,000 m <sup>2</sup> Height: 30.5 metres
<b>Hotel and Commercial Facilities</b>	
Offices (three new blocks- South Terminal)	Footprint: 1,024 m <sup>2</sup> (x3) Floorspace: 9,000 m <sup>2</sup> Height: 27 metres
South Terminal hotel	400 bedrooms (27 metres in height)
North Terminal Hotel	400 bedrooms (27 metres in height)
Hotel at the building compound adjacent to the car rental site	200 bedrooms (16.3 metres in height)
<b>Car Parking</b>	
	See Table 5.2.2 in Chapter 5
<b>Surface Access Improvements</b>	
North Terminal roundabout expansion	Height: 8 meters
South Terminal roundabout expansion	Height: 8 metres
<b>Water Management</b>	
Museum Field flood compensation area	Footprint: 97,680 m <sup>2</sup> Depth: 2.6 metres
East of Museum Field flood compensation area	Depth: 1.8 metres
Car park X flood compensation area	Footprint: 217,250 m <sup>2</sup> Depth: 2 metres
Gatwick Stream flood compensation area	Footprint: 51,250 m <sup>2</sup> Depth: Up to 3 metres (greatest depth)

Element of the Project	Key Parameter for Assessment
Underground treatment/storage	Depth: 4 metres
Pumping Station 7a	Fenced Compound Footprint: 260 m <sup>2</sup> . Height: 3 metres Depth: 6 metres Capacity: Approximately 80 liters/second.
Pumping Station 2a	Fenced Compound Footprint: 50 m <sup>2</sup> . Height: 2 metres. Depth: 10 metres. Capacity: Approximately 40 liters/second.
Pumping Station east of Railway	Fenced Compound Footprint: 190 m <sup>2</sup> . Height: 3 metres Depth: 3 metres Capacity: Approximately 45 liters/second
Substation J	Footprint: 180 m <sup>2</sup> Height: 6 metres Depth: 3 metres
Substation BK	Footprint: 144 m <sup>2</sup> Height: 6 metres Depth: 3 metres
Relocation of substations BP, BR and A	Footprint: 25 m <sup>2</sup> Height: 5 metres Depth: 3 metres
New substation east of railway New substation to facilitate Pier 7	Footprint: 25 m <sup>2</sup> Height: 5 metres Depth: 3 metres
<b>Construction Compounds (temporary)</b>	
Main contractor construction compound MA1.	Footprint: 5 hectares Height: 30 metres (batching plant)
Airfield satellite contractor compound.	Footprint: 6 hectares Height: 30 metres (batching plant)
Surface access satellite contractor compound (South Terminal)	Footprint: 2 hectares Height: 15 metres
Surface access satellite contractor compound (North Terminal)	Footprint: 1.6 hectares Height: 15 metres
Longbridge roundabout contractor compound	Footprint: 0.65 hectares Height: 5 metres
<b>Phasing</b>	
Pre-construction activities	2023
Commencement of main construction phase	2024
Year of opening	2029

Element of the Project	Key Parameter for Assessment
Completion of construction works	2038

## 3 Indicative Construction Programme

### 3.1 General

- 3.1.1 The details of the proposed construction methods, timing and phasing are necessarily broad at this stage. These details will be refined throughout the EIA process. The programme below sets out the indicative construction phasing that has informed the assessments within the PEIR.

### Construction Phasing

2024 to 2029

Alterations to Existing Northern Runway, Reconfiguration of Taxiways

Taxiway Juliet East (Code C)

Taxiway Juliet East (Code E)

Taxiway Lima west extension

Taxiway Tango cut-through

Runway exits – northern runway to Taxiway Juliet

Alterations to the existing Northern Runway

Taxiway Juliet West

Runway Exits - main runway to northern runway

End around taxiway east

Taxiway Juliet West Spur

End around taxiway west

Stand Amendments

Reconfiguration of existing remote stands

Stands north of Lima

Removal of existing stands to allow for Juliet East

Pier 7 stands

Remote stands north of Taxiway Juliet (Oscar)

New Code C stand north of Virgin hangar (after Lima extension is complete)

Reconfiguration of Airport Facilities

Grounds maintenance and surface transport facilities

Relocation of fire training ground

Relocated CARE facility (Phase 1)

CARE facility Phase 2

Replacement motor transport facilities (Phase 1)

Relocation of motor transport facilities (Phase 2)

Relocation of Rendezvous Point North

Virgin hangar pavements works

Satellite Airport Fire Service provision

Noise mitigation feature

Internal Access Routes

Temporary/interim diversion of Larkins Road (Phase 1)

East-west track between runways

Terminal Extensions

South Terminal IDL extension

North Terminal baggage reclaim extension

2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038



## Construction Phasing

North Terminal IDL extension

North Terminal baggage hall extension

North Terminal Forecourt

South Terminal Forecourt

### Hotels

Hotel (car rental location)

South Terminal Hotel (at car park H) (phase 1)

### Car Parking

Replacement Purple Parking at Crawler's Field

North Terminal Long Stay decked car park (phase 1)

Multi Storey Car Park J (phase 1)

Multi Storey Car Park J (phase 2)

Car park H (phase 1)

Pentagon Field decked car park

### Surface Access

Works to ITTS

### Water Management, Foul Water and Substations

Relocation of Pond A (Phase 1)

Flood Compensation Museum Field

Flood Compensation East of Museum Field

Diversion of River Mole corridor

Flood alleviation – car park X

Dog Kennel Pond

Underground surface water runoff storage beneath Car Park Y

Pumping Station 2a

Relocation of substations J, BK

Relocation of substations BP, BR

Relocation of Substation A

Pentagon Field substation

### 2029 Onwards

Northern runway operational

### Reconfiguration of Taxiways

Taxiways Whiskey, Victor and Zulu

### Piers and Stands

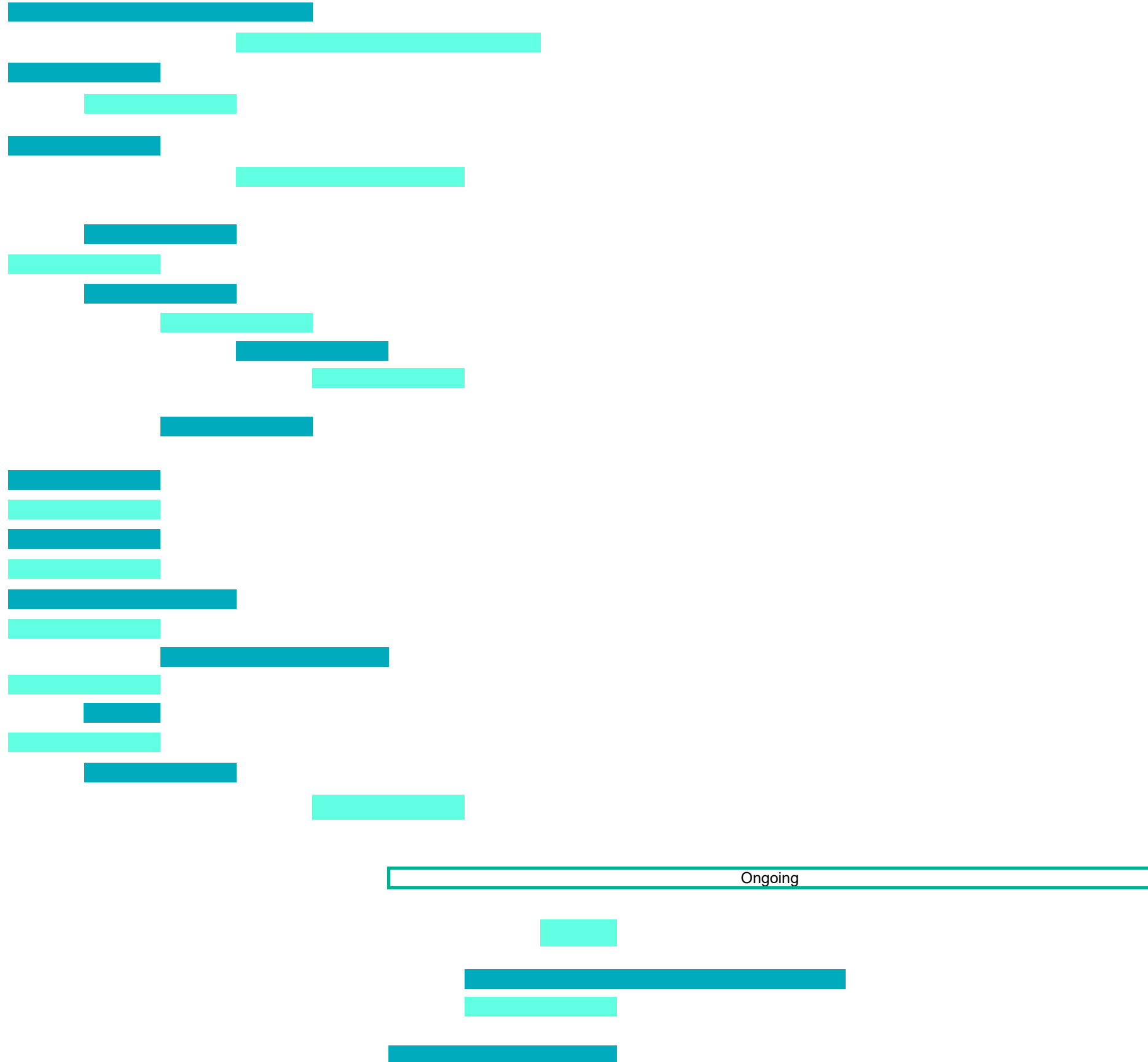
Pier 7

Conversion stands west of Pier 3 to 8 Code C

### Aircraft Holding Area

Charlie (modified beta) box

2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038



## Construction Phasing

### Reconfiguration of Airport Facilities

New hangar

### Internal Access

Diversion of Larkins Road Phase 2

North Terminal autonomous vehicle station

South Terminal autonomous vehicle station

Autonomous vehicle connection to pier 7

### Terminal Extensions

North Terminal baggage hall extension

Transition space to connect to autonomous vehicle facility (both terminals)

### Offices and Hotels

Offices

South Terminal Hotel (at car park H) (phase 2)

North Terminal Hotel (at car park Y)

### Car Parking

North Terminal Long Stay decked car park (phase 2)

Car park Y (phase 1)

Car park Y (phase 2)

Car park H (phase 2)

### Surface Access

Improvements to South Terminal roundabout

Improvements to North Terminal roundabout

Works to Longbridge roundabout

### Water Management, Foul water and Substations

Pumping Station 7a

Gatwick Stream flood compensation

New Substation north of Pier 7

### Compounds

Main contractor construction compound MA1

Airfield satellite contractor compound

Surface access satellite contractor compound, South Terminal

Surface access satellite contractor compound, North Terminal

Longbridge roundabout satellite contractor compound

2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038





## 4 Glossary

### 4.1 Glossary of Terms

**Table 4.1.1: Glossary of Terms**

Term	Description
CARE	Central Area Recycling Enclosure
EIA	Environmental Impact Assessment
GAL	Gatwick Airport Limited
IDL	International Departure Lounge
ITTS	Inter-Terminal Transit System
PEIR	Preliminary Environmental Information Report