We are looking forward

I'm proud that Gatwick Airport is a key piece of national infrastructure and that we have remained operational since the pandemic started. I'm also proud that Gatwick has historically been one of the world's busiest single runway airports. In 2019, we had seen a decade of growth to more than 46 million passengers, supporting over 135,000 jobs nationally, and contributing £8.3 billion to the UK economy every year.

By the end of the next decade, we will need more capacity to maintain efficient operations, improve resilience and meet passenger demand. This is why we would like to bring our existing Northern Runway into routine use. Our proposals are largely within the current airport boundary and are sustainable, maximising use of existing infrastructure. Our proposals are forward looking and would bring significant benefits, including new jobs and an economic boost to our region.

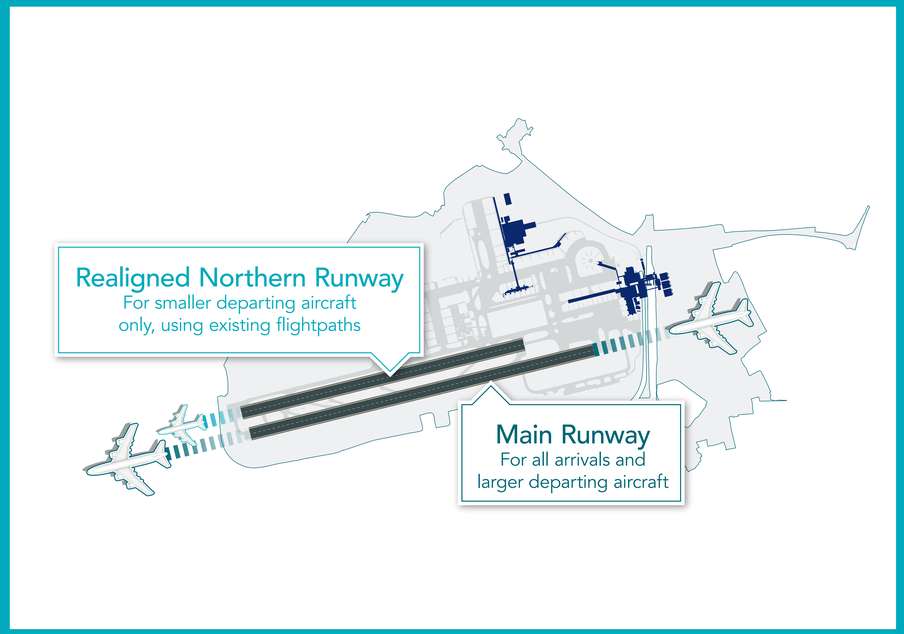
We are acutely aware of our responsibilities to the future of the planet. We will grow in a way that supports the Government in achieving its commitment to net zero emissions by 2050. And we will provide more certainty for residents around noise.

I am confident in our future and very pleased to present these proposals for public consultation. We would like to hear views from local residents and anyone interested in our proposals. I encourage everyone to take time to review our plans and respond by 1 December 2021.

Stewart Wingate
Chief Executive Officer, Gatwick Airport

Project timeline

Northern Runway Project overview



Dual runway operations

We are proposing alterations to bring the existing Northern Runway into routine use alongside our Main Runway, enabling dual runway operations.

By 2038 these proposals could increase Gatwick's passenger throughput to approximately 75.6 million passengers per annum (mppa), compared to approximately 62.4 mppa which is where we would otherwise expect to grow to by 2038, an increase of approximately 13.2 mppa.

This level of passenger increase, along with the road improvements needed to support it, means the project is classed as a Nationally Significant Infrastructure Project and we will need to apply for a development consent order (DCO) to build and operate it.

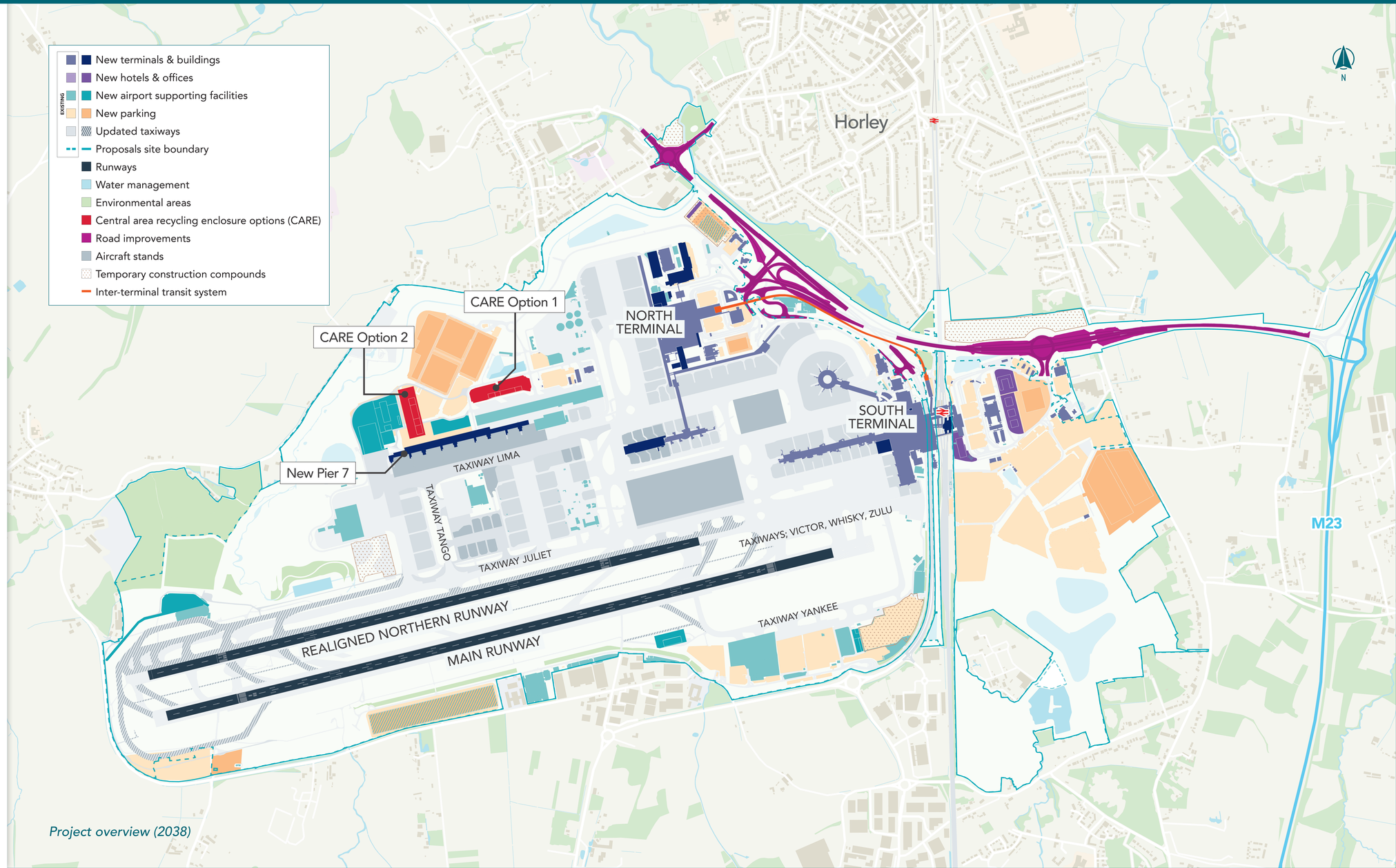
For more information on the DCO planning process, please visit: infrastructure.planninginspectorate.gov.uk.

Our proposals

Our Northern Runway Project proposals include:

- alterations to the existing Northern Runway, including repositioning its centreline 12 metres further north;
- reconfiguration of taxiways to accommodate the changes being made to the Northern Runway and ensuring sufficient room for the safe manoeuvring of aircraft;
- changes to some aircraft stands to improve the handling of different types of aircraft and a proposed new remote pier (Pier 7) that would serve both North and South Terminals;
- reconfiguration of a number of airfield facilities to facilitate taxiway changes;
- extensions to the North and South Terminal buildings to accommodate passenger growth, improve baggage handling, and enhance the experience of our customers;
- provision of reconfigured car parking, including new surface and multi-storey car parks;
- provision of additional hotels and office space;
- surface access (highway) improvements;
- reconfiguration of existing utilities, including surface water, foul drainage and power; and
- landscape/ecological planting and environmental mitigation.

Flights departing from the Northern Runway will continue to use existing flightpaths.



Project overview (2038)

Why grow?

Before the COVID-19 pandemic, the UK had the largest aviation network in Europe and the third largest in the world. Our aviation industry contributed more than £22 billion a year to the UK economy. And in the five years to 2019, passenger numbers at London airports grew by more than 34 million.

Gatwick, along with the rest of the sector, has been devastated by the COVID-19 pandemic. While the short-term outlook remains challenging, there is confidence that passenger and airline demand at Gatwick will return to previous levels over the next four to five years and then continue to grow.

We understand some people may wonder why we are consulting on the Northern Runway Project when the return to pre-pandemic passenger levels is some years away. We want to harness the extraordinary benefits that the airport delivers to help the region rebuild.

Resilience and meeting demand

We also want to contribute towards meeting national demand for aviation growth - including providing resilience (the ability to recover from disruption) within the London airport system - and cater for more Gatwick-specific demand within our catchment markets.

Gatwick as a single runway airport is full. This means it can struggle to recover quickly from routine but unplanned events or from more serious incidents. This can have disproportionate effects on airlines, airport staff and passengers. It can also impact on the local community as planes run late or adopt holding patterns for longer. With the Northern Runway Project, we estimate that the airport would be able to recover three times more quickly from disruption.

During the time it would take to gain approvals for (and build) the Northern Runway, we expect passenger numbers at Gatwick to grow through a combination of better year-round use of take-off and landing slots, larger aircraft, and higher average passenger load factors. But this will not be enough to meet demand, with London airports expected to reach maximum capacity by the mid-2030s.

We are now proposing sustainable growth using a runway that already exists, which means we could start delivering extra capacity by 2029, supporting growth and providing a significant economic boost to the region. Critically, investing in this vital infrastructure would also ensure greater resilience in the aviation system, including at Gatwick, and support new connections across the globe.

Economic benefits

In 2019, Gatwick contributed £8.3 billion to the UK economy and supported over 135,000 jobs. It was also the busiest it has ever been, with our single runway handling 46.6 million passengers.

Our proposals would deliver significant national, regional, and local economic and social benefits, including:

- **Economy and jobs:** economic growth means new jobs, more expenditure, supply chain opportunities, stimulus for inward investment and businesses moving into the area, and all contributing to increases in tax revenues.
- **Resilience:** dual runway operations would help increase route frequency, better manage disruption and reduce delays, particularly those due to recovery from unexpected events.
- **Competition:** greater competition offers benefits such as fare reductions, improvements in services for passengers and innovation to find more cost-effective ways of doing business.
- **Freight:** increases of up to 115% in freight compared with 2018/2019 levels would mean new opportunities for trade.
- **Tourism:** a vital gateway to the world for the UK's tourism industry, Gatwick was the UK's gateway for 5.5 million overseas visitors and their £4.7 billion of spending in 2017. These visitors supported 93,000 jobs and £1.2 billion in tax revenues. Growing our airport would ensure that we can support economic recovery for the region and continue providing an important access point for tourism.

Benefits of the Northern Runway Project

In 2038:

10,900
Local jobs

Gatwick Diamond

18,400
Regional jobs

Local + East & West Sussex, Surrey, Kent, and Brighton & Hove

20,300
Total

Local + regional + national

Up to £22 billion

The value of the Project to the wider economy over a 60-year period

33% more airport jobs

Jobs at the airport would increase from 24,000 (pre-COVID levels) to 32,000 in 2038

Over 50% skilled jobs

More than half of new airport jobs would be in higher and semi-skilled categories such as pilots, air traffic controllers and flight operations staff, customs, immigration, police, fire staff, and information technology roles.

Airport supporting facilities

We would need to change or relocate some of our existing facilities to accommodate the proposed changes to the Northern Runway. These changes would be largely within the current airport boundary.

We would also need to relocate the Central Area Recycling Enclosure (CARE), which processes most of the airport's waste and includes a biomass boiler flue.

This building would be up to 22m in height above ground level. The biomass boiler flue height is likely to be up to 50m above ground level.

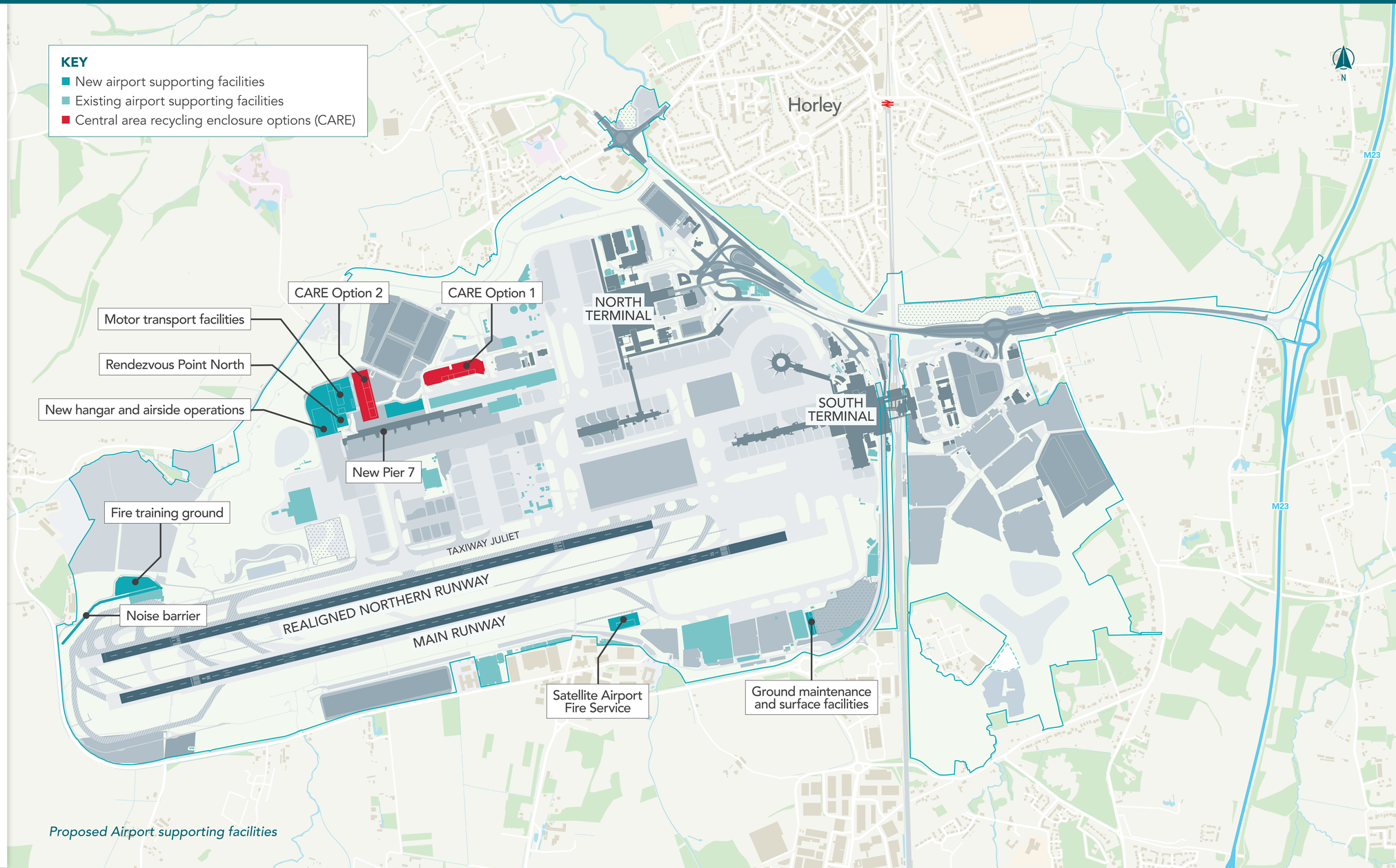
We are considering two potential locations for this facility:

- **Option 1:** to the north of the cargo hall (north east of the proposed Pier 7); or
- **Option 2:** to the north west of proposed Pier 7.

We are seeking views on which is the preferred location for this facility.

Other facilities would need minor alterations or changes, including:

- some cargo facilities would require internal improvements, but the facilities would not need to be expanded; and
- aircraft engine ground running for testing and maintenance would be undertaken on Taxiway Juliet, close to where it is currently undertaken.



Proposed Airport supporting facilities

Getting to and from the airport

To support the Northern Runway Project, our transport strategy aims to:

- continue increasing the overall share of passengers using public transport to get to and from the airport as passenger numbers increase;
- deliver improvements to local highways and junctions, where they are necessary to support Gatwick's growth and remain important to background traffic for local communities; and
- encourage and support greater use of public transport and active modes by our staff by further developing our cycling and walking strategy and improved facilities for both, along with further sustainable travel incentives.

Public and sustainable transport

Our proposals include specific targets for changing the way passengers and staff travel to and from the airport, including:

- 60% of passengers using sustainable transport by 2030 (from 48% in 2020);
- demonstrating clear progress towards 50% of passengers using rail by 2030 (from 42% in 2019); and
- 60% of staff journeys to work using sustainable transport by 2030 (from 39% in the 2016 Staff Travel Survey).

Forecourt charging has already been introduced to help us in our commitment to reduce 'kiss and fly' car trips, which are the least sustainable type of journey to the airport.

We are also proposing to improve the forecourts at both terminals to accommodate vehicles arriving at the terminals. Improvements would include routes providing access to car parks, pick-up and drop-off areas, and hotels.

Pedestrians and cyclists

Around 11% of Gatwick employees travel three miles or less to work by car, and many are within a comfortable walking or cycling distance.

We already provide more than 300 cycle parking spaces, along with locker and shower facilities for staff.

We are proposing to increase the number and quality of these facilities. We are also proposing to enhance footpaths and cycle paths to make it even easier for people to use them to get to the airport.

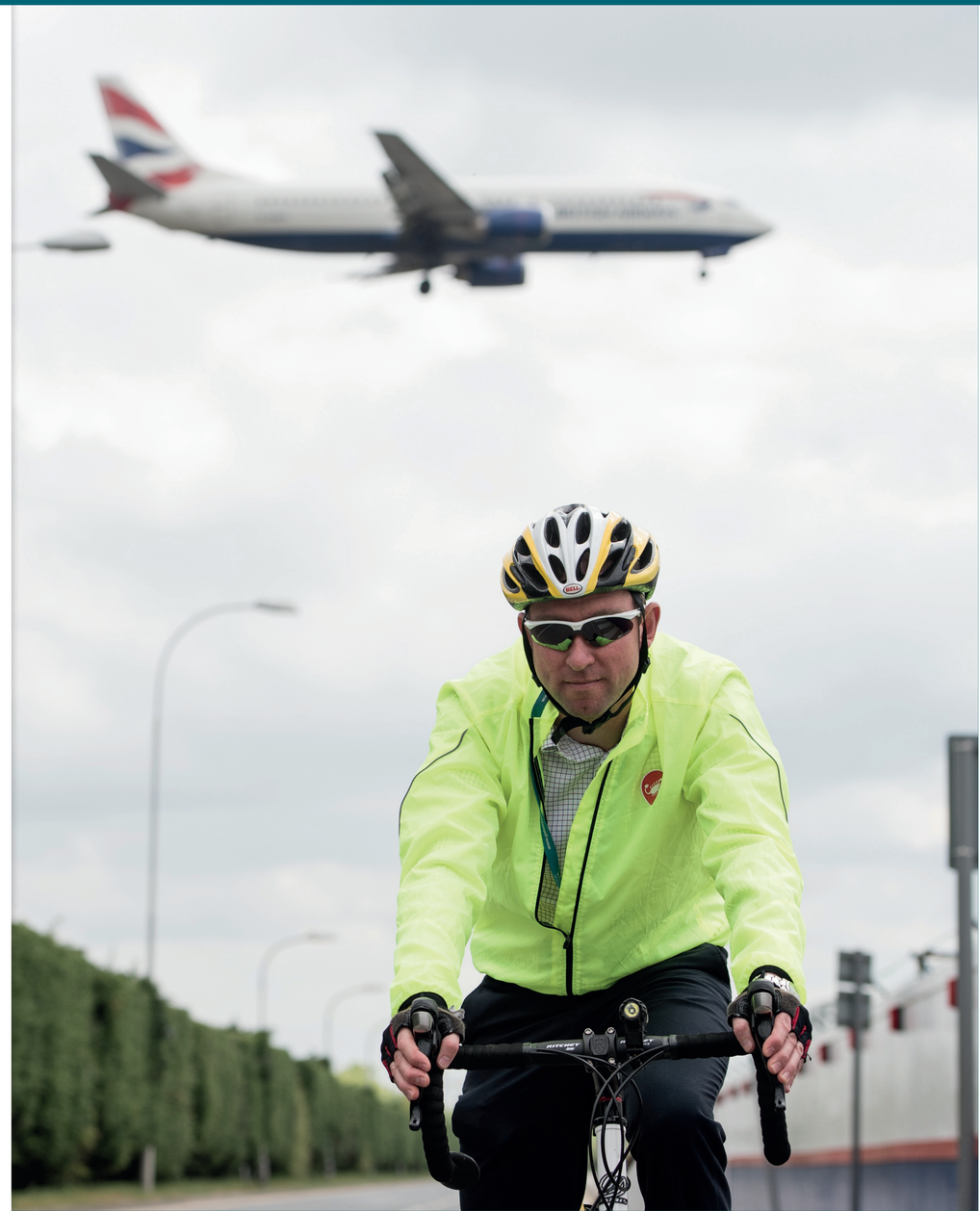
Rail

With 42% of passengers using the train for their trips to and from the airport we are proud to have a higher percentage of passengers travelling by train than any other UK airport.

Construction of a station upgrade, which will double the size of the concourse, add five new lifts and eight escalators to improve passenger flow, and widen two platforms is due to be completed by 2023.

Buses and coaches

The airport is served by frequent bus and coach services at both North and South Terminals. On average there are approximately 450 to 500 daily arrivals and departures, offering services to destinations throughout the UK. We are working with the local bus operator, Metrobus, to support more and better bus routes serving the Crawley and Horley areas, where a significant proportion of staff live, to increase their availability 24 hours a day.



Getting to and from the airport

Roads

Around 75-80% of airport-related traffic approaches Gatwick from the M23 Spur in peak periods. Most of this traffic travels to or from north of Gatwick with around a quarter to or from the south. This tendency for traffic to use the M23 is expected to continue with the M23 Smart Motorway, which was completed in 2020.

The remaining airport-related road trips are distributed in much smaller proportions across the local network to the north, west and south of the airport, such as the A23 and A217.

We are proposing changes to a number of junctions to add capacity and improve flow of the increased traffic volumes that are likely to result from our Northern Runway proposals.

These changes also take account of background traffic and are being designed with all users in mind.

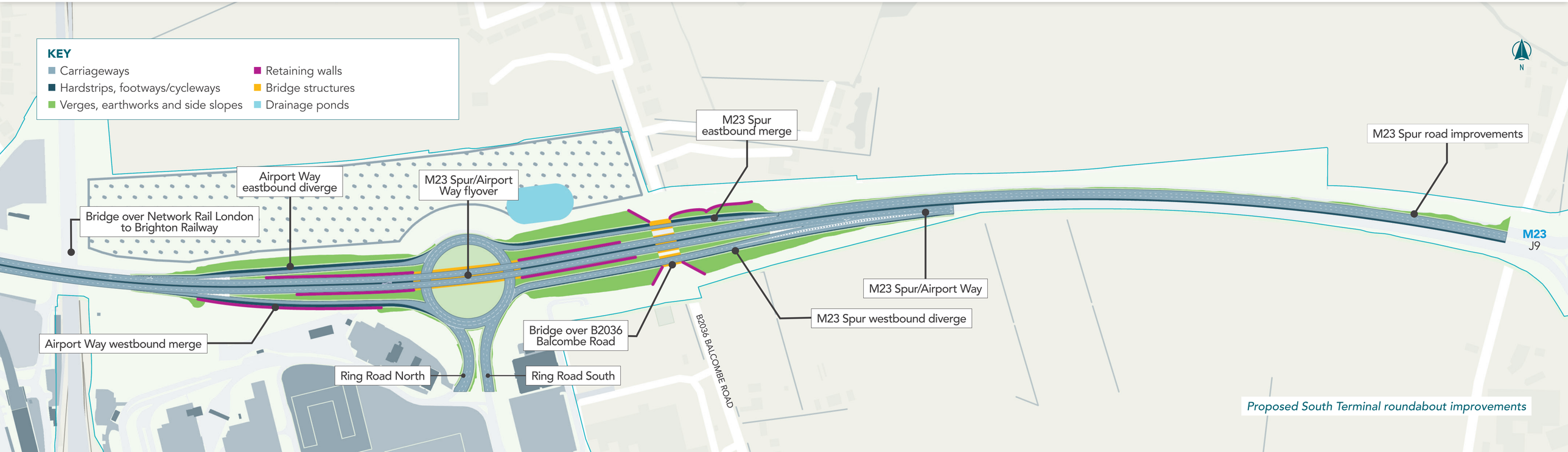
South Terminal roundabout

Also known as the Welcome Roundabout, the majority of Gatwick traffic passes through this roundabout.

We are proposing to introduce a flyover to take through-traffic above the existing roundabout by raising the M23 Spur/Airport Way.

The flyover would be approximately eight metres above existing ground level and around 130 metres long and would include a noise barrier.

The existing bridge over the B2036 Balcombe Road would require improvement works or replacement to allow the existing road bridge to be raised and widened to accommodate the flyover and any additional lanes that might be required as part of works to the eastbound M23 spur.



Proposed South Terminal roundabout improvements

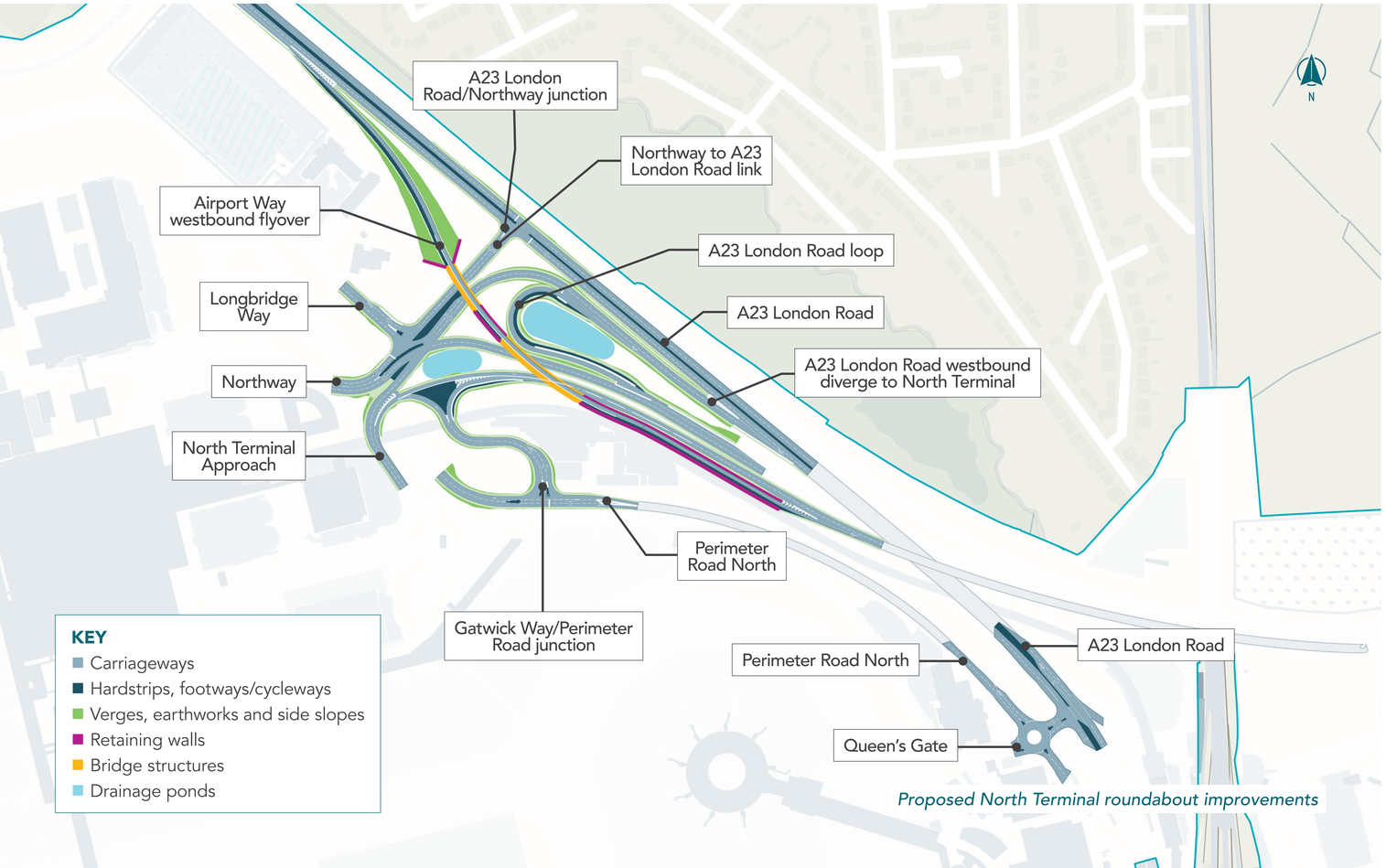
Getting to and from the airport

North Terminal roundabout

We are proposing to replace the current roundabout with a signal controlled junction and a new flyover between Airport Way (from South Terminal and the M23) and the A23 towards Horley.

A new signal controlled junction on the A23 would improve access southbound towards Crawley and reduce u-turning at Longbridge Roundabout.

A new noise barrier would be located along the flyover central section of the highway, while a second would be on a section adjacent to Riverside Garden Park.

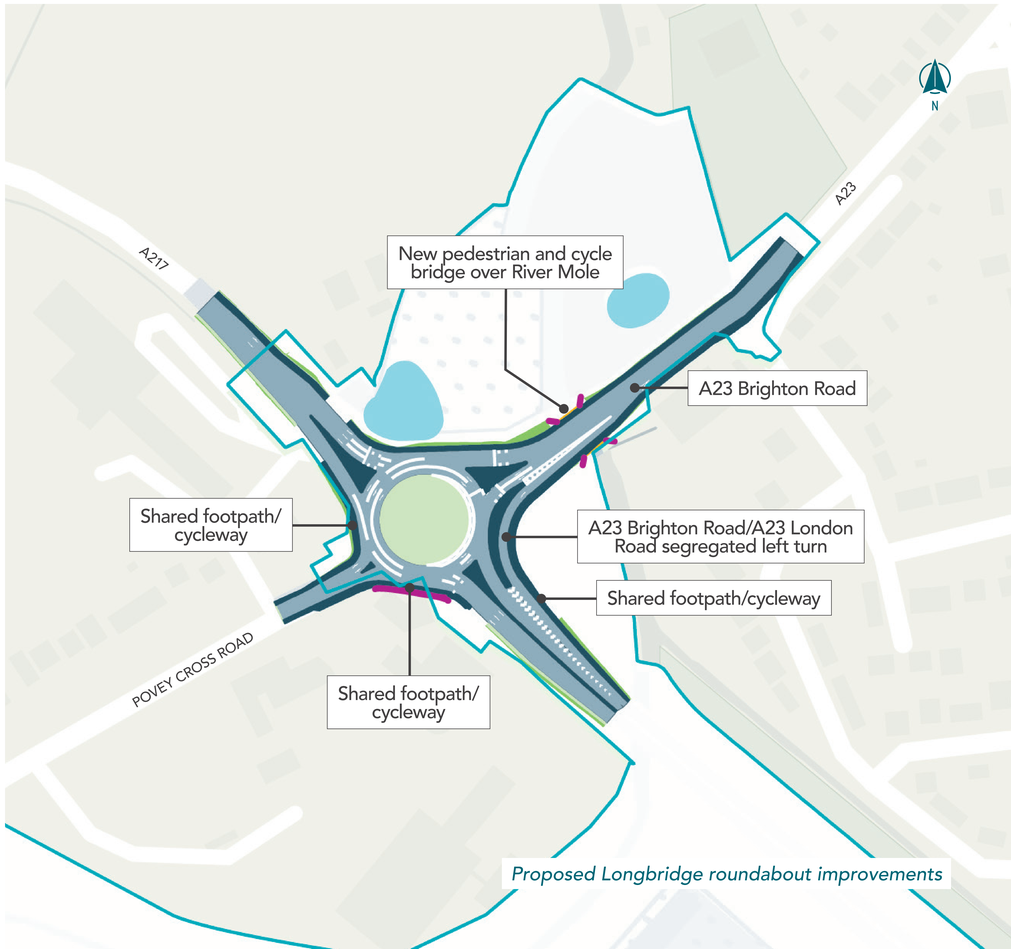


Proposed North Terminal roundabout improvements

Longbridge roundabout

The existing Longbridge roundabout is where the A23 London Road meets Povey Cross Road, the A217 and A23 Brighton Road.

We are proposing full width lanes throughout the junction, improved pedestrian crossings and extra capacity on exit and entry lanes.



Proposed Longbridge roundabout improvements

New hotels, offices and car parks

YOUR LONDON AIRPORT Gatwick

New hotels and offices

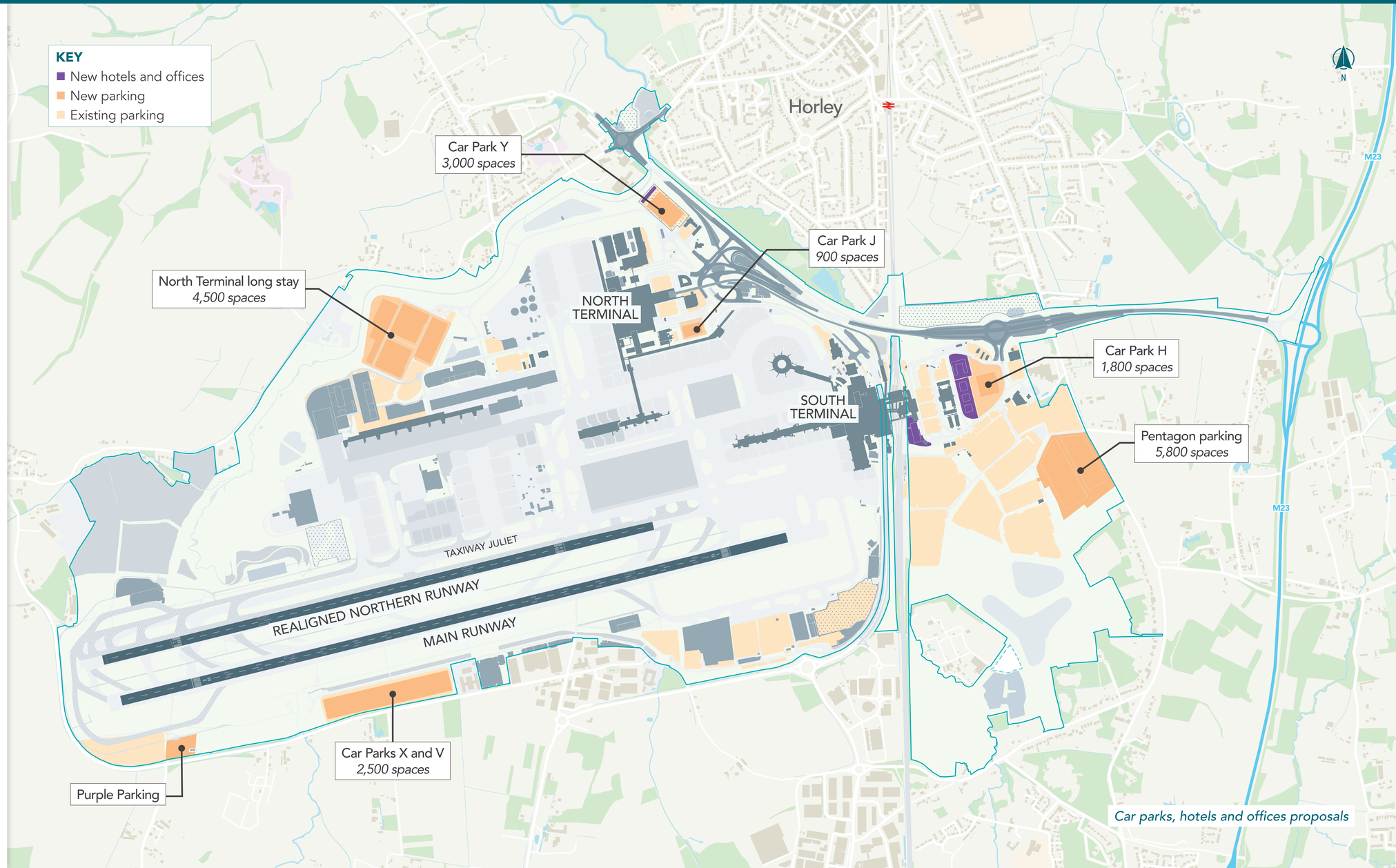
We are proposing three new hotels with a total capacity of up to 1000 rooms. These would be located at both the North and South terminals and at the current car rental location. We anticipate these would look similar to existing modern buildings.

We are also proposing three new office blocks on the location of the current car park H. These would be up to approximately 27m high with around 9,000m² of floor space.

Car parking

New car parking would be needed to meet the additional demand generated by the Northern Runway Project and to replace car parking spaces lost due to development associated with it.

Our proposals provide for an additional 18,500 spaces in a number of locations. As we continue to encourage sustainable modes of transport, it may be that not all of this proposed space for car parking is needed.



Car parks, hotels and offices proposals

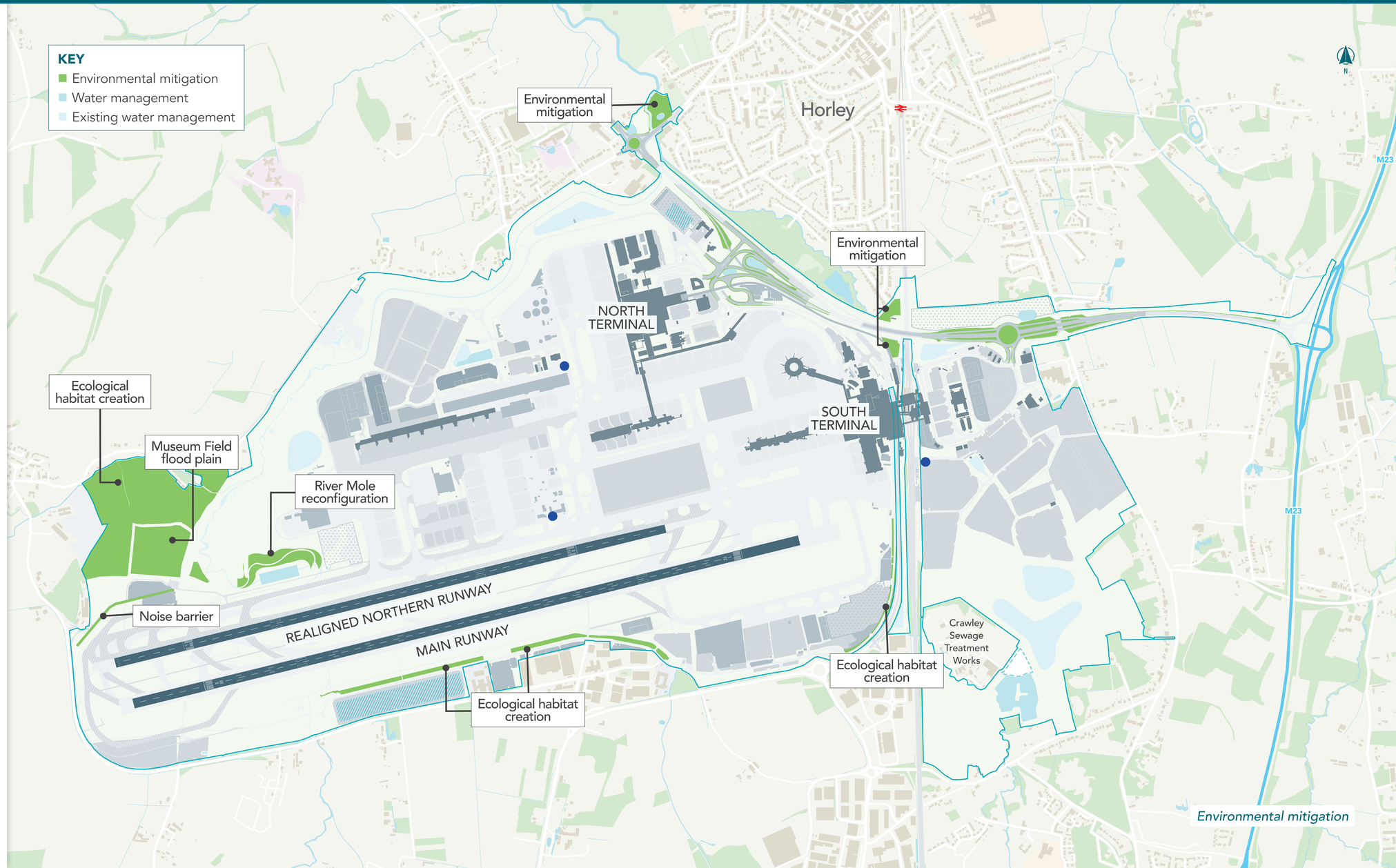
Landscape and ecological proposals

Our current landscape and ecological proposals include:

- a strategy to ensure green space is retained wherever possible and important environmental and community assets are protected. This would include the protection of existing significant hedgerows, woodland, trees, shrubs and wetland. Where possible, we would also make landscaping improvements and plant new trees next to construction areas or maintenance activities;
- provision of new public open space and footpaths, including a new area or areas at Horley, a new pedestrian and cycle bridge over the River Mole and associated publicly accessible land; and
- creation of new habitat including woodland, tree, scrub, shrub, wetland/ pond and grassland.

Several measures have been designed into the Project to reduce potential for landscape impacts, including:

- retention and protection of existing vegetation;
- proposed new planting;
- proposed new areas of open space;
- a lighting strategy;
- proposed earthworks/earth shaping; and
- proposed visual screens.



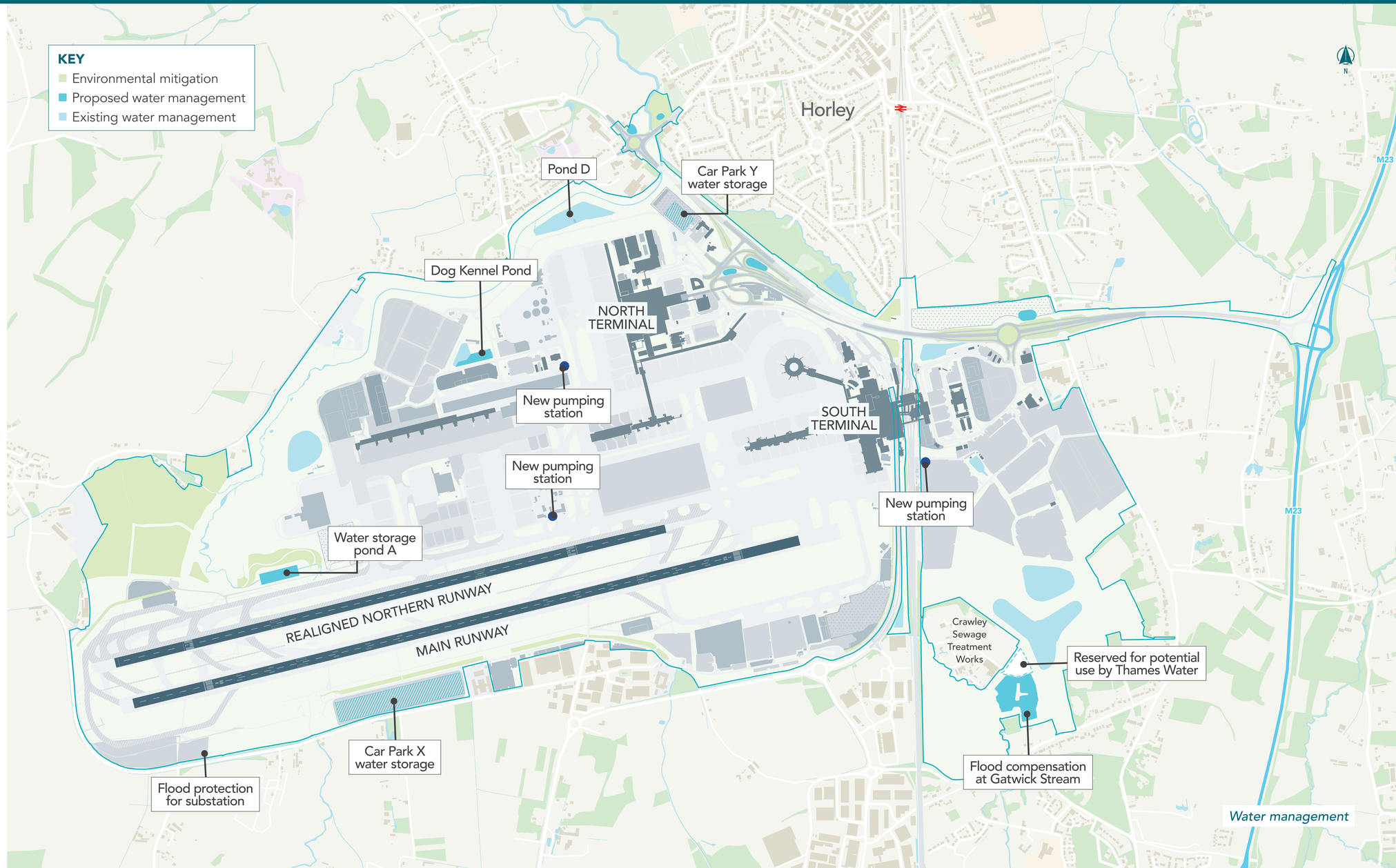
Water management

We are proposing changes to how the current water drainage and surface water run off systems operate to accommodate the new taxiway infrastructure and some of the associated development.

Our proposals for managing water include:

- creating an additional runoff treatment and storage area (including runoff from de-icing areas) underground beneath Car Park Y and an extension to the existing Dog Kennel Pond;
- relocating Pond A;
- diverting the River Mole corridor;
- providing additional floodplain capacity by:
  - lowering ground levels at Museum Field along the western airport boundary;
  - creating a new flood compensation area to the east of Museum Field;
  - lowering the existing ground levels under Car Park X;
  - creating a new flood compensation area to the east of Gatwick Stream, south of Crawley Sewage Treatment Works;
- works to realign the existing surface water drainage infrastructure along Taxiway Yankee, providing a connection to Pond D; and
- works to protect the existing Substation L from potential flooding.

Improvements to how we manage waste and foul water (used water from the terminals, hotels and new Pier) include proposals for three new pumping stations, a new pipeline to Crawley Sewage Works and improvements to some existing pipelines.



Construction

We are committed to being a good and responsible neighbour throughout construction, maintaining consideration of the community and for the environmental impacts of the development.

The details of construction methods, timing and phasing will be refined during the Environmental Impact Assessment (EIA), however we expect the core airfield works would take approximately five years from 2024 to 2029, with further works continuing at a lower intensity over the period to 2038.

A workforce of around 1,300 workers would be required during the peak periods of construction, which is expected to occur in winter 2026/27.

Construction logistics consolidation centre

We are examining the potential for use of a temporary logistics facility to allow scheduling and consolidation of deliveries to the appropriate work sites and to reduce the number of HGVs on local roads. If this facility is required, it is likely to be located at an existing facility, or a site with an existing consent for such use.

It would include warehouse facilities with loading/unloading docks, a secure airside screening area, material laydown areas, HGV parking, electric vehicle charging stations, driver welfare facilities and some limited parking.

Construction deliveries to the airport

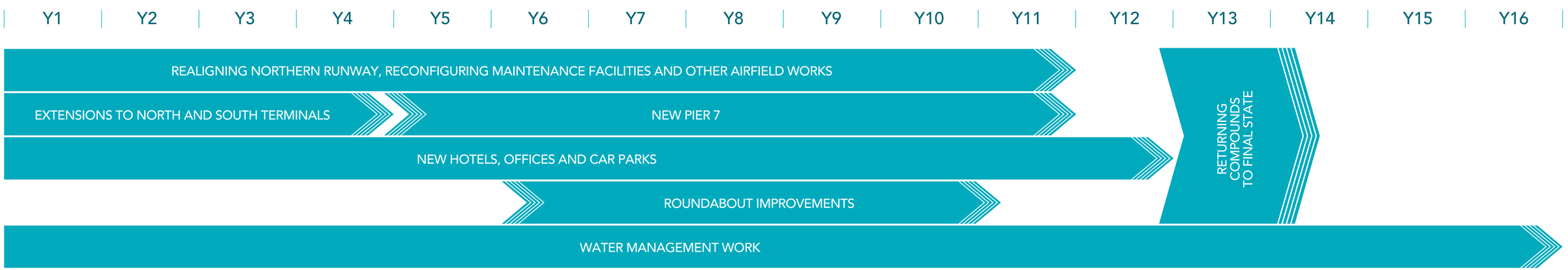
While there may be lane restrictions and short term closures while roads are being improved, disruption in peak traffic periods will be minimised.

To avoid impacts on public roads, deliveries of some construction materials and the movement of the workforce may need to occur overnight and at weekends. We are also proposing that all construction traffic would use Junction 9 of the M23, via the M23 Spur and Airport Way to access sites at the airport.

Construction working hours

During construction, the airport would continue to operate 24 hours a day, seven days a week. To maintain operational safety and minimise disruption, construction activity near existing runways and taxiways would take place at night when there are fewer flights.

We will further develop our proposals and discuss with local authorities and relevant regulators how we can minimise and reduce disruption and noise from construction.



Indicative construction phasing

Temporary construction compounds

At this stage, we anticipate needing a number of temporary compounds to support construction. While there may be a need for additional, smaller compounds, the main proposed compounds include:

The main contractor compound

Located in the south-eastern part of the airport, this compound would be around five hectares in size and be used by the majority of the construction workforce as well as the project management team. Facilities would include offices, concrete batching plants and storage areas.

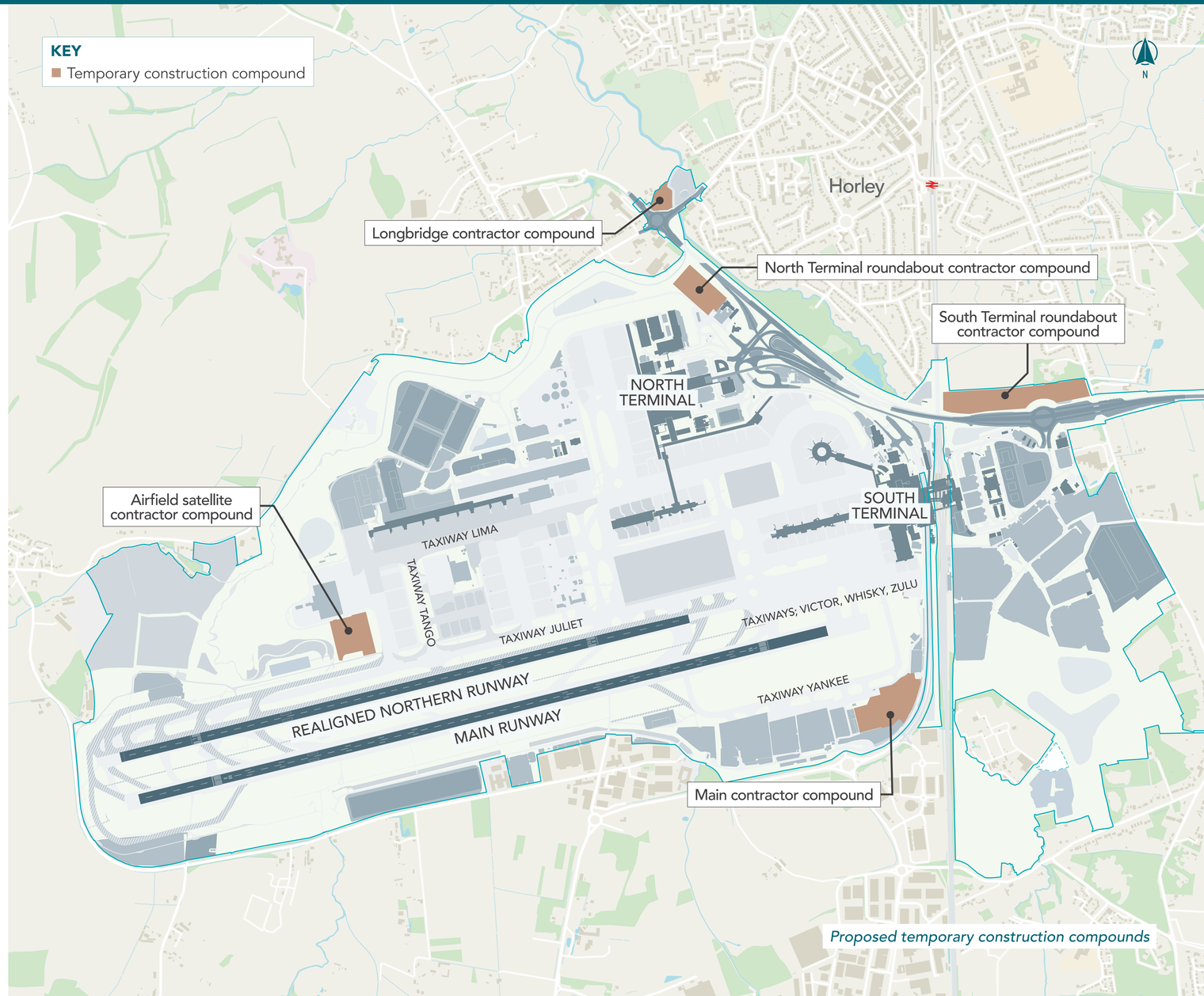
An airfield satellite contractor compound

Located to the west of Taxiway Uniform and south of the Boeing hangar, this compound would be around six hectares in size. It would include offices, one concrete batching plant with bulk material storage, a stockpile location, and access facilities for contractors such as parking and a bus terminal.

Three satellite contractor compounds that will also serve surface access (highway) works

1. Located to the north of the South Terminal roundabout, the compound serving the works here would be around two hectares in size. It would include offices, bulk material storage, laydown areas, and access facilities for contractors and supply chain vehicles, including parking and a bus terminal.
2. The North Terminal roundabout compound would be around 1.6 hectares in size. It would include offices, a concrete batching plant with bulk material storage, laydown areas, and access facilities for contractors and supply chain vehicles, including parking and a bus terminal.
3. A compound to serve construction at the Longbridge roundabout would be needed on land north of the roundabout, occupying an area of roughly 0.65 hectares. It would accommodate offices, short term material laydown and access facilities for contractors, including limited parking and a pick-up point for a workforce minibus.

Once works are complete, all the areas used for contractor compounds will be returned to their former uses.



Proposed temporary construction compounds

Managing and mitigating effects

Noise

We have assessed all potential noise that could occur as a result of our proposals, including

- air noise - from aircraft in the air, departing or arriving on a runway, up to 7,000 feet above ground level;
- ground noise - including aircraft taxiing and traffic within the airport; and
- road traffic noise outside the airport, including construction noise, however temporary.

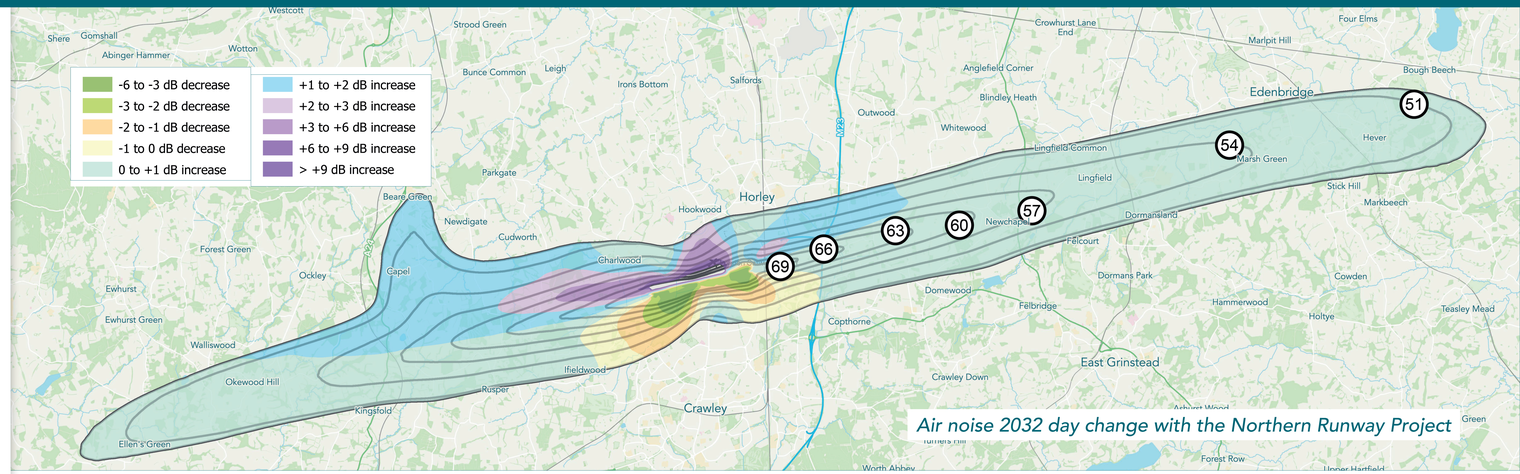
We anticipate that the current restriction of night flights would continue, thereby restricting noise exposure between 11.30pm and 6.00am.

We are proposing a variety of mitigation measures to address the impact of ground and construction noise, including:

- To reduce the effects of ground noise we are proposing a new noise barrier at the western end of the Northern Runway. It would consist of eight metre high bunding and a new noise mitigation barrier (up to 10m high and with a landscaped external face) adjoining the bund. The proposed barrier would be to the north of the relocated Taxiway Juliet and approximately 500 metres long.
- To reduce construction noise we are proposing a number of measures including quieter methods of working, screening, limiting hours of work and, a potential construction noise insulation scheme.

To reduce the impact of road noise we are proposing:

- a noise barrier stretching along the A23 on the edge of Riverside Garden Park;
- a noise barrier along the elevated section of the North Terminal roundabout flyover (facing Riverside Garden Park); and,
- a one-metre-high noise barrier along the north side of the elevated section of the South Terminal roundabout flyover.



Air noise 2032 day change with the Northern Runway Project

Managing and mitigating effects

Air noise

With aircraft continuing to use existing flight paths for dual runway operations, the main noise impacts from our proposals are expected to be predominantly as a result of the increased frequency of flights rather than new noise impacts over previously unaffected areas.

We are committed to achieving a balance between growth and noise reduction, with two key proposals designed to mitgate the effects on local communities.

Noise Insulation Scheme

Our proposed Noise Insulation Scheme includes two zones:

1. New Inner Zone, Leq 8 hr night 55dB contour (incorporating Leq 16hr daytime 63dB contour). Offering the highest level of noise insulation, we expect this new zone will apply to around 250 and 450 households during the daytime and night time respectively. It would include replacement acoustic glazing or internal secondary glazing to all windows, acoustic ventilators and blinds to noise-sensitive rooms as well as replacement doors to these rooms where necessary. It would also include acoustic upgrading of bedroom ceilings where necessary and possible
2. New Outer Zone, related to the Leq 16 hr 54dB contour. Provided for around 3,300 homes outside of the Inner Zone, this zone is proposed to offer acoustic ventilators for noise sensitive rooms, allowing windows to remain closed with ventilation.

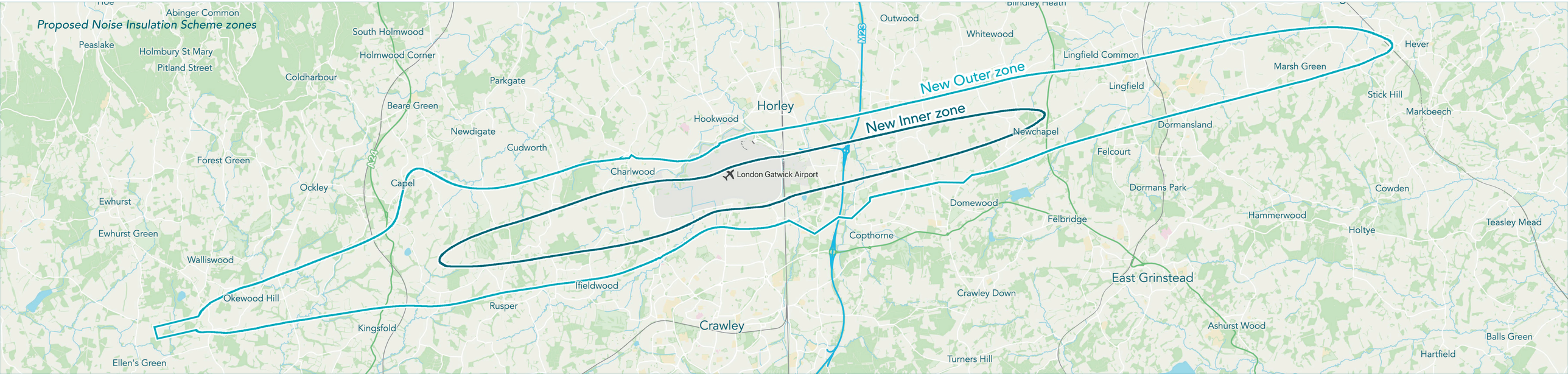
Residents who have previously taken up grants under the existing scheme will have the opportunity to apply for the new scheme.

A Schools NIS is proposed for all schools with noise sensitive teaching spaces within the forecast 2032 Leq, 16 hour 51dB noise contour. Where schools are concerned that aircraft noise could be affecting teaching, each classroom area would be surveyed to assess the effects of all types of noise including local road traffic. Noise insulation measures could include improved glazing and acoustic fresh air ventilation. We will work with the school to deliver a suitable noise insulation package if found to be required.

A new Homeowners Assisted Moving Scheme is proposed. It would offer homeowners who meet the noise level criteria as a result of the Northern Runway proposals a package to help them move if they chose to do so. The new scheme would start at the same time as construction of the Project begins.

Noise envelope

We are also 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 within it would not be exceeded. Those limits on noise would then be tightened further as aircraft movements grow, which would incentivise airlines and the airport to use quieter planes and guarantee that there would be less impact from aircraft noise than was experienced in 2019, even though the airport would have expanded.



Managing and mitigating effects

Climate change and carbon

Aviation currently accounts for 7.3% of UK carbon emissions but is expected to increase as a proportion in the future. The Government believes the benefits from aviation are vital to the UK's long-term economic prosperity and are also compatible with meeting greenhouse gas reduction targets.

Government policy points to a combination of areas to reconcile this, including developments in technology and improvements in efficiency alongside carbon offsetting - for example, by planting trees - and removal (taking carbon from the air and locking it away).

The recently published Transport Decarbonisation Plan and 'Jet Zero' consultation, set out a number of decarbonisation initiatives, including:

- a combination of improvements in aircraft and airspace technology and efficiency;
- accelerating moves to sustainable aviation fuel, for example from waste or bio resources;
- development of electric, hydrogen, or hybrid aircraft especially for domestic or short haul flights; and
- further net reductions in carbon through offsets or carbon removals.

The consultation confirms the Government's commitment to continuing to work with the airports and airlines to help deliver these initiatives.

We strongly support the Government's approach to cutting greenhouse gas emissions, including its commitment to cut emissions by 78% by 2035 compared to 1990 levels, and to reach net zero by 2050.

We also support the implementation of net zero aviation and are committed to low-carbon growth and playing our part. We are already playing a leading role and are proud to have been awarded the status of becoming the first carbon neutral London airport in 2017. We use 100% certified renewable energy to run the airport and, since 2010, carbon emissions from our buildings and ground vehicles have reduced by 50%, and energy consumption by 12%. Earlier this year we published our second Decade of Change policy, for the period to 2030. This sets out further commitments to achieve 80% reduction on 1990 Scope 1 and 2 emissions by 2030, with a longer-term goal to achieve 'net zero' before 2040. Scope 1 emissions are made directly from our own operations, for example, our vehicle fleets or the heating of our buildings; Scope 2 are emissions made indirectly, for example, from the electricity or energy we buy from others.

We are committed to the use of best practice measures to reduce greenhouse gas emissions throughout the construction process of this project, including the use of low embodied carbon construction materials, re-use of recycled waste materials, minimising the need to remove excavated material from site, deployment of low or zero carbon construction plant and equipment and the proactive management of construction related transport.

We are now developing a detailed Carbon and Climate Change Action Plan, alongside our updated energy and transport strategies, and intend to publish the draft Action Plan as part of our DCO application. This will set out how we will achieve emission reductions, including how we intend to encourage reductions in emissions in the control of our partners.

Making best use of Gatwick's runway capacity would enable the airport to grow whilst ensuring Gatwick does not compromise the net zero UK carbon target.

Air Quality

We have assessed the likely effects of the Northern Runway Project on air quality, including emissions from aircraft and road traffic. The results of our work show no significant effects for air quality are anticipated during construction or once the project is in operation.

We are proposing air quality mitigation measures to ensure best practice is followed during construction, including construction traffic management, construction workforce travel plans, dust management and the use of appropriate low/zero emissions vehicles, plant and equipment.