

A Second Runway for Gatwick

Our April 2014 Runway Options Consultation

YOUR LONDON AIRPORT
Gatwick

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Foreword



In its Interim Report published in December 2013, the Airports Commission included Gatwick in its shortlist of potential locations for the next runway in the UK. In 2015, the Airports Commission will recommend to Government where the next runway should be built.

We recognise that the local communities around Gatwick will have many questions about what a second runway at Gatwick would mean for them. The purpose of this consultation is to provide information about our options for a second runway at Gatwick and to give you an opportunity to tell us what you think about them.

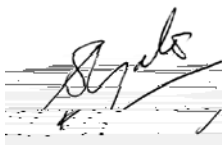
Every year, Gatwick contributes around £2 billion to the South-East's economy. We enable businesses to prosper, tourism to flourish, and 21,000 people to say they are proud to work at Gatwick.

I, and my team, know that the extensive social and economic benefits that Gatwick creates must be balanced with our responsibility for managing and where possible reducing our impact on the environment and local communities. We are committed to doing this to increase the sustainability of our operations.

At the Commission's request, we will soon be providing more detailed information about the runway option at Gatwick which they have shortlisted. However, this consultation is important because we will use the responses we receive to refine our plans and to help us reach a firm decision on the option we prefer. We will then ask the Airports Commission to take that option forward for further consideration as part of its evaluation process and subsequent advice to the Government.

I hope that everyone with an interest in the future of Gatwick will participate in this consultation and help us to shape our plans.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Stewart Wingate', written over a series of horizontal lines.

Stewart Wingate
Chief Executive, Gatwick

Section 1: Our consultation



This section of the document sets out the background to this public consultation.

We explain the work of the Airports Commission, which has shortlisted a proposed second runway at Gatwick alongside proposals for an additional runway at Heathrow.

We discuss the process of safeguarding land for a second runway at Gatwick, and we confirm that we remain committed to honouring the 1979 agreement with West

Sussex County Council which prevents construction of a new runway before 2019.

We explain that we have proposed three options for a second runway at Gatwick, and that we have ranked these in a provisional order of preference.

This consultation ensures that, from an early stage, you have a voice and are able to influence our plans for a second runway by telling us what is important to you.

Section 1: Our consultation

CONTEXT

The Airports Commission

In September 2012, the Government announced the setting up of an Airports Commission (the Commission), chaired by Sir Howard Davies, to consider the UK's runway capacity needs.

In December 2013, the Commission published an Interim Report which shortlisted possible locations for a new runway in the UK. A proposed second runway at Gatwick was shortlisted alongside proposals for an additional runway at Heathrow.

In 2015, the Commission will recommend to Government where the next runway should be built.

Safeguarded land

In 2003, the previous Government called for land for a second runway at Gatwick to be safeguarded. This is reflected in local planning policies, which restrict development in the safeguarded area. A 1979 agreement with West Sussex County Council prevents construction of a new runway before 2019 and Gatwick remains committed to honouring this agreement. However, the 1979 agreement does not prevent development of a second runway at Gatwick after 2019.

Development of Gatwick's runway options

Before a new runway can be built at Gatwick, its location must be decided. After considering a wider range of alternatives, we have identified three main options for the configuration of the runway and its associated infrastructure.

In our July 2013 submission to the Commission, we proposed three options for a new runway south of the existing runway. We have continued to develop these three options since then.

As we explain in Section 3 of this document, we have now analysed the options and we have ranked these in a provisional order of preference, with Option 3 being our preferred first choice.

This document provides information about the runway options we have been considering.

We have provided further policy context in Appendix 1.

We have provided, at the beginning of Section 2, a glossary of terms used in explaining our runway options.

The Commission's Assessment of Gatwick

In paragraph 6.74 of its Interim Report, the Commission stated: *"Gatwick Airport Ltd has proposed that a new runway should be constructed south of the existing one. It has identified three options: close-spaced, wide-spaced/dependent operation and wide-spaced/independent operation. The Commission's assessment has focused on the last – a runway over 3,000m in length spaced sufficiently south of the existing runway (at least 1,035m) to permit fully independent operation. This offers the greatest increase in capacity while still having relatively low environmental and noise impacts compared with some other potential sites. The Commission will, however, keep this under review as it takes forward more detailed development and appraisal. The proposal also includes related new terminal facilities and taxiways between the new and existing runways."*

The Commission's consultation

The Commission has said that it will hold a national consultation in the autumn of 2014.

It plans to present the promoters' refreshed designs of the schemes at Gatwick and Heathrow, and its assessments of the schemes' economic, social and environmental impacts and their viability.

Section 1: Our consultation

ABOUT THIS CONSULTATION DOCUMENT

This consultation document contains information about our shortlisted options for a second runway at Gatwick.

The document is organised in sections:

Section 1 (this section) explains the purpose and context of this consultation;

Section 2 provides details of our three shortlisted runway options; and explains their design features, economic benefits, and potential environmental impacts. The main differences between the options are the distance between the runways, the amount of land needed, the way the runways are used, and the passenger capacity;

Section 3 compares the options and explains the ranking of our options and our reasons for this (subject to the outcome of this consultation);

Section 4 explains how we work with our local communities and sets out how we propose to ensure that we compensate local communities most affected by development of a second runway;

Section 5 explains how you can find out more about our plans for a second runway, and how you can give us your views, including details of the events which we are holding during the consultation period.

NEXT STEPS

Spring 2014

- We consult on our runway options (this consultation);
- We submit more information to the Airports Commission about our second runway proposals for Gatwick.

Summer 2014

- We analyse all responses to this consultation;
- We improve our proposals by taking account of responses received;
- We submit the details of our preferred option to the Airports Commission;
- The Airports Commission assesses shortlisted schemes, including Gatwick.

Autumn 2014

- The Airports Commission consults nationally on shortlisted schemes.

During 2015

- The Airports Commission makes its recommendation to Government;
- Government decides whether to adopt Airports Commission recommendations.

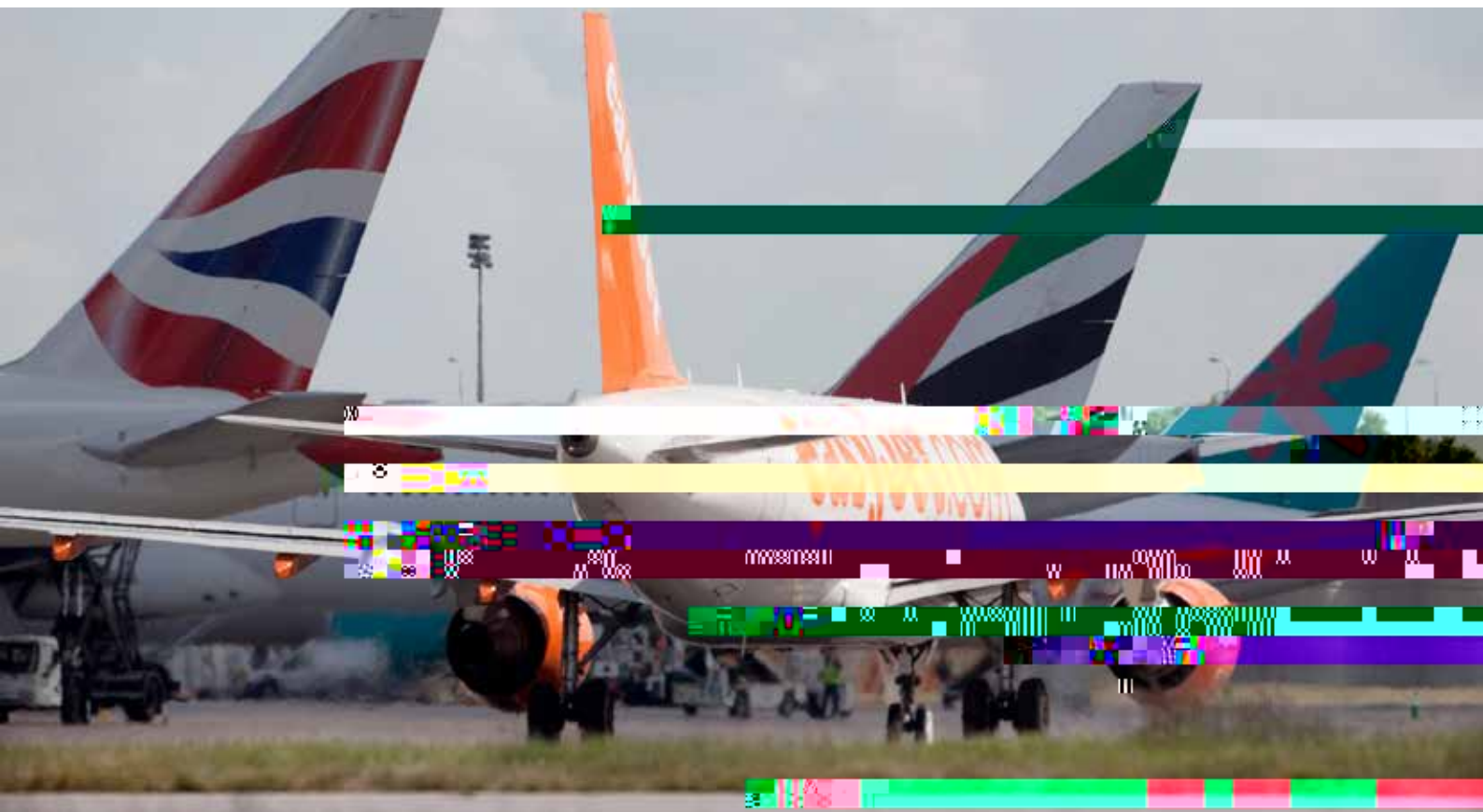
OUR CONSULTATION COMMITMENT

We take seriously our commitment to consult those interested in or affected by our airport's operation. This consultation is an opportunity for everyone with an interest in the future of Gatwick to help to shape the development of the airport.

We want to make sure that information is available to everyone who wishes to review it, and that anyone who wishes to express a view has the opportunity to do so.

We cannot promise to accommodate every suggestion made, but we will consider every view submitted to us and if we can respond positively, we will do so. If we can't, we will explain why.

Section 2: Our runway options



This section of the document explains the three runway options.

In Section 2.1 we explain features which are common to all three options, including the runway length of 3.4km, the location of the runway south of the existing runway and parallel to it, the location of cargo and aircraft maintenance facilities in the northern area of the airport, the diversion of the river Mole to the west of the airport, and the diversion of the A23 to the east.

In Section 2.2 we explain the differences between the options, including the distance between the runways, whether or not we build a new terminal between the runways, the way the runways are used, how many passengers would use the airport, and the amount of land we would need.

In Section 2.3 we explain our Airport Surface Access Strategy, including our plans for the Gatwick Gateway, a new high quality interchange to make connections between modes of transport easier and create new journey opportunities.

In Section 2.4 we set out the environmental effects of our options in terms of land and properties affected, air noise, ground noise, air quality, ecology, water, heritage, landscape and visual impacts.

In Section 2.5 we explain the economic effects of a second runway at Gatwick, including the number of jobs that we expect would be created and the value added to the economy as a whole by a two runway Gatwick.

GLOSSARY OF TERMS

Section 2 uses some technical terms

Section 2: Our runway options

“Pier” is a building providing passenger access to the aircraft parked around it. Gatwick South Terminal’s existing piers are numbered 1, 2 and 3. North Terminal’s existing piers are 4, 5 and 6. Pier 1 is currently being replaced with an upgraded facility.

“Planning capacity” means a forecast number of passengers used as a basis for design and assessment purposes.

“Remote pier” is a pier not directly connected to the terminal, usually connected to the terminal by an APM.

“Runway” is a paved surface designed for the landing and take-off of aircraft.

“Runway alternation” in segregated mode, means switching the arrival and departure runway for a period of time (for example half the day).

“Runway capacity” would be the theoretical maximum number of ATMs possible per annum for a given movement rate taking account of restrictions on night flights.

“Runway separation” means the distance between the two runway centre lines. Independent operation is possible with runway separation greater than 760m.

“Resilience” means ability to recover quickly from an operational disruption.

“Respite” in this context means a period of relief from noise from aircraft flying overhead. Respite can be provided by runway alternation or by reducing the frequency of movements.

“Safeguarded Area” In 2003, the previous Government called for land for a second runway at Gatwick to be safeguarded. The safeguarding is reflected in local planning policies. Development in the safeguarded area has since been restricted in case a second runway is supported by future national policy. The safeguarded area boundary is shown on Plans 1B, 2B and 3B at the back of this document.

“Segregated mode” means one runway is used only for landings, and the other used only for take-offs.

“Stand-by runway” is Gatwick’s secondary runway (called 08L/26R), used only when the main runway is not available for use. Gatwick’s main and stand-by runways are too close together to be used at the same time, so the stand-by runway is usually used as a taxiway.

“Surface access” means all types of ground based transport used to reach an airport, including rail, public transport and road.

“Taxiway” is a paved surface used by aircraft to move between a runway and an apron.

OUR OPTIONS EXPLAINED

We considered all realistic possibilities for a second runway at Gatwick, taking into account the existing layout and the local landscape. We considered locations north-west and south of the existing single runway airport as well as locations to the south which spanned the railway. We discontinued work on locations which, for environmental, cost or other reasons, we regarded as undeliverable.

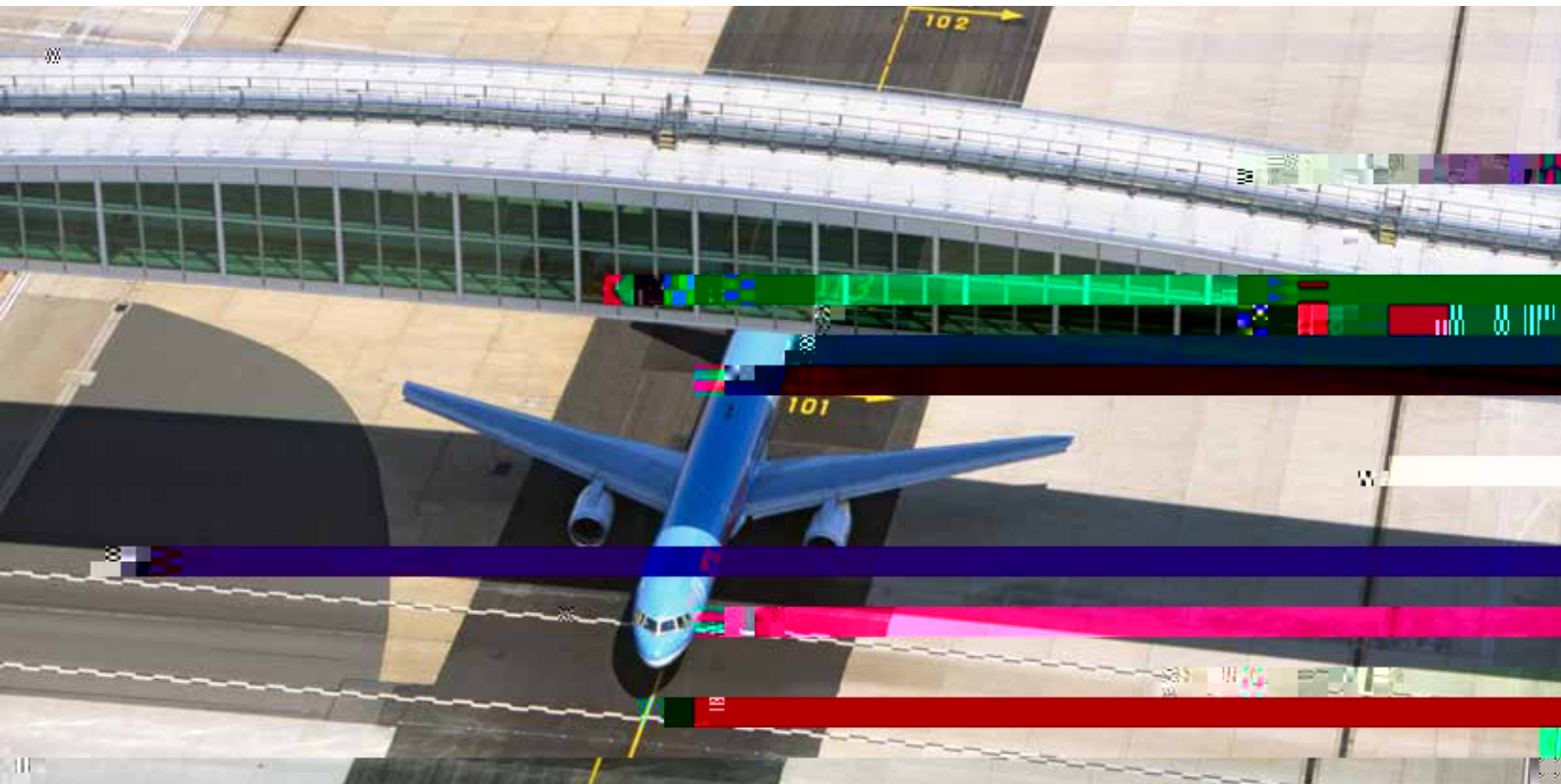
In Section 2 we explain the three runway options which remain under consideration. All three options are south of the existing runway and parallel to it.

The main differences between the options are:

- Distance between the runways (runway spacing);
- How the runways are used (operating mode);
- Passenger capacity (linked to the operating mode and runway spacing);
- Whether or not a new terminal is proposed between the two runways;
- The amount of land needed (linked to runway spacing).

The three options are summarised below:

We have forecast passenger growth for each option, and these forecasts suggest throughp BD0.01 Tc (o)JTnce between thTj0 anO49(the



The following features are common to all three options:

Planning capacity of the existing airport

With the mix of flights we see today at Gatwick, our capacity is between 40 and 45 million passengers per annum (mppa). For planning purposes, so we can design the right size of future terminal and apron infrastructure, we have used a planning figure of 42 mppa as the capacity of the existing single runway airport.

We have thought about the future of both terminals in the context of a second runway, including possible replacement of the existing terminals. Both terminals have been expanded and refurbished in recent years and a significant investment programme is ongoing. We would therefore keep the existing North and South Terminals in all three options.

Aircraft types

Aircraft can be categorised by size:

- Code F (e.g. Airbus A380) wingspan up to 80m;
- Code E (e.g. Airbus A350 & Boeing 70 & Boei00

Section 2: Our runway options

2.1 Features common to all options

standards so we would build the new runway to the Code F standard width for new runways of 60m. Gatwick's existing runway

Cargo and aircraft maintenance facilities

We would locate all cargo and aircraft maintenance operations together in the northern apron. This enables good landside and airside access and is consistent with our current published master plan.

We have indicated how many aircraft maintenance hangars we believe would be needed in 2050 for each option. The need for any hangars, and their size, will depend on the requirements of the operator. We understand the potential visual impact of large aircraft hangars in the area between Charlwood and Povey Cross, and we will

East of the railway line, the route for diversion of the A23 is designed to avoid loss of listed buildings and minimise loss of woodland. The A23 also avoids the scheduled monument at Tinsley Green.

The Crawley Sewage Treatment Works is not affected by the A23 route.

South-east of the airport in the Manor Royal area, the boundary would fall within the existing industrial areas close to the railway line. Aircraft would queue here before departing on the new runway so we would build a section of noise wall here to reduce aircraft noise.

The A23 would then run to Rowley Farm (which is Grade II* listed). The Farm would be lost to development in Options 2 and 3 and retained in Option 1.

Crawter's Brook runs west of Rowley Farm. It would be diverted at the point where it crosses under the new A23 to run west around the airport in a new river corridor. The new river channel would allow the Brook to follow a more natural course within its corridor than it does at present.

After the A23 turns southwards, the river corridor of Crawter's Brook would continue west and form the new boundary of the airport. At the point where the new channel reaches the River Mole, the water courses would join and then run in the same channel. Just west of this point, a landscaped earth bund would rise and run westwards ending to the north of Ifield Hall. The river corridor would then provide the outer boundary to the airport, around the western ends of the new and existing runways, until it re-joins the current channel of the River Mole to the east of Charlwood.

On plans 1B, 2B and 3B at the back of this document we have shown the existing single runway airport boundary, the proposed boundary for each option, and the boundary of the safeguarded area.

Flood risk management

Our proposals take into account the predicted effects of climate change by incorporating measures to ensure the design does not increase flood risk to areas inside or outside the airport.

In December 2013, unexpected and unprecedented levels of river flooding and rainfall at and around Gatwick led to serious disruption to passengers. David McMillan, a Non-Executive Director of Gatwick has undertaken a full review of events and has recommended clear actions to ensure the airport becomes more resilient to flooding and that potential impacts of flooding at Gatwick on communities upstream and downstream of the airport are assessed.

We fully endorse the report's recommendations. The findings and recommendations will set flood alleviation measures for the existing

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Section 2: Our runway options

2.1 Features common to all options

Upper Mole catchment, protecting the airport from flooding, as well as protecting other properties that are currently at risk. We expect this project to proceed with or without the second runway.

For all options we would remove the River Mole from its existing culvert under the existing runway, and divert the river around the new western boundary of the airport. This new river corridor would provide a better aquatic habitat and reduce flood risk. Plans 1A, 2A and 3A at the back of this document show the proposed corridors for diversion of the River Mole and Crawter's Brook.

We will provide balancing ponds to manage and control surface water flows into local rivers. These would also contain measures to transfer any polluted run-off water for treatment. The size and location of the ponds would be subject to detailed design development, but locations are shown indicatively on Plans 1A, 2A and 3A at the back of this document.

Construction phasing

Before the new runway can be built, the A23 needs to be re-aligned and rivers diverted. Once the land is available and road and river diversions are completed, the runway can be completed and brought into service.

Passenger demand will grow over the years and we would not need to build at the outset the whole of the development for which we would seek development consent. We would accommodate demand by building in phases. The design of facilities would be flexible to allow for future reconfiguration.

Opportunity to re-provide lost commercial premises

All options result in the loss of existing industrial and commercial property around the airport, including to the south in Lowfield Heath and in City Place. Options 2 and 3 also result in the loss of property in the northernmost parts of Manor Royal. We have identified an opportunity to provide replacement land in the area east of the railway. Whilst not strictly for airport operational requirements, we believe this is an important opportunity to address the impacts of these options. The allocation of land for this purpose would require some intensification of other land use, for example decking of car parking.

We would be particularly interested in hearing the views of those local residents and businesses that would be affected by the second runway development (as well as the employers, companies and representatives of those whose premises would be lost) on this potential opportunity to provide replacement land for industrial and commercial use as part of the second runway development.

Minimising impacts on local communities

We are very aware that, although Gatwick brings economic and employment benefits, the airport also affects our local communities mainly through noise, air quality, views of the airport and additional traffic.

We are committed to maximising the sustainability of our operations. This means that we carefully consider the environmental, social and economic effects of everything we do, and try to find an acceptable balance between negative and positive impacts.

Our aim is to design the best airport we can, ensuring that we minimise the impact on our neighbours. In designing our runway options, we have sought to reduce and mitigate their predicted negative impacts and improve their environmental, social and economic performance.

We have managed to avoid some potential impacts through the careful positioning of the boundary. By this means we have avoided, for example, impacting some areas of ancient woodland, listed buildings and ancient monuments. We have also avoided a number of industrial, residential and

Section 2: Our runway options

2.2 Option descriptions



Option 1: Southern close spaced parallel runway Dependent segregated mode

- In Option 1, the new runway would be closer to the existing runway than the minimum separation of 760m needed to provide independent operations;
- Therefore runway operations in Option 1 would be **dependent**. This would provide more capacity than a single runway, but it does not provide as much capacity as a pair of independent runways;
- For our planning, we have used a maximum combined hourly movement rate of **70 aircraft movements per hour**, compared to the 55 that is possible on the single runway;
- One runway would be used for arriving flights and the other used for departing flights. This is known as **segregated mode**;
- The runways in Option 1 are too close together to provide an additional terminal and stands in the space between them, so all such capacity would need to be accommodated in the existing North and South Terminals and northern apron.

Example of dependent segregated mode operations:

An aircraft in the final stages of landing on one runway will cause the temporary pause of operations on the other runway. An aircraft waiting to take-off on the other runway can line up but it will not be given take-off clearance until the landing aircraft has touched-down and is decelerating.

Option 1 is illustrated in Plan 1A at the back of this document, which shows the two runway airport as it would need to be when operating in 2050.

Plan 1B at the back of this document shows the single runway airport for comparison purposes, the proposed boundary for Option 1, and the Safeguarded Area boundary.

Operation of the runways

All aircraft using the new runway would have to cross the existing runway to access the parking stands.

For air traffic control, it is better for aircraft to cross a departures runway than an arrivals runway. When crossing a departures runway, a departing flight can be cleared for take-

Terminal and apron capacity

All the terminal and apron capacity for Option 1 would be provided on the northern side of the airport.

Given that the expected capacity of the existing terminal and northern apron is around 42mppa, we would need an additional 24mppa capacity by 2050.

This would be achieved by expanding the North Terminal to the south and providing a new remote pier to the west of the terminal. This would take the capacity of North Terminal to around 45mppa which is approximately double its current capacity. The North Terminal can be expanded more easily than the South Terminal and space is available in the northern apron for a new remote pier.

The new North Terminal remote pier would provide new aircraft parking stands designed for a range of aircraft types from Code C to Code F size as required. The remote pier would be connected to North Terminal by an automated people mover (APM) system. This could run above the ground around the northern edge of the apron, or could be below the ground connecting more directly with the terminal extension.

We believe that doubling the capacity of North Terminal is technically feasible. However, the terminal would need to continue to operate during expansion, which does make the construction process significantly more complex and costly than building a new terminal in a non-operational environment.

Ancillary support facilities

Section 2: Our runway options

2.2 Option descriptions

Option 2:

Southern wide spaced parallel runway

Independent segregated mode

- In Option 2, the new runway would be far

Option 3:
Southern wide spaced parallel runway
Independent mixed mode

- In Option 3, the new runway is positioned at a sufficient distance from the existing runway to enable the **independent** operation of the runways;
- The method of runway operation for Option 3 would be **mixed mode**, meaning that both runways are used for arrivals and departures;
- We have used a peak hour capacity figure of **95 aircraft movements per hour** in our planning;
-

Table 3 2030
Option 3
Planning Capacity





GLOSSARY OF TERMS

This section uses some technical terms,

“Fastway” is a group of high quality fast bus services operating along sections of guided busway and dedicated bus lanes to offer a comfortable, reliable and efficient alternative to travel by car.

“Free flow crossing” is a project to be completed in 2014 to remove toll booths from the M25 Dartford Crossing, speeding up journey times and reducing congestion.

“GATCOM” is a statutory advisory body constituted by Gatwick in accordance with the Civil Aviation Act 1982 (as amended by the Airports Act 1986) to represent local business, community, environmental and passenger groups.

“Gatwick Area Transport Forum” was created in 1998 as a partnership of local authorities, government bodies, transport operators, airport companies and local business representatives to guide the improvement in surface access for Gatwick.

“Gatwick Passenger Advisory Group” is a sub-group of GATCOM which monitors and advises on passenger related aspects of the airport. The group is a statutory body.

Section 2: Our runway options

2.3 Proposed Airport Surface Access Strategy

“**Sustainable modes**” are means of travel which improve the physical well-being of users or result in a positive environmental impact compared with single occupancy travel in a vehicle powered by a petrol or diesel engine.

“**Sustrans**” works with communities, policy-makers and partner organisations to support cycling and creation of healthier, cleaner and cheaper transport.

“**Thameslink Programme**” is a committed £6.5bn rail project currently under construction and scheduled for completion

in 2018, which will improve services and provide new trains and connections crossing London from north to south (focused on the route between London Bridge and St Pancras).

“**Transport for London (TfL)**” is the local government body responsible for managing and developing most aspects of the transport system in the London area.

“**Transport interchange**” is used to describe a location where passengers can switch from one mode of transport to another.

Section 2: Our runway options

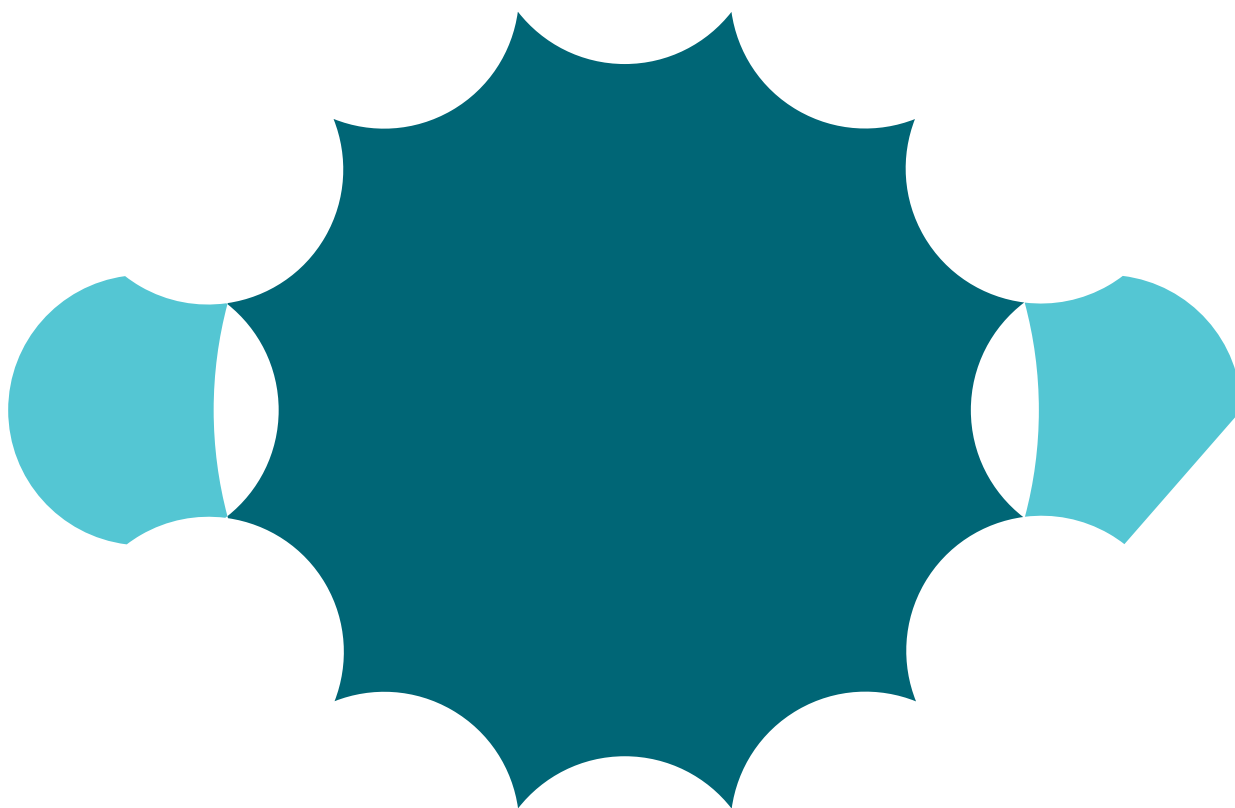
Section 2: Our runway options

2.3 Proposed Airport Surface Access Strategy

THE GATWICK GATEWAY

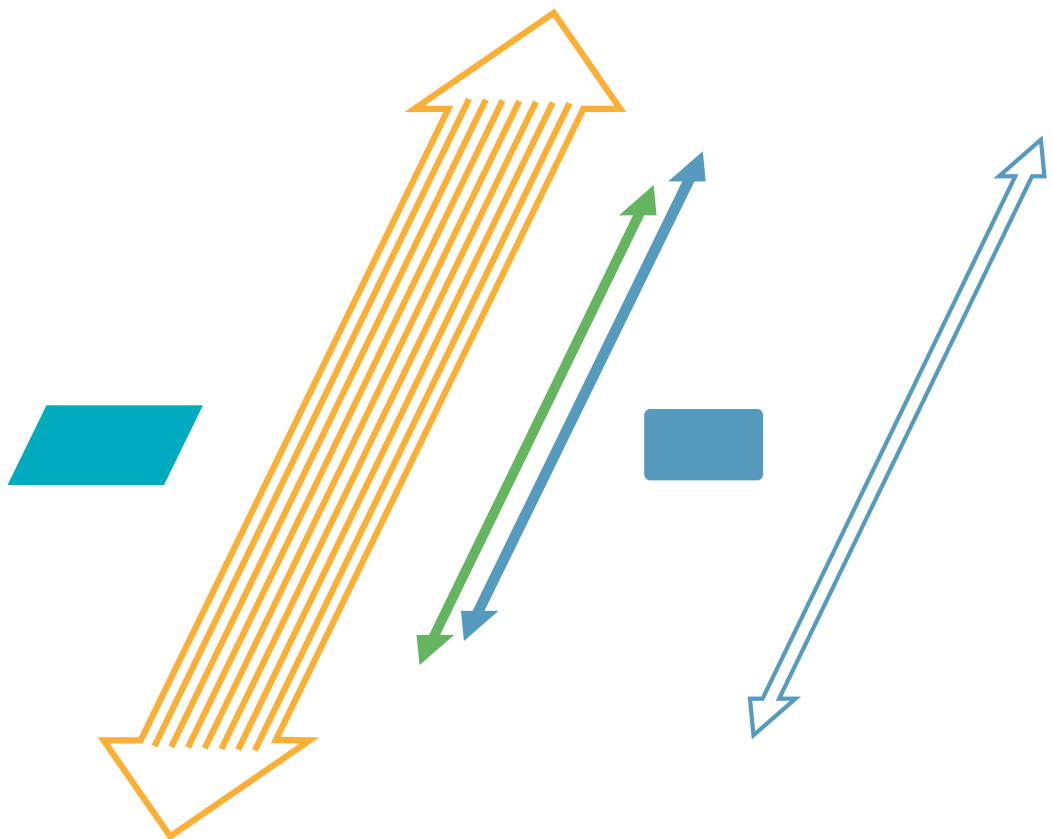
We have a clear vision for a new transport interchange at Gatwick to serve the airport and the local community – the Gatwick Gateway.

The Gatwick Gateway will be focussed around the airport's main surface transport facilities. It includes the rail and road network, and supports bus, coach, car, taxi, goods vehicle, cycle and pedestrian movements.



In December 2013 the Government announced a £50m contribution to help develop the railway station concourse, which would be a key element of the first phase of the Gatwick Gateway. This first phase work is not dependent on the second runway development and should be complete by 2020. Our railway station is by far the busiest airport rail station in the UK and concourse capacity and better access to platforms would be needed to improve levels of service and support growth. More people would be travelling through the station with a second runway and we would ensure that the new concourse has the space we need for growth.

FIGURE 5: THE GATWICK GATEWAY – SEAMLESS INTERCHANGE



improvements that are value for money. Our studies show that increases in both commuter and air passenger rail trips up to 2040 can be accommodated with better performance and less crowded peak hour trains than today.

These schemes would help us to increase our public transport mode share to 60%, but we would support Network Rail and Government to go further to deliver long term capacity for beyond 2040. This would be part of plans for future spending between 2025 and 2040.

Once the committed Thameslink Programme, which is not dependent on the second runway development, is completed in 2018, Gatwick will have direct services to 175 stations, over 1,000 railway and London Underground stations with just one change, and will be served by a train into London every three minutes on average.

A high quality Gatwick Express is essential for our future growth. The Department for Transport agreed our request to make sure that the new Thameslink franchise retains the four trains per hour service, non-stop to London Victoria. There are aspects of the current Gatwick Express service that we would like to improve, such as making the trains themselves more user friendly and accessible, running them for more hours in the day and having all trains (including in the morning and evening peaks) starting or ending at Gatwick. These have been discussed with the companies bidding to be the new operator and we understand that they have proposed a range of possible improvements. We will continue to work with the successful bidder, and with the Department for Transport, to progressively improve Gatwick Express. This will occur whether or not the second runway development is built.

We believe that rail could attract a higher mode share than it does now, to as much as 50%, if all the measures in our strategy are implemented. We could achieve this because the new connections we propose don't

Our Priorities for Rail

- Gatwick Gateway and station improvements (committed and planned);
- Dedicated, non-stop, premium Gatwick Express to London Victoria (committed);
- Thameslink direct services to Gatwick for Cambridge and Peterborough (committed);
- Redhill Station improvement and better services to Guildford, Reading

CONNECTED – BUS AND COACH

We want more passengers and staff to travel by bus and coach as well as rail. On average, over 500 coaches arrive and depart from Gatwick each day along with eight different local bus services calling over 400 times a day, direct to our terminals.

Our Passenger Transport Levy is today used to support services and routes, and helped to fund the successful Fastway network. We work with Metrobus to ensure that areas where most airport employees live are well served, with buses linking the airport with Crawley, Horley, Horsham and East Grinstead. Staff receive discounts on National Express and Metrobus with smart card and mobile ticketing technology on local buses.

We would help fund new services and improve existing ones to serve a second runway development where there is a good business case, enhance the passenger experience and provide better facilities. National Express and Metrobus are already committed to work with us to develop new routes. We would make buses and coaches more attractive and accessible by supporting operators investing in information, smart ticketing and other initiatives. We would support new schemes, via the 'Fastway 2 and 3' concept funded with a contribution from the Passenger Transport Levy.

Bus and coach services would benefit from new facilities at the Gatwick Gateway. The new area for buses and coaches would mean simpler journeys and better connections, with a comfortable, enclosed waiting area on two levels.

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Section 2: Our runway options

2.3 Proposed Airport Surface Access Strategy

CONNECTED – ROADS

Gatwick has direct access to the national strategic road network via the A23, M23 and M25. A large area of potential employment and economic growth is within easy reach of Gatwick. Our plans ensure a balance between the needs of the airport and our local communities. The proposed improvements would provide extra resilience in the overall road network.

A bigger airport would increase road traffic on main roads, even with efforts to increase public transport use and other measures to minimise car traffic. However, growth in non-airport background traffic would be greater than the traffic generated by a second runway so our improvements make sure all users benefit.

More than three quarters of our traffic uses the M23 to travel to or from the airport so does not use the local roads. At the M25, airport traffic accounts for less than 10% of total traffic at peak times. On local roads (excluding both the M23 and A23 south of Crawley) beyond 3km from the airport boundary, less than 15% of all traffic is associated with Gatwick.

The Highways Agency is leading a study for the M23 and M25 to develop solutions to manage traffic growth. Extra capacity will reduce congestion and improve accessibility before 2025, with or without a second runway including:

- M25 Dartford Free Flow crossing, eliminating toll booth queues (2014 completion);
- M25 Smart Motorway between junctions 5-7, to increase capacity (2014 completion);
- M25 controlled motorway between junctions 7-8, to improve traffic flow (2019 completion);
- M23 Smart Motorway between junctions 8-10, to increase capacity (2021 completion);

- A23 Handcross to Warninglid carriageway widening, to improve safety (2014 completion).

We want to see further improvements to the roads directly around Gatwick, to increase capacity for all journeys and allow local traffic to flow efficiently. We have tested our proposals, and analysis shows shorter journey times for all traffic in 2040 with our road improvements for a second runway, compared with the existing network and no second runway at Gatwick in 2025.

Improvements focus on providing safe, reliable journeys and predictable journey times, and add local improvements to the committed investment in the strategic highway network. The improvements we are proposing, which would proceed with a second runway development, are summarised in the following paragraphs.

M23 Access to Gatwick

We would improve Junction 9 of the M23 to nearly double its capacity. This means adding a new free flowing slip road over the existing roundabout to allow for better access between the M23 and the A23 south towards Crawley. It would also increase capacity for airport access and provide for separate routes to the North Terminal (and Horley) and South Terminal (and Crawley), which would benefit both Gatwick and other traffic.

The combination of committed M23 and M25 improvements and proposed local road changes give enough capacity to cope with background growth and airport traffic from a new runway and provides wider benefits by improving access to Horley and Crawley.

Local roads and access to Gatwick

The second runway development would require local road improvements. These would balance capacity for airport access with connectivity for local communities.





Section 2: Our runway options

2.3 Proposed Airport Surface Access Strategy

Our plans would also include an integrated and clearly signposted network of pedestrian routes to replace the disconnected paths that would be lost under the boundary changes. A linear park could be created south of the airport which could include footpaths overlooking the proposed river diversion from Crawter's Brook to the River Mole. The river corridor could link to National Cycle Route 21 and could provide a safe and attractive pedestrian and cycle route parallel to the A23, connecting to Balcombe Road, Antlands Lane and the Gatwick Gateway.

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In this section we explain the environmental effects of the three options.

We have undertaken environmental analysis of our options, with specialist consultants providing expert advice. Our options were assessed by each consultant for their topic area. We have grouped the analysis into the following categories:

- Land take, land classification and properties affected;
- Community facilities affected;
- Air noise, ground noise and air quality impacts;
- Ecology, water

Section 2: Our runway options

2.4 Environmental and social effects of the options

Air and ground noise

Aircraft today are much quieter than they were in the past and will be replaced by even quieter aircraft in the future. However, our second runway development could see the number of planes landing or taking off at Gatwick double by 2050 compared to the first runway. This is because they will be able to take off and land more frequently. The number of aircraft taking off and landing at Gatwick is expected to increase from 435,000 in 2018 to 1.1 million in 2050. This is a significant increase and will have a major impact on the surrounding area. The number of aircraft taking off and landing at Gatwick is expected to increase from 435,000 in 2018 to 1.1 million in 2050. This is a significant increase and will have a major impact on the surrounding area.

Table 8 54dB LAeq,16hr noise contours and 57dB LAeq,16hr noise contours	Contour area (km ²)	Population in contour (thousands)	Households in contour (thousands)
54dB LAeq,16hr noise contours			
Existing runway at Gatwick (2040)	64.1	7.7	3.1
Option 1 (2040)	85.2	10.2	4.1
Option 2 (2040)	109.0	25.9	10.0
Option 3 (2040)	118.3	31.1	12.0
Option 2 (2050)	113.3	25.2	9.7
Option 3 (2050)	124.1	30.6	11.8
57dB LAeq,16hr noise contours			
Existing runway at Gatwick (2040)	35.4	3.1	1.3
Option 1 (2040)	46.6	2.7	1.1
Option 2 (2040)	61.0	10.8	4.1
Option 3 (2040)	64.7	14.4	5.6
Option 2 (2050)	62.4	11.3	4.3
Option 3 (2050)	66.9	14.2	5.5

The Government uses daytime air noise contours, based on the LAeq noise measure, to assess the effects of air noise to people living around airports. Each contour shows the area exposed to noise at a certain level.

- The Government's Aviation Policy Framework supports use of the 57dBA LAeq contour to mark the approximate onset of community annoyance;
- A larger contour (54dBA LAeq) is increasingly used to provide a further indicator at a lower level of noise;

Today, some 3,650 people live within the 57dBALAeq noise contour area. By 2020/21 the number of aircraft movements on the existing runway will have increased and we predict that the population living within the 57dBALAeq will be 4,9n noond we

Table 9 Noise Sensitive Buildings	Schools / Nurseries		Hospitals		Places of Worship	
	54dBLAeq	57dBLAeq	54dBLAeq	57dBLAeq	54dBLAeq	57dBLAeq
Existing runway at Gatwick (2040)	10	3	0	0	10	2
Option 1 (2040)	12	3	0	0	10	1
Option 2 (2040)	24	6	1	0	18	2
Option 3 (2040)	31	8	1	0	19	5
Option 2 (2050)	25	8	1	0	18	4
Option 3 (2050)	29	10	1	0	20	7

Air quality

Existing air quality in the area close to the airport is generally good.

Our current performance, which we commit to maintain, is zero breaches of air quality limits.

Our modelling confirms that development of a second runway at Gatwick would maintain air quality conditions at levels significantly within all national and EU mandatory standards.

We work in partnership with the companies operating at the airport to reduce Gatwick's air quality impacts. We encourage our partners to fly cleaner and quieter aircraft, operate cleaner and more efficient vehicles, and encourage their passengers to use public transport.

We set out in Section 2.3 the targets we are setting ourselves to reduce single occupancy car journeys and further increase public transport use.

An Air Quality Management Area was designated in Horley in 2002 due to a risk that concentrations of nitrogen dioxide (NO₂) might not meet the Government's annual average objective of 40µg m⁻³ (micrograms per cubic metre), on the Horley Gardens Estate. We continually monitor Gatwick's impacts and use the data to inform improvement programmes.

We have investigated whether any of our options would lead to concentrations exceeding the relevant national standards at Horley and in other locations close to the airport. We have concluded that they will not.

We have assessed the effects of each

Water

All existing rivers are shown on Plan OA at the back of this document. Routes of proposed river diversion are shown on Plans 1A, 2A and 3A at the back of this document.

The River Mole, Crawter's Brook and Man's Brook flow north through and around the existing single runway airport. They join with the Gatwick Stream at Riverside Gardens Park in Horley.

All options lead to the loss of some areas of land within the two runway airport boundary that currently provide flood storage during

Table 11 Water resource issues	Option 1	Option 2	Option 3
Floodplain loss (m3)	88,000	88,000	88,000
Volume of surface water attenuation required	65,640	188,301	189,488

Section 2: Our runway options

2.4 Environmental and social effects of the options

Ecology, heritage, landscape and visual impacts

The closest sites of international importance for nature conservation are the Mole Gap to Reigate Escarpment Special Area of Conservation (SAC) 9.5km to the north, and Ashdown Forest Special Protection Area (SPA), SAC and Site of Special Scientific interest (SSSI) 12km to the south-east. There are also several other SSSI, the closest of which is Glovers Wood ecological SSSI, 1.7km to the west.

We do not expect any effects on any of these sites from any of the Options.

Options 2 and 3 would result in the loss of around 15ha of the Willoughby Fields local nature reserve, which was designated in 2012, and includes the sports pitches of Crawley Rugby Club. This site, which has public access, is bordered by the River Mole, has two large meadows and extensive hedgerows. If Option 2 or 3 was taken forward for development consent in the future, we would work closely with Crawley Borough Council and the Rugby Club to identify and deliver appropriate replacement of these facilities.

All options would be likely to have some effect on woodland which would fall within the new two runway airport boundary. Options 2 and 3 affect about 4ha more ancient woodland than Option 1. We are focusing design efforts to retain some of this woodland within the airport boundary and are optimistic that the likely effects may yet be further reduced.

Outside the airport boundary, there would be further effects on ancient woodland and trees

subject to tree preservation orders. We are likely to need to reduce the heights of trees which fall within the zones which must be kept clear of obstacles so as to provide clear take-off and landing paths for the safe operation of aircraft. We will work closely with the CAA and our airline stakeholders to minimise such off-site impacts wherever possible.

All options may affect habitats supporting European Protected Species. Great crested newts and bats are already known to be present on the existing single runway airport and in the areas surrounding it. We will work closely with Natural England and other authorities to develop mitigation to avoid, reduce, and where necessary compensate for such effects.

Table 13 shows effects on other nature conservation sites and particular features of importance which may be affected.

Listed buildings and archaeologically sensitive sites

Table 14 below shows listed buildings within the development boundaries, scheduled monuments and known archaeologically sensitive areas. No options affect Grade I listed buildings (the most valuable type of listing).

Options 2 and 3 affect two more Grade II*, and five more Grade II listed buildings than Option 1. We recognise that other historic buildings are likely to be affected, and also that there may be effects to the settings of some listed buildings due to air noise or visual effects. For example Option 3 would be likely to generate some more noise impact on the Grade I listed Hever Castle than the other options.

Table 14 Cultural heritage features directly affected	Option 1	Option 2	Option 3
Grade I	0	0	0
Grade II*	3	5	5
Grade II	9	14	14
Scheduled monuments	0	0	0
Known archaeologically sensitive sites	3	3	3



Section 2: Our runway options

2.4 Environmental and social effects of the options

No options directly affect scheduled monuments (SMs). In Options 2 and 3 the new development would border the Ifield Court SM and be closer to the Tinsley Green SM.

We will work closely with heritage authorities on how we should deal with listed buildings which would be affected, including exploring options to incorporate buildings within the development options, or to relocate them to new sites.

Landscape character

No nationally designated landscapes would be directly affected by any of the potential runway development options for a two runway airport.

The northern boundary of the High Weald Area of Outstanding Natural Beauty (AONB) is about 3km to the south-east of the existing airport beyond Crawley. The Surrey Hills AONB is some 8km to the west of the existing airport. It is possible to see Crawley, Horley, and the existing airport from some elevated locations of both AONBs. Further to the north east is the Kent Downs AONB which is a little over 15km from the airport. The South Downs National Park lies beyond the High Weald AONB some 24km to the south of the airport.

We expect that where the existing facilities are visible, the expanded airport would be too. In due course we will prepare more detailed analyses comprising predicted zones of visual influence, and using photographic montages to show how the new development would appear. For longer distance views, there would be little difference between options.

More locally, West Sussex and Surrey County Councils, and Crawley Borough Council have defined landscape character areas around

Gatwick. Table 15 below shows that for all three options the proposed development would affect mainly the WSCC “Northern Vales” landscape character area which lies to the north of Crawley. Options 2 and 3 have a more southerly boundary than Option 1, which means that more of this area would be affected. We have included landscaping bunds and planting at selected areas of the boundary to help reduce views locally.

For all options there is likely to be very little change to the northern boundaries of the airport in comparison to the south. For Option 1, however, because there is less space between the runways, more development would be needed within the existing airport boundary to the north-west to provide for passenger terminal facilities and aircraft parking stands. This part of the airport boundary lies within 1km of Charlwood, the historic core of which is a Conservation Area.

An increase in building density in this location as required by Option 1 would, therefore, be more likely to result in impacts for Charlwood than either of the other two options.

For Options 2 and 3, the south-western boundary at Ifield Court would be within 500m of the northern edge of the Ifield Village Conservation Area boundary.

To the south-east, the realigned A23 would run alongside the airport operational boundary for all options. For Options 2 and 3 the airport boundary would fall within industrial areas as opposed to the more open space which presently exists between industrial areas to the north of Crawley and the airport.

Table 15 Landscape character areas directly affected (ha)	Option 1	Option 2	Option 3
Crawley	17.1	39.4	39.4
Northern Vales	377.2	536.2	542.4
Open Weald	5.5	5.5	5.5

Section 2: Our runway options

2.5 Economic effects of a second runway



Gatwick is recognised as having a positive impact on the local economy. At the heart of this are the jobs that are created as a direct or indirect result of the airport operation. In turn, job creation brings demand for housing in the local area, which must be carefully managed.

This section sets out the local, regional and national economic effects which a second runway development would have.

GLOSSARY OF TERMS

We use some technical terms in this section which are explained below:

“Catalytic employment” or **“attracted employment”** is a term used to describe the proposition that some companies with no obvious connection to the airport may choose to locate close to it as a result of its economic significance and good quality surface access connections. This could lead to clustering of some activities, which then generates other employment to service this cluster.

“Direct airport related employment” means those working directly for employers with a specific reason to locate on or around the airport.

“Gatwick Diamond” is a well-established area which relates to both planning and economic development activity across both the public and private sectors.

“Gatwick Diamond Authorities” are Crawley, Epsom and Ewell, Horsham, Mid Sussex, Mole Valley, Reigate and Banstead, and Tandridge.

“Gross Value Added” is a measure of economic gain resulting from development.

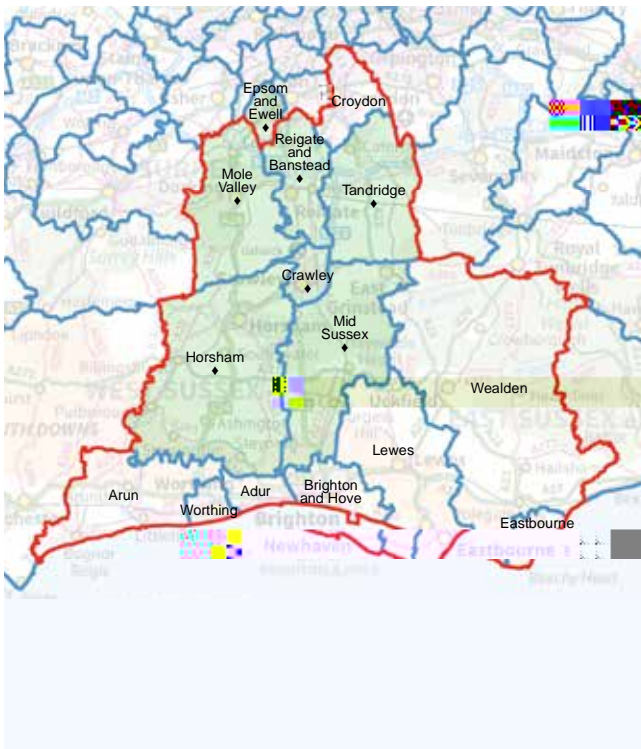
“Indirect employment” means those working indirectly for employers with a specific reason to locate on or around the airport.

“Induced employment” means the jobs created through direct and indirect workers consuming goods and services in the local area.

“Productivity” is an economic measure of output per unit of input. In employment terms, productivity improvement means achieving the same output with fewer staff. Therefore low productivity improvement results in more job creation for a given level of economic growth than high productivity improvement.

LOCAL ECONOMIC EFFECTS

In our July 2013 submission to the Airports Commission, we set out some initial analysis



Section 2: Our runway options

2.5 Economic effects of a second runway

Airport related housing

We have agreed a methodology to assess future housing demand with our local authority working group. There are many factors to take into account when forecasting housing growth, since one new job does not equate to a need for one new home. Many new jobs would be filled by the local population, either by unemployed workers, young people entering the workforce, or people switching from a job outside the area, to working locally. Also, not all people moving into an area for airport related jobs will need a new home, as there may be more than one airport related worker in each new household.

Taking all of these factors into account, and assuming a maximum increase in airport related jobs of 17,500 (Option 3, 2050/51), the highest estimate of additional households moving in to the Study Area specifically associated with those jobs and requiring new housing is 7,000. This represents 4.1% of the additional households forecast to 2050/51 based on zero net migration.

About one third of the demand for new housing (2,400 homes) would arise within the Diamond (4.3% of additional households). If current planned levels of house building are assumed to continue to 2050/51, the new housing implications are about the same. Overall, whilst the Gatwick Diamond sees most of the employment increase, it has a lower proportion of the potential housing growth because of current commuting patterns.

REGIONAL ECONOMIC EFFECTS

A two runway Gatwick will make a positive contribution to economic activity in the wider region, including Central London, South London, Docklands, Kent, Sussex and Surrey.

We have considered the issue of 'catalytic' and 'attracted' employment across the wider region. We anticipate clustering of some activities in locations including Croydon, London Bridge and Brighton which then generates other employment to service these clusters.

We are working with Croydon Council to ensure that it benefits from direct, indirect and catalytic effects as a result of its location on the main rail line between London and Gatwick.

These catalytic effects are distinct from those arising from employment that can be traced directly back to the operation of the airport itself. We will carry out a detailed Economic Impact Assessment to quantify these as part of the development process.

We have commissioned further detailed analysis of the likely regional economic effects and we will report our findings later this year.

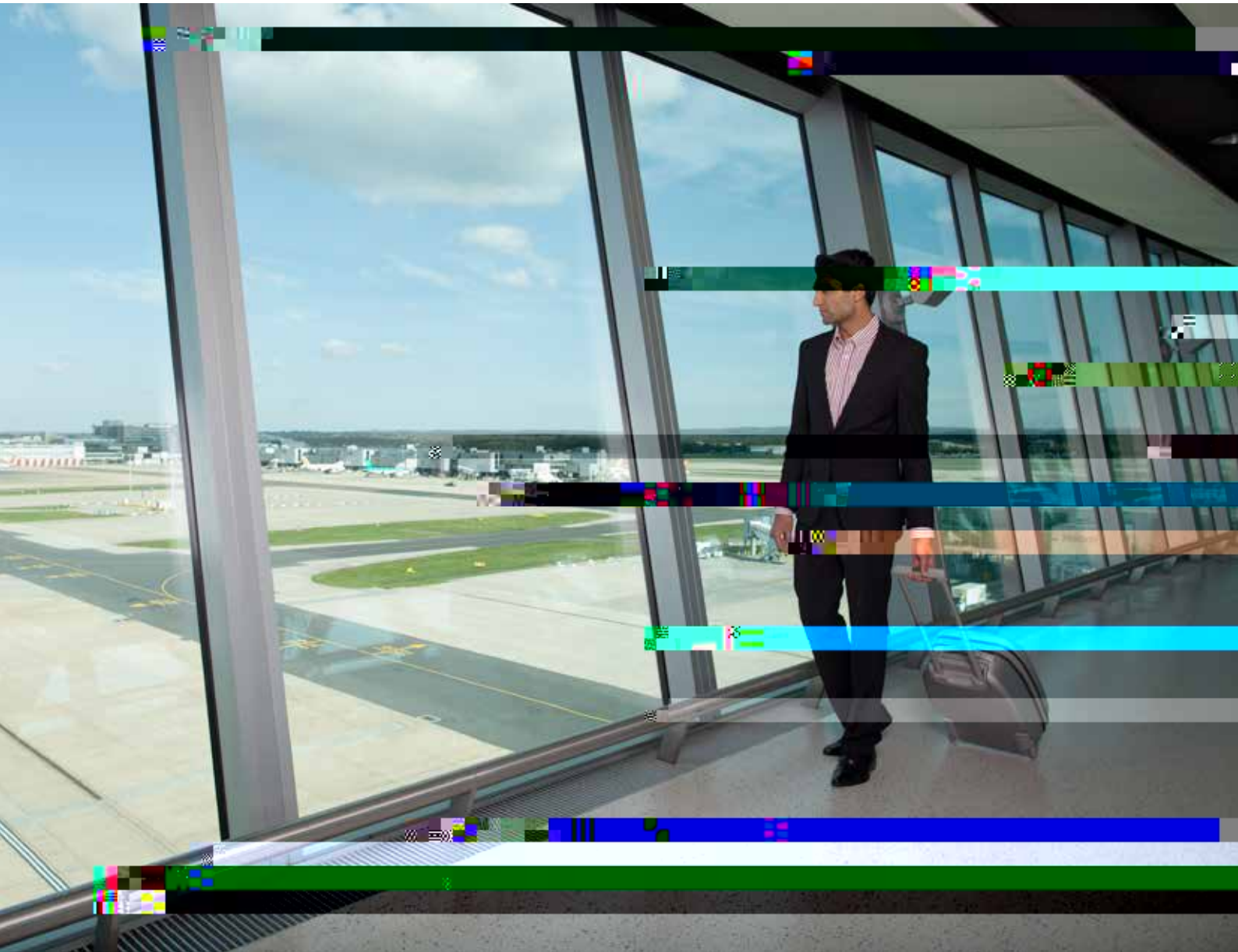
WIDER NATIONAL ECONOMIC EFFECTS

A fully utilised second runway at Gatwick would enable the airport's traffic to grow to between 66 mppa and 90 mppa depending on the option selected. Our analysis suggests that the higher growth options, (Option 2 and particularly Option 3), would enable demand for air travel in London and the South-East to be met until at least the 2040s.

The Commission has assessed the wider impacts of the capacity constraints on the economy at between £30 billion to £45 billion between 2021 and 2080, which could be alleviated through additional runway capacity. Both Options 1 and 2 would deliver less economic benefit, compared with Option 3; with Option 2 delivering around 10% less economic benefit than Option 3 (c.£26-40bn), with Option 1 delivering half of the economic benefit of Option 3 (c.£15-23bn).

We have commissioned further detailed analysis of the wider national economic effects and we will report our findings later in the year.

Section 3: Our evaluation of the options



This section of the document explains how we evaluated and ranked the options in a provisional order of preference in terms of strategic fit, economy, surface access (road and rail), environment, people, cost, operational viability and deliverability.

We have reached the provisional view that Option 3 has the best performance overall, followed by Option 2, then Option 1.

We will use the responses to this consultation to refine our plans and to help us reach a firm view on the option we prefer. We will then ask the Airports Commission to take that option forward as part of its evaluation and subsequent advice to the Government.

Section 3: Our evaluation of the options

In this section we describe our analysis of our three options, and we explain how we have ranked the options in an order of preference, with Option 3 being our provisionally preferred first choice. We will be reviewing our evaluation in light of the comments received through this consultation.

Our approach to evaluating the three options has been to assess and compare their performance against the criteria published by the Airports Commission and against our own criteria which we had proposed to the Commission. The two sets of criteria cover similar topics and reach the same conclusion on the relative performance of the options.

The Airports Commission's criteria summarise the issues well and are grouped under eight headings:

- Strategic fit;
- Economy;
- Surface access;
- Environment;
- People;
- Cost;
- Operational viability;
- Deliverability.

Each of the criteria addresses one or more questions along with explanatory text highlighting specific areas of interest.

STRATEGIC FIT

This criterion seeks to identify how much additional capacity and connectivity could be delivered, and how and when this would be provided. Strong performance against the strategic fit criterion contributes to sustainability because providing additional capacity brings employment, investment and trade opportunities.

As explained in Section 2.2, Option 3 delivers the greatest runway capacity and consequently would accommodate more

passengers than the other options (up to 90 mppa in 2050 compared with up to 85 mppa for Option 2 and up to 68 mppa in Option 1). It can therefore be expected to provide the largest increase in connectivity (a measure of the volume of available flights and the number of destinations served). Option 3 also provides the most potential for the growth of the long-haul market alongside the short-haul network. Option 1 performs least well because it provides much less additional capacity as a result of its close spaced runway.

In its framework the Commission also seeks to understand whether the Government's wider objectives and legal requirements would be supported and met by the runway proposals. Performance against these requirements would be directly related to capacity provided by a proposal, so for example in terms of the Government's wider objectives for economic growth, tourism, aviation and infrastructure

2050, located both on and off-airport, which is more than the other options, owing to its

Air Quality Management Area. Similar concentrations of NO₂ would be expected in all options. That said there is likely to be a small but measurable difference between the options owing to their different capacities. Option 1 can be expected to result in the lowest level of pollutant emissions owing to its smaller throughput.

In terms of noise, Section 2.4 shows how the options compare in terms of air and ground noise impacts. For air noise, Option 1 has the lowest impacts owing to the smaller number of flights and the closer runway separation, meaning that flight paths are further from

In terms of the quality of the passenger

Section 3: Our evaluation of the options

In terms of planning risk, on the principle of a second runway at Gatwick the options are indistinguishable. The key consideration in assessing overall planning risk would be the additional airport capacity sought by Government policy. Until that is determined, the same conclusion applies.

Option 1 carries a marginally lower financing risk than options 2 and 3 as a result of its lower cost.

CONCLUSIONS

Having reviewed the options' performance against the Commission's criteria and against our own, we have reached the following provisional view.

- Option 1 had the lowest environmental and social impacts of the three options owing to its lesser land take and the lower volume of flights accommodated;
- However, Option 1 delivers much less runway capacity than Options 2 and 3, with Option 3 delivering the highest runway capacity. For Option 1 the additional passengers served in 2050 would be around half those served with Option 3. Given the Commission's interim findings on the need and timing of an additional runway, Option 1's lower capacity would bring forward the need for a second further runway in the South-East, the impacts of which would be significantly deferred with Option 3 and to a lesser extent Option 2;
- Options 2 and 3 provide more capacity, which brings significantly greater local, regional and national benefits in terms of better connectivity, more employment opportunities and a higher level of economic growth with associated social benefits;

- There is not a great difference between the options in terms of surface access although we note that Options 2 and 3 are likely to support more public transport usage owing to their greater capacities;
- Option 3 provides the best overall operational solution with more flexibility and resilience. It has a similar land take to Option 2 but provides significant additional capacity.

In conclusion we believe that, having ranked the Options in an order of preference, Option 3 has the best overall performance, followed by Option 2, then Option 1.

Whilst Option 1 has the lowest overall environmental impact Option 3 brings the greatest social and economic benefits, greatest operational efficiency, and lower impacts per passenger.

Option 2 brings greater social and economic benefits and operational efficiency than Option 1, but performs less well than Option 3 in these elements. Option 2 also has lower impacts per passenger than Option 1.

Option 3 best meets Government and regional development aspirations, and delays the need for yet another new runway with associated land take impacts in the future.

Therefore, at this time, Option 3 is our provisionally preferred first choice. However we will be reviewing this in the light of the comments received through this consultation process.

Section 4: Community engagement



Section 4: Community engagement

4.1 Working with our communities

Gatwick's position as one of the area's largest businesses means we play a significant role in the community. Our operations mean we have impacts in other areas and as a result we strive to recognise our responsibilities and work with our community to be a good neighbour.

We regularly meet representatives from local communities, councils, residents and interest groups to discuss airport issues. We work with local charities and we have excellent links with local schools, colleges and universities to help inspire and motivate young people. This is done formally through the Gatwick Airport Consultative Committee, and also informally through regular contact with specific organisations such as our local councils.

We worked with West Sussex County Council and Crawley Borough Council to draw up an Agreement setting out our obligations and commitments to make Gatwick more sustainable.

We have established a set of commitments, which we refer to as our Decade of Change, to keep track of our performance against some key indicators like water, waste and carbon. Our performance is independently audited and we report annually on progress.

Our Decade of Change 2020 priorities for the existing airport are:

- Energy and water consumption – a 20% reduction in energy consumption against our 1990 baseline with 25% of energy to come from renewable sources and a 20% reduction in water use against the 2010 baseline;
- Waste - generate no untreated waste to landfill and achieve a 70% waste recycling rate;
- Surface water – continually improve the quality of water leaving the airport;
- Biodiversity – have an award-winning biodiversity approach through achieving a nationally recognised award for ecological awareness.

We would make similar commitments for any second runway development to ensure that our sustainability performance continued to improve.

We work with our partners to ensure that our strategic approaches are aligned in order to achieve these targets. We monitor and report our performance against our 2020 targets every year.

Local authority working group

Section 4: Community engagement

4.2 Tackling noise

Working with Government, the aviation industry (airports, airlines, air traffic control and aircraft manufacturers) works continuously to reduce the noise levels at airports.

As an industry, the four main things we are doing are:

1. Designing airframes and engines to reduce noise generation;
2. Tightening the regulations on noise;
3. Improving the way planes and airports operate;
4. Providing noise insulation and compensation for people who continue to experience high noise levels.

Aircraft today are much quieter than they were 40, 30 or even 20 years ago, and will be replaced by even quieter aircraft in the future.

Notwithstanding this, our second runway development if approved by Government could see the number of planes landing or taking off at Gatwick double by 2050 compared to the present level. So with more planes flying, it is as important as ever that we keep working to get the noise levels down.

Airspace Modernisation

We are working in partnership with National Air Traffic Services (NATS) on the first ever London Airspace Consultation to propose a new design concept which would replace the existing aircraft approach and departure routes at Gatwick. The aim is to deliver significant local environmental benefits including fewer CO₂ emissions and fewer people affected by aircraft noise, as well as fuel savings for airlines.

Whilst the measures we will report on then will relate only to our current single runway airport, the same approaches to reduce noise and CO₂ emissions through careful airspace design will be applied to which ever runway option is selected.

Although the consultation has now ended, you can read more information about the airspace modernisation project and read the report when it is published at www.londonairspaceconsultation.co.uk

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Section 4: Community engagement

4.3 Taking responsibility for our impacts

Proposed Council Tax Initiative

We are considering a scheme under which an annual contribution would be paid toward the Council Tax of residents most affected by noise and increased aircraft movements resulting from the operation of a two runway airport.

Under this initiative, our current intention is that eligible Council Tax payers living within an independently defined noise contour would be able to apply for a **£1000 per year payment toward the cost of their Council Tax**.

In order to be eligible, Council Tax payers would have to be resident and registered for Council Tax when the scheme is introduced, and their homes would have to be within the boundary of a 57 dBA LAeq 16 hour noise contour, which is the Department for Transport's contour for the onset of noise annoyance.

This proposed scheme would include homes already within the existing single runway's contour, because we recognise that they would also be affected by intensification of traffic due to R2. The contour, which would be updated every five years to ensure it reflects actual noise performance, would be calculated independently by the Civil Aviation Authority.

The eventual shape and size of the contour will depend upon the eventual option chosen, detailed design of the second runway, and the airspace around the airport.

Expanded Community Trust and new Gatwick Corporate Foundation

We are considering proposals whereby either an enlarged Community Trust and/or a new Gatwick Foundation would operate alongside the Council Tax Initiative and the other existing mitigation measures including the noise insulation and blight schemes.



The Gatwick Community Trust is an independent charity that awards grants annually for deserving projects within the area of benefit covering parts of East and West Sussex, Surrey and Kent.

In particular, funds are channelled to those areas where people are directly affected by operations at Gatwick Airport. The Trust supports schemes that are targeted towards the development of young people, the arts, sporting facilities, environmental improvement and conservation, improvements to community facilities, volunteering, the elderly and the disabled.

The normal level of grants is from £1,000 to £5,000.

Gatwick funds contributions, increasing these each year in line with RPI. In addition, the Trust receives money raised through noise fines on those airlines that infringe noise limits set by the UK Government for aircraft taking off at Gatwick Airport. In 2012 Gatwick contributed £182,000. The Trust currently has no income generating assets.

The purpose of setting up the Trust was to ensure that, as the airport continued to grow, funds should be made available to a board of independent trustees, who would direct the funds back into the community affected by the airport's growth.

Section 4: Community engagement

4.3 Taking responsibility for our impacts

We are also considering creating a new charitable corporate foundation. Charitable corporate foundations are charities

Section 4: Community engagement

4.3 Taking responsibility for our impacts

Aims of the Home Owner Support Scheme

The Home Owner Support Scheme supports owners of properties which, if development went ahead, would be newly exposed to medium-to-high levels of noise (66 decibels Leq).

Our voluntary scheme means that people will not have to wait until any new development has opened for any support or assistance against blight, as they would usually have to if Gatwick only fulfilled its legal obligations.

Eligible property owners can require Gatwick to purchase their property for its unblighted market value (as if no runway development had been proposed) if Gatwick announces its intention to proceed with construction (having received the necessary consents).

The objective is to avoid negative impact on property prices caused by the proposed runway development by making sure that affected properties can be bought and sold at normal market rates in the years before development takes place.

Who is eligible for the Home Owner Support Scheme?

We published in 2005 a map showing the zone which would be covered by the scheme - those newly exposed to medium-to-high (66 decibels Leq) levels of noise. If we are selected by the Airports Commission as the location for the next runway, we will publish an updated zone. Those within the original zone will remain eligible for the scheme,

Section 4: Community engagement

4.3 Taking responsibility for our impacts

Aims of the Property Market Support Bond

Our voluntary scheme means that people won't have to wait until development consent is granted for any support or compensation against blight, as they would generally have to if Gatwick only fulfilled its legal obligations.

Our voluntary scheme supports property owners by making sure those properties in the area where land would be needed for any new runway development can be bought and sold at normal market rates in the years before any development takes place, so as to counter any negative impact on property prices caused by the proposed runway development.

People who take part in the scheme may sell their property to Gatwick, if Gatwick announces its intention to apply for consent to build a second runway.

Who is eligible for the Property Market Support Bond?

The scheme applies to the area where land would be needed by Gatwick for the new runway development. We published a plan showing the boundary of this area in 2005. We will update this boundary if selected by the Airports Commission, although those within the initial boundary will remain eligible even if they fall outside the updated boundary.

If you are within the existing boundary you may already have been contacted by Gatwick in the past. Gatwick will contact all residents within the new area when an updated area is confirmed in due course.

Section 5: Your opportunity to get involved

Public Exhibitions

We are holding public exhibitions during the consultation period where you can find out more about our proposals.

The venues are:

Crawley	Sat 5 April	11am - 3.30pm	The Hawth, Crawley, RH10 6YZ
Rusper	Mon 7 April	4pm - 7.30pm	Hunsdon Hall, Ghyll Manor Hotel, RH12 4PX
Smallfield	Tues 8 April	4pm - 7.30pm	Centenary Hall, RH6 9PT
Ifield	Wed 9 April	4pm - 7.30pm	Ifield Community College, RH11 0DB
Lingfield	Fri 11 April	4pm - 7.30pm	Pavilion Suite, Lingfield Park Racecourse, RH7 6PQ
Felbridge	Sat 12 April	11am - 3.30pm	Treo Suite, The Felbridge Hotel, RH19 2BH
Epsom	Tues 15 April	4pm - 7.30pm	The Ebbisham Centre, KT19 8AG
Crowborough	Thurs 17 April	4pm - 7.30pm	Crowborough Community Centre, TN6 1FE
East Grinstead	Tues 22 April	4pm - 7.30pm	Kings Centre, RH19 3LN
Reigate	Wed 23 April	4pm - 7.30pm	Reigate Community Centre, RH2 9AE
Crawley Down	Fri 25 April	4pm - 7.30pm	The Haven Centre, RH10 4LJ
Horley	Sat 26 April	11am - 3.30pm	The Studio, Horley Leisure Centre, RH6 8SP
Charlwood	Mon 28 April	4pm - 7.30pm	Parish Hall, 92 The Street, RH6 ODR
Dorking	Thurs 1 May	4pm - 7.30pm	Masonic Hall, Dorking Halls, RH4 1SG
Edenbridge	Fri 2 May	4pm - 7.30pm	The Eden Centre, TN8 6BY
Horsham	Sat 3 May	11am - 3.30pm	Drill Hall, RH12 1JF

Once the consultation is completed, we will consider and review all submissions. We will publish a Report of Consultation explaining how we have responded to the submissions made.

GETTING IN TOUCH

If you have any questions about this document and its content, about our public exhibitions or about the response form, please contact us.

You can call us on: **0800 2600 538**

Alternatively you can email:

consultationqueries@gatwickairport.com

You can write to us at:

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If you would like a copy of this document in large print or in another language please call us on 0800 2600 538

Appendices

1. NATIONAL PO

Appendix 1: Policy and context

Climate change policy

The Airports Commission has noted that whilst work on a comprehensive European Emissions Trading Scheme has been suspended in the face of opposition from non-EU governments and airlines, work is under way to prepare a global agreement on aircraft emissions, but the outcome of this work is not certain.

The UK's own obligations are enshrined in the Climate Change Act of 2008 and the Committee on Climate Change December 2009 report states that further growth in aviation could be reconciled with the Government's climate change objectives, as long as planned emissions reductions were delivered elsewhere in the economy.

The Commission's view is that an overall framework for managing the carbon impacts of aviation will be required if the UK is to achieve its statutory carbon targets – just as it will in other countries. This is the case whether new runway capacity is provided in the south-east or not.

The 2013 Aviation Policy Framework

In December 2010 the Secretary of State for Transport announced that the Government would look to prepare a new “sustainable framework for aviation, which will support economic growth...as well as addressing aviation's environmental impacts”.

In 2011 the Government published and invited comments on a ‘scoping document’, which set out key themes and issues that the policy will need to address. The Government subsequently consulted on a Draft Aviation policy framework in July 2012 and published its final Aviation Policy Framework (APF) in March 2013.

The APF sets out the Government's high-level strategy and overall objectives for aviation. These include:

- to ensure that the UK's air links continue to make it one of the best connected countries in the world;
- to ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions;
- to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise;
- to encourage the aviation industry and local stakeholders to strengthen and streamline the way in which they work together.

These objectives define the parameters within which the Airports Commission is undertaking its work.

The Planning Act 2008

If a second runway at Gatwick is ultimately selected by the Airports Commission and supported by Government it is likely that the next step would be for Government to draft and consult on a National Policy Statement (NPS) for Aviation, accompanied by an Appraisal of Sustainability (AoS). The Government has asked the Airports Commission to produce materials to support them in preparing an Aviation NPS and accompanying AoS and to support the resolution of any future planning application.

Once an NPS is published, we would expect that our proposal would be progressed as a Nationally Significant Infrastructure Project under the Planning Act 2008 (The Act). The Act sets out detailed procedures to be followed by applicants, Local Planning Authorities and decision takers for the consenting of major infrastructure projects across England and Wales. The procedures include a requirement for formal public consultation with certain prescribed persons and bodies, and a duty to consult the local community. This includes consultation at the option devotional tit-ti

Appendix 1: Policy and context

Our current public consultation is aimed at ensuring that our local community and all relevant stakeholders are able to comment on our runway options. We will use the responses we receive to this consultation to refine our plans.

The National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and sets out the current Government's intentions to reform the planning process. The NPPF promotes sustainable growth through a 'presumption in favour of sustainable development'. It sets out principles for the planning system which a development such as a new runway will need to take into account if the project is to be given development consent. To deliver sustainable development, the Government sets 13 priorities:

1. Building a strong, competitive economy
2. Ensuring the vitality of town centres
3. Supporting a prosperous rural economy
4. Promoting sustainable transport
5. Supporting high quality communications infrastructure
6. Delivering a wide choice of high quality homes
7. Requiring good design
8. Promoting healthy communities
9. Protecting Green Belt land
10. Meeting the challenge of climate change, flooding and coastal change
11. Conserving and enhancing the natural environment
12. Conserving and enhancing the historic environment
13. Facilitating sustainable use of materials

2. LOCAL POLICY

West Sussex County Council

In 1979 the British Airports Authority entered into a legal agreement with West Sussex County Council preventing the construction of a new runway before 2019.

Gatwick remains fully committed to honouring the 2019 agreement. However the timescale for the Airports Commission's work, the need thereafter for the Government to prepare a National Policy Statement, and the time required thereafter for a Development Consent Order process to be progressed, mean that, in effect, construction could not commence before 2019 in any event, and that the 2019 agreement is therefore no longer a constraint on the development of a second runway at Gatwick.

Crawley Borough Council Policy

The Gatwick Airport site is located entirely within the administrative authority of Crawley Borough Council. The statutory Development Plan for Crawley Borough Council comprises:

- Crawley Borough Local Development Framework (LDF) Core Strategy October 2008 Revision (adopted November 2007)
- Crawley Local Plan (2000) Saved Policies
- LDF Proposals Map

Crawley Borough Council is currently working on a new Local Plan that will guide the Borough until 2029. It aims to have the new Local Plan adopted by December 2014. The Council has already completed its consultation stage, and an Examination in Public is due to take place later this year. The Crawley Core Strategy supports the principles of sustainable development and identifies Gatwick as a contributor to helping the region meet its need for sustainable development.

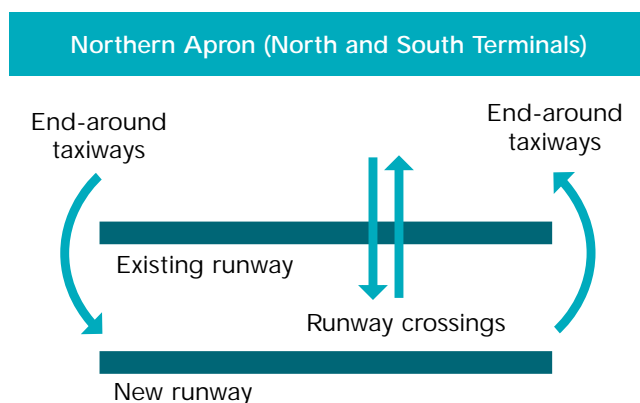
Appendix 2: Runway crossings

This appendix explains how end-around taxiways could be included in the options and how the options would change as a result.

In Section 2 we explain that some aircraft would need to taxi between the new runway and the northern apron and this might require them to taxi across the existing runway. In this appendix we provide more information about runway crossings and present an alternative solution based on 'end-around taxiways' (EATs)

As shown in Figure A, end-around taxiways provide taxiing routes which pass around the ends of the runways, avoiding the need for aircraft to cross the runway.

FIGURE A: AIRCRAFT ACCESS ALTERNATIVES BETWEEN NEW RUNWAY AND NORTHERN APRON



RUNWAY CROSSINGS

A runway crossing is where an aircraft taxis across an active runway to get from one side to the other. Runway crossings are a common feature of airports worldwide. Major airports both in the UK and overseas rely very heavily on runway crossings (e.g. Manchester, Paris Charles de Gaulle and Los Angeles International) and at these airports a large proportion of aircraft taxi across a runway.

At Gatwick, owing to the airport configuration, runway crossings are currently limited to aircraft being towed to or from the British Airways maintenance hangar to the south of the runway.

In order to cross a runway, a gap is needed between movements on the runway. This gap must be long enough to enable the taxiing aircraft to safely cross the runway. Sometimes these gaps may occur naturally depending on the frequency of movements on the runway. However at busy times it is sometimes necessary to create the gaps by extending the time or distance separations between aircraft using the runway. In these situations runway capacity can be reduced as a result.

The need for runway crossings in our options is explained below.

Option 1

For this option every arriving flight would need to cross the existing runway (which will be used for departures). However we don't think there will be any significant impact on capacity or delay because of the reduced runway movement rate in this option resulting from the dependent operations.

Option 2

For this option, approximately half the arriving flights or half the departing flights (depending on which runway is being used for departures at the time) will have to cross the existing runway. As the runways are independent they will have a higher movement capacity and therefore crossings will be less straightforward

Appendix 2: Runway crossings

than in Option 1. At peak times, the utilisation of the existing runway may need to be reduced by approximately 5 movements per hour. This will ensure that crossing aircraft are

ix 2: Runway crossings

comparison between Option 3 with and without EATs. (EATs are

eliminate runway crossings if all arriving flights going to the northern runway. Where this is not possible, and some northern apron located on the new runway, these would have to taxi across the existing runway. Capacity may be experienced at peak times.

Appendix 2: Runway crossings

Table A Land use	Option 1			Option 2			Option 3		
	No EATs	With EATs	Change	No EATs	With EATs	Change	No EATs	With EATs	Change
Land take (ha)	388	408	20	573	593	20	577	597	20
Green Belt Land taken (ha)	4.7	9.1	4.4	4.7	9.1	4.4	4.7	9.1	4.4

Table B Effects to Landscape Character Areas	Option 1			Option 2			Option 3		
	No EATs	With EATs	Change	No EATs	With EATs	Change	No EATs	With EATs	Change
Crawley (ha)	17.1	17.1	0	39.4	39.4	0	39.4	39.4	0
Northern Vales (ha)	377.2	393.4	16.2	536.2	552.2	16	542.4	558.9	16.5
Open Weald (ha)	5.5	9.9	4.4	5.5	9.9	4.4	5.5	9.9	4.4

The provision of EATs does result in some small changes to the air noise contours as shown in Table C below. This is owing to adjustment in the landing threshold and runway end positions.

Table C 57dB LAeq,16hr noise contours	Population in contour ('000) (no EATs)	Population in contour ('000) (with EATs)	Contour area (km ²) (no EATs)	Contour area (km ²) (with EATs)
Option 1 (2040)	2.7	5.6	46.6	46.0
Option 2 (2040)	10.8	10.8	61.0	60.9
Option 3 (2040)	14.4	14.5	64.7	64.6

This shows that the differences in terms of air noise are very small and consequently the relative performance of the options in terms of air noise is considered unchanged when EATs are included.

Plans



Circulation