

# Making best use of Gatwick

An overview of our Northern Runway plans  
Autumn 2019



YOUR LONDON AIRPORT  
*Gatwick*

# Introduction

---

Gatwick is the UK's second busiest airport and a vital piece of national infrastructure, making a significant contribution to the national and regional economy and helping to support jobs, tourism and trade throughout the UK.

As the UK heads towards an important new chapter, Gatwick's growing global connections are needed more than ever, but this must be achieved in the most sustainable way. For this reason, Gatwick's recent Master Plan for the airport's future growth was shaped in response to Government policy calling on UK airports to 'make best use of their existing runways'.

By using new technologies on Gatwick's Main Runway and innovative proposals to bring the existing Northern Runway into routine use, Gatwick's Master Plan offers an agile and low-impact way of unlocking new capacity and increased resilience from within the airport's existing infrastructure. The Master Plan also recommended the continued safeguarding of land should an additional new runway be required in the longer-term, although Gatwick is clear that the airport is no longer actively pursuing plans for an additional runway.

Following 12 weeks of public consultation, which saw over 5,000 responses from local residents, community groups, businesses, councils and other key partners, 66% of respondents supported Gatwick's plans to make best use of its existing runways.

In light of this strong support, Gatwick has now set out its intention to take its Northern Runway plans forward through a rigorous statutory planning process. This document therefore outlines what the Northern Runway project will involve, the benefits it will deliver, and the planning process including a full and thorough public consultation that Gatwick will follow.



# What are the Northern Runway plans?

---

Today at Gatwick Airport there are up to 55 planes using the existing Main Runway per hour.

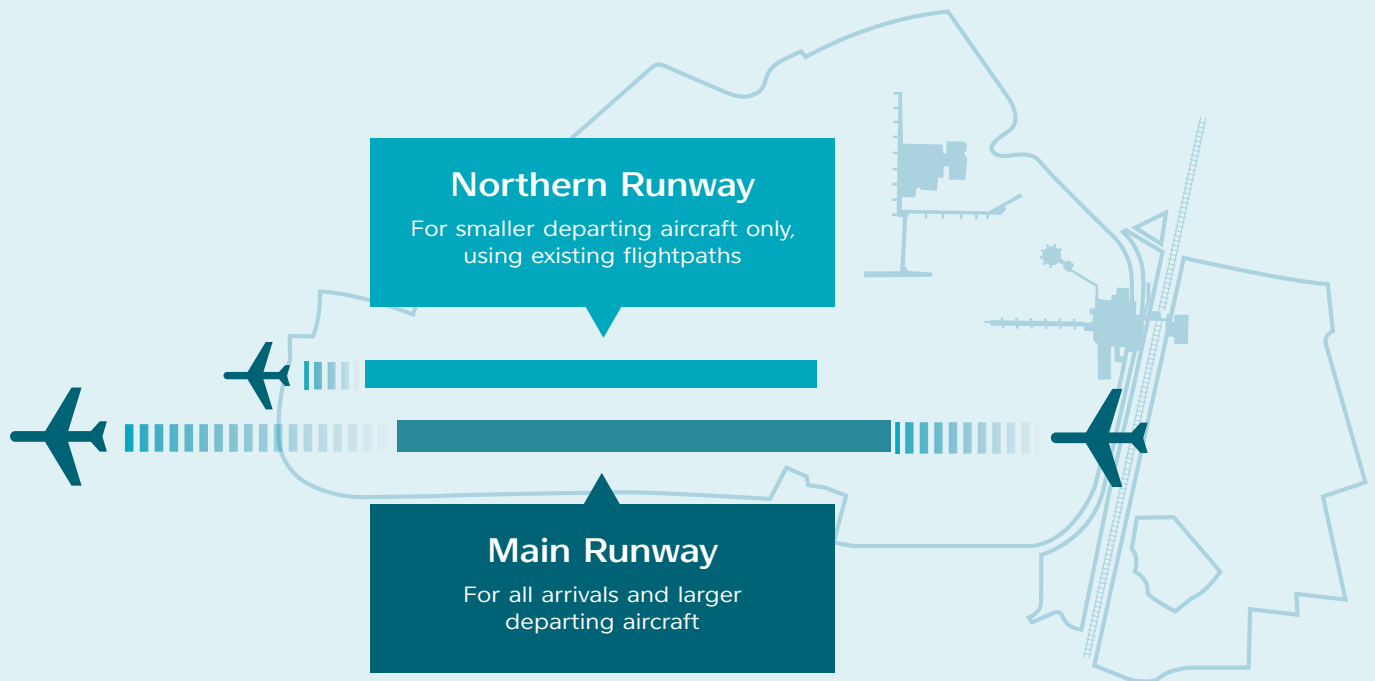
Today, the airport's existing Northern Runway (also known as the Standby Runway) is mostly used for aircraft to taxi to their gate, or is brought into use when the Main Runway is closed for maintenance or emergencies.

By bringing the Northern Runway into routine operational use for take-offs only, Gatwick would be able to increase the number of planes using the airport each hour; helping unlock capacity and allowing for a more efficient and resilient operation. This method of operation is currently used by other airports around the world including Berlin Tegel and Los Angeles International Airport.

The Northern Runway would be widened with the centre line moved 12 metres to meet all International Civil Aviation Organisation safety standards, with some further works to remodel and replace existing taxiways. All works would be privately financed and would be delivered whilst minimising the impact on existing airport operations.



# Bringing Gatwick's Northern Runway Into Routine Use



## With our Northern Runway



Forecast to deliver nearly  
**£2bn**  
of value added  
economic benefit



Additional  
**20,000**  
Jobs, including  
8,000 on the airport

Around **70m**  
passengers  
per year by **2032**



Public consultation  
will take place in  
**2020**





# What are the benefits?

---

The innovative Northern Runway plans will help deliver a range of benefits including:

## Additional capacity

By bringing the Northern Runway into routine use, Gatwick would be able to add between 10 and 15 additional hourly aircraft movements in the peak hours, which could help Gatwick deliver around 70 million passengers by 2032.

## Enhanced competition

Building on the positive impact that competition has made to the passenger experience, additional capacity will provide further opportunities for airline innovation and passenger choice.

## Operational resilience

Unlocking extra capacity will help Gatwick continue to provide good operational performance for passengers and airlines. This will also add further resilience to the wider system of London airports.

## Economic growth

The Northern Runway plans are forecast to deliver nearly £2bn of value added economic benefit and deliver another 20,000 jobs across the UK. New global connections will also create new business opportunities for the national and regional economy - air cargo for example is forecast to grow strongly, increasing from 102,000 tonnes today to around 325,000 tonnes by 2032.

## Similar noise footprint

The extra capacity will be balanced by the airport's noise footprint remaining broadly similar to today's levels. This is mainly because of the introduction of new, quieter aircraft technology which has already made a significant difference.

## Minimal disruption

The Northern Runway plans will be a privately financed, low-impact and low-cost development resulting in a highly productive scheme. The majority of construction activity will take place within the existing airport boundary.

# A focus on sustainable growth

---

Gatwick's ambition remains to be the UK's most sustainable airport, building on its strong track record as the first carbon neutral London airport in 2017, the first UK airport to achieve zero waste to landfill in 2018, and with a noise footprint that has reduced by 48% over the last 20 years.

Early modelling work on the Northern Runway plans shows no exceedances of air quality standards, with the airport's noise footprint expected to remain broadly similar to today's levels.

Nonetheless, in taking forward the Northern Runway plans, Gatwick will carry out surveys and prepare detailed environmental information to ensure any environmental impacts are appropriately managed and mitigated, so that the airport's incremental growth is delivered in a sustainable way.

# The planning process explained

---

In order to gain planning permission to bring the Northern Runway into routine use, Gatwick will follow the Development Consent Order (DCO) process.

The first stages in the DCO process will see Gatwick carry out surveys and prepare detailed environmental information on the Northern Runway plans. This information, together with further details on the plans, will then be subject to a period of public consultation to allow local residents, councils, businesses, community groups and other key parties to have their say on the plans. Gatwick expects public consultation to take place in 2020.

Once consultation has been completed, further updates to the plans will be made to reflect the outcome of consultation, before a final DCO submission is made to the Planning Inspectorate. Gatwick's proposals will then be examined with interested parties able to make further representations. Following the examination, the Planning Inspectorate will then provide a recommendation to the Secretary of State, who will then publish a decision.

The six step process that Gatwick will follow as set out by the Planning Inspectorate is outlined below:

## 1 Pre-application consultation

---

Look out for information in local media and in public places near the location of the proposed project; such as your library. We will be developing proposals and will consult widely before making a DCO application.

## 2 Acceptance

---

The Planning Inspectorate, on behalf of the Secretary of State, has 28 days to decide whether the application meets the required standards to proceed to examination.

## 3 Pre-examination

---

You can register as an interested party: you will be kept informed of progress and opportunities to put your case. Inspectors will hold a Preliminary Meeting and set the timetable for examination.

## 4 Examination

---

You can send in your comments in writing. You can request to speak at a public hearing. The Inspectorate has 6 months to carry out the examination.

## 5 Decision

---

A recommendation to the relevant Secretary of State will be issued by the Inspectorate within 3 months of the close of the examination. The Secretary of State then has a further 3 months to issue a decision.

## 6 Post-decision

---

Enactment of the consent post Secretary of State decision.

# Further information

---

Throughout the DCO process, all documents submitted by Gatwick to the Planning Inspectorate will be publicly available at [infrastructure.planninginspectorate.gov.uk](https://infrastructure.planninginspectorate.gov.uk)

Gatwick will provide updates at regular intervals as the Northern Runway plans progress. In the meantime, further information is available at [gatwickairport.com/futureplans](https://gatwickairport.com/futureplans)

You can also sign up to our community newsletter at [gatwickairport.com/communitynewsletter](https://gatwickairport.com/communitynewsletter)

# Gatwick Today

230 GLOBAL  
DESTINATIONS  
MORE THAN  
ANY OTHER  
UK AIRPORT

46.4m  
passengers  
IN 2018

Over  
**60**  
long-haul  
routes

5.5m  
overseas  
visitors

spending  
**£3.9bn**  
on British goods

Gatwick supports  
**85,000**  
UK jobs

Around  
**24,000**  
people employed directly  
on the airport site

LONDON'S FIRST  
CARBON NEUTRAL AIRPORT



Gatwick contributes  
**£5.3bn**  
to UK GDP

Direct trains to

**120**

different  
stations



**ZERO WASTE**

to landfill in 2018

Carbon  
emissions  
reduced  
by **53%**  
since  
**2010**



Noise  
footprint  
reduced  
by **48%**  
over the last 20 years

**52** sponsored  
community  
events

More than  
**£192,000**  
raised for charity