

GATWICK OR HEATHROW?  
THE NEXT RUNWAY FOR LONDON AND THE SOUTH EAST

YOUR LONDON AIRPORT  
*Gatwick*

Robert Herga  
Gatwick Airport Limited



# HISTORY OF ADDING LONDON AIRPORT CAPACITY

1940s

Heathrow

1950s

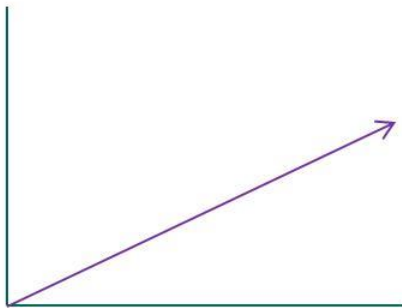
Gatwick

1980s

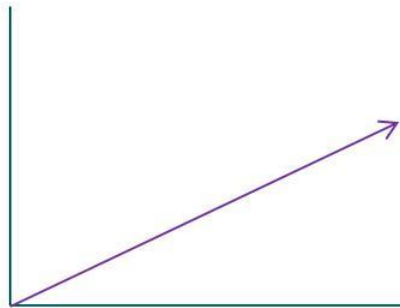
Stansted

1990s

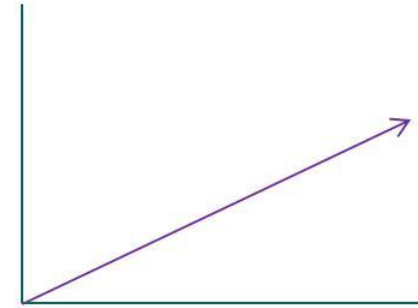
Luton



Aircraft size



Movements per runway



Passenger capacity

Gatwick now delivers 55 movements per hour with a single runway

Will achieve 70+ movements per hour with two runways

# DRIVERS FOR CHANGE

COMPETITION  COMMISSION

**BAA** 

 **west  
sussex  
county  
council**

  
**Civil Aviation  
Authority**

 **airports**  
Commission

# TERMS OF REFERENCE



“The Airports Commission will examine the scale and timing of any requirement for additional capacity to maintain the UK’s position as Europe’s most important aviation hub, and it will identify and evaluate how any need for additional capacity should be met in the short, medium and long term.

The Commission should base the recommendations in its final report on a detailed consideration of the case for each of the credible options.

As part of its final report in summer 2015, it should also provide materials, based on this detailed analysis, which will support the government in preparing a National Policy Statement to accelerate the resolution of any future planning applications for major airports infrastructure.”

# THE SCHEMES CONSIDERED

Heathrow NWR

Heathrow SWR

Heathrow HUB

Stansted

Gatwick R2

Estuary

Heathrow NWR

Heathrow HUB

Gatwick R2

Estuary

Heathrow NWR

Heathrow HUB

Gatwick R2

Heathrow NWR

# NEXT STEPS AND OPTIONS FOR DELIVERY

Government Decision Dec 15  
(scheme and planning route)

## NSIP PROCESS

Nationally Significant  
Infrastructure Project

NPS

National Policy Statement  
Designated by Government

DCO

Development Consent Order  
Developer led application  
process administered by  
Planning Inspectorate

## HYBRID BILL

Act of Parliament

Government led process

E.G.

Crossrail  
HS1 HS2

# INDICATIVE DCO PROGRAMME

## **2016 - 2017**

- Prepare detailed proposals
- Environmental Impact Assessment
- Pre-application consultation

## **2018 - 2019**

- DCO application
- Acceptance
- Examination
- Secretary of State Decision

## **2020-2025**

- Phase 1 construction

# WHY GATWICK?



**CHEAPER.**

Runway expansion has been up in the air long enough. This time, Britain's new runway can actually happen.

LONDON *Gatwick*  
**OBVIOUSLY.**



**SIMPLER.**

Runway expansion has been up in the air long enough. This time, Britain's new runway can actually happen.

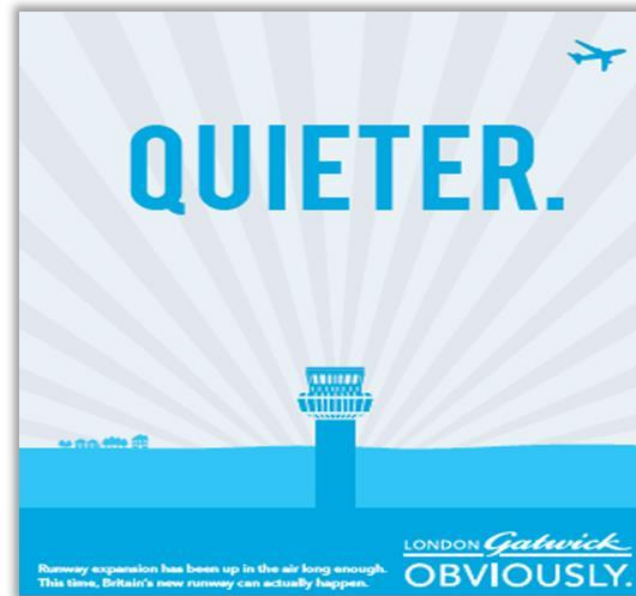
LONDON *Gatwick*  
**OBVIOUSLY.**



**FASTER.**

Runway expansion has been up in the air long enough. This time, Britain's new runway can actually happen.

LONDON *Gatwick*  
**OBVIOUSLY.**



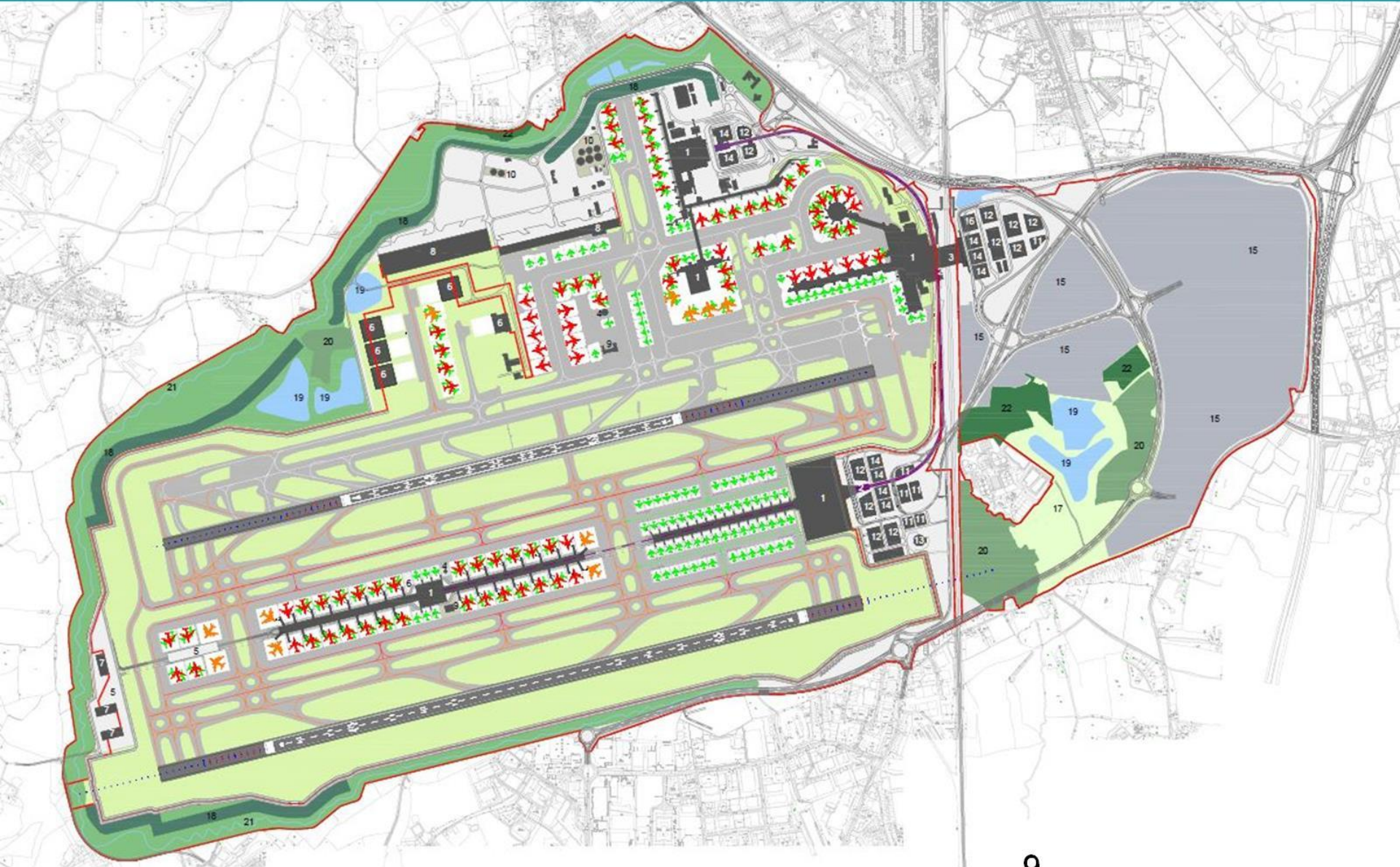
**QUIETER.**

Runway expansion has been up in the air long enough. This time, Britain's new runway can actually happen.

LONDON *Gatwick*  
**OBVIOUSLY.**



# MASTER PLAN – GATWICK IN 2050 WITH A SECOND RUNWAY



# NEW TERMINAL WILL DELIVER EXCELLENT PASSENGER SERVICE



# GATWICK TODAY – FOCUS ON INNOVATION



# HEATHROW NORTH WEST RUNWAY



# HEATHROW NORTH WEST RUNWAY



# THE COMMISSION'S RECOMMENDATION



All three schemes viable, deliverable and financeable

Heathrow has greatest economic benefit

Series of measures proposed to address Heathrow's environmental impact

Heathrow NWR recommended

# OUR CONCERNS



Environmental impacts understated

Air quality concerns dismissed with an incorrect interpretation of the legal test for compliance

Errors in traffic forecasting  
(Gatwick reaches 40mppa 10 years too late)

Economic benefits overstated by placing emphasis on a report upon which the Commission's own advisers urged caution

HMT methodology shows comparable benefits for all schemes

£5bn of surface access costs ignored

Cost, deliverability and programme concerns ignored

# THE “MARYLEBONE ROAD” FALLACY



Air Quality Directive - limit values exist to protect human health

In order for a scheme to come forward it must not delay compliance with limits, must not cause a breach of limits

Commission did not assess construction phase impacts and did not fully assess operational impacts

Commission relies upon an incorrect interpretation of legal test which states that no delay occurs so long as air quality elsewhere in Greater London Agglomeration is worse

Commission also relies upon an as yet unknown and unpublished Air Quality Plan from DEFRA



# NEXT STEPS?

