

NOTICE OF DECISION OF THE CABINET LEADER

Pursuant to the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, Regulation 13(1) and Section 9F (4) of the Local Government Act 2000

Draft Gatwick Airport Master Plan 2018

Decision	To reiterate the Council's decision of 21 st January 2015 and its objection to any runway expansion scenario for Gatwick Airport.
Reason for Decision	To set out the Council's position in response to the publication of the Draft Master Plan and to highlight the possible impact on Horsham District and the importance of detailed technical studies and ongoing dialogue as plans for expansion progress. The 12-week public consultation period will close at 5pm on 10 January 2019.
Possible alternatives considered but rejected	A separate course of action would be to not respond to the consultation. This has been rejected as it is considered that it is vitally important to make clear the views of the Council regarding the possible impacts of Gatwick airport expansion on Horsham District.
Conflict of interest and any dispensations granted	None
Date of Decision	
Date by which decision may be implemented	10 January 2019

This decision is an executive decision as described in Section 14 of Part 4C *Overview and Scrutiny Procedure Rules* of the Constitution of the Council. A copy of this decision notice has been provided to all members of the council and the Chairman of the Overview and Scrutiny Committee.

Signed:

**SIGNATURE
REDACTED**

Councillor Ray Dawe, Cabinet Leader

Background Information

1 Draft Gatwick Airport Master Plan Consultation 2018

- 1.1 Gatwick Airport Ltd (GAL) is currently consulting on three options for expansion of the airport as part of its draft Airport Master Plan Consultation, 2018. The document presents three growth scenarios for the airport's longer term future including one where it remains a single runway operation, one where the existing standby runway is routinely used together with the main runway and the third growth scenario where land is continued to be safeguarded for an additional runway to the south.
- 1.2 GAL has stated in the documentation that the scenarios are not exclusive choices and Gatwick could transition from one to another within the timeframes discussed in the draft master plan.
- 1.3 A 12-week consultation period and engagement with local communities and stakeholders commenced with the publication of the draft master plan in October 2018. The consultation closes at 5pm on 10 January 2019.
- 1.4 This response has been prepared to represent the views of the Council on the three proposed growth scenarios. It highlights the potential impacts on our district from expansion of the airport and requests that a range of technical studies are undertaken before GAL chooses to progress any of the growth scenarios. The response also highlights the importance of continued dialogue with local authorities, other stakeholders and the wider public.

2 Relevant Council Policy

- 2.1 Horsham District Planning Framework (HDPF) November 2015
- 2.2 Economic Strategy 2017 – 2027
- 2.3 Visitor Economy Strategy 2018 – 2023

3 Details

- 3.1 The Council's response has been provided in answer to 11 questions posed by GAL which accompanied the draft master plan. The key responses to the questions are as follows:
 - *Question 1: Given the above, to what extent, if at all, do you support or oppose the principle of growing Gatwick by making best use of the existing runways in line with Government policy?* The Council strongly opposes the principle of growing Gatwick by making best use of the existing runways.
 - *Question 2: Please explain why you hold this view.* As highlighted in our 2015 response to the Airport Commission's Consultation on Additional Runway Options in the South East any expansion of the airport could have significant impacts locally.

There are currently no technical studies to understand the social, economic, physical and environmental impacts the scale of expansion proposed could have. The Council requests that detailed technical assessments in the following areas are undertaken: Social infrastructure (and the need for a Local Housing Needs Assessment), transport infrastructure, local economy and the environmental impacts (noise disturbance, air quality and local ecology).

- *Question 3: Given the draft master plan looks out beyond 2030, to what extent, if at all, do you agree or disagree that land that has been safeguarded since 2006 should continue to be safeguarded for the future construction of an additional main runway?* The Council strongly disagrees that the land that has been safeguarded since 2006 should continue to be safeguarded for the future.
- *Question 4: Please explain why you hold this view.* The continued safeguarding of the land and an extension to the boundary of this safeguarded land demonstrates a possible intent by Gatwick to proceed with plans for an additional runway. As detailed in the Council's consultation response in 2015 to the Airport's Commission's Consultation, Horsham District Council strongly opposes an additional runway. The Council is concerned with the pressures for housing growth that expansion of the airport could create. This could be in addition to the pressures for housing growth the district is already facing.
- *Question 5: What more, if anything, do you believe should be done to maximise the employment and economic benefits resulting from Gatwick's continued growth?* The Council is generally supportive of measures that provide economic growth and employment opportunities in the district, however the Council is concerned about the quality of jobs that airport expansion may bring and requests more detailed studies of the types of direct, in-direct and catalytic jobs that expansion will create. This is important for local residents given the affordability ratios for properties prices in the district. It will be vitally important for Gatwick to work with local authorities, the Coast to Capital Local Enterprise Partnership and other important stakeholders to ensure best advantage is taken of the employment and economic benefits arising from expansion. The Council also wishes to understand the requirements for additional warehousing space given the anticipated growth in freight operations and the resulting impact on strategic and local road networks as cargo is transported by HGVs.
- *Question 6: What more, if anything, do you think should be done to minimise the noise impacts of Gatwick's continued growth?* The Council is concerned regarding the impact on local residents of additional Air Traffic Movements (ATMs) as a result of 'peak spreading' under the single main runway scenario and the disproportionate increase in go-arounds (aborted landing attempts) that may occur. The Council is also very concerned with the noise impacts of 10-15 additional ATMs as a result of the second growth scenario. Further work should be undertaken to provide more relevant information of the potential noise impacts of the various growth scenarios.
- *Question 7: What more, if anything, do you think should be done to minimise the other environmental impacts of Gatwick's continued growth?* There is insufficient information for the Council to effectively comment on this issue of air quality at this stage of the consultation. The Council is concerned however with the type of air quality modelling that has been undertaken to date and the way the data has been analysed. The Council also wishes to understand the impact on water quality as a

result of any increased use of glycol at the airport and any biodiversity impacts if development is proposed on greenfield land.

- *Question 8: Do you believe our approach to community engagement, as described in the draft master plan, should be improved, and if so, how?* The Council welcomes the community engagement that GAL has undertaken to date, but wishes to highlight the importance of continued dialogue until a final plan is in place. It will also be important for local authorities, key stakeholders and the public to have the opportunity to provide local input into the key detailed technical assessments. This is particularly important for the Council, given the stage of our local plan preparation process.
- *Question 9: If you make use of Gatwick, what areas of the passenger experience would you like to see improved?* Off-airport parking is a particular issue in our district and the Council is very concerned for passengers' vehicles parked in these temporary sites within our district. Unauthorised parking associated with the airport is placing an increasing administrative and financial burden on the Council and other public bodies. There is concern that the proposed level of parking is insufficient to meet the proposed level of expansion and GAL is urged to ensure there is adequate provision for on-airport parking that keeps pace with airport growth and suits the budgets of all travellers using the airport.
- *Question 10: Are there any aspects of our Surface Access Strategy that you believe should be improved and, if so, what are they?* The Council has had regard to Gatwick's Airport Surface Access Strategy which was published earlier this year. However, the Council also notes that it does not take into account the impact on surface access as a result of airport expansion. In 2015 we highlighted that significant reliance is placed on the North-South corridor but more consideration should be given to the impacts on other major links in this area including the Arun Valley railway line and A roads within Horsham District. Given the proximity of the district, we are concerned that growth of the airport will result in the roads within our district becoming more congested and local communities will be adversely impacted. An up to date transport assessment is required and should include detailed analysis of the impact of all growth scenarios on road and rail travel within the district. The assessment should also include the commuting impact of the forecasted 20,000 additional jobs that making best use of the existing runways may create.
- *Question 11: Do you have any other comments to make about the Gatwick Airport draft master plan?* Further clarification is also requested on how 70 ATM/hr will be achieved and what 'peak spreading' will look like compared to the present day.

4 Next Steps

- 4.1 The 12-week public consultation period finishes on 10 January 2019. Once approved by the Cabinet Leader, the response will be submitted by email to the formal email response channel gatwickdraftmasterplan@ipsos-mori.com. GAL has stated that once the consultation is complete the responses will be reviewed with a 'Report of Consultation' published in early 2019 and the Final Master Plan published thereafter.

- 4.2 GAL has also stated that if it chooses to pursue the second growth scenario, bringing into use the routine operation of the standby runway, planning permission would need to be obtained through the Development Consent Order (DCO) process. A Development Consent Order is required for Nationally Significant Infrastructure Projects and was introduced under the Planning Act 2008.
- 4.3 GAL has suggested that formal consultation on GAL's plans for a DCO application may take place in 2019 once a more complete understanding of the implications is available. Therefore, the Council may be required to prepare further responses to this consultation and any subsequent submission of a DCO application.

5 Outcome of Consultations

- 5.1 No public consultation has been undertaken in preparing this response. However, the response reflects the views of the Council's consultation response in 2015 to the Airports Commission Consultation, which was debated and agreed at a meeting of full Council. Internal consultation on this specific response has been undertaken with the Economic Development and Environmental Health and Licensing teams and Councillor Liz Kitchen, the Council's representative for GATCOM (Gatwick Airport Consultative Committee).

6 Resource Consequences

- 6.1 There are no financial consequences arising from the preparation of this document.
- 6.2 There are no staffing consequences arising from the preparation of this document.

7 Legal Consequences

- 7.1 At this stage of the consultation, there is minimal risk of legal challenge.

8 Risk Assessment

- 8.1 No specific risks have been identified in the preparation of this document.

9 Other Considerations

- 9.1 No Crime & Disorder; Human Rights and Equality & Diversity impacts have been identified in relation to this report.

Background Papers

- Draft Gatwick Airport Master Plan 2018
- Beyond the horizon – The future of UK Aviation: Next steps towards an Aviation Strategy (April 2018)

- Beyond the horizon – The future of UK Aviation: Making best use of existing runways (June 2018)
- (Gatwick) Airport Surface Access Strategy (May 2018)
- Gatwick Airport's Impact on the Visitor Economy (February 2018)

Wards affected:

All wards

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