

# Crawley Borough Council

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## **Report to Cabinet**

**11 September 2013**

## **Report to Overview and Scrutiny Commission**

**9 September 2013**

## **Future Growth of Gatwick Airport**

### **1. Key Points**

- 1.1 Gatwick Airport Limited has made a submission to the Airports Commission which outlines options for a second runway at Gatwick as part of its proposals for ensuring that the UK is able to maintain the UK's aviation hub status.
- 1.2 Gatwick has outlined three options for providing an additional runway at Gatwick to the south of the existing runway (close spaced, medium spaced and wide spaced) as part of a constellation of airports with two runways surrounding London.
- 1.3 Gatwick's submission outlines the main impacts of the options including employment, transport and environmental impacts, although there is not a significant level of detail at present. More detailed assessments would be undertaken if Gatwick forms part of the shortlist of options put forward by the Airports Commission for more detailed consideration at the end of 2013.
- 1.4 As well as the economic benefits, a number of areas of potential concern for Crawley are highlighted including noise, impact on local roads and the implications for housing of additional employment, although little detailed information is currently available and the submission indicates that all these areas would be subject of more detailed assessment at the next stage.
- 1.5 It is the recommendation of officers that given the current limited level of detailed information available, particularly on the environmental impact of a second runway, that options for a second runway should be shortlisted by the Airports Commission to enable more detailed assessments to be carried out.

- 1.6 Whilst the employment benefits are recognised it is difficult at this time to balance this against the environmental implications particularly of a wide spaced runway without having a more detailed assessment of the impact of the proposals on the environment.
- 1.7 The deadline for responses to the Airport Commission is 27 September 2013.
- 1.8 This report relates to the response to the Stage 1 proposals submitted to the Airports Commission. The shortlist for Stage 2 anticipated to be published at the end of the year, with consultation during 2014.

## **2. Recommendations**

### **2.1 To the Overview and Scrutiny Commission**

**That the Commission consider the report and decide what comments, if any, it wishes to submit to the Cabinet and Full Council.**

### **2.2 To the Cabinet**

**The Cabinet is asked to:**

**1. Recommend to the Special Meeting of the Full Council on 26 September 2013 that:**

**i) The Full Council considers the following range of options:**

**Option 1: To determine that, in line with existing policy, the Council does not support a second runway at Gatwick Airport based on what is currently known about the likely impact of a second runway on the area.**

**Option 2: Not to express a view on a second runway at Gatwick Airport at this current time until more information especially on environmental impacts is available as part of the next stage of the work of the Airports Commission. As the scale of the impact of a second runway is not fully understood at present, this will enable the environmental implications to be fully considered alongside the economic benefits in light of a wider set of available information.**

**Option 3: To agree that the options for a second runway at Gatwick should be put forward for further consideration by the Airports Commission in the next stage of its work in 2014/15. The Council reserves its view on a second runway pending the outcome of the detailed assessments to be carried out in this next stage. The Council seeks the opportunity to actively engage with Gatwick Airport to ensure that the further assessment of the runway options by Gatwick are robustly undertaken and provide the level of information that would enable the Council and other interested parties to make an informed decision on a second runway.**

- ii) **The Full Council adopts Option 3, subject to the determination by the Special Meeting of the Full Council as to which option it supports to be put forward to the Airports Commission.**
- 2. **Agree that the Borough Council, without prejudice to its position with regards to a second runway, seeks to work with Gatwick and other Local Authorities on the detailed assessment of runway options at Gatwick.**
- 3. **Agree that the Borough Council should highlight in any response to the Airports Commission, the need for the Airports Commission and the government to provide clarity at the earliest appropriate opportunity with regards to the need for future safeguarding of land for additional runways if in the event that particular locations for additional runways are ruled out.**

**LEE HARRIS  
Chief Executive**

### **3. Background**

#### Summary of National Policy

- 3.1 In December 2003 the Government issued the Aviation White Paper “The Future of Air Transport”, which stated that two new runways should be provided in the South East by 2030, one at Stansted and another at Heathrow. It also stated that in the event that an additional runway could not be provided at Heathrow, land should be safeguarded for a second runway at Gatwick.
- 3.2 In practice neither of the additional runways has been implemented although the debate about the need for and location of additional runway capacity has continued. This resulted in the Government announcement in September 2013 that it was setting up an independent Airports Commission chaired by Sir Howard Davies to examine the scale and timing of any requirement for additional capacity and to identify and evaluate how any need for additional capacity should be met.
- 3.3 The Airports Commission is due to publish an interim report by the end of 2013, which will propose what needs to be done to maintain the UK’s aviation hub status and to recommend a shortlist of options, which warrant further consideration in a second stage of assessment. This will be followed by a final report to the government in 2015, which will recommended how any additional capacity which is needed will be met.
- 3.4 As part of the process of preparing their report, the Airports Commission has issued a number of discussion papers for comment, which relate to various aspects of the aviation sector, the way in which it operates and its impact on the economy and the environment. It also invited organisations to put forward proposals for how additional airport capacity could be met by 19 July 2013. The Airports Commission has invited comments on the detail contained within any of the proposals. Comments need to be received by 27 September 2013 to enable them to be taken into account as part of the assessment of the stage 1 submissions.
- 3.5 The Airports Commission has published a list of criteria against which proposals for additional airports capacity will be assessed. These include a range of economic, environmental and infrastructure implications as well as operational and viability issues. Proposals will also be assessed against how they intend to engage with key stakeholders and communities.
- 3.6 In August 2013, the Airports Commission also published an information note on how it envisages the second phase of assessment being undertaken. This would involve the production of a detailed business case and sustainability assessment. It is also indicated that the Commission would then run a national consultation on these documents in Autumn 2014. However, the Commission also suggests that organisations may wish to consider their own wider public engagement on their proposals in order to promote an open dialogue.

#### Previous Borough Council Consideration of Second Runway Issue

- 3.7 As part of the Government’s consultation on the “Future Development of Air Transport in the UK, the Executive at its meeting on 11 June 2003, resolved that the Government should be informed that whilst a wide spaced second runway was not supported, the Council accepted that in principle a close parallel runway could

be accommodated. However, that decision was called-in and following a debate at Full Council on 25 June 2003, the decision was referred back to the Executive for reconsideration. The Council asked the Executive to support the maximum use of the existing runway, whilst rejecting a close parallel runway and/or any additional runway. The Executive resolved that whilst the arguments for a close parallel runway were finely balanced, the Council could not accept this option given the environmental impacts and urbanisation which would arise. The Executive approved this revised resolution and it formed part of the Council's response to the White Paper.

- 3.8 Following the publication of the 2003 Aviation White Paper, which required land to be safeguarded for a second runway at Gatwick, the Borough Council identified the area of land to be safeguarded in its Core Strategy which was adopted in 2008. The safeguarded land is based on the area that the airport operator indicated would be required for a second runway in its 2006 Airport Master Plan. Planning polices have prevented development in the safeguarded area, which would be incompatible with the development of a second runway.

#### **4. Gatwick's Submission to the Airports Commission**

- 4.1 Gatwick alongside a number of other organisations submitted its proposals for additional airport capacity to the Airports Commission by the deadline of 19 July 2013. The outline proposals submitted to the Airports Commission in July were restricted to a 40 page submission. Gatwick's submission is also supported by technical appendices.
- 4.2 Gatwick's proposal is based on the vision that the additional runway capacity that is required to maintain the UK's aviation hub status is best provided by a constellation of airports around London with Gatwick, Stansted and Heathrow all having two runways, rather than a single "mega hub" airport. The submission contains an analysis of why this is the best option for meeting strategic objectives in terms of airport capacity.
- 4.3 As part of this strategic vision, the submission proposes the provision of a second runway at Gatwick to fulfil its position as part of the constellation of airports. All the locations for an additional runway at Gatwick that have been considered are outlined. As with earlier studies, options for a second runway to the north of the airport, and a southern option, which goes over the railway line have been ruled out because of the cost and impact involved in their construction. These are options A, B and C on the attached plan.
- 4.4 Gatwick's submission gives an indication of the three preferred locations for a second runway. The document then summarises how the proposals perform against the Airports Commission's sift criteria for long term capacity options, which include the operational, technical and commercial deliverability of the options and their broad economic, social and environmental impact. The submission does not contain detailed proposals for airport facilities or runway alignments, nor a comprehensive environmental assessment of the impacts.
- 4.5 The preferred options for a second runway at Gatwick are shown on the attached plan as D,E and F. It should be noted that the land currently safeguarded for a second runway is based on a separation of 1,035 metres. A summary of the runway options and how they would operate is set out below. It should be noted

that Gatwick's current throughput is around 34 million passengers per annum (mppa), which could rise to a maximum of 45 mppa with a single runway.

<b>Option</b>	<b>Runway separation</b>	<b>Use of runways</b>	<b>Operation</b>	<b>Passenger throughput</b>
Close spaced	Less than 760 m apart	One runway for arrivals, one for departures (segregated mode)	Operating dependently (i.e. not simultaneously)	56-58 mppa in 2030 58-64 mppa in 2040 60-66 mppa in 2050
Medium to wide spaced	More than 760m apart	One runway for arrivals, one for departures (segregated mode)	Operating independently	59-61 mppa in 2030 72-74 mppa in 2040 75-82 mppa in 2050
Wide spaced	At least 1,035m apart	Each runway used for both runways and departures (mixed mode)	Operating independently	60-63 mppa in 2030 76-79 mppa in 2040 80-87 mppa in 2050

- 4.6 The submission states that all of the options may require a western extension of the airport boundary beyond that currently safeguarded. This is to provide for taxiways around the end of the runways in line with current practice, rather than across the existing runway as was assumed previously in 2003.
- 4.7 Gatwick has stated that it will not seek to overturn the legal agreement made between WSCC and BAA which prevents the construction of a second runway at Gatwick until 2019. It is estimated that the construction of a second runway would take 5 to 6 years to complete and commission once construction has started. It is therefore estimated that a second runway could be operational in 2025.
- 4.8 The submission does not contain any details of which airlines would operate from Gatwick with a second runway. It is highlighted that the analysis of the aviation sector on which the estimates of future demand and capacity are based takes into account current trends and business models in the aviation sector.
- 4.9 The submission includes a high level assessment of the costs associated with the main runway options including the costs of providing terminal facilities and other associated infrastructure. The estimated cost of between £5 and £9 billion also includes site acquisition, design costs and off airport access contributions. It is anticipated that the financial investment would be funded by the owners of the airport without recourse to public funds.
- 4.10 A summary of the implications of the proposals based on the currently available information is contained in the next section of this report. However, as stated above, at the current stage of the process, those organisations making submissions on proposals for additional airport capacity were not required to undertake detailed technical studies of issues such as environmental impact. If proposals were to form part of the Airports Commissions shortlist of options for

further consideration at the end of the year, then more detailed assessment would be carried out at this stage.

- 4.11 The Borough Council supported by other local authorities has been engaging with Gatwick on the development of their proposals for additional runways in order to ensure that all potential impacts are considered and that the assessments which are carried out are fully understood. It has been made clear that this engagement does not prejudice the views that any of the local authorities may come to with regards to the second runway. It is proposed that a number of topic related working groups with Gatwick and local authority representatives are set up to take this work forward.

#### 4.12 Overview of Other Proposals for Additional Runway Capacity

A number of organisations including Heathrow, Stansted and the Mayor for London have so far published the proposals that they have submitted to the Airports Commission. The main elements of the proposals are summarised for reference below:-

##### Heathrow

- Three possible locations for the provision of a third runway at Heathrow
- Runway options are to the southwest, northwest and northeast of the current runways

##### Stansted

- Proposes two options for an additional runway
- Option for a new 4 runway hub airport with three additional runways at Stansted

##### Mayor for London

- Proposes three options for a new four runway hub airport including
  - Isle of Grain
  - Stansted
  - Outer Thames Estuary on a reclaimed island

##### Manston

- Improve facilities to act as a “reliever” airport for the other London Airports

##### Birmingham

- Use existing runway to cater for additional 27 mppa and build a second runway after 2030 as part of a network of UK airports.

## 5. **Matters relating to the Options at Gatwick to be considered**

- 5.1 There are a wide range of issues which need to be considered when assessing the implications of a second runway at Gatwick. The following paragraphs summarise the content of Gatwick’s submission in relation to a range of issues. Where relevant, other additional studies or areas of work have been highlighted. It should be noted that many of the figures relate to the impact of the maximum use of a second runway and that impacts will be felt incrementally as the throughput of the airport increases towards its maximum use.

## **Economic Implications**

- 5.2 The national and regional economic implications of the proposals outlined in Gatwick's submission include :-
- Supporting the creation of up to 19,000 new jobs in the sub region. 10,100 would be within the expanded airport itself with the off-airport, indirect and induced employment being 8,700 over a 25 year period.
  - Up to £1.66 billion a year in economic contribution to the region
  - Act as a catalyst for the development of further aviation related and international businesses in the sub region.
  - Support wider social and economic regeneration objectives in some relatively more deprived areas such as Croydon, Lewisham, Lambeth, Sussex Coastal towns
  - On a national basis generate trade, connectivity and investment benefits. Investment benefits alone would be worth around £56 billion.
  - Failure to provide airport capacity and to develop connectivity would have severe adverse effects on the UK economy in terms of lost trade, tourism and investment.

### Berkeley Hanover Consulting Report

- 5.3 The Borough Council alongside WSCC, Surrey County Council and the Gatwick Diamond Initiative commissioned at the end of 2012 its own consultants to consider the impact of growth at Gatwick Airport on the economy. This work considered that around 20,000 jobs could be created as the result of the construction of a second runway at Gatwick on and off the airport.
- 5.4 The same study also considered the impact in the Gatwick Diamond area of additional runway capacity being located elsewhere in the South East as airlines may move to the hub airport. It forecasted that on and off airport there could be a decline of up to 6,000 jobs with at best, the current level of on and off airport employment being maintained.

## **Infrastructure Impacts**

- 5.5 Surface Access  
The submission states that Gatwick is already the best connected London airport in terms of surface access particularly by rail whilst also being connected on the strategic road network.
- 5.6 A number of committed future rail investment schemes such as the Thameslink programme are highlighted which will provide 50% additional capacity by 2018. Improvements are also planned for the Brighton Main Line to provide additional peak capacity for both air passengers and commuters. It is envisaged that medium term improvements in terms of rail deliver all the capacity that would be required for both non airport growth and that associated with a second runway.
- 5.7 With regards to road access it is highlighted that, irrespective of a second runway, a number of incremental improvements are required before 2025 to support regional demand and existing airport related demand including at the M23 junctions serving Gatwick Airport and its link to the M25. The introduction of a managed motorway (e.g. variable speed limits and hard shoulder running) between junctions 8 and 10 of the M23 will also enhance the road network.



- 5.8 The need for local highway improvements around the north and south terminals is also highlighted including improvements to the A23 which could be achieved along the existing alignment or diversion to the east of the airport. At present the impact on the wider local highway network not in the immediate vicinity of the airport has not been modelled. However, the need for this work to be carried out as part of the next phase of development of the proposals is recognised.

#### Housing Pressures and Community Infrastructure

- 5.9 The submission document discusses the issue of housing pressures in association with an increase in employment levels from a two runway airport. It is acknowledged that existing employment and housing projections will have already taken into account the growth of Gatwick as a single runway airport and that additional housing provision resulting from a second runway will involve housing provision beyond local authorities' current planning horizons. There is no indication what the impact of the growth of housing will have on house prices. The document states that in the next phase of the work, the airport will engage with local authorities to help identify possible housing and employment land requirements.

#### Buildings Affected

- 5.10 The submission highlights that there are 5 grade II \* and 13 grade II Listed Buildings within the safeguarded area. Ifield Conservation area is highlighted as being one of four conservation areas in proximity to the airport, although beyond the safeguarded area.
- 5.11 The construction of a second runway would directly affect other buildings including between 50 and 100 residential properties and between 60 and 120 commercial properties depending on which runway option was chosen. The document highlights that the potential replacement of lost floorspace may need to be considered within the context of forward planning activities for Manor Royal and the wider Gatwick Diamond. Three private nursery schools and two places of worship also lie within the safeguarded area.

#### Green Infrastructure

- 5.12 It is stated that no international or national designated habitats would be directly impacted by any of the runway options. The impact on nearby international designations will be tested further through the screening of the preferred option against the Habitat Regulations but their distance from the airport is likely to mean that they will not be adversely affected. Although nearby national designations may be affected by an increase in aircraft noise they are already exposed to such noise and are not designated for supporting birds or other species which would be particularly susceptible to noise disturbance.

#### Water Infrastructure

- 5.13 The existing diversion of the River Mole would need to be extended for any of the southern runway options. The Submission considers that this could provide opportunities to address current flood risk down stream. Issues of surface water run off and water quality impacts would be mitigated using water treatment techniques such as reed beds and balancing ponds.

### **Environmental Implications**

#### Noise

- 5.14 The submission document states that the constellation approach offers the advantage of dispersing aircraft operations over a much wider area than would

occur with a single hub airport. It also highlights that the main nearby centres of population (Crawley and Horley) are generally free from aircraft overflight and relative to most existing airports, there are relatively low population densities living beneath the flight paths.

- 5.15 The document itself refers to the modelling of aircraft contours and contains a summary of the number of properties that would lie within stated noise contours of a second runway. However, the submission and its appendices do not at present contain any contour maps which would indicate the areas which these contours may encompass
- 5.16 Gatwick states that the number of properties that would fall within the 57 dBA leq contour would increase from the current number of 3,050 to 3,300 for the close parallel option, 7,400 for the medium wide spaced option and 11,800 for the wide spaced option in 2042. (These figures include the whole of the area around the airport and not just Crawley and do not take into account the North East Sector) The document states that this figure would represent 5% of the population that would be impacted by Heathrow. The document also indicates that 13 schools and 7 places of worship would fall within the 57dBA leq contour with the wide space runway option, although it is not specified where these buildings are located.
- 5.17 The potential impact of the second runway on the noise contours for the North East Sector need to be considered. The issue was considered at various planning inquiries, which were held in relation to the planning appeal for development of the north east sector. The noise contours that were assessed as part of this appeal were based on those produced in relation to the 2<sup>nd</sup> runway option contained in the 2003 Aviation White Paper and subsequently updated at the time of the planning appeal. The conditions associated with the planning consent recognise that parts of the area would lie within the 57-66 dBA leq should a 2<sup>nd</sup> runway be built, and that appropriate mitigation would need to be undertaken.
- 5.18 All three options would impact on ground noise levels around the airport to varying degrees, including North Crawley and Ifield as well as other areas outside the Borough. The document states that whilst the geographical areas affected by ground noise under all options would extend further from the airport than they do at present, with appropriate mitigation and considered in the context of other noise sources, the impact of ground noise is not considered to be unacceptable. Mitigation measures would include defining noise preferential routes, operational practices, aircraft type restrictions and noise insulation including those for noise sensitive buildings.
- Comparison with 2003 Information
- 5.19 In 2003 it was estimated that around 21,000 people could fall within the 57 dbA. The revised contours produced as part of the North East Sector planning appeal, estimated there were 13,200 people with the same noise contour. Improvements in aircraft technology and the routing of aircraft are considered to have caused these changes.

### **Air Quality**

- 5.20 The submission states that Gatwick are confident with the combination of a cleaner fleet mix and development of innovative surface access solutions, that none of the runway options would breach NO<sub>2</sub> limits. Nitrogen oxide and particulate matter

have been modelled for all runway options and again show that none of the options would breach limits.

#### Comparison with 2003 Information

- 5.21 The consultation on the white paper in 2003 indicated that around 4,000 people could be living in the area within which the NO<sub>2</sub> limit would be reached. Even at that time there were indications that this effect could be mitigated. The impact of a cleaner fleet is likely to be a significant effect on this outcome.

## **6. Views of Residents, Businesses and Other Organisations**

- 6.1 As part of the Airports Commission's process for those proposals, which are shortlisted for more detailed consideration, Gatwick will need to undertake consultation on the options for a second runway. This is likely to take place in 2014. However, questions relating to growth at Gatwick have been included in recent surveys, the results of which are summarised below. It should be noted that these surveys were undertaken before Gatwick's submission was published.

#### Local Plan Questionnaires

- 6.2 Questions relating to the principle of construction of a second runway at Gatwick were included within questionnaires that formed part of consultation on various stages of the preparation of the Local Plan. In response to two separate stages of consultation, the questionnaires indicated that around 50% of respondents supported a new runway for economic reasons whilst around 50% opposed it for environmental reasons.

#### WSSC Attitudes to Air Travel Survey

- 6.3 In May and June 2013, a research company appointed by WSSC undertook a large survey of residents and businesses throughout West Sussex on Attitudes to Air Travel, which included some specific questions on Gatwick Airport. The sample of 1000 residents and 600 business included an oversample of respondents from the Crawley area to enable more valid conclusions to be drawn.
- In West Sussex 51% of businesses and 44% of residents agree that there is a need for more runway capacity in the South East. Based on the Crawley sample these figures are 62% and 50% respectively
  - 42% of West Sussex residents supported the construction of a second runway at Gatwick as being their single preferred option of increasing runway capacity. This figure was 49% for Crawley residents.
  - 52% of West Sussex businesses and 71% of Crawley business supported the construction of the second runway at Gatwick as being their single preferred option
  - Economic reasons featured highly amongst those supporting a second runway whilst environmental concerns ranked highly amongst those that did not.
  - On the issue of aircraft noise 78% of Crawley residents considered the current level of aircraft noise as being acceptable.

- 57% of Crawley residents considered that an increase in aircraft noise associated with a second runway would be acceptable given the benefits that it would bring

#### 6.4 West Sussex County Council

At its meeting on 19 July 2013 the County Council supported in principle a second runway at Gatwick as being conducive to economic growth and prosperity in West Sussex whilst having due regard to the potential environmental and infrastructure issues.

#### Gatwick Diamond Initiative Survey

6.5 In a survey of businesses carried out by the Gatwick Diamond Initiative in February and March 2013 questions relating to Gatwick were asked. Based on 57 responses:-

- 60% of businesses said that capacity should be increased at Gatwick with a view to it becoming an aviation hub.
- Around 57% saw expansion as being beneficial to their business.
- 9% of businesses said they would consider moving elsewhere if another airport were to become the UK's hub airport.

6.6 In Gatwick's press release accompanying its publication of proposals for a second runway at Gatwick, the Chair of the Gatwick Diamond Initiative is quoted as supporting the submission. It has also been reported that at the Gatwick Diamond Business AGM there was majority support for a second runway at Gatwick.

#### Other comments received

6.7 A number of residents have also contacted the Council over the summer to express their views with regard to a second runway. The range of views expressed is similar to those summarised above with some welcoming the economic benefits with others having significant concerns about the environmental implications.

6.8 A website has been set up by business groups to enable businesses to register their support for a second runway. They then proposed to submit a list of businesses which support a second runway to the Airports Commission. Organisations that have supported this web campaign include Crawley and Gatwick Chamber of Commerce, Sussex Enterprise, Gatwick Diamond Business, Gatwick Hotels Association, Federation of Small Businesses as well as the Gatwick Diamond Initiative.

6.9 The Gatwick Area Conservation Campaign (GACC) has issued various statements opposing the construction of a second runway at Gatwick due to its environmental impact.

## **7. Concluding Comments**

### 7.1 Overview of the Airports Capacity Debate

This report has concentrated on the implications of a second runway at Gatwick but it should be noted that it forms part of a much wider debate as to whether, how much and in what format additional airport capacity should be provided, i.e. a large hub or dispersed capacity. The Airports Commission is due to report at the end of 2013 its conclusion on whether additional airport capacity is needed in the UK as well as shortlisting any proposals which warrant further detailed examination in order to help meet those needs.

7.2 Summary of Key Issues of a second runway at Gatwick

As yet there is limited detailed information available on many of the impacts. However, there is a recognition that further studies and assessments need to be carried out if Gatwick forms part of the Airports Commission shortlist.

7.3 It is estimated that a second runway at Gatwick would generate around 19,000 to 20,000 jobs. There is a need to consider the effect that this would have on the demand for housing in the areas around Gatwick. The economic impact on the area if additional runway capacity were located at another airport also needs to be considered.

7.4 There are a number of environmental impacts that would result from the construction of a second runway. The impact on those that would be affected by aircraft noise is a particularly important consideration, although at present there is only limited information available. There would also be the loss of some residential and commercial dwellings.

7.5 The impact on local roads of passengers and staff accessing a two runway airport has been identified as an issue that needs to be assessed. Improvements to the strategic road and rail network, which are already in the pipeline will help meet the additional demand arising from a second runway. A number of junction improvements close to the airport will be required and the airport will make a contribution towards these improvements.

Next steps in the process

7.6 The next stage of the Airports Commission process will involve a more detailed assessment of the impacts of the shortlisted proposals. Organisations proposing additional airport capacity are required to consult on their proposals as part of this assessment. This is likely to take place in early 2014.

7.7 The Borough Council along with other local authorities has started discussing with Gatwick how they can gain a greater understanding of the more detailed assessment work that would need to be carried out to ensure that all potential issues are considered. There is also likely to be the opportunity to suggest how the airport could consult on their proposals in 2014.

Safeguarding

7.8 As required by the 2003 Aviation White Paper, the Borough Council has safeguarded land for a second runway in the event that it should be required. Due to its proximity to the airport, the safeguarded land could come under pressure for commercial development should the Airports Commission ultimately consider that Gatwick is not the preferred option for meeting the UK's aviation capacity requirements. It is therefore felt to be vitally important that the Airports Commission recommendations and the Government's aviation policy provide clear guidance on the issue of safeguarding so that the necessary planning implications are considered at the earliest appropriate time.

Officer Recommendation

7.9 The proposals put forward by Gatwick raise important issues at both a national and local level. In addition to what will, inevitably, be a complex evaluation of the economic and environmental issues associated with each option, it will have to

consider, as a matter of principle, the merits of an approach which allows for a dispersal of new runway capacity across the South East when set against the competing calls for growth at a single 'hub airport'.

- 7.10 The conclusion reached by the Commission and any subsequent decisions by the Government will have a fundamental effect on the character and economy of Crawley and the surrounding area. The issues are complex and the options both for Gatwick and other airports have still to be refined. Views expressed in the various consultations and surveys, which have so far been carried out, reflect the division of opinion in the town.
- 7.11 Against this background, officers have set out three broad options for the Cabinet and the Council to consider – one in which the Council indicates that it does not support a second runway at Gatwick; one which the Council offers no view at all at this stage; and one in which the Commission is asked to include Gatwick's proposals in its next stage of work in order that the proposals can be properly and fully evaluated, whilst reserving the Council's views until that work has been completed. Officers consider that this third option is the one which the Council should adopt. It recognises the national significance of Gatwick and its contribution to the economy. This would also reflect the importance of the issues which growth at Gatwick raises both locally and nationally without committing the Council to a particular stance before those issues have been fully evaluated.
- 7.12 Separately, the Cabinet is asked to endorse continued work with Gatwick to help secure a robust appraisal of their proposals and reiterate to the Commission the importance to the area of a clear and early decision.

## **8. Ward Members' Views**

- 8.1 The issue of growth at Gatwick Airport potentially affects all wards in the town. The issue is to be debated at a special meeting of the full Council to enable all Members to have the opportunity to consider the issue.

## **9. Staffing, Equalities, Financial and Legal Implications/Powers**

- 9.1 If the Government ultimately decided to recommend the construction of a second runway at Gatwick, as a nationally significant infrastructure project any planning application would be determined by the Planning Inspectorate. However, the Borough Council would be a consultee in the decision-making process and staff may be involved in local consultation.

An Equality Impact Assessment has been completed n

- 9.2 There are no legal implications arising from this report.

## **10. Environmental Impacts**

- 10.1 The environmental impacts of the potential construction of a second runway have been set out in section 6 of this report.

## **11. Reasons for the Recommendation**

- 11.1 The report indicates that there is a range of recommendations that Full Council could consider in determining its view on a second runway at Gatwick. It is the view of officers that the Council should support Gatwick being included in the Airports Commission's shortlist of options for additional runway capacity being put forward for more detailed assessment. This would enable any decision with regards to the Council's position on second runway to be made in the light of a more detailed assessment of the environmental impacts can then be considered alongside the economic benefits.

## **12. Background Papers**

GAL Response and Appendices to Airports Commission for Proposals for Providing Additional Runway Capacity in the Longer Term (19 July 2013)

Airports Commission Sift Criteria (May 2013)

Attitudes to Air Travel in West Sussex (July 2013)

Gatwick Employment Generation in Context of SE Airport Expansion to 2030 (Berkeley Hanover Consulting (February 2013)

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**FIGURE 9:**  
ADDITIONAL RUNWAY OPTIONS CONSIDERED PREVIOUSLY AT GATWICK

