

Chichester District Council

THE CABINET

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Gatwick Airport Draft Master Plan 2018

1. Contacts

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2. Recommendation

- 2.1. That the recommended response set out in appendix 2 to the agenda report is endorsed as Chichester District Council's response to the consultation on the draft Gatwick Airport Master Plan.

3. Background

National Context

- 3.1. Air travel in the UK continues to make an important contribution towards facilitating economic growth as well as enhancing cultural and leisure opportunities. Balanced against these considerations is the increased scrutiny being given to the environmental impacts of air travel, as well as the potential impacts on nearby residents.
- 3.2. In recent years air travel has been brought into focus with the prevalence of low-cost passenger travel. This increases demand on the capacity of existing airports to accommodate this growth. This demand is forecast by the Government to grow from an estimated 267 million passengers in 2016 to a potential (unconstrained) demand of 495 million passengers by 2050.
- 3.3. Members will be familiar with the work undertaken by the Airports Commission to quantify the impact that these forecasts could have on the need for the expansion of airport capacity in the UK.
- 3.4. In December 2013, it published an interim report which concluded that there was a need for one additional runway to be in operation in the south east of England by 2030. Subsequent work by the Commission considered the potential to provide this additional capacity, including through a new airport in the inner Thames Estuary, expansion of Heathrow Airport and a second runway at Gatwick Airport. During the course of this work, the government consulted on the options available. A report setting out the comments of Chichester District Council (CDC) was considered by the Cabinet in January 2015.
- 3.5. The final report of the Commission in July 2015 recommended that the development of a new runway at Heathrow Airport was pursued as the preferred

option on the basis that it presented the strongest case and offered the greatest strategic and economic benefits.

- 3.6. In October 2016, the government confirmed that a new runway northwest of the existing Heathrow Airport was its preferred scheme. This preferred approach has been taken forward through the preparation of a new “Airports National Planning Statement: new runway capacity and infrastructure at airports in the South East of England” which was published in June 2018.
- 3.7. With the additional airport capacity unlikely to come forward before 2030, the need to make more intensive use of existing airport infrastructure has been recognised by government. A new general national aviation strategy is expected to be published by the government in 2019, which is anticipated to set out the government’s policy on this matter.
- 3.8. In advance of this, in June 2018 the government published ‘Beyond the horizon, the future of UK aviation – Making best use of existing runways’. This confirms that the government believes there is a case for airports to make best use of their existing runways.
- 3.9. Where airports wish to increase their potential passenger traffic movements by fewer than 10 million passengers per annum, it is envisaged that such applications can be taken forward through the existing provisions of the Town and Country Planning Act 1990. Such applications will need to demonstrate how they will mitigate against environmental impacts, taking account of national policy and other local considerations, to be determined on a case by case basis.
- 3.10. Where applications involve an increase of 10 million or more passengers per annum (or deemed ‘nationally significant’), such applications would be considered as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and would need to be considered by the Secretary of State.

Gatwick Airport

- 3.11. Gatwick Airport is currently the second busiest airport in the UK (behind Heathrow Airport) in terms of the total number of passengers. It represents a significant economic driver within the south-east region and a major employer. Its effects and impacts extend into the Chichester District administrative area both directly (principally through the routes of aircraft) and indirectly (through associated economic development and increased traffic on roads/public transport etc.)
- 3.12. The airport principally uses a single runway, served by two passenger terminals. A second standby runway, running parallel to the main runway, is only currently usable as an ‘emergency runway’ when the main runway is unavailable.
- 3.13. The use of the airport’s runways, and any planned expansion, has been controlled since August 1979 through a legal agreement between the owners of the airport and West Sussex County Council. This agreement was reached within the context of planning consent being granted for a significant expansion of the airport, including the building of the second North terminal which opened in 1988. The expected increased capacity of the airport with this provision was around 25 million passengers per annum.
- 3.14. The legal agreement is time-limited for a period of 40 years from its signing and expires in August 2019.

- 3.15. Despite the restrictions set out in the legal agreement, passenger traffic through Gatwick Airport had already risen to 33.8 million per annum in 2012 as a result of more efficient use of the existing infrastructure and new technologies.
- 3.16. In 2012, the current master plan was prepared by the airport owners. This expected passenger traffic to grow to 40.2 million passengers per year by 2021/22 through continued increase to the airport operations, and within the restrictions of the 1979 legal agreement. The 2012 master plan also looked further ahead to the year 2030 where up to 45 million passengers per annum were projected, principally by making use of unused capacity outside of peak periods. In reality, by 2018 passenger traffic at the airport had already grown to 45.7 million passengers per year and is expected to rise to 53 million passengers per annum by 2023. For reference, 102,000 tonnes of cargo travelled through Gatwick Airport in 2018 and is expected to increase.

Draft Gatwick Airport Master Plan 2018

- 3.17. It is in this context that the owners of Gatwick Airport have published a draft master plan (<https://www.gatwickairport.com/globalassets/business--community/growing-gatwick/gatwick-draft-master-plan-final.pdf>)
- 3.18. The draft master plan sets out the immediate priorities for Gatwick Airport for the period 2018-2022-2023. These are summarised as follows:
 - Improved utilisation of existing runway through use of technology, improved processes and modifications to runway and taxiway infrastructure.
 - Increased use of larger aircraft by airlines, thereby increasing number of passengers per flight
 - £1.1bn of capital investments into airfield, terminal and surface access improvements
- 3.19. Looking further ahead to the period 2022-2023-2032-2033, the master plan considers three broader growth strategies to meet anticipated demand:
 - **Scenario 1 – a single runway operation using the existing main runway.** Under this scenario, passenger traffic is projected to rise to between 57 and 61 million passengers per annum by 2032-2033. Cargo tonnage is projected to increase to 220,000 tonnes per annum;
 - **Scenario 2 – existing standby runway is brought into more active use alongside the existing main runway.** Under this scenario, passenger traffic is projected to rise to between 68 and 70 million passengers per annum by 2032-2033. Cargo tonnage is projected to increase to 325,000 tonnes per annum;
 - **Scenario 3 – land is safeguarded for an additional runway to the south.** Under this scenario, the total capacity of the airport could be around 95 million passengers per annum. The timescales for achieving this scenario is not specified, as there is currently no policy support from government.
- 3.20. Broadly, the first two scenarios may be considered to be consistent with the government agenda to make best use of existing runways. This is certainly the case with the first scenario which would see very little physical changes to the airfield, relying instead on ever increasing efficiencies being made, including

growth outside of current peak travel times. As such, there is expected to be little need for additional infrastructure and potentially limited opportunities for local planning authorities to influence this growth.

- 3.21. The second scenario would be reliant on bringing the existing standby runway into more active use as a second runway operating alongside the existing main runway. Relatively moderate changes would be required to the layout of the airfield and its boundary. The anticipated development required, combined with the projected increase in passenger traffic movements, indicates that the project would be a 'Nationally Significant Infrastructure Project' and thus consent for development would need to be secured through the Development Consent Order process. As such, the decision-taker for any planning application would be the Secretary of State, with the process managed by the Planning Inspectorate.
- 3.22. The third scenario, namely the potential longer-term provision of an additional runway, would clearly be in conflict with current government policy. This is acknowledged in the draft master plan, which only seeks to safeguard the land required for this longer-term aspiration.
- 3.23. Whilst presented as three different scenarios, these are not necessarily mutually exclusive in terms of their physical ability to be delivered. Conceivably, and subject to a change in government policy, all three scenarios could, over time be delivered. The master plan, once finalised, will replace the 2012 plan. It has no significant status within the parameters of planning legislation, and carries little weight as a material planning consideration. However, as an expression of intent by the owners of a key part of the country's national infrastructure, it is considered to be an important document to consider.

4. Outcomes to be Achieved

- 4.1. CDC has been invited to make representations on the draft master plan prior to the closing date for consultation on 10 January 2019.
- 4.2. The impacts on Chichester District are generally considered to be relatively limited, particularly in the southern parishes. However, those parishes in the northern part of the district are within close proximity to Gatwick Airport and currently experience environmental impacts (including noise disturbance) from the operation of the airport, as well as economic benefits. The potential intensification and extension of the airport could have implications for these areas, as well as having a more indirect impact on other parts of the district.

5. Proposal

- 5.1. An analysis of the potential economic, social and environmental impacts on the district arising from the proposals set out in the draft master plan is set out in Appendix 1. The proposed response to the consultation is set out in appendix 2.
- 5.2. In responding to this consultation, it is important to recognise the limited status of the draft master plan as discussed in paragraph 3.23 above. Nevertheless, the plan does represent the expression of intent of the airport's owners as to its future development. The limited scope is acknowledged in the plan, including recognition that many of the aspirations and objectives discussed require the preparation of significant evidence to justify and further inform them.

- 5.3. The potential impacts on Chichester District are generally considered by officers to be relatively limited, particularly in the southern parishes. However, those parishes in the northern part of the district are within close proximity to Gatwick Airport and currently experience environmental impacts (including noise disturbance) from the operation of the airport, as well as a share of economic benefits. The potential intensification and extension of the airport could have implications for these areas, as well as having a more indirect impact on other parts of the district.

6. Alternatives Considered

- 6.1. Although CDC could resolve not to formally respond to this consultation, the role and influence of Gatwick Airport in the wider economy is considered to justify a response.

7. Resource and Legal Implications

- 7.1. There are not considered to be any significant resource and legal implications arising from this report.

8. Consultation

- 8.1. This report considers CDC's response to a consultation being undertaken by the owners of Gatwick Airport. Other groups are free to comment as they see fit. There is therefore no need for the recommended response set out in this report to be the subject of consultation. Comments from the Economic Development and Environmental Protection teams have been included in the report.

9. Community Impact and Corporate Risks

- 9.1. The potential impacts are set out in the report and specifically within the Appendices and related documents for this consultation.

10. Other Implications

Are there any implications for the following?		
	Yes	No
Crime and Disorder		✓
Climate Change There could be implications and these are discussed at para 5.13 of the report.	✓	
Human Rights and Equality Impact		✓
Safeguarding and Early Help		✓
General Data Protection Regulations		✓
Health and Wellbeing Draft Masterplan scenarios 2 and 3 are likely to give rise to environmental implications mainly for residents in the north of the district (eg in relation to noise and air quality) which will need to be	✓	

addressed when more detailed information is available.		
Other		✓

11. Appendices

- 11.1. Appendix 1 - Analysis of potential impacts on Chichester District arising from Gatwick Airport Draft Master Plan
- 11.2. Appendix 2 - Proposed Chichester District Council response to Gatwick Airport Draft Master Plan 2018 consultation

12. Background Papers

- 12.1. Background papers of particular relevance to this report are:

- Gatwick Airport Draft Master Plan 2018 Consultation (<https://www.gatwickairport.com/globalassets/business--community/growing-gatwick/gatwick-draft-master-plan-final.pdf>)
- Agenda item from 6 January 2015 setting out the Council's previous response to the Airports Commission Consultation Document (<http://chichester.moderngov.co.uk/documents/s825/09.0%20Gatwick%20Preferred%20route%20consultation%20v4.pdf>)