

# Chichester District Council

Cabinet

2 November 2021

## Consultation on bringing Gatwick Airport Northern Runway into use alongside the main runway

### 1. Contacts

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### 2. Recommendation

- 2.1 That Cabinet endorse the recommended responses to the consultation questions as set out in Appendix 2 to this report regarding bringing Gatwick Airport northern runway into use alongside the main runway.**

### 3. Background

- 3.1 The Gatwick northern runway which runs parallel to the main runway is currently a standby runway used solely for emergencies when the main runway is unavailable. The owners of Gatwick Airport are now consulting on proposals to bring the existing northern runway to be used for smaller aircraft, into routine use alongside the main runway. Departures would be shared between both runways. All arrivals would continue to use the main runway.
- 3.2 The proposals include the development of supporting infrastructure and facilities including road improvements, the realignment of the existing northern runway, and new pier (aircraft stands), additional parking and hotels and improvements to the existing terminal buildings.
- 3.3 In January 2019, the owners of the Airport undertook a consultation on a Master Plan for expansion of the airport. The Council responded to this consultation following its consideration by Cabinet at its meeting on 8 January 2019. The response agreed by Cabinet is set out at Appendix 1 to this report. The council supported the role that the airport plays within the wider region and the positive contribution it makes to Chichester District. The council was in support of the optimisation of the main runway of the airport but felt that it had insufficient information at that time to give a considered opinion on bringing into use the existing standby runway (the option now being promoted in this consultation), and the council noted the option to safeguard land for a wholly new runway.

- 3.4 This new consultation runs from 9 September to 1 December 2021.
- 3.5 The project is called the Northern Runway Project. The airport states that the new runway is needed as it is anticipated that by 2038 Gatwick's passenger throughput would increase to 75.6 million passengers per annum (mppa) based on the existing runway capacity of 62.4mppa. The level of passenger increase along with the road improvements needed to support it means the project is classified as a Nationally Significant Infrastructure Project and the owners of the Airport will need to apply for a Development Consent Order (DCO) to build and operate it.
- 3.6 Consultation is part of the DCO process, and the feedback received along with technical work and environmental studies will inform the final proposals which will be submitted by the airport's owners to the Planning Inspectorate for its consideration. The Planning Inspectorate will make a recommendation on the application to the Secretary of State for Transport, who in turn will make the decision as to whether to grant consent.
- 3.7 Gatwick Airport was seriously affected by the Covid-19 pandemic and recovery will take time. Whilst the short term outlook remains challenging, the owners state that there is confidence that passenger and airline demand at Gatwick will return to previous levels over the next four to five years and then continue to grow. In 2019 the airport contributed £8.3 billion to the UK economy and supported over 135,000 jobs. With the Northern Runway Project, it is estimated that the airport would be able to recover three times faster from disruption by enabling delayed departures to get away and free up the main runway for arrivals.
- 3.8 It is asserted that the Northern Runway Project will create significant national, regional, and local economic and social benefits and create thousands of new jobs.
- 3.9 Regarding climate change, the owners of the Airport have pledged to reach net zero for direct emissions before 2040, and state that they are on track already to achieve this. However, the direct emissions from the operation of the airport buildings and airside surface transport are only 0.08MtCO<sub>2</sub>e, compared to 0.31MtCO<sub>2</sub>e for surface transport by passengers to and from the airport and 5.11MtCO<sub>2</sub>e from the flights. The airport's EIA prepared for this project predicts that by 2032 implementing the project will have caused total greenhouse gas emissions to have increased by 1.51MtCO<sub>2</sub>e compared to not implementing the project, the vast majority of this arising from additional flights. Eliminating the 0.08MtCO<sub>2</sub>e direct emissions by 2040 will have little mitigating effect. For context, the whole of Chichester District emitted only 0.65MtCO<sub>2</sub>e in 2018 (the baseline year for the EIA).
- 3.10 The consultation documents do not set out the full picture, as presented in the EIA. It means that the airport's physical building infrastructure will be on a path to net zero, but expanding the airport means that it can accommodate more flights and therefore the total greenhouse gas emissions will increase as a result of the additional number of aircraft flights which use carbon derived fuel.

#### **4. Outcomes to be Achieved**

- 4.1 Whilst CDC has not been formally invited to make representations on these proposals, it is considered appropriate that the Council submits its views.

4.2 The impacts on Chichester District are relatively limited in the south of the district. 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 use 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 That the draft responses in Appendix 2 are submitted to the airport's owners as the Council's formal response to this consultation.

## 6. Alternatives Considered

6.1 Although the Council could resolve not to formally respond to this consultation, the impact of Gatwick Airport on the environment and 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 the Council's response to a consultation being undertaken by the owners of Gatwick Airport. The consultation is publicly available for those that wish to participate. There is therefore no need for the recommended response set out in this report to be the subject of consultation by the Council. 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

	Yes	No
<b>Crime and Disorder</b>		✓
<b>Climate Change and Biodiversity</b> See paragraph 3.9	✓	
<b>Human Rights and Equality Impact</b>		✓
<b>Safeguarding and Early Help</b>		✓
<b>General Data Protection Regulations (GDPR)</b>		✓
<b>Health and Wellbeing</b> See paragraph 4.1	✓	

Other		✓
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## 11. Appendices

11.1 Appendix 1: Chichester District Council's response to the consultation on the Draft Master Plan in January 2019.

11.2 Appendix 2: Chichester District Council's Response to consultation 'Our Northern Runway Proposals – Have Your Say'.

## 12. Background Papers

12.1 [Northern Runway Public Consultation | Gatwick Airport LGW](#)