

Appendix 1

Recommended response of Chichester District Council to Gatwick Airport Draft Master Plan consultation

- i. This Council continues to be supportive of the role that Gatwick Airport plays within the wider region and the positive contribution it makes to Chichester District.
- ii. The need to ensure that the airport continues to provide sufficient capacity to meet anticipated need is recognised, particularly within the context of national policies that seek to ensure that airports optimise the use of their infrastructure, including runways.
- iii. Accordingly, support is given to the option set out in Scenario 1 of continuing to optimise the capacity of the main runway of the airport.
- iv. With regard to the additional growth options presented, the potential of Scenario 2 for bringing into active use the existing standby runway is acknowledged to have the potential to also be in accordance with existing national policy. Nevertheless, this is likely to require consent from the Secretary of State through the Development Consent Order process. At this stage, insufficient information and evidence is available to fully inform a considered response to this option, particularly the potential noise impact on residents in the northern parishes of Chichester District, the existing infrastructure to the south of the airport and any potential additional need for housing arising in the wider area. Other associated impacts are also unknown e.g. the potential for a deterioration in air quality as a result of increased traffic congestion on local roads. Opportunities to improve links and infrastructure from Chichester District towards Gatwick Airport should be taken, including enhancements to rail services to and from Chichester and improvements to the north-south road network beyond the present focus of the A23/M23 spine.
- v. Scenario 3 which proposes to safeguard land for a wholly new runway is noted. Current government policy is clear that the identified future demand for an additional runway in the south east of England should be provided at Heathrow Airport. In this context, and taking into account the broad planning principle that land should only be safeguarded for future use where there is a reasonable prospect of it coming forward, the justification for this approach is questioned. Furthermore, the absence of any significant evidence to understand the potential impacts arising from this option makes it difficult to comment further at this time. Nevertheless, the reservations expressed in relation to Scenario 2 equally remain relevant to this scenario, as do the need to take opportunities to improve the links and infrastructure from Chichester District towards Gatwick Airport.