

# Public Document Pack

**Tony Kershaw**  
Director of Law and Assurance

If calling please ask for:

Clare Jones on 033 022 22526  
Email: [clare.jones@westsussex.gov.uk](mailto:clare.jones@westsussex.gov.uk)

[www.westsussex.gov.uk](http://www.westsussex.gov.uk)

County Hall  
Chichester  
West Sussex  
PO19 1RQ  
Switchboard  
Tel no (01243) 777100



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18 October 2021

Dear Member,

## **County Council - Friday, 22 October 2021**

Please find enclosed the briefing note for the motion to be debated at the meeting of the County Council to be held on Friday, 22 October 2021.

<b>Agenda No</b>	<b>Item</b>
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<b>9(a)</b>	<b>Motion on Gatwick Airport Runway Capacity (for debate)</b> (Pages 3 - 4)
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Briefing note on factual background information attached.

Yours sincerely

Tony Kershaw  
Director of Law and Assurance

**To all members of the County Council**

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**County Council – 22 October 2021**

**Item 9(a) - Notice of Motion by Cllr Wall**

**Gatwick Airport Runway Capacity - Briefing Note**

**Introduction**

Gatwick Airport Limited (GAL) proposes to bring the existing northern runway at Gatwick Airport into routine use alongside the main runway.

The Northern Runway Project (NRP) is a Nationally Significant Infrastructure Project (NSIP) requiring a Development Consent Order (DCO) from the Secretary of State (rather than planning permission from the local planning authority).

Formal consultation runs from 9 September to 1 December 2021; there is a dedicated [website](#). GAL has published a Preliminary Environmental Information Report (PEIR) covering likely significant impacts and mitigation.

**Background**

In July 2019, GAL revised its Master Plan for the next five years, together with growth scenarios looking five to 15 years ahead. In responding to the consultation on the Plan in January 2019, the County Council recognised the Airport's contribution to the local economy and welcomed sustainable growth at the airport where it would be consistent with the Authority's Plans.

The NRP first surfaced in the draft Master Plan. In responding to it the County Council neither supported nor objected to the idea but reserved its position at that stage given the lack of detail and supporting evidence provided by GAL.

Whether or not the NRP happens passenger throughput at Gatwick will continue to grow from around 47 million passengers per annum (mppa) – pre-pandemic figures – to approximately 62.4 mppa by 2038.

**Northern Runway Project**

The NRP comprises the following, mainly within the existing airport boundary:

- repositioning the Northern Runway (12m north) and reconfiguration of taxiways. Flights would continue to use existing flightpaths;
- expansion of both the North and South Terminal buildings;
- a new Pier (no.7) and amendments to aircraft stands;
- new facilities for waste, a new hangar, and new fire training grounds;
- new office space (9,000m<sup>2</sup> floorspace) and 1,000 new hotel rooms;
- an additional 18,500 car parking spaces;
- road improvement works to the South Terminal Roundabout, North Terminal Roundabout, and Longbridge roundabout; and
- environmental and mitigation measures, including new runoff and storage ponds and flood compensation areas.

Operational by summer 2029, with construction continuing to 2038, it would further increase Gatwick's passenger numbers to around 75.6 mppa by 2038.

GAL state the benefits of the NRP to be as follows:

- aligns with government policy of making best use of existing runways;
- greater UK point-to-point airport capacity to assist unmet Department for Transport forecasted aviation demand to 2050;
- improved connectivity, increased employment and economic benefits to the local area with a reduced scale of environmental impact;
- economic benefits to the national, regional, and London economies;
- operational resilience by the flexibility to use two runways whilst minimising growth outside the airport boundary;
- does not prejudice the long-term safeguarding of land to the south of the airport for a future additional runway; and
- supply chain opportunities for local businesses, increased local retail and leisure expenditure.

Land to the south of the airport continues to be safeguarded for an additional runway, in accordance with national policy. A southern runway does not form part of the NRP and is outside the scope of the current consultation.

### **Governance**

The County Council is a statutory consultee in the DCO process with a duty to respond to the current consultation by GAL. Officers are analysing the PEIR and its impacts on West Sussex and whether those are positive, negative, or neutral (taking into account any mitigation measures proposed by GAL).

The consultation response will be considered by a Communities, Highways and Environment Scrutiny Committee Task and Finish Group on 10 November 2021. It will be approved by the Cabinet on 16 November 2021.

### **Next Steps**

Post-consultation, officers will continue to engage in the next stages of the process in support of the County Council's consultation response. This will include commenting on the development of the scheme including the consent order and a new airport-wide S106 Agreement.

Following submission of an application for consent (expected late 2022), officers will provide an 'Adequacy of Consultation' response, prepare a Statement of Common Ground and a Local Impact Report, and submit written representations and participate in the examination process (which would continue to late 2023).

The Secretary of State is expected to decide whether to grant or refuse development consent by mid-2024.

### **Lee Harris**

Executive Director Place Services