

SURREY COUNTY COUNCIL**CABINET****DATE: 30 NOVEMBER 2021****REPORT OF CABINET MEMBER: MATT FURNISS, CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE****LEAD OFFICER: KATIE STEWART, EXECUTIVE DIRECTOR FOR ENVIRONMENT, TRANSPORT AND INFRASTRUCTURE****SUBJECT: SURREY COUNTY COUNCIL RESPONSE TO THE STATUTORY GATWICK AIRPORT NORTHERN RUNWAY CONSULTATION****ORGANISATION STRATEGY PRIORITY AREA: GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT/TACKLING HEALTH INEQUALITY/ ENABLING A GREENER FUTURE/ EMPOWERING COMMUNITIES****Purpose of the Report:**

Gatwick Airport Limited's (GAL) consultation on its Northern Runway Project runs between 9 September and 1 December 2021. This is the statutory public consultation in advance of GAL's submission of their application for a Development Consent Order (DCO) to the Planning Inspectorate for determination in 2022.

The purpose of this report is to seek Cabinet approval to the proposed consultation response attached at Annex 1. Advice has been sought from the range of Surrey County Council (SCC) services impacted by the proposals and the response takes into account the views and comments given at the Member Session held on 25 October 2021 and highlights potential impacts of the project on Surrey residents and businesses.

With environmental, economic and social implications, the scheme cuts across all the priority areas within the council's Organisation Strategy.

Recommendations:

It is recommended that Cabinet:

1. Approve the consultation response attached at Annex 1.

Reason for Recommendations:

The consultation response considers the potential impacts of GAL's scheme on SCC services and Surrey residents and businesses and sets out key asks of GAL to enable the likely effects to be fully understood.

In considering airport expansion in principle, the council has been consistent in emphasising that environmental and infrastructure issues must be satisfactorily addressed. Many of the comments made within the response reiterate concerns raised at both a political and officer level during consultation in 2018 on GAL's Airport Master Plan, which first proposed bringing the Northern Runway into routine use as one of its scenarios for future growth.

Executive Summary:

Background

1. GAL is consulting on a scheme to grow the airport by bringing Gatwick's northern standby runway into routine use through widening. Proposals also include supporting airfield and airport works, surface access improvements, car parks, surface water infrastructure, hotels and commercial facilities and environmental mitigation.
2. As the Northern Runway Project is classified as a Nationally Significant Infrastructure Project (NSIP), permission requires the grant of a Development Consent Order (DCO) under the Planning Act 2008. The Planning Inspectorate (PINs) will examine the DCO application and make a recommendation to the Secretary of State for Transport, who will make the decision on whether to grant or refuse permission.
3. The Northern Runway consultation, which is scheduled to run from September to December, is programmed to be the only statutory consultation prior to GAL's DCO submission in 2022. The consultation provides a vast amount of information, much of which is effectively an early version of information and assessments that will be required for DCO submission.
4. Currently, SCC's engagement with GAL takes place through the Gatwick Officers' Group (GOG) of local authorities from Surrey and West Sussex, which are all impacted by Gatwick operations and work closely together to ensure GAL complies with the section 106 agreement which it originally entered into with Crawley Borough Council and West Sussex County Council in December 2015 and which was extended in April 2019 to minimise as far as possible the airport's environmental impacts.
5. The 2013 Full Council resolution on airport expansion still pertains to Gatwick.

It was **RESOLVED** that:

 - This council recognises the crucial role of the airports at Heathrow and Gatwick in supporting employment for Surrey residents, generating investment in the Surrey economy and in attracting and retaining major businesses to locate in the county.
 - Given the vital importance of these airports for the continued success of the Surrey economy, this council opposes any proposals that would serve to reduce their capacity or the role of Heathrow as a hub airport.
 - This council remains of the view that expansion at either airport would require the environmental and surface access issues involved to be satisfactorily addressed.
 - This council calls on Government and the aviation industry to prioritise investment in road and rail connections to the airports to reduce congestion and overcrowding.
6. The proposed consultation response proposed at Annex 1 is in line with this resolution and with comments made to GAL in 2018 during consultation on its Airport Master Plan, which included this scheme as one of its growth scenarios. It focusses, in particular, on the surface access and environmental issues that need to be

addressed and recognises that SCC declared a climate emergency in 2020. Considerable cross service engagement and coordination has been undertaken to enable the potential impacts to be identified and considered as fully as possible.

7. From an economic growth perspective, Gatwick Airport is a large employer for residents in Surrey. Many businesses choose to locate in Surrey because of connectivity to both Heathrow and Gatwick Airport. The expansion of Gatwick will further increase employment opportunities, particularly for residents within the east of the county and would support international trade and encourage inward investment in Surrey.
8. The Project is expected to have a substantial impact on the UK economy and is forecast to generate 18,400 additional jobs by 2038. These employment opportunities are expected to be created through direct employment at Gatwick, as well as the indirect impact of the Project in supporting the supply chain, construction jobs and a wider catalytic impact across the region.
9. However, there are a number of areas where the council has grave concerns which are highlighted in the proposed response. Fundamentally, there are queries around whether there is a need for the Northern Runway Project itself, as well as around the level of growth assumed in the base case (expanding the capacity of the existing main runway) in advance of the northern runway coming into operation and the lack of supporting infrastructure.
10. The proposed response also makes it clear that it is unacceptable that all road improvements required for the scheme are phased to be delivered after the northern runway is due to come into routine use. We also highlight the inadequacies in transport modelling data.
11. There is concern raised around the quantum and phasing of parking and the impact this has on sustainable travel. There is also felt to be a lack of active travel schemes for staff travelling to the airport.
12. The proposed response makes clear that the increase in greenhouse gas emissions associated with the scheme is a matter of serious concern, and that the council queries the claim that this will not have a material impact on the ability of Government to meet its sixth carbon budget. There are also concerns as to the potential impact of these proposals on the ability of SCC to meet its own net zero targets given the increase in road transport emissions, and the ability for Surrey's residents to reduce their wider carbon footprint by taking more sustainable travel options
13. The proposed response also indicates that there could be an intensification of air traffic along certain routes and the non-alignment of timescales between the national airspace modernisation programme and DCO processes means that there could be different flightpaths operating should the project be constructed. There are specific concerns over the noise and air quality impacts on the communities of Charlwood and Horley, especially the cumulative impacts arising from aircraft, operations and construction and whether the mitigation measures are adequate.
14. A lack of detail is a common issue throughout the consultation material, making it difficult to fully scrutinise proposals. SCC will look to engage closely with GAL as

more detail in areas such as transport modelling, environmental mitigation, flood risk management and heritage appraisal are carried out post consultation.

15. All issues raised within the consultation response are captured within an issues log to enable GAL's progress in addressing each issue to be tracked. Issues that remain unresolved at the point of examination will form the basis of our submissions to the examination process.

Consultation:

16. Internal consultation has been carried out with the range of SCC services impacted by proposals.
17. GAL presented at a Member Session on 25 October, and comments and queries from that session have informed the consultation response.
18. Officers have worked closely with the district and borough councils of Mole Valley, Reigate and Banstead and Tandridge, which are all also host authorities and statutory consultees for the scheme and with Waverley Borough Council, to ensure consistency of response to Gatwick.

Risk Management and Implications:

19. The response highlights areas where there could be financial implications for the council if inadequate mitigation is provided through the DCO. It also raises a number of areas where a much greater level of detail and technical assurances are required.

Financial and Value for Money Implications:

20. To date costs to SCC have been limited to the costs associated with responding to consultation in respect of the Northern Runway project; however, the proposed consultation response identifies areas where the council could incur additional costs unless adequately mitigated through the scheme. The consultation response provides the opportunity to formally begin the process of highlighting issues, such as the impact on the highway network, which will need to be adequately mitigated to ensure that the County Council is not financially disadvantaged.
21. SCC owns land within the scheme boundary that is proposed for a temporary construction compound into the 2030s and also includes a proposed permanent balancing pond for flood compensation. The council will therefore also be engaging with the DCO process as an affected landowner and needs to consider the implications for its landholding.
22. As one of the host authorities for the application, there are specific requirements for SCC at set stages throughout the DCO process, all of which have resourcing implications.

Section 151 Officer Commentary:

23. Although significant progress has been made over the last twelve months to improve the Council's financial position, the medium term financial outlook beyond 2021/22 remains uncertain. The public health crisis has resulted in increased costs which may not be fully funded. With uncertainty about the ongoing impact of this and no clarity on the extent to which both central and local funding sources might be affected in the

medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term. The recommended response does not in itself have significant financial implications for the council, although the proposed future Northern Runway project may have, and it is therefore important that the Council responds to the consultation. As such, the Section 151 Officer supports the recommendation.

Legal Implications – Monitoring Officer:

- 24. GAL’s proposed Northern Runway Project is classified as a nationally significant infrastructure project (“NSIP”) under the Planning Act 2008 (as amended) (“the Act”). If the project is ultimately approved, the Secretary of State for Transport will grant permission in the form of a Development Consent Order.
- 25. Under the Act, certain provisions ensure that the development consent regime is aligned with other acts such as the Planning (Listed Buildings and Conservation Areas) Act 1990 removing the requirement, where development consent is required, for consent under those other acts and removing the need for multiple consents for the same development. SCC as a host authority has an important part in the Act process, initially providing a local perspective as a consultee at the pre-application stage. Section 42 of the Act imposes a duty on the applicant to have regard to any relevant responses when deciding whether to make its application in the same terms as those proposed.
- 26. SCC’s role within the development consent process commences at pre-application and will continue through acceptance, pre-examination, examination and post decision stages.

Equalities and Diversity:

- 27. GAL is undertaking an Equalities Impact Assessment in respect of this development.

Other Implications:

- 28. The potential implications for the following council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	Direct Implications:
Corporate Parenting/Looked After Children	No direct implications identified
Safeguarding responsibilities for vulnerable children and adults	No direct implications identified
Environmental sustainability	The response sets out the wide ranging environmental and sustainability areas which require a significantly improved level of detail to be provided as well as detailed proposals for mitigation. These include: <ul style="list-style-type: none"> • Surface access proposals

	<ul style="list-style-type: none"> • Air quality impacts • Noise implications • Biodiversity enhancements • Flood risk
Compliance against net-zero emissions target and future climate compatibility/resilience	The claim that the increase in greenhouse gases associated with the scheme will not have a material impact on the ability of Government to meet 6 th carbon budget is questioned. Road transport emissions could impact on the ability of SCC to meet its own net zero targets.
Public Health	The consultation response includes comments on the assessment of health impacts included within the consultation material.

What Happens Next:

29. Next steps are:

- a. If approved, the proposed consultation response will be submitted to GAL by the deadline of 1 December 2021.
- b. Engagement will continue with GAL as they respond to consultation feedback and develop the Development Consent Order application. Engagement will take place with SCC technical officers and with the Gatwick local authorities grouping.
- c. Further statutory consultation may follow if GAL make significant changes to the scheme in light of consultation feedback.
- d. GAL anticipate submitting a DCO application to the Planning Inspectorate in late 2022. Surrey County Council will be a host authority for the proposed scheme and will therefore play an active part in the examination.

Report Author:

Sue Janota, Spatial Planning and Policy Manager, 07805 667350;
sue.janota@surreycc.gov.uk

Consulted:

Matt Furniss, Cabinet Member for Transport and Infrastructure

Tim Oliver, Leader of the Council

Marisa Heath, Cabinet Member for Environment

Natalie Bramhall, Cabinet Member for Property

Members through a briefing session at which GAL presented their proposals

County Council services affected by the proposals including Highways and Transport, Flood and Climate Resilience and Greener Futures.

Annexes:

Annex 1 – Surrey County Council response to Gatwick's Northern Runway consultation

Sources/background papers:

- All Gatwick Northern Runway consultation material.
<https://www.gatwickairport.com/business-community/future-plans/northern-runway/>

This page is intentionally left blank