



LEADER AND LEAD MEMBER FOR STRATEGIC MANAGEMENT AND ECONOMIC DEVELOPMENT

DECISIONS to be made by the Leader and Lead Member for Strategic Management and Economic Development, Councillor Keith Glazier

THURSDAY, 28 SEPTEMBER 2023 AT 4.30 PM OR AT THE CONCLUSION OF THE EAST SUSSEX HEALTH AND WELLBEING BOARD, WHICHEVER IS THE LATER

REMOTE MEETING VIA MICROSOFT TEAMS

AGENDA

1. Decisions made by the Lead Cabinet Member on 20 June 2023 (*Pages 3 - 6*)
2. Disclosure of Interests
Disclosure by all Members present of personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
3. Urgent items
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
4. Gatwick Airport Limited (GAL) - Gatwick Northern Runway Project (NRP) and the current Development Consent Order (DCO) application (*Pages 7 - 16*)
Report by the Director of Communities, Economy and Transport
5. Any urgent items previously notified under agenda item 3

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20 September 2023

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LEADER AND LEAD MEMBER FOR STRATEGIC MANAGEMENT AND ECONOMIC DEVELOPMENT

DECISIONS made by the Leader and Lead Member for Strategic Management and Economic Development, Councillor Keith Glazier, on 20 June 2023 Via MS Teams

Councillor Wendy Maples spoke on item 4 (see minute 5)

Councillors Johnny Denis and Paul Redstone spoke on item 5 (see minute 6)

1. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 5 MAY 2023

1.1 The Lead Member approved as a correct record the minutes of the meeting held on 5 May 2023.

2. DISCLOSURE OF INTERESTS

2.1 Councillor Glazier declared a personal interest in item 4 as the Chair of the East Sussex Health and Wellbeing Board, Member of Sussex Health and Care Assembly and Chair of Transport for the South East. He did not consider this to be prejudicial.

3. URGENT ITEMS

3.1 There were none.

4. REPORTS

4.1 Reports referred to in the minutes below are contained in the minute book.

5. DRAFT SUSSEX INTEGRATED CARE STRATEGY SHARED DELIVERY PLAN (SDP)

5.1 The Leader and Lead Member considered a report by the Director of Adult Social Care and Health.

DECISIONS

5.2 The Leader and Lead Member RESOLVED to:

1) Agree the East Sussex milestone plans that will enable delivery of East Sussex population and Place priorities, as set out in Delivery Area 4 of the Shared Delivery Plan (SDP) and Appendix 2 of the report; and

2) Provide any further feedback to strengthen the draft SDP and the collaborative arrangements in East Sussex to support delivery (in paragraphs 2.11 – 2.15 of the report) prior to it being presented to the Health and Wellbeing Board on 27 June and NHS Sussex Integrated Care Board (ICB) on 5 July for endorsement and approval respectively.

REASONS

5.3 The draft Sussex Integrated Care Strategy sets out a strategic statement of common purpose across Sussex, and the critical areas of focus of the Sussex Health and Care Assembly. Good progress has been made with developing the Sussex Shared Delivery Plan with proactive engagement and support from system partners, to set out the arrangements for making this a reality over the next five-year timeframe. Part of this has involved managing the complexity of developing a cohesive single plan at a Sussex level, with significant progress made in developing a clear way forward which incorporates the NHS Operational Planning requirements and the delivery response to the Sussex Integrated Care Strategy, Improving Lives Together.

5.4 Alignment of Senior Responsible Officers, including both NHS Sussex Chief Officers and system Chief Executive Officers, Directors of Adult Social Care and Health, Public Health and Children's Services, has ensured collective commitment to the delivery framework. In totality the SDP aims to present a clear improvement journey in the short, medium, and longer term.

5.5 Place is where the County Council's statutory responsibilities, budgets and democratic accountability sits for the residents in our area. At the inception of the Sussex ICS there was local agreement that Place is key to strategic leadership, local commissioning and delivery within the ICS, in order to get the best value out of the full range of collective resources available to meet needs and improve the health, care and wellbeing of populations.

5.6 The SDP supports delivery of relevant Council priorities, and the Council's commitment and ambition to deliver the best possible outcomes for local residents, as well as achieving the best use of collective public funding in East Sussex, through integrated working with the NHS. It provides an overarching delivery framework that will help the Health and Care Partnerships to work together in East Sussex, West Sussex and Brighton & Hove, with the flexibility necessary to support effective collaboration at Place level, so an ongoing detailed focus on local needs and priorities can be maintained building on existing progress.

5.7 There are no changes to the Council's statutory role and responsibilities for services and budgets. The SDP contains high level milestones and a roadmap covering the next 5 years. Were any detailed plans to be developed where the proposed changes to services would have

significant impact on the East Sussex population, these would be subject to the normal process of engagement and formal consultation, including assessments of equality and health inequalities impacts and scrutiny by the Health Oversight and Scrutiny Committee, as appropriate and necessary to support accountability and decision-making by the relevant organisations.

6. WAVE COMMUNITY BANK (TRADING NAME FOR EAST SUSSEX CREDIT UNION) REQUEST FOR AN EXTENSION TO THEIR SUBORDINATED LOAN

6.1 The Leader and Lead Member considered a report by the Chief Executive.

DECISIONS

6.2 The Leader and Lead Member RESOLVED to extend the existing £150,000 subordinated loan to Wave Community Bank (trading name for East Sussex Credit Union) for a further ten years.

REASONS

6.3 The loan has enabled Wave Community Bank (WCB) to provide greater levels of safe, affordable and accessible financial products to some of the county's most financially excluded residents. In addition, the loan supports WCB to provide:

- Help points for residents in Lewes (Landport Tenants Centre), Newhaven (Havens Community Hub) and Eastbourne (Seaside Community Hub)
- Money Management group sessions and 1-2-1 budgeting help at Seaside Community Hub
- Financial wellbeing webinars open to all members on improving credit scores, tackling debt and surviving the cost of living crisis
- Support for members to create savings goals, alongside incentives for savings including a monthly prize draw
- Support for community groups, with 62 accounts (18 in East Sussex) held by community groups, charities, clubs and other organisations
- Expanding Chorus (its Workplace Savings Scheme) with East Sussex Healthcare NHS Trust and Wealden District Council recently signing up to the scheme
- Information and guidance to ESCC employees through our partnership with WCB on our Wellbeing at Work programme

6.4 The work of the credit union fits firmly with the Council's financial inclusion agenda and with the work of the multi-agency Financial Inclusion Steering Group. It has been increasingly vital during the cost of living crisis which is impacting most significantly on some of the most vulnerable people in the county.

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Report to:	Leader and Lead Member for Strategic Management and Economic Development
Date of meeting:	28 September 2023
By:	Director of Communities, Economy and Transport
Title:	Gatwick Airport Limited (GAL) - Gatwick Northern Runway Project (NRP) and the current Development Consent Order (DCO) application
Purpose:	To provide an update on GAL's Gatwick Northern Runway DCO application and outline the Council's next steps.

RECOMMENDATIONS: The Leader and Lead Member is recommended to:

- (1) note the different stages of the Development Consent Order process, including East Sussex County Council's responses to date, and those proposed;**
 - (2) seek the views of Full Council on Gatwick Airport Limited's Northern Runway Proposal Development Consent Order and the key topic areas affecting East Sussex at a proposed full council debate on 10 October 2023; and**
 - (3) consider a further report in early November 2023 on the outcomes of the Full Council debate and the Council's response to the Gatwick Northern Runway Proposal.**
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1 Background Information

Policy Context

1.1 Sir Howard Davies was commissioned by Government in 2012 to examine the need for additional UK airport capacity. The Commission concluded in summer 2015 that there was a need for one net additional runway to be in operation in the south east by 2030. Of the three shortlisted options considered, the Commission's recommendation to Government was to progress with a third runway north west of the existing runways at Heathrow; the other two options being a third runway west of the existing runway at Heathrow and a second runway at Gatwick. The Commission also recognised the need for a further additional runway in the south east by 2050 as well as a need for other airports to make more intensive use of their existing infrastructure.

1.2 In response to the Airports Commission consultation on the shortlisted options, East Sussex County Council (ESCC) voted at a Full Council meeting in January 2015 to support Gatwick's proposal for a second runway, noting the potential economic benefits that Gatwick's proposal would bring to the county. This support was caveated that any detrimental impacts arising from the second runway would be appropriately mitigated, including impacts of noise on local communities and surface access issues.

1.3 Government's subsequent 2018 Aviation Strategy call for evidence was supportive of those airports wishing to make best use of their existing runways subject to environmental issues being addressed. This was reflected in the Government's 2018 Policy Paper 'Making the best use of existing runways'.

Gatwick Airport Limited (GAL)'s Northern Runway Proposal (NRP)

1.4 In response to the Government's Aviation Strategy, Gatwick's 2019 Masterplan presented their proposal for the potential use of the standby runway, north of the existing main runway, to enable dual runway operations and to increase the overall capacity of the airport. The northern runway would be utilised by smaller aircraft (eg A320 and A321s used by chartered carriers) for take-off whilst the main runway would continue to be used by larger aircraft for take-off and by all aircraft for landing.

1.5 The NRP would potentially increase Gatwick's passenger throughput from the 'without project' projection of 62.4 million passengers per annum (mppa) to approximately 75.6mppa by 2038, an increase of approximately 13.2mppa. By 2047, the NRP would enable passenger throughput of approximately 80.2mppa, an increase of 13mppa over the 'without project' projection of 67.2mppa.

1.6 In autumn 2021 Gatwick published a preliminary environmental impact report (PEIR) on the NRP which sought to identify and assess the significant effects likely to arise from the project. The County Council responded in detail to this consultation and raised concerns about how the assessment had been undertaken. This was reflective of the comments raised by the other Gatwick Officers Group (GOG) authorities, which comprise East Sussex, West Sussex, Surrey and Kent County Councils, and Crawley, Reigate & Bansted, Mole Valley, Tandridge, Mid Sussex, and Horsham Councils.

1.7 In summer 2022 a further consultation took place on updated highway design proposals around the airport, as well as plans on car parks, the airfield, water management, carbon, and noise in relation to the NRP project. Key comments in the Council's response included a request to extend the transport modelling to include Ashdown Forest, and improvements to public transport connections (bus) between the airport and East Sussex, particularly the centre and north of the county where currently there is limited public transport connectivity.

1.8 Since the 2021 and 2022 consultations GAL has continued working on developing their proposals. In doing so they have been engaging with the local authorities through a range of Topic Working Groups (TWG), mainly attended by representatives from GOG, as well as other officers as necessary. For East Sussex the topic working group areas of greatest importance are surface access, noise, air quality and climate, health, and economy.

2 Supporting Information

Submission of the Development Consent Order (DCO) application

2.1 Gatwick submitted a DCO application for their NRP to the Planning Inspectorate (PINS) on 6 July 2023. In the context of GAL's NRP DCO application to PINS, East Sussex County Council is classified as a category D prescribed consultee - '*an upper tier county council which shares a boundary with a host 'C' authority - a neighbouring authority (s43(3))*'. It is important that the Council engages throughout the process to ensure that, should the proposal receive consent, the Council can demonstrate that local communities are represented appropriately, and that any associated impacts are mitigated.

Stages in the NRP DCO Process

2.2 With the submission of the DCO application, the following stages will take place over the next 12 to 18 months.

(i) The 'Acceptance Stage' (6 July – 3 August 2023)

2.3 Following the submission of Gatwick's DCO application, GOG authorities submitted a collective Adequacy of Consultation (AoC) response highlighting concern over how Gatwick has engaged with the affected authorities up to this stage, and concerns about the absence of sufficient information or evidence for the GOG authorities to fully understand what the impacts on the respective authorities would be.

2.4 Nevertheless, PINS deemed GAL to have complied with section 55 of the 2008 Planning Act in relation to accepting DCO applications, and the DCO application was accepted on 3 August 2023.

(ii) The 'Pre-examination Stage' (6 September - (anticipated) beginning December 2023)

2.5 As part of the pre-examination stage, Gatwick issued a section 56 notice under the Planning Act 2008 on 6 September 2023 seeking relevant representations from interested parties to be submitted to PINS with a submission deadline of 23:59 on 29 October 2023. 'Relevant Representations' are and can be made by anyone, including local authorities as well as individual members of the public, on the DCO application. With a maximum of 1,500 words, any representation should include:

- a summary of what is agreed and/or disagreed within the application;

- what the main issues are considered to be; and
- their impact.

2.6 The relevant representation responses are used by PINS to help inform their initial assessment of principal issues for the next stage, the examination.

2.7 The County Council will be submitting a relevant representation to PINS which will focus on the areas of greatest importance in relation to the NRP around surface access, noise, air quality and climate, health, and economy. A summary of the key points that will be included in our representation are outlined at Appendix 1.

(iii) The 'Examination Stage' (likely to start beginning of 2024):

2.8 PINS as the Examining Authority have appointed a panel of five Inspectors who will undertake the DCO examination of the proposals. Ahead of the examination, interested parties are invited to provide more details of their views in writing, including:

- 'Written Representations' - the most appropriate document to set out views on the application i.e. whether they do or do not support the application and reasons; and
- 'Local Impact Reports' (LIR) - a technical document submitted by a local authority setting out an evidence-based assessment of the impacts of a proposal on the communities affected.

2.9 It is important to note that at the examination stage, interested parties such as local authorities can only raise issues previously referred to in their 'Relevant Representations' provided at the pre-Examination stage.

2.10 After the submission of both the Written Representations and the LIR, the views of stakeholders and interested parties will be considered by the Examining Authority at a series of hearings which are expected to commence in early 2024 and run over a period of five to six months.

2.11 Neither the County Council or the other local authorities in the vicinity of the airport are the decision making authority on Gatwick's DCO application; the decision on the application will be made by the Secretary of State for Transport. Based on the current timetable, it is expected that the Examining Authority's recommendation will be reported to the Secretary of State for Transport in late summer or early autumn 2024 and the Secretary of State making their decision in late 2024 or early 2025.

2.12 As GAL's DCO application progresses through the pre-examination and examination stages, it is important that we seek the views of Full Council to help inform the Council's responses to the LIR and Written Representation. It is therefore recommended that Full Council are asked to engage and debate the topic areas which are considered most likely to affect East Sussex - surface access, economy, noise, air quality, carbon, climate change and health – at the Council meeting on 10 October 2023, as well as consider the County Council's overall position on Gatwick's Northern Runway proposal.

2.13 Individual Councillors can register as interested parties on the DCO application and can make their own representations on the proposals.

3 Conclusion and Reasons for Recommendations

3.1 The County Council has regularly engaged and responded to consultations on Gatwick's NRP since 2021 to ensure that those living in and visiting East Sussex are appropriately represented, and it will continue to do so. The focus of The Council's responses and engagement through the various topic working groups undertaken by Gatwick Airport on their proposals has been in relation to surface access, economy, noise, air quality, carbon, climate change and health. In doing so, the Council have worked collaboratively with other local authorities to ensure common issues and concerns are raised collectively to strengthen the voice and ensure these are fully considered and addressed by Gatwick in their proposals.

3.2 Gatwick submitted their DCO application to PINS on 7 July 2023. Despite the collective concerns raised by GOG on the adequacy of Gatwick's consultation ahead of submission, the DCO application was approved by PINS on 6 August 2023.

3.3 As highlighted in section 2 of this report, following the acceptance of the DCO application, the process moves into its next stages at which the Council has further opportunities to highlight any concerns and issues regarding the NRP and in the event of the proposal being approved, what mitigations should be in place. A summary of the key points that will be included in the Council's relevant representation and that focus on surface access, economy, noise, air quality, carbon, climate change and health can be seen in Appendix 1.

3.4 The Leader and Lead Member is asked to note the responses provided to date by the County Council, the forthcoming DCO stages, and that the Council will continue to make representations on the issues relevant to East Sussex in the Council's Relevant Representation response (Pre-Examination Stage) and at the later Examination Stage when preparing the LIR and Written Representations. Under the County Council's scheme of delegation for the Department, the final responses submitted to PINS will be subject to approval by the Director for Communities, Economy and Transport and/or the Assistant Director, Economy.

3.5 As the DCO application progresses through to the Examination stage, it is important that the views of Councillors are sought to help inform the Council's responses to the LIR and Written Representation. It is therefore recommended that the Leader and Lead Member seek the views of Full Council on Gatwick Airport Limited's Northern Runway Project Development Consent Order at the Council meeting on 10 October 2023, and that Members debate the topic areas which are considered most likely to affect East Sussex, those being surface access, economy, noise, air quality, carbon, climate change and health.

3.6 It is also recommended that following Full Council a further report is considered by the Leader and Lead Member in early November 2023 on the outcomes of the debate and the Council's response to Gatwick's Northern Runway Proposal.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

East Sussex County Council response to Gatwick Northern Runway Proposal Preliminary Environmental Impact Report (PEIR) (December 2021)

East Sussex County Council response to Gatwick Airport's Consultation on Highway Improvement Changes and Project Update (July 2022)

Gatwick Local Authorities Adequacy of Consultation response on Northern Runway Proposal Development Consent Order (July 2023)

Appendix 1

Summary of key points to be considered for inclusion in our Relevant Representation response:

Topic Area	Key issues for consideration
Surface transport	<p data-bbox="775 349 904 376"><u>Highways</u></p> <ul data-bbox="775 400 1980 528" style="list-style-type: none"> • Need to address the approaching traffic from the surrounding road network, including routes in East Sussex such as the A22 and A264, which feed into the A23/M23 corridor. Consideration of the impacts of airport growth on ESCC’s highway network beyond the immediate environment of the airport. <p data-bbox="775 603 987 630"><u>Public Transport</u></p> <p data-bbox="775 651 1420 678"><i>Bus/Coach service between Gatwick and Uckfield</i></p> <ul data-bbox="775 702 2029 1348" style="list-style-type: none"> • The proposed new coach route to/from the airport to Uckfield would only have a 2 hourly frequency off-peak, though hourly peak time. We strongly advocate for an hourly service at all operational times. • Unclear as to why the Uckfield route is categorised as a ‘coach’ route. This should be provided as a bus service, permitting local travel between bus stops. • Consideration should be given to extending the proposed Uckfield – Gatwick service to Heathfield. It is important to integrate this with the existing ESCC funded bus service between Heathfield and Uckfield (which ESCC proposes to increase from 2 hourly to hourly). • There needs to be an integrated approach to public transport provision as there is an ESCC funded local bus service running parallel to the proposed coach route for the greater part of the route, between Uckfield and East Grinstead (this is currently the 2 hourly Monday to Friday daytime only route 261). • Recommend extending the 261 route beyond East Grinstead so as to provide a direct service between Uckfield and Gatwick Airport. We wish to see the operational hours of the service extended to include early mornings, evenings and weekends. This would need a funding

Topic Area	Key issues for consideration
	<p><i>Crowbrough – Gatwick service</i></p> <ul style="list-style-type: none"> • Scope for a Gatwick – Crowborough service. Suggest a separate ‘new’ route due to its geographical location and the limitations of the road network. There would be scope for a Crowborough – Gatwick route to run via Forest Row and East Grinstead thereby, in combination with an Uckfield – Forest Row – East Grinstead – Gatwick service, doubling the frequency between Forest Row and Gatwick. <p><i>Demand Responsive Transport</i></p> <ul style="list-style-type: none"> • Any new services with Demand Responsive Transport (DRT) in mind should: <ul style="list-style-type: none"> ○ be wholly integrated with conventional public transport (ie. integrated ticketing and service design); ○ complement existing bus services, ie. only runs at times/to places when conventional bus services are not available; and ○ Where feasible, feed into conventional services (ie first mile/last mile principles). This does require high levels of integration, service reliability, public information, waiting facilities and ticketing. • In the context of Gatwick, we would see DRT in East Sussex potentially feeding the proposed Uckfield/Crowborough bus/coach links using the above principles, rather than running all the way to/from the Airport. <p><i>Other</i></p> <ul style="list-style-type: none"> • Metrobus should be engaged with, as they run bus services in the Forest Row, East Grinstead, Crawley and Gatwick areas. • There is a need for a process whereby GAL liaises with the rail, coach and bus operators to get a better understanding of travel behaviour and how this may look in the future. This need to be taken into consideration when GAL develops their Airport Surface Access Strategy (ASAS).

Topic Area	Key issues for consideration
	<p data-bbox="770 234 1099 261"><u>Electric Vehicle Charging</u></p> <ul data-bbox="770 284 2029 384" style="list-style-type: none"> <li data-bbox="770 284 2029 384">• Ensure that EV charging in airport car parks that meets anticipated demand, and work with both third-party parking providers and local authorities (as suggested) to boost charging facilities in the area around the airport. <p data-bbox="770 453 1032 480"><u>Transport modelling</u></p> <ul data-bbox="770 502 2029 671" style="list-style-type: none"> <li data-bbox="770 502 2029 671">• There is a concern over the impacts of the NRP on additional car journeys to the airport via Ashdown Forest which is an area of European Ecological Importance, Special Area of Conservation, and a Site of Special Scientific Interest (SSSI). As a consequence, there is a need for GAL to consider these impacts in respect of air quality - nitrogen deposition issues.as part of the modelling work being undertaken.
Economy	<ul data-bbox="770 694 2029 1361" style="list-style-type: none"> <li data-bbox="770 694 2029 858">• There is a need to further understand the employment and skills offer arising from the Northern Runway proposal. We would expect substantial number of jobs and apprenticeships ring-fenced for East Sussex workforce; and that the airport work with local training providers and colleges in East Sussex to ensure that training, pathways and careers opportunities are offered. <li data-bbox="770 880 2029 981">• GAL should seek to ensure that subcontractors deliver social value in employment and skills (i.e. subcontractors also to offer recruitment offers, apprenticeships and upskilling of staff) <li data-bbox="770 1003 2029 1070">• Sub-contractors should work to the CITB national skills academy for construction framework benchmarks, and the same in relation to non-construction procurement <li data-bbox="770 1093 2029 1160">• The Employment Skills and Business Strategy should include specific mention of links to Careers Hubs working with schools across Surrey, West Sussex and East Sussex. <li data-bbox="770 1182 2029 1249">• In non-construction, the option should include upskilling existing workforce which includes residents of East Sussex <li data-bbox="770 1272 2029 1361">• There is a need to ensure that SMEs and subcontractors include social value measures in their provision that echo those of GAL's ESBS and that work is undertaken with LA Careers Hubs to engage with schools around the careers agenda.

Topic Area	Key issues for consideration
	<ul style="list-style-type: none"> GAL should develop an Inward Investment Service and Strategy, and that the development and delivery of initiatives led by the Sussex Chamber of Commerce and other partners should develop (not just promote) international trade opportunities with destinations aligned to LGW's route network
Noise	<ul style="list-style-type: none"> Due to the effects of overflight and noise disturbance on people's health and wellbeing, it is very important for us to gain an accurate understanding of how many more flights would be passing over East Sussex and which locations would be the most affected. There is a need for assurances as to the accuracy and reliability of the estimated overflight mapping, and we wish to ensure East Sussex is included as part of this. Air noise relates to noise from aircraft in the air, or departing or arriving on a runway, generally assessed to a height up to 7,000 feet above ground level. It is understood that some aircraft (Gatwick related air traffic) do pass over parts of East Sussex below 7,000 feet and therefore request such areas are part of the air noise modelling work. The Terms of Reference for the noise envelope review should be clearly defined and include a requirement for engagement and consultation with key stakeholders as part of the review process. <p>Note: AECOM consultants have been commissioned to specifically consider the impacts of noise on local communities in East Sussex.</p>
Climate change	<ul style="list-style-type: none"> There is a question of whether Gatwick expansion is compatible with the Government's legal commitments on climate change – the Government's own advisory body (the Climate Change Committee) has expressed caution. It is important to understand the level of greenhouse gases arising from additional operations (relating to aircraft movements and ancillary operations) and how these would be mitigated. The same applies to Climate Change mitigation, and In-Combination Climate Change Impacts. The negative impacts of emissions and climate change arising from aircraft flights and the ancillary operations and traffic movements associated with air travel (at Gatwick) needs careful consideration. We need reassurances that the forecasts and values used by GAL in the preliminary economic impact assessment have been assessed appropriately.

Topic Area	Key issues for consideration
Air quality and carbon	<ul style="list-style-type: none"> • GAL need to work with key stakeholders on the Carbon Action Plan to consider ways to reduce carbon emissions that are in and outside of their control, such as those arising from aircraft at take-off, and from vehicles undertaking surface access trip to/from the airport. • GAL need to keep stakeholder informed on the development of the process to address reducing emissions from construction, surface access and aviation <p>Note: AECOM consultants have been commissioned to consider the air quality and carbon impacts of the NRP and what impact(s) these would be for East Sussex. This information is not currently available. Specific advice on the air quality impacts on Ashdown Forest has also been requested (link to surface transport).</p>
Health	<ul style="list-style-type: none"> • Noise and vibration impacts on health and well-being of local communities needs further consideration and appropriate mitigation measures need to be identified. There is a need to consider vulnerable groups within this, that may be more affected by the impacts of noise (and vibrations).

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