



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

TUESDAY, 24 OCTOBER 2023 AT 10.00 AM

REMOTE MEETING VIA MICROSOFT TEAMS

AGENDA

1. Decisions made by the Lead Cabinet Member on 28 September 2023 (*Pages 3 - 4*)
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 Northern Runway Proposal Development Consent Order - East Sussex County Council response (*Pages 5 - 16*)
Report by the Director of Communities, Economy and Transport
5. Any urgent items previously notified under agenda item 3

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16 October 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 28 September 2023 at a Remote Meeting via Microsoft Teams

Councillors Julia Hilton, Paul Redstone and Bob Standley spoke on item 4 (see minute 11)

7. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 20 JUNE 2023

7.1 The Lead Member approved as a correct record the minutes of the meeting held on 20 June 2023.

8. DISCLOSURE OF INTERESTS

8.1 There were none.

9. URGENT ITEMS

9.1 There were none.

10. REPORTS

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

11. GATWICK AIRPORT LIMITED (GAL) - GATWICK NORTHERN RUNWAY PROJECT (NRP) AND THE CURRENT DEVELOPMENT CONSENT ORDER (DCO) APPLICATION

11.1 The Leader and Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISIONS

11.2 The Leader and Lead Member RESOLVED 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 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.

REASONS

11.3 The County Council has regularly engaged and responded to consultations on Gatwick's Northern Runway Proposal (NRP) since 2021 to ensure that those living in and visiting East Sussex are appropriately represented, and it will continue to do so.

11.4 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.

11.5 As highlighted in section 2 of the report, following the acceptance of the Development Consent Order (DCO) application by the Planning Inspectorate, 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.

11.6 As the DCO application progresses through to the Examination stage, it is important that the views of Full Council are sought to help inform the Council's responses to the Local Impact Reports (LIR) and Written Representation on the application.

Report to:	Leader and Lead Member for Strategic Management and Economic Development
Date of meeting:	24 October 2023
By:	Director of Communities, Economy and Transport
Title:	Gatwick Northern Runway Proposal Development Consent Order – East Sussex County Council response
Purpose:	To update on the outcomes of the Full Council debate on Gatwick’s Northern Runway Proposal held on 10 October and outline the draft Relevant Representations that will be submitted in response to the current Development Consent Order application

RECOMMENDATIONS:

The Leader and Lead Member for Strategic Development and Economic Development is recommended to:

- (1) Note the key points raised at the Full Council debate held on 10 October 2023 in relation to Gatwick’s Northern Runway Proposal and its current Development Consent Order application outlined in paragraph 2.2;**
 - (2) Agree the key issues outlined in Appendix 1 be included in the County Council’s Relevant Representations to be submitted to the Planning Inspectorate by 29 October 2023 in response to the Northern Runway Proposal Development Consent Order application; and**
 - (3) Delegate authority, subject to recommendation 2 above, to the Director of Communities, Economy and Transport to agree the content of the final Relevant Representation submitted to the Planning Inspectorate by 29 October 2023.**
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1 Background Information

1.1 In response to the Government’s 2018 Aviation Strategy and Policy Paper ‘Making the best use of existing runways’, Gatwick’s 2019 Masterplan presented their Northern Runway Project (NRP) for the potential use of the standby runway, north of the existing main runway, to enable dual runway operations which would increase the capacity and passenger throughput of the airport. The northern runway would be utilised by smaller aircraft for take-off whilst the main runway would continue to be used by larger aircraft for take-off and by all aircraft for landing.

1.2 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 has 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.

1.3 Neither the County Council nor the other local authorities in the vicinity of the airport are the decision making authority on Gatwick’s Development Consent Order (DCO) application. As a Nationally Significant Infrastructure Project, the DCO application is

considered by the Planning Inspectorate (PINS) as the Examining Authority who will make their recommendation to the Secretary of State for Transport; it will then be for the Secretary of State to make the final decision on the application.

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

1.5 Following the acceptance of the DCO application the process moves into its next stages. The Council has further opportunities through its Relevant Representations at 'Pre-examination' Stage, as well as its Written Representations and Local Impact Report (LIR) submission at 'Examination' Stage, to highlight any concerns and issues regarding the NRP, and in the event of the proposal being approved, what mitigations should be in place. It is important that the views of Councillors are sought to help inform the Council's responses to the DCO application. At the decision making meeting on 28 September 2023, the Leader and Lead Member resolved to seek the views of Full Council on Gatwick Airport Limited's NRP DCO and the key topic areas affecting East Sussex at a proposed full council debate on 10 October 2023.

1.6 The Leader and Lead Member resolved to consider a further report in early November on the outcomes of the debate and the Council's response to Gatwick's NRP. The consideration of this report has been brought forward from early November to ensure that the outcomes of the Full Council debate and the key issues to be raised are agreed ahead of the submission of the Council's Relevant Representation to PINS by 29 October 2023.

2 Supporting Information

2.1 A Full Council debate was held on 10 October 2023 in relation to the key topic areas which are considered most likely to affect East Sussex, those being surface access, economy, noise, air quality, carbon, climate change and health.

2.2 The following key points under each of these topic areas were raised during the Full Council debate:

Surface Access

- Consideration of the impacts of airport growth on the strategic road network (e.g. M25) alongside East Sussex County Council's (ESCC's) highway network beyond the immediate environment of the airport with the necessary mitigations should be referenced more strongly, alongside the timely delivery of infrastructure to mitigate any impacts.
- Whilst there was recognition of the need to demonstrate improving access by bus/coach to the airport from parts of the county, reference should also be made to ensure that rail infrastructure and services are in place to accommodate the increase in demand and capacity that will arise should the NRP go ahead.
- The need to strengthen the reference for measures that reduce traffic through sensitive locations near and through Ashdown Forest Special Area of Conservation (SAC) and Special Protection Area (SPA) and along the A22.
- That our response on surface access should not counter the direction of the East Sussex emerging Local Transport Plan 4.

Economy

- The adequacy of the evidence which has been presented by Gatwick Airport on the economic benefits of the NRP on the Gatwick authorities, including East Sussex.
- There is a recognition that Gatwick does provide potential employment opportunities for East Sussex residents across the spectrum of jobs available at or within the vicinity of the airport.

- That the expanded airport provides opportunities to support local industry and the potential export of goods.
- That the airport expansion and potential passengers flying into the UK via Gatwick would support our visitor economy, as well as the wider south east.

Noise

- The detrimental effect of night flights on local communities, especially the north of the county, and to strongly emphasise the need to restrict flights to certain hours or cap the number of night flights.

Air Quality

- The need for further clarification on what Gatwick Airport considered to be ‘minor adverse significant effects’ in relation to air quality impacts on Ashdown Forest.
- Further clarity needed on the baseline information that has been used to assess air quality and that this is worst case.
- Further clarity needed on the air quality assessment scenarios; how air quality will be monitored, evaluated and reported to local authorities, and the robustness of the air quality model that has been used.
- Further clarity required on whether the embodied carbon from construction has been considered in the assessment.

Climate Change

- The potential over-reliance of Gatwick on new and emerging technology in aircraft and fuels in their case for reducing carbon emissions – for example there may be an unwarranted level of confidence in the introduction of Sustainable Aviation Fuels (SAF) being delivered in a timely manner to achieve this reduction.

Environment and Carbon

- That the NRP and additional runway capacity is not in alignment with the Council’s strategy towards achieving net zero carbon emissions by 2050.
- Clarification is required on how the proposal aligns with the dark skies policy.

Health

- That the air pollution generated by the additional traffic demand generated by the increased number of passengers as well as increased emissions generated by additional flights to and from the airport needs to be adequately assessed.

2.3 A number of the key points raised during the Full Council debate were already reflected in the summary of the key issues for inclusion in our draft Relevant Representation at Appendix 1.

2.4 In addition to the previously identified topic areas, the Full Council debate also highlighted the need to include Biodiversity Net Gain as an issue in ESCC’s Relevant Representation. Whilst this is a greater issue for areas in the immediate environs of the airport itself, there is the wider biodiversity net gain impacts on environmentally sensitive designated areas in the county such as the Ashdown Forest.

2.5 The recommended additional points to be included in ESCC’s draft Relevant Representation following the outcome of the Full Council debate are shown in bold in Appendix 1. All these key points will be further elaborated on in our Written Representations and Local Impact Report submitted to be later this year ahead of the Examination stage which is expected to commence in early 2024.

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.

3.2 Following the acceptance of Gatwick's DCO application in August 2023 by PINS, 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 through the submission of its Relevant Representation by 29 October 2023, and its Written Representations and Local Impact Report ahead of the Examination stage in early 2024.

3.3 It was important that the views of Full Council were sought to help inform the Council's responses at the respective stages in the DCO application process. The Full Council debate held on 10 October 2023 centred around the key topic areas of surface access, economy, noise, air quality, carbon, climate change and health. The Leader and Lead Member is asked to note the key points raised, as set in Section 2 of the report, by Full Council in its debate on 10 October 2023.

3.4 The outcomes of the full Council debate have been reflected (in bold) in the summary of the key issues to be included in the draft County Council's Relevant Representation response to the Northern Runway Proposal DCO application at Appendix 1. The Leader and Lead Member is asked to agree these key issues which will inform our Relevant Representation submission to PINS. This will be signed off by the Director of Communities, Economy and Transport or Assistant Director, Economy by the deadline date of 29 October 2023.

RUPERT CLUBB

Director of Communities, Economy and Transport

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LOCAL MEMBERS

All

BACKGROUND DOCUMENTS

None

Appendix 1

Summary of key points to be included in our Relevant Representation response to Gatwick’s Northern Runway Proposal Development Consent Order.

Topic Area	Key issues for consideration
Surface transport	<p><u>General</u></p> <ul style="list-style-type: none"> • If approved, the need for timely delivery of supporting infrastructure i.e. in advance of the northern runway being full operation • The Mode Share Commitments, set out in the Surface Access Commitments, are not considered to be sufficiently ambitious, especially for passenger travel. • That there is insufficient mitigation proposed to encourage substantial modal shift towards sustainable travel • Focus of mitigation has been upon provision of service rather than implementing measures, within GAL’s control, to increase the attractiveness of alternative modes of travel, ie bus priority measures to deliver journey time savings. <p><u>Highways</u></p> <ul 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 the strategic road network (eg M25) as well as ESCC’s highway network beyond the immediate environment of the airport. • Would like to see measures that reduce traffic through sensitive locations near and through Ashdown Forest Special Area of Conservation (SAC) / Special Protection Area (SPA) and along the A22. <p><u>Rail</u></p> <ul style="list-style-type: none"> • Need to ensure that the rail infrastructure and service provision has been considered by GAL and Network Rail to ensure that the potential increase in

Topic Area	Key issues for consideration
	<p>demand and capacity from passengers that will arise should the NRP go ahead can be accommodated.</p> <p><u>Public Transport</u></p> <p><i>Bus/Coach service between Gatwick and Uckfield</i></p> <ul 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 funding <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.

Topic Area	Key issues for consideration
	<p data-bbox="779 268 1187 295"><i>Demand Responsive Transport</i></p> <ul data-bbox="817 323 2022 762" style="list-style-type: none"> <li data-bbox="817 323 1859 351">• Any new services with Demand Responsive Transport (DRT) in mind should: <li data-bbox="817 375 1937 438">• be wholly integrated with conventional public transport (ie. integrated ticketing and service design); <li data-bbox="817 462 2022 526">• complement existing bus services, ie. only runs at times/to places when conventional bus services are not available; and <li data-bbox="817 550 1966 646">• 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. <li data-bbox="817 670 2000 762">• 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 data-bbox="779 786 851 813"><i>Other</i></p> <ul data-bbox="817 842 2022 1058" style="list-style-type: none"> <li data-bbox="817 842 1948 906">• Metrobus should be engaged with, as they run bus services in the Forest Row, East Grinstead, Crawley and Gatwick areas. <li data-bbox="817 930 2022 1058">• 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). <p data-bbox="779 1082 1097 1109"><u>Electric Vehicle Charging</u></p> <ul data-bbox="817 1137 1982 1233" style="list-style-type: none"> <li data-bbox="817 1137 1982 1233">• 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="779 1257 1030 1284"><u>Transport modelling</u></p> <ul data-bbox="817 1313 2022 1372" style="list-style-type: none"> <li data-bbox="817 1313 2022 1372">• 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

Topic Area	Key issues for consideration
	<p>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.</p> <p><u>Assessment methodology</u></p> <ul style="list-style-type: none"> • The Traffic & Transport Chapter of the Environment Statement has been undertaken in accordance with rescinded and replaced guidance from IEMA, Guidelines for Environmental Impact Assessment of Road Traffic (1993). This was replaced in July 2023 by Environmental Assessment of Traffic and Movement. The ES should be reviewed against the latest guidance and amended as necessary. • Since emerging from the pandemic more representative transport data continues to become available and therefore this data should be used to validate that the proposed approach is robust and takes accounts of changes since the 2016 base and any travel changes due to Covid 19. The applicant should also review the latest Department for Transport (DfT) TAG Unit M4, Forecasting and Uncertainty, and ensure the modelling takes account of the latest DfT advice.
Economy	<ul style="list-style-type: none"> • There is a need for the applicant to fully set out the economic impacts of the Northern Runway proposal • 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. • 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) • Sub-contractors should work to the CITB national skills academy for construction framework benchmarks, and the same in relation to non-construction procurement

Topic Area	Key issues for consideration
	<ul style="list-style-type: none"> • 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. • In non-construction, the option should include upskilling existing workforce which includes residents of East Sussex • 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. • 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 • GAL should continue and enhance sponsoring of events and funding of community related projects in local communities affected by the Airport • GAL should ensure that there is better and sustained promotion at the airport of East Sussex to support the visitor economy.
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.

Topic Area	Key issues for consideration
	<ul style="list-style-type: none"> • Night flights will need to be restricted / capped, and the Northern Runway should not operate, between the hours of 23:00 and 06:00. We need assurances that there are not dispensations that GAL can routinely operate within this restricted night time period, notwithstanding use of aircraft at night for emergencies. • The report states that flight paths above 7000 feet would not be affected by the project. Crowborough is 794 feet above sea level – has this been considered? • What is the impact of noise on Ashdown Forest, being this is a noise sensitive area.
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. • Concern that there is an over reliance placed on new and emerging technology (aircraft and fuels) to reduce carbon emissions such as placing an unwarranted level of confidence in the introduction of Sustainable Aviation Fuels (SAF) being introduced in a timely manner to contribute towards reducing aviation generated emissions
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.

Topic Area	Key issues for consideration
	<ul style="list-style-type: none"> • GAL need to keep stakeholder informed on the development of the process to address reducing emissions from construction, surface access and aviation • The need for further clarification on what Gatwick Airport considered to be 'minor adverse significant effects' in relation to air quality impacts on Ashdown Forest. • Further clarity needed on the baseline information that has been used to assess air quality and that this is not the worst case. • Further clarity needed on the air quality assessment scenarios; how air quality will be monitored, evaluated and reported to local authorities, as well as the robustness of the air quality model that has been used. • Further clarity required on whether the embodied carbon from construction has been considered in the assessment.
Environment	<ul style="list-style-type: none"> • Clarification required on how the proposal aligns with dark skies policy.
Nature	<ul style="list-style-type: none"> • The wider biodiversity net gain impacts on environmental designated areas in the county such as the Ashdown Forest need to be considered
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). • A Health Impact Assessment should outline population health impacts for East Sussex and appropriate mitigations proposed and provided to protect population health and any impact on local services and infrastructure

Other comments:

- Want to be party to legal agreement to secure required and appropriate mitigation should the Northern Runway Proposal be approved
- Want assurances that should a second runway option come forward in the future, that the use of the northern runway for departures ceases to operate.

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