



HIGH WEALD AONB JOINT ADVISORY COMMITTEE

27 March 2015 Meeting of the Joint Advisory Committee held at The Llama Park, Wych Cross, Ashdown Forest.

Present:

Cllr B Kentfield	Rother District Council, Chairman
Cllr Mrs J Davison	Sevenoaks District Council, Deputy Chairman
Cllr R Taylor CBE	Ashford Borough Council
Mr R Edwards	CLA
Cllr G Thomas	Crawley Borough Council
Cllr Mrs S Tidy	East Sussex County Council
Mrs A Field	Forestry Commission
Cllr R Street	Hastings Borough Council
Cllr M Balfour	Kent County Council
Cllr C Hersey	Mid-Sussex County Council
Mr J Seymour	Natural England
Cllr Mrs L Dunbar	Tandridge District Council
Cllr Mrs J Soyke	Tunbridge Wells Borough Council
Cllr Mrs R Moore	Wealden District Council

Officers:

Mr T Alty	East Sussex County Council, Finance Manager
Ms R Childs	Kent County Council
Mr J Ratcliffe	Kent County Council
Mr J Lavender	AONB Director (job share)
Ms S Marsh	AONB Director (job share)
Mr M Pitts	AONB Officer, Living Woods Advisor
Mr M Davidson	Hastings Borough Council
Mr D Marlow	Rother District Council
Mr D Scully	Tunbridge Wells Borough Council
Mr T Dyer	West Sussex County Council

1. APOLOGIES

1.1 Apologies were received from the following Members and officers:

Councillor Mrs Murray, , Councillor Sydney, Councillor Mrs Kitchen, Councillor Blake, David Greenwood ,Virginia Pullen, Aeron Rees, Helen French, Jennifer Hollingum, James Harris.

2. MEMBERS INTERESTS

- 2.1 All Members declared a personal Interest in no Item 8 in that they were Members of the local authorities that contribute to the finances of the High Weald.

3. CHAIRMAN'S BUSINESS

- 3.1 Cllr G Thomas, Crawley Borough Council, was welcomed onto the Committee. As an introduction to the High Weald AONB, Jason Lavender offered a guided tour for new Members and officers. Both Cllr R Street and Cllr G Thomas hoped to take this offer up after the general election.

4. MINUTES OF THE JAC MEETING - 12 November 2014

- 4.1 RESOLVED to agree the Minutes of the meeting of 12 November 2014 as a correct record.

5. MINUTES OF THE MANAGEMENT BOARD - 5 March 2015

- 5.1 RESOLVED to agree the Minutes of the meeting of 5 March 2015 as a correct record.

6. MINUTES OF THE OFFICER STEERING GROUP (OSG) - 24 February 2015

- 6.1 OSG Chairman David Marlow provided the Committee with an overview of the OSG work supporting the AONB Unit, which includes a re-write of the Service Level Agreement (SLA). The SLA is currently with each local authority partner for signing by the appropriate person.
- 6.2 The OSG Design and Planning sub-group has looked into the merits of establishing a design review panel for the High Weald to consider significant development proposals and provide advice to local authorities and applicants on design matters. The sub-group has looked at existing design panels in the south-east and the OSG is keen to investigate further how an independent High Weald Design Panel, facilitated by the AONB Unit, could be established.
- 6.3 In recognition of the AONB Unit's limited resources, the sub-group has also proposed a series of succinct planning and design advice notes jointly prepared by the AONB Unit and the LPAs to highlight AONB-specific issues associated with development and using local and national research and evidence. The OSG will propose issues of the greatest priority so that the AONB Unit can begin work on the advice notes.
- 6.4 The AONB Unit is exploring the use of a web-based GIS system to allow AONB data to be shared with members of the OSG, which would be accessible to the OSG using a desktop application.
- 6.5 The AONB Unit has offered to organize and run relevant training for the JAC and the OSG on wide ranging topics of interest including the natural environment, rural

economy, live/work opportunities, land use statistics, solar farms, self-build and AONB landscape components.

6.6 Cllr Mrs Tidy thanked the local authority officers for the additional support they have given to the AONB Unit.

6.7 RESOLVED to note the Minutes of the Officer Steering Group held on 5 March, and (1) request the OSG to present their recommendations for a series of planning and design advice notes at the next Joint Advisory Committee meeting.

7. MATTERS ARISING

7.1 There were no matters arising from the Minutes.

8. REVENUE BUDGET 2014/15

8.1 The Committee considered a report by the Deputy Treasurer, Thomas Alty, who presented the Revenue Budget for 2015/16.

- (i) The core budget 2015/16 - expenditure is reflected in Appendix A. The Department for Environment, Food and Rural Affairs (Defra) contribution will be maintained at £255,588 for 2015/16.
 - (ii) An increase in other income of £4,600 to £10,800 and allocation of 84% of the reduced Defra single pot contribution to core has been required to achieve a balanced budget.
 - (iii) Expenditure is based on the 2014/15 figures with inflation at the ESCC applied rate of 2.2% for Single Status salaries, 1.19% for LMG salaries.
 - (iv) JAC expenditure on self-funding projects is presented in Appendix B. This is estimated to be £138,000 in 2015/16. Local authority contributions towards projects (including High Weald Heroes) are reflected here.
 - (v) A number of applications for project funding (total value of £60,000) to external organizations have been submitted and given that these funds are yet to be awarded they have not been shown in the 2015/16 budget. If the applications are successful, expenditure on self-funding projects could increase significantly.
- 8.2 Cllr G Thomas enquired whether the AONB Unit had a 'Living Wage' policy. Jason Lavender said he did not know but would assume the Unit did as it has to comply with ESCC's employment policy (ESCC hosts the AONB Unit). However, he will find out and inform the Committee in due course.

8.3 RESOLVED to note the report and:
(1) approve the Revenue Budget for 2015/16;

(2) thank the local authorities and Defra for their contributions towards core costs and High Weald Heroes.

9. Service Level Agreements (SLA)

9.1 The JAC considered a verbal report by Jason Lavender on the introduction of the Service Level Agreement. An example is attached to the Minutes.

9.2 In September 2014 Defra confirmed that they did not wish to continue the Partnership Agreement developed and used by Natural England. While supporting this decision, the OSG wished to establish a straight forward agreement to show their commitment to the AONB partnership and to return something more along the lines of the Memorandum of Agreement, which was in use before the changes brought in by Natural England before 2010. The new agreement (known as a Service Level Agreement) is between the host authority East Sussex County Council, who have the contract with Defra, and each individual local authority partners. The SLA provides a clear framework setting out the service the AONB Unit will provide.

9.3 Tim Dyer asked whether any redundancies the AONB Unit may need to make would need to be covered by the local authorities. It was confirmed that the the AONB Unit will cover the costs of any future redundancies having set aside funds should this happen.

9.2 RESOLVED to note the report.

10. LIVING WOODS END OF PROGRAMME REPORT

10.1 The JAC considered a presentation from Matt Pitts, Living Woods Advisor, on a summary of the key achievements produced through the Living Woods project. The presentation is attached to the Minutes.

10.2 The Living Woods project was part of a longer running programme focussed on Plantation Woodland in the High Weald sponsored by the Forestry Commission, Woodland Trust and Heritage Lottery Fund. This 3 year project (2012-2015) was completed in March 2015. The specialist support targeted landowners, communities, volunteers and secondary schools. 170 landowner visits were managed over the AONB. 2118 people attended a wide range of training and workshops for landowners and wide range of specialist advice and guidance has been produced www.highweald.org/look-after/land-management. Feedback indicates that landowners have taken the advice given to further develop management plans and proceed with future work in their woodlands.

10.1 Cllr Mrs Tidy commented on the importance of having an advisor who can liaise between the different partners and give independent advice to landowners.

10.3 Jason Lavender confirmed that the AONB Unit were seeking grants from a variety of sources to ensure it can continue to provide targeted, specialist, and independent advice, guidance, and support. In addition to the local authority partners, he also thanked the CLA and Forestry Commission for their moral or financial support for the work of the AONB partnership.

10.4 RESOLVED to thank Matt Pitts for his excellent work over the period of the Living Woods Project.

11. FUTURE WORK PROGRAMME

11.1 The JAC considered a presentation from Sally Marsh on the AONB Unit's future work programme. The presentation is appended to the Minutes.

11.2 The AONB Unit's work programme has been reviewed and will be divided into five programmes: advice and guidance to partners; land management; public events; education; and partnership support and business development. The AONB Unit will require a degree of staff reorganization to meet these requirements.

11.3 Resolved to note the verbal report.

12. RISK MANAGEMENT

The JAC considered a report by Jason Lavender on risk management and the associated risk management matrix.

12.1 The report has been altered to reflect the recent staffing changes within the AONB Unit and to meet the future work programme and likely and further cuts to funding from 2015/16.

12.2 Resolved to note the report.

13. AOB

13.1 Jason Lavender informed the Committee that after a long period of absence Andrew Shaw had very recently resigned from his post.

13.2 RESOLVED

(1) The JAC thanked Andrew Shaw for his contribution to the AONB over the last 10 years.

13.3 The AONB Joint Advisory Committee meeting dates for 2015/16 to be organised via doodle poll.

14. PRESENTATION

- 14.1 Joseph Ratcliffe, Kent County Council, gave a presentation on Gatwick airport and his presentation and notes are attached to the Minutes.
- 14.1 Joseph was thanked by the Committee for providing such an informative presentation on a very technical topic.

High Weald Joint Advisory Committee Service Level Agreement Example



This Service Level Agreement is made between

A. East Sussex County Council (Host Authority for the High Weald Joint Advisory Committee)

and

B. Local Authority Title as a member of the High Weald Joint Advisory Committee.

1. Agreement Purpose

- 1.1 This Agreement provides a framework for the delivery of the duties and obligations arising from Part IV of the Countryside and Rights of Way Act 2000 as set out at Appendix 1.
- 1.2 An AONB Management Plan is central to meeting Local Authorities statutory duty under Part IV of the Countryside and Rights of Way Act 2000 for the conservation and enhancement of the AONB. The current High Weald AONB Management Plan, approved by all the constituent Local Authorities, covers the period 2014-2019.
- 1.3 This Agreement indicates how the Authorities intend to co-operate to achieving the objectives set out in the Management Plan demonstrating that they are, collectively, meeting their continuing obligations in pursuance of the purposes of AONB designation.
- 1.4 This Agreement sets out the services to be provided by and through the Partnership, primarily through the activities of the High Weald AONB Unit.

2. Duration

The Agreement is for the duration of the Management Plan, that is, over the next 4 years to 31 March 2019.

3. The Partnership

- 3.1 The High Weald Joint Advisory Committee (JAC) was formally established in 1996 and is composed of Defra and the 15 local authorities whose areas are covered by the High Weald Area of Outstanding Natural Beauty (AONB) designation: Ashford Borough Council, Crawley Borough Council, East Sussex County Council, Hastings Borough Council, Horsham District Council, Kent County Council, Mid Sussex District Council, Rother District Council, Sevenoaks District Council, Surrey County Council, Tandridge District Council, Tonbridge and Malling District Council, Tunbridge Wells Borough Council, Wealden District Council and West Sussex County Council.
- 3.2 The Partnership's current constitution and terms of reference were agreed on the 13 July 2005

(with minor amendments agreed 19 October 2009).

4. Partnership Purpose

- 4.1 The primary purpose of the High Weald JAC is to: conserve and enhance the natural beauty of the High Weald AONB. The JAC will also: increase understanding and enjoyment by the public of the special qualities of the AONB; and seek to foster the economic and social well-being of local communities within the AONB.
- 4.2 The Staff Unit works on behalf of the JAC to achieve these purposes through the following activities:

A. Acting jointly to produce and review the AONB Management Plan as required by the Countryside and Rights of Way Act 2000

- Undertaking the statutory process required to review and publish the AONB Management Plan including preparation of the Strategic Environmental Assessment and Appropriate Assessment.
- Monitoring the condition of the AONB landscape as required to inform the MP review
- Promoting the AONB vision and management plan to help distinguish the AONB from adjacent countryside.
- Advising upon, facilitating and co-ordinating implementation by others of the Management Plan.
- Accessing resources for the delivery of AONB management activities.
- Developing an involvement by the community in the management of the AONB.
- Providing a management role to co-ordinate AONB protection through the actions of the AONB unit, the AONB Partnership and other partners at a local and strategic level
- Problem solving with the Staff Unit acting as co-ordinator and facilitators.

B. Providing technical AONB advice and acting as an advocate for the High Weald AONB

- Advising local authorities and other public bodies on compliance with Section 85 of the CROW Act 'duty of regard'
- Facilitating cooperation between local authorities on areas of common interest concerning the AONB
- Advising local authorities and other partners on their activities within the AONB, to encourage them to attain the highest possible standards
- Supporting and enabling the JAC, it's Management Board, Officers Steering Group and individual members to fulfil their purpose and act as advocates for the AONB
- Providing landscape related planning advice (to local planning authorities and in conjunction with Natural England as appropriate in line with, and underpinned by, protocols).
- Working with and contributing to the NAAONB activities at national and regional level, including sharing advice and best practice nationally and providing financial support for this in line with an agreed business plan
- Supporting and contributing to regional activity between AONBs and protected landscapes to strengthen the status of AONBs individually and collectively.

C. Monitoring and reporting on progress

- Monitoring and reporting on progress against AONB Management Plan and annual business plan targets.
- Providing monitoring and reporting information to Defra, and any other funding bodies, as required.

4.3 The level of each activity is guided by High Weald AONB Management Plan objectives and the Unit's 3-year business strategy. It is subject to available resources.

5. The Host Authority

5.1 East Sussex County Council as Host Authority will be responsible for exercising its duties in relation to the Countryside and Rights of Way Act 2000 and for: line managing the AONB Director, acting as employer for the Staff Unit, providing human resources and IT support and exercising responsibility for the financial management of the Partnership.

6. Local Authority Partners

6.1 Local Authority Partners will be responsible for exercising their duties in relation to the Countryside and Rights of Way Act 2000, and for: contributing to the costs of the Partnership in accordance with item 8; working with the Host Authority, Defra, Natural England and a range of other parties in relation to the management of the AONB; providing senior officer and member representation as set out in the constitution to support Partnership activity; and working with local government members to promote the role and value of AONBs to society and our natural environment.

7. Defra

7.1 Though not party to this SLA, Defra will remain responsible for exercising its duties in relation to the Countryside and Rights of Way Act 2000, and for: contributing to the costs of the Partnership working to the principles set out in the tri-partite Memorandum of Understanding between Defra, Natural England and the NAAONB, supporting the work of the Partnership; and working across Government and with national organisations to promote the role and value of AONBs to society and our natural environment.

8. Funding

8.1 The 4-year indicative budget for the High Weald Joint Advisory Committee is as follows:

	15/16	16/17	17/18	18/19
Expenditure	395	395	395	395
Contributions				
Defra	255	242	230	219
Local authorities	85	85	85	85
Other	55	68	80	92

Total **395** **395** **395** **395**

8.2 XXXXXXX council will endeavour to make an annual contribution of XXXXXXX for 4 years.

9. Monitoring

9.1 The Staff Unit will submit an annual review to the Partnership and report biannually on its activities at the Partnership’s November and March meetings.

10. Termination

10.1 A partner may, by giving not less than 6 months’ notice, terminate this agreement setting out their reasons for termination.

Signed Date

Position

Signed Date

Position

Appendix I

Statutory purpose of the High Weald AONB

The designation of the High Weald as an Area of Outstanding Natural Beauty (AONB) places several statutory duties on local authorities under the Countryside and Rights of Way Act 2000:

- **Section 82** affirms the primary purpose of AONBs: to conserve and enhance natural beauty
- **Section 84** confirms the powers of local authorities to take ‘all such action expedient to achieve the conservation and enhancement of natural beauty’.
- **Section 85** places a duty on all public bodies and statutory undertakers to ‘have regard’ to the ‘purpose of conserving and enhancing natural beauty’. This duty is in addition to the power under section 84 (above)
- **Section 89** creates a statutory responsibility for local authorities to produce and review AONB management plans, where appropriate acting jointly. Management Plans formulate the local authorities policy for the management of the AONB and for the carrying out of their functions in relation to it.

These duties are principally discharged through the High Weald Joint Advisory Committee, acting jointly on behalf of the local authorities, although they apply to all council functions and activities where they affect the use of land, in the AONB.



Living Woods Project

Highlights



Living Woods Project



Three Year Project 2012 - 2015

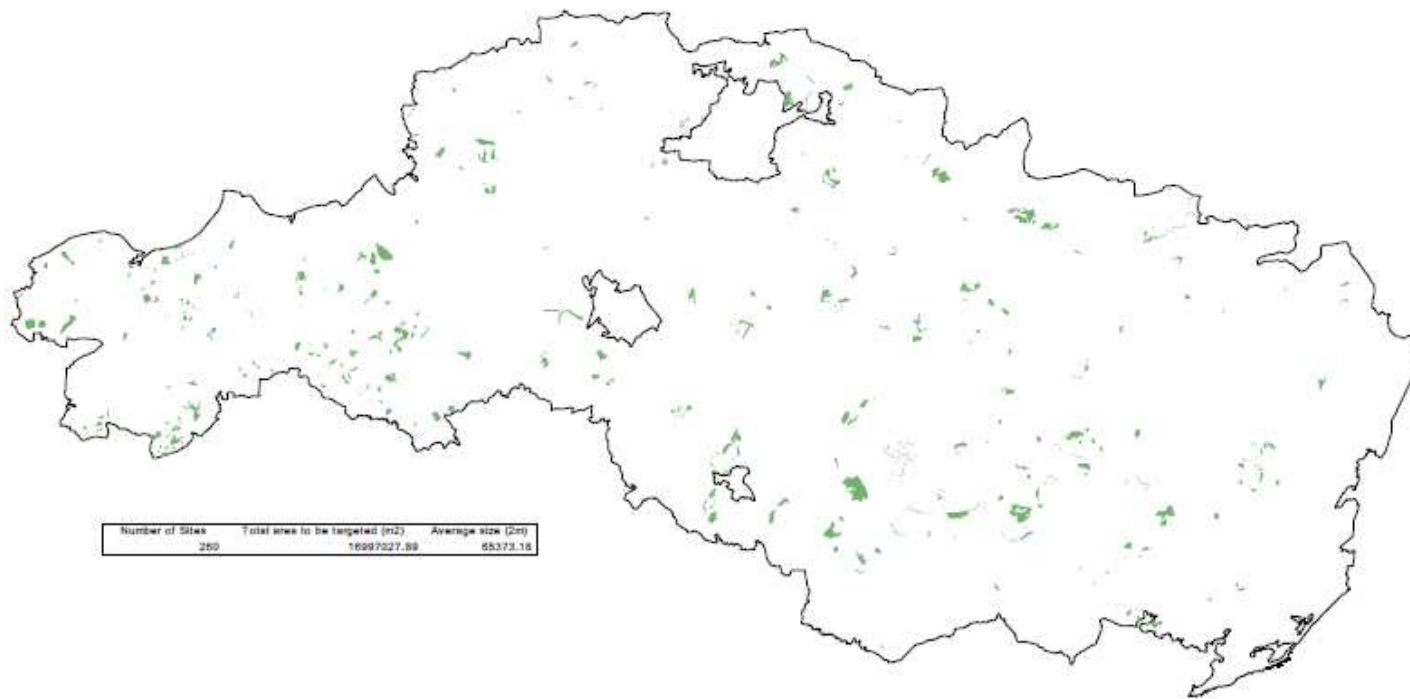
- specialist support targeted at landowners and volunteers
- Training programme for landowners
- Events for communities
- Specialist information & guidance about woodlands



Woodland Visits

170 visits

Across 4 counties



0 2,000 4,000 8,000 Meters

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Events for Woodland Owners



2118 people attended a range of training & workshops

- Woodland archaeology training walks
- Woodland talks to local groups
- Hands on workshops for young people
- Game management
- Pond Management
- Deer Management
- Dormouse
- Fungi ID
- History talks



Solar Kiln Project



Schools career project







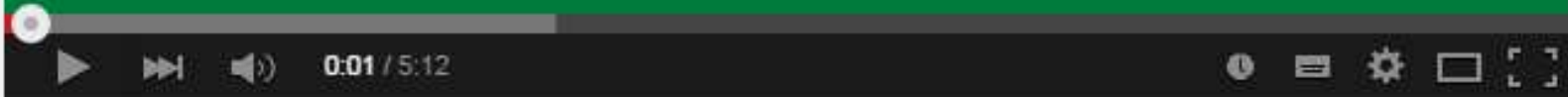








Indentifying Woodland Flowers



[Analytics](#) [Video Manager](#)





High Weald AONB Unit

Work Programme

April 2015 – March 2016

- Advice and guidance to partners
- Land management programme
- Event programme
- Education programme
- Partnership support and business development

Partnership support and business development



- Restructuring the AONB Unit to meet new challenges
- Technical support to members and officers
- Working with others



Advice and Guidance



- Planning and Design Advice notes – priority topics identified by OSG include housing development, tourism facilities, Renewable energy
- Commenting on local plans and planning policy
- Limited comment on significant planning applications
- High Weald AONB Design Panel
- AONB training events
- Research and evidence gathering – Field Systems project



Your Green Belt is being eaten up!



AONB Character guidance



- Management Plan character components guidance and data sets
- Fields and meadows character statements and assessment framework



Land Management



- New Land Management Advisor recruited
- Brede habitat enhancement scheme
- Restocking the Weald
- UK Power Networks undergrounding
- Water Catchment partnership





National Grid Visual Impact Provision

- High Weald selected as 1 of 8 landscapes to be eligible for receiving a share of £500 million for reducing visual impact of high voltage lines below Battle Abbey.
- £24 m Landscape Enhancement Fund available

The screenshot shows the National Grid website page for Visual Impact Provision. The page features a navigation menu with 'In your area' highlighted. A large banner image shows a landscape with power lines. The main content area is titled 'Visual Impact Provision' and includes a 'Register for updates' button. A sidebar on the left lists various categories like 'Community engagement' and 'Visual Impact Provision'. A 'Fast facts' section at the bottom indicates a distance of 571 km and includes a map of the UK with a green marker in the south.

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Home | Our services | Our company | **In your area** | Industry information | Careers | Contact us

Visual Impact Provision

The Visual Impact Provision project represents a major opportunity to conserve and enhance the natural beauty, wildlife and environmental heritage within our most protected landscapes.

The project will make use of a £500m allocation by Ofgem to carry out work to help reduce the impact of existing transmission lines in English and Welsh Areas of Outstanding Natural Beauty (AONBs) and National Parks.

We are asking local people and visitors to share their knowledge on wildlife and heritage in the **shortlisted areas** so that it can be considered when planning any future initiatives. This is our vital first step in gathering essential information on how we could reduce the visual impact of the power lines.

Click on a green marker in the map below to find out more about an individual area and register for updates.

571 km

KINGDOM

Irish Sea, Douglas, Manchester, Leeds, National Park

Register for updates

Events Programme



- Walks festival
- Visitor business engagement programme
- Landscape training, workshops and events



Education projects - High Weald Heroes



- 6 new 'welly walks' with historical themes linked to new curriculum
- Training for staff on outdoor learning
- Landscape resources – pre-history handling boxes



Kent County Council Policy on Gatwick Airport

Joseph Ratcliffe
Principal Transport Planner – Strategy
Kent County Council

High Weald AONB Joint Advisory Committee

27 March 2015



Contents

- Government Policy
- Context – existing flight paths
- Increased over-flight
- Flight path changes
- Proposed airspace changes (Future Airspace Strategy)
- Night flights
- 2nd Runway proposal
- Kent County Council's Policy on Gatwick Airport

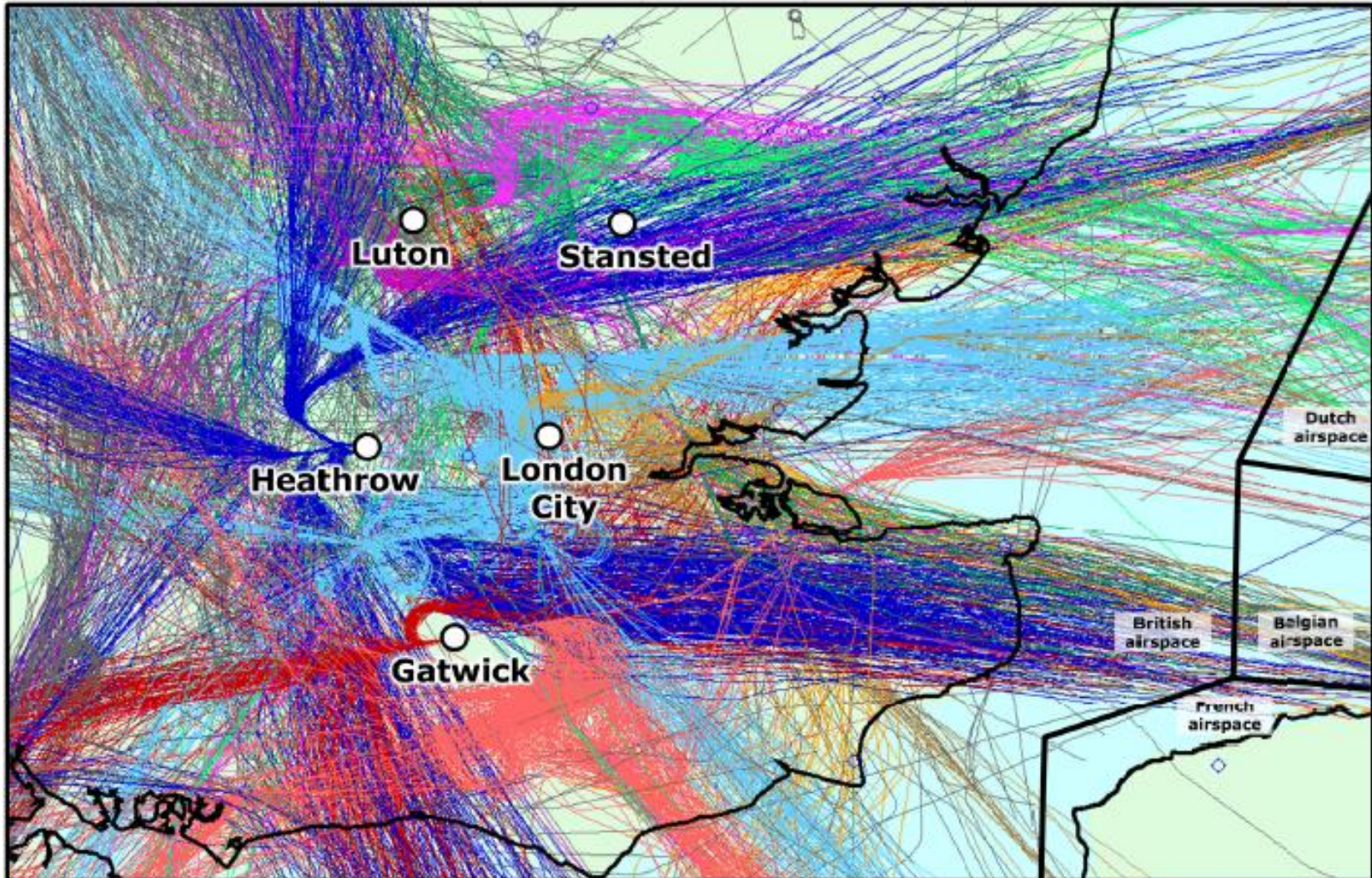
Government Policy

- Aircraft noise is not currently a statutory nuisance in the UK and the Civil Aviation Authority (CAA) does not have the legal power to prevent an aircraft flying over a particular location at a particular time for environmental reasons.
 - Focus is on minimising noise and its impacts.
 - Aviation Policy Framework (March 2013) -
“Government’s overall policy on aviation noise is to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise”
-

Government Policy

- “Within the countryside, the CAA has legal duties to have regard to the purposes of National Parks and Areas of Outstanding Natural Beauty (AONB).” (Aviation Policy Framework, 2013)
- Department for Transport (DfT) Guidance to the CAA on Environmental Objectives (January 2014):
 - “where practical, and without significant noise impact on populated areas, airspace routes below 7,000ft should, where possible, be avoided over AONB and National Parks”

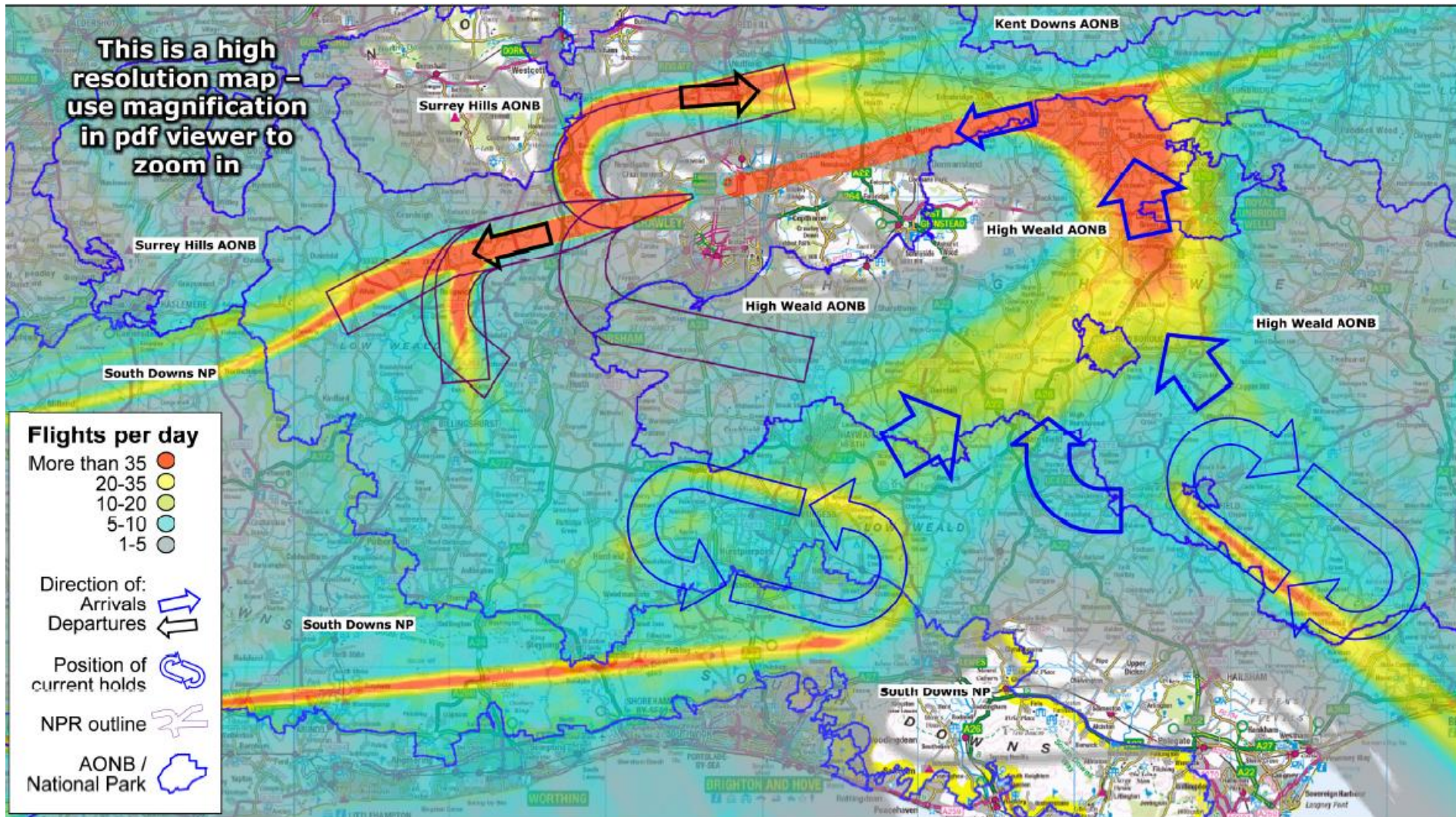
Existing Flight Paths



Key: Heathrow arrivals in light blue, departures in dark blue, Gatwick arrivals in light red, departures in dark red, Stansted arrivals in light green, departures in dark green, Luton arrivals in pink, departures in purple, London City arrivals in light orange, departures in brown, all other flights in dark grey

Existing Flight Paths (westerly)

This is a high resolution map – use magnification in pdf viewer to zoom in



Flights per day

- More than 35 ●
- 20-35 ●
- 10-20 ●
- 5-10 ●
- 1-5 ●

- Direction of:
Arrivals →
- Departures ←

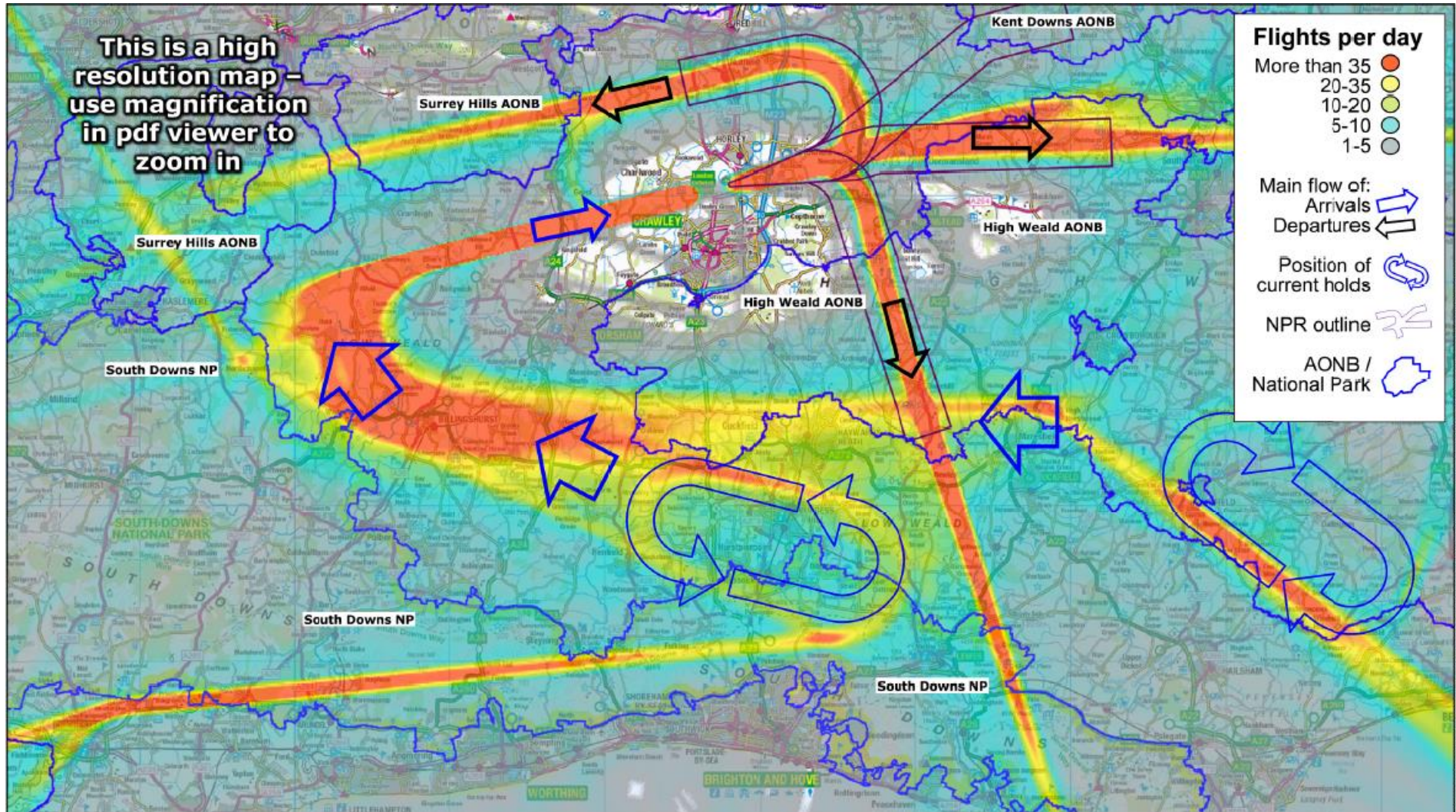
- Position of current holds ↻

- NPR outline ⚡

- AONB / National Park 🏞️

Existing Flight Paths (easterly)

This is a high resolution map – use magnification in pdf viewer to zoom in



Flights per day

- More than 35 ●
- 20-35 ●
- 10-20 ●
- 5-10 ●
- 1-5 ●

- Main flow of: Arrivals →
- Departures ←

- Position of current holds ↻

- NPR outline ⚡

- AONB / National Park ⬡

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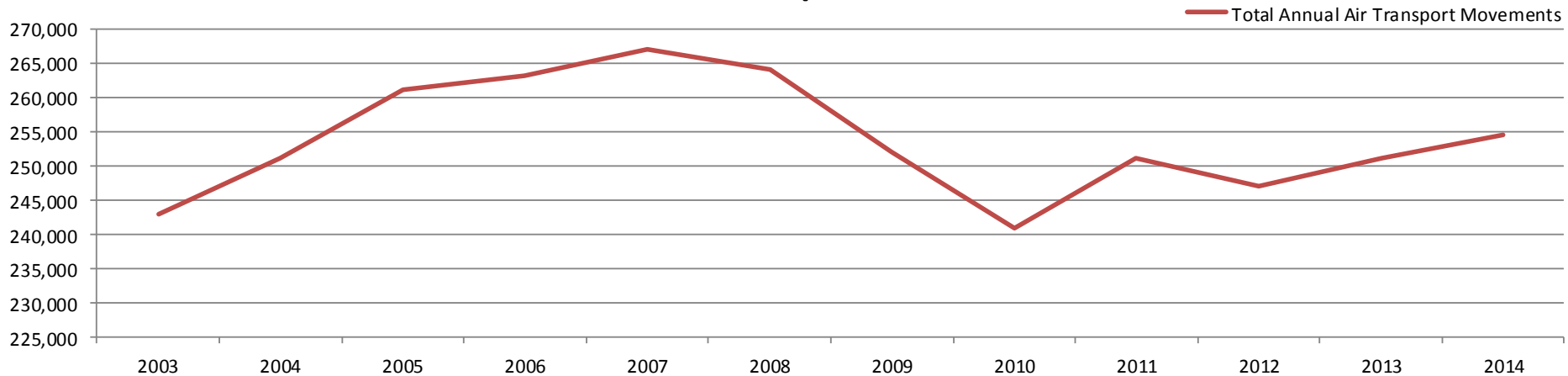
Increased Over-Flight

Annual Movements 2003 to 2014

Gatwick Air Transport Movements - Annual 2003 - 2013

Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Total Annual Air Transport Movements	243,000	251,000	261,000	263,000	267,000	264,000	252,000	241,000	251,000	247,000	251,000	254,591
Increase (decrease) from previous year		8,000	10,000	2,000	4,000	-3,000	-12,000	-11,000	10,000	-4,000	4,000	3,591
Percentage Change from previous year		3	4	1	2	-1	-5	-4	4	-2	2	1

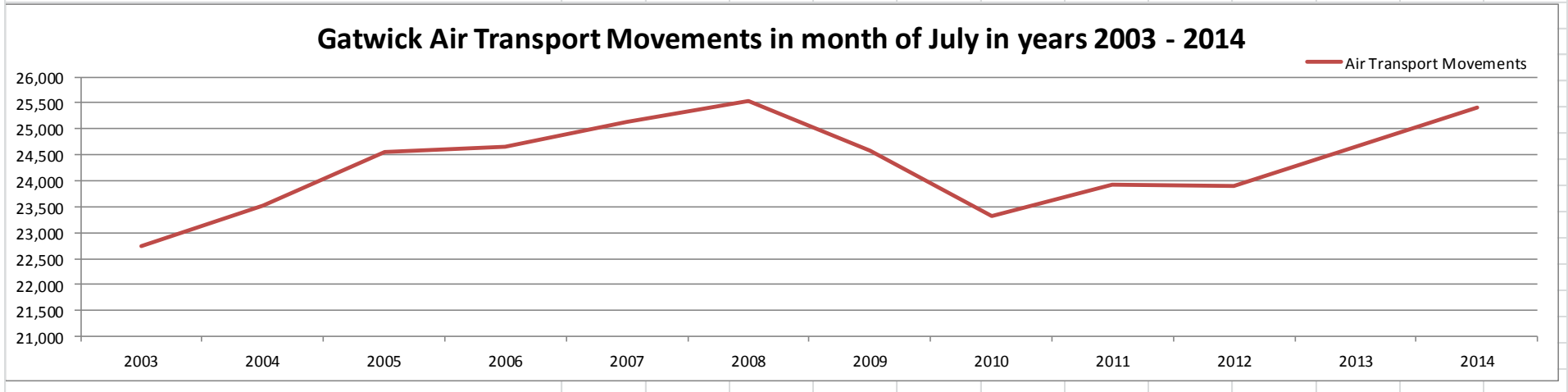
Gatwick Total Annual Air Transport Movements 2003 - 2014



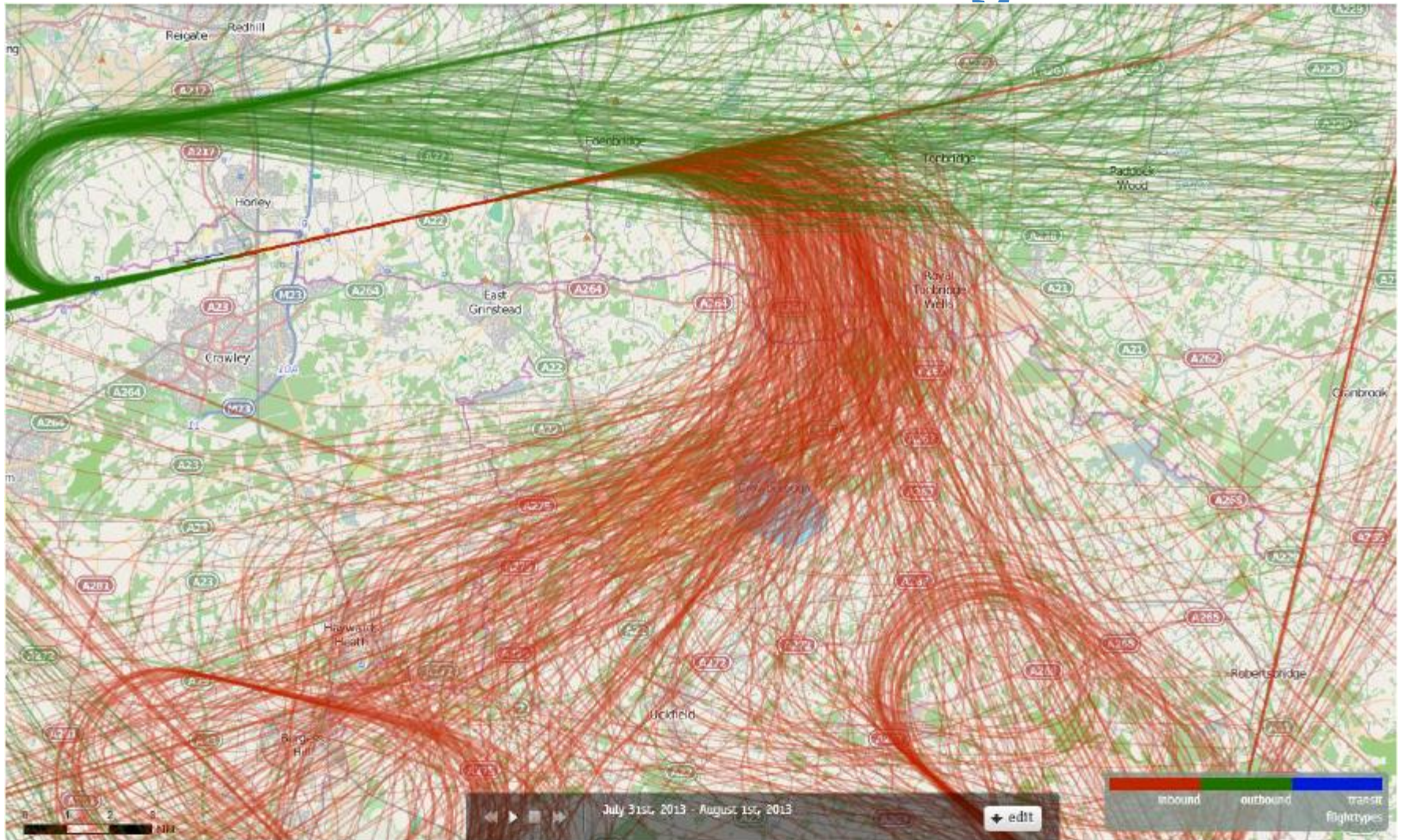
Increased Over-Flight

Summer – July compared from 2003 to 2014

Gatwick Air Transport Movements in month of July for years 2003 - 2014												
July	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Air Transport Movements	22,739	23,533	24,566	24,646	25,138	25,535	24,582	23,309	23,934	23,896	24,663	25,406
Increase (decrease) from previous year		794	1,033	80	492	397	-953	-1,273	625	-38	767	743
Percentage Change from previous year		3	4	0	2	2	-4	-5	3	0	3	3
Average number of daily movements	734	759	792	795	811	824	793	752	772	771	796	820
Average increase (decrease) of daily movements from previous year		26	33	3	16	13	-31	-41	20	-1	25	24



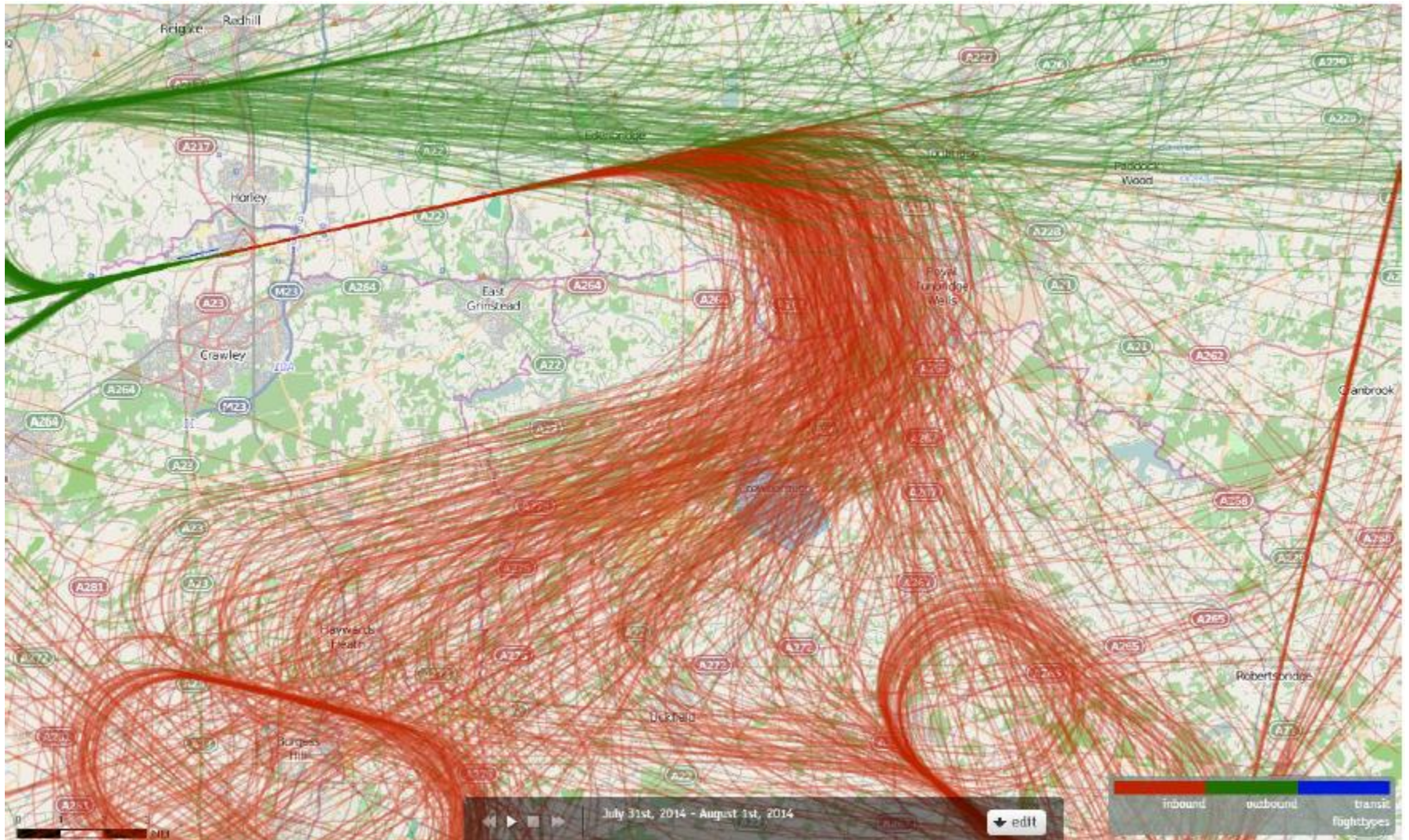
Increased Over-Flight



31 July 2013

Westerly Operations (RWY26)

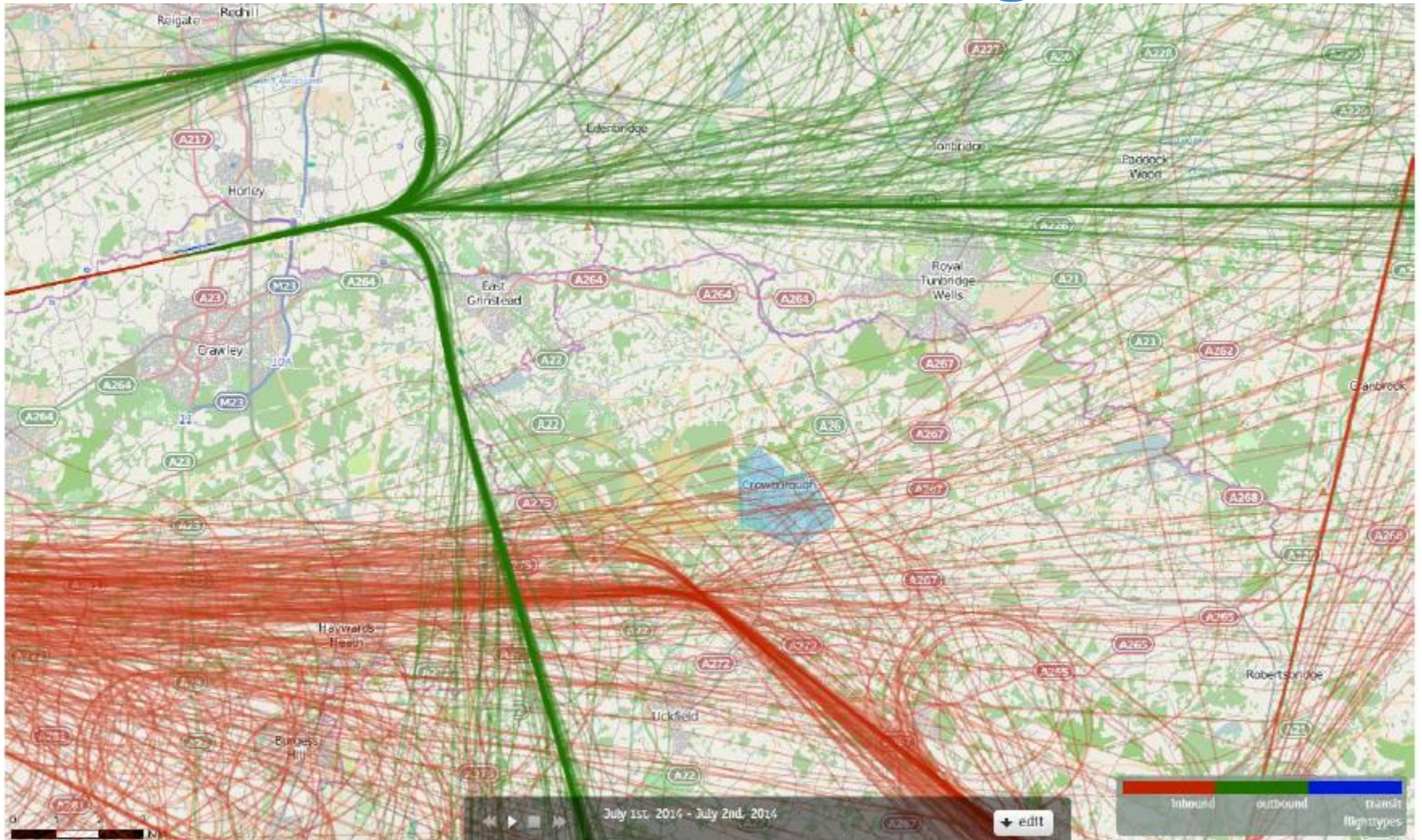
Increased Over-Flight



31 July 2014

Westerly Operations (RWY26)

Increased Over-Flight



Easterly Operations (RWY08)

<http://flighttracking.casper.aero/lgw/>

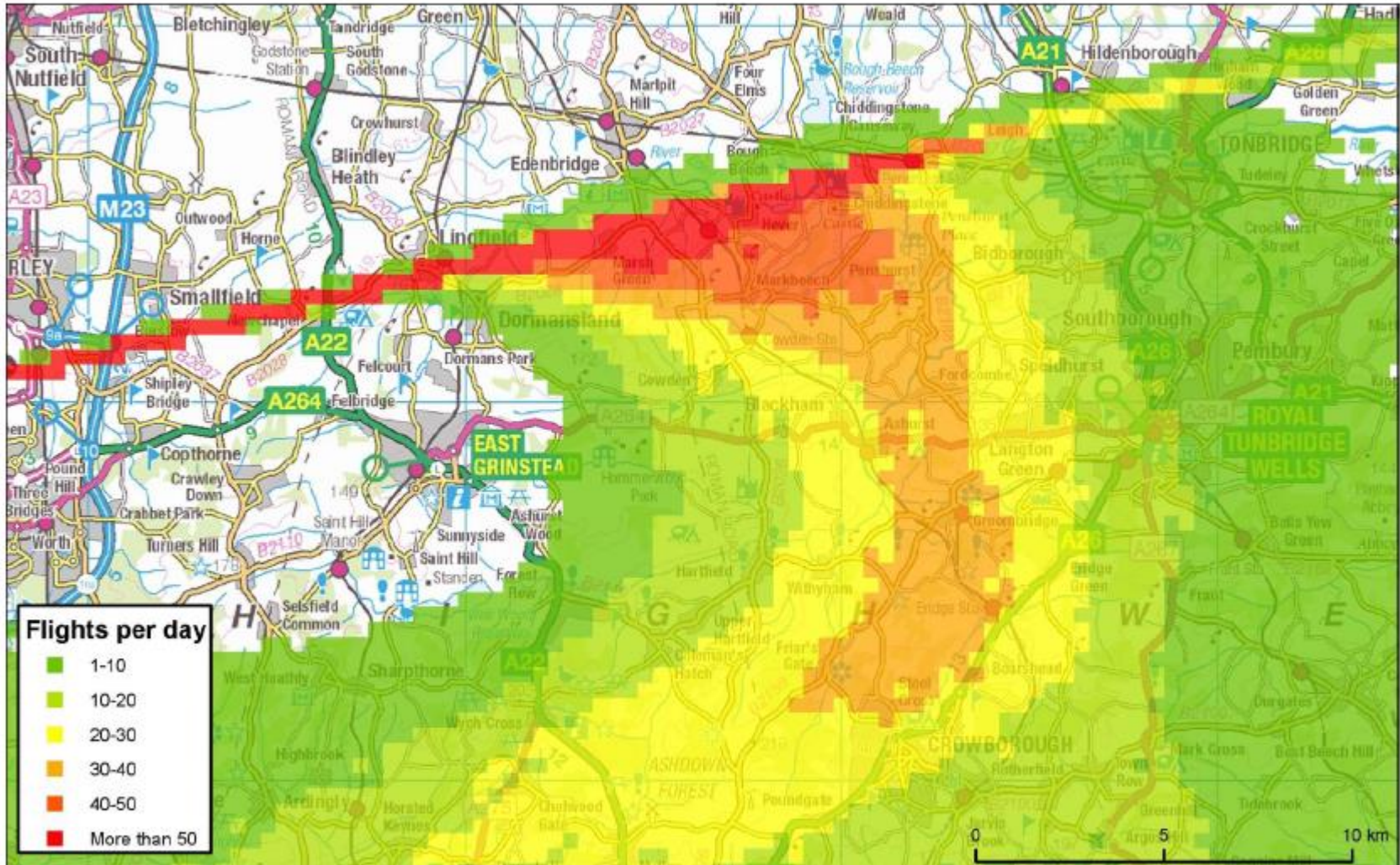
Increased over-flight

Summer – July 2014 compared to previous July 2013

July 2014 compared to previous July 2013	2013	2014
Air Transport Movements in July	24,663	25,406
Assuming 50/50 split of arrivals and departures - number of arrivals in July	12,332	12,703
Attributed number of arrivals over West Kent in July (2013 51% westerly, 2014 69% westerly)	6,289	8,765
Increase (decrease) of attributed arrivals in July from previous year		2,476
Percentage Change from previous year		39
Assuming 50/50 split of arrivals and departures - average number of daily arrivals in July	398	410
Attributed average number of daily arrivals over West Kent in July (2013 51% westerly, 2014 69% westerly)	203	283
Increase (decrease) of attributed daily arrivals from previous year		80
Percentage Change from previous year		39
Average number of hourly attributed arrivals (24 hour operations) over West Kent	8	12
Increase (decrease) in average number of attributed hourly arrivals from previous year		4
Average number of hourly attributed arrivals (18 hour operations) over West Kent	11	16
Increase (decrease) in average number of attributed hourly arrivals from previous year		5

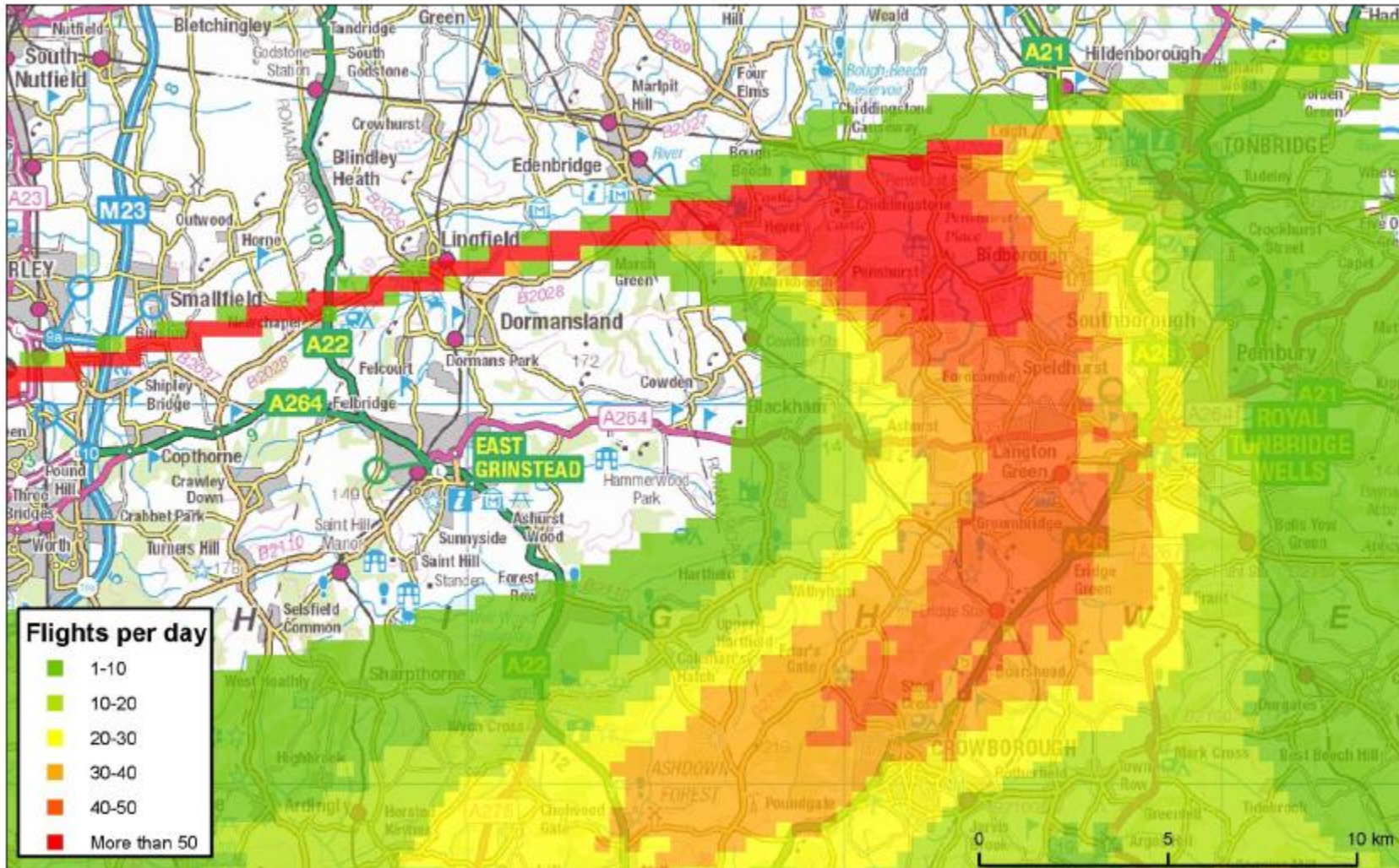
Flight path changes

Gatwick westerly arrivals track density diagram, August 2010 (400m grid)

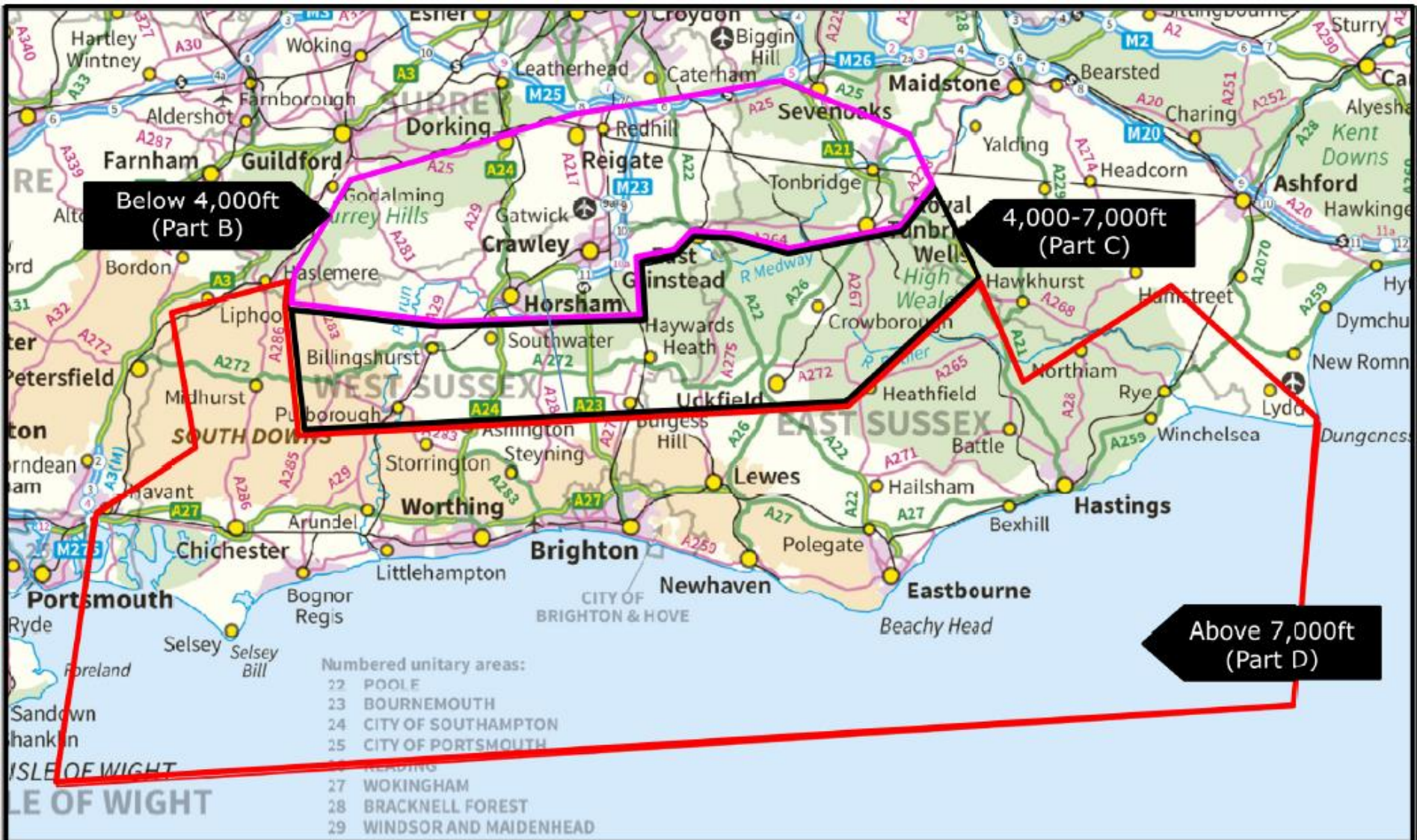


Flight path changes

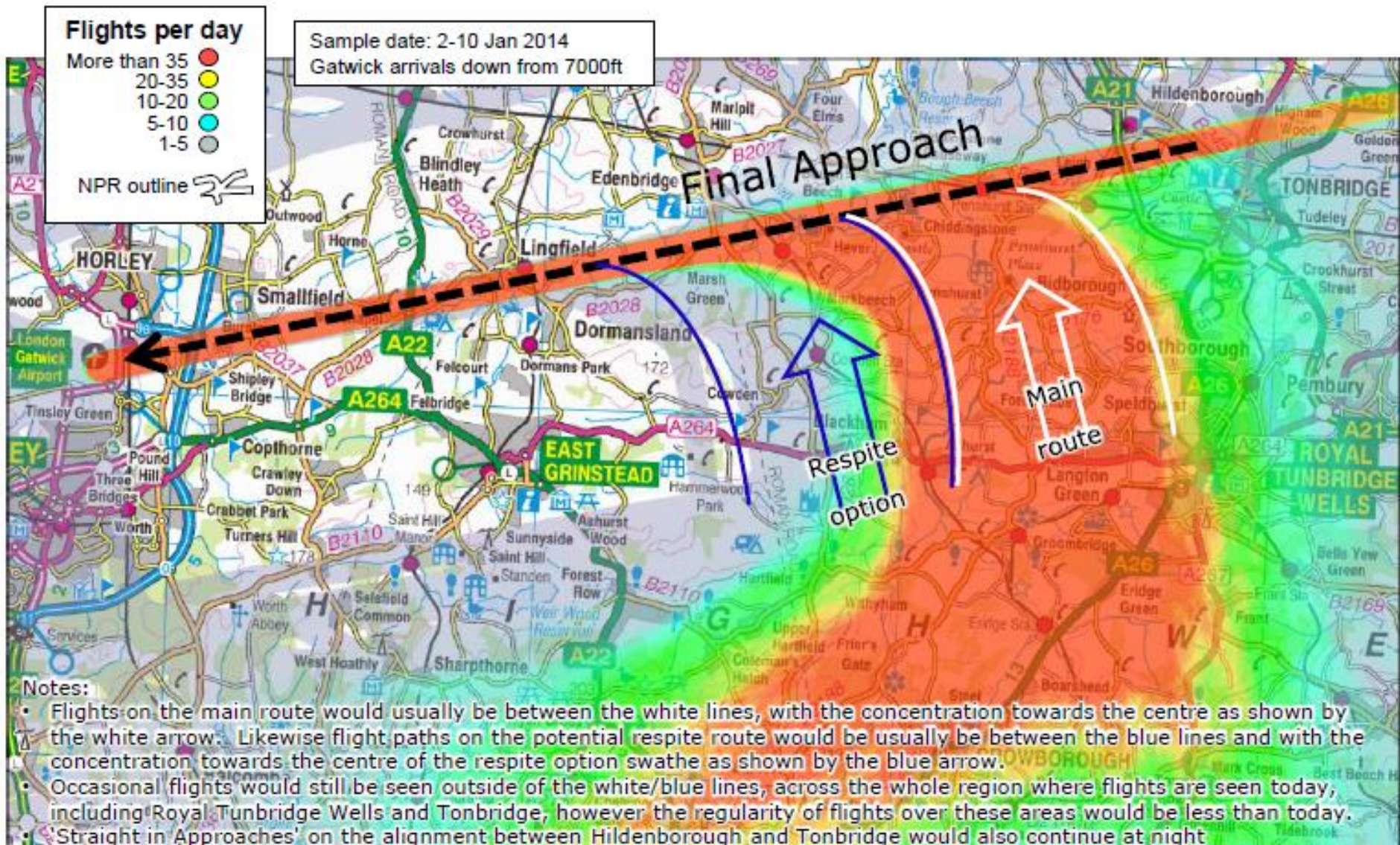
Gatwick westerly arrivals track density diagram, August 2014 (400m grid)



Proposed Airspace Changes (Future Airspace Strategy)



Proposed Airspace Changes (Future Airspace Strategy)



Night Flights

Heathrow

Winter 2014/15	Summer 2015	Winter 2015/16	Summer 2016	Winter 2016/17	Summer 2017
2,550	3,250	2,550	3,250	2,550	3,250

Gatwick

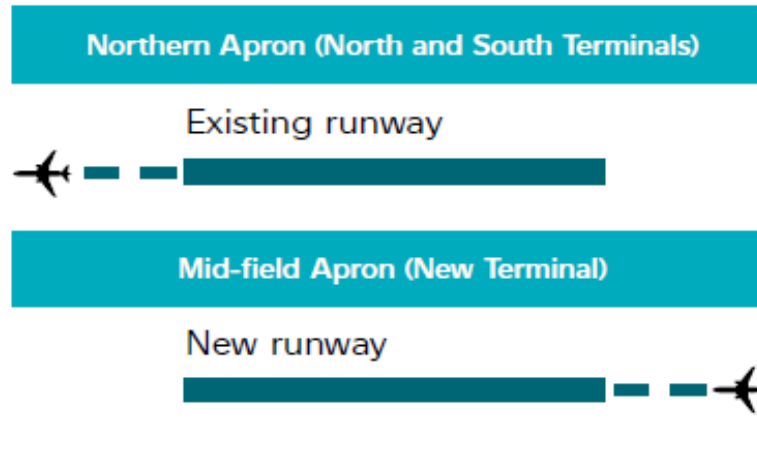
27% increase 3.4 times more

Winter 2014/15	Summer 2015	Winter 2015/16	Summer 2016	Winter 2016/17	Summer 2017
3,250	11,200	3,250	11,200	3,250	11,200

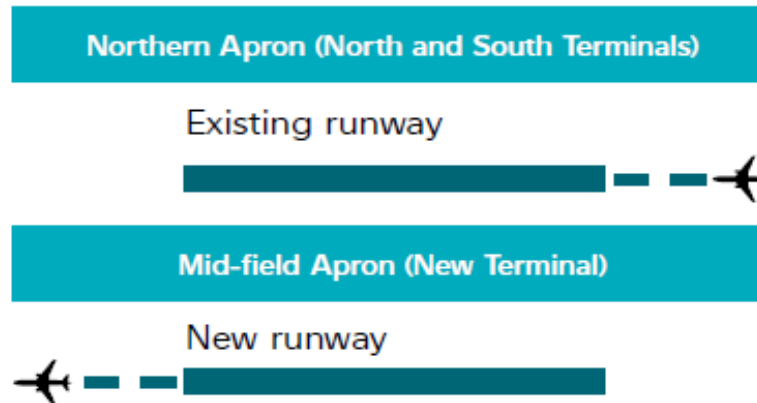
2nd Runway Proposal

FIGURE 2: OPTION 2 - WESTERLY OPERATIONS WITH ALTERNATION

One half of the day

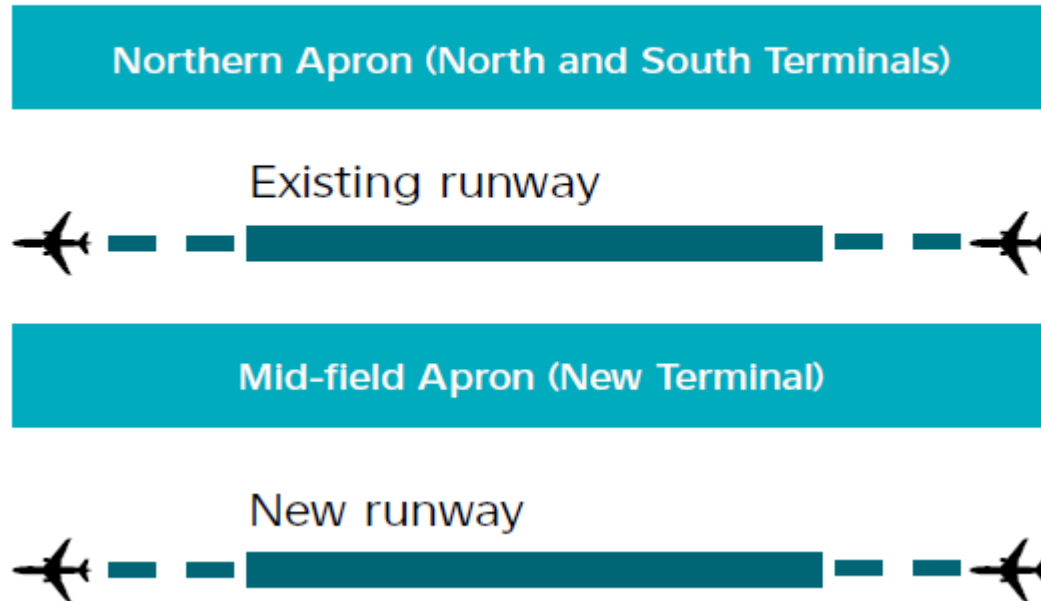


Other half of the day

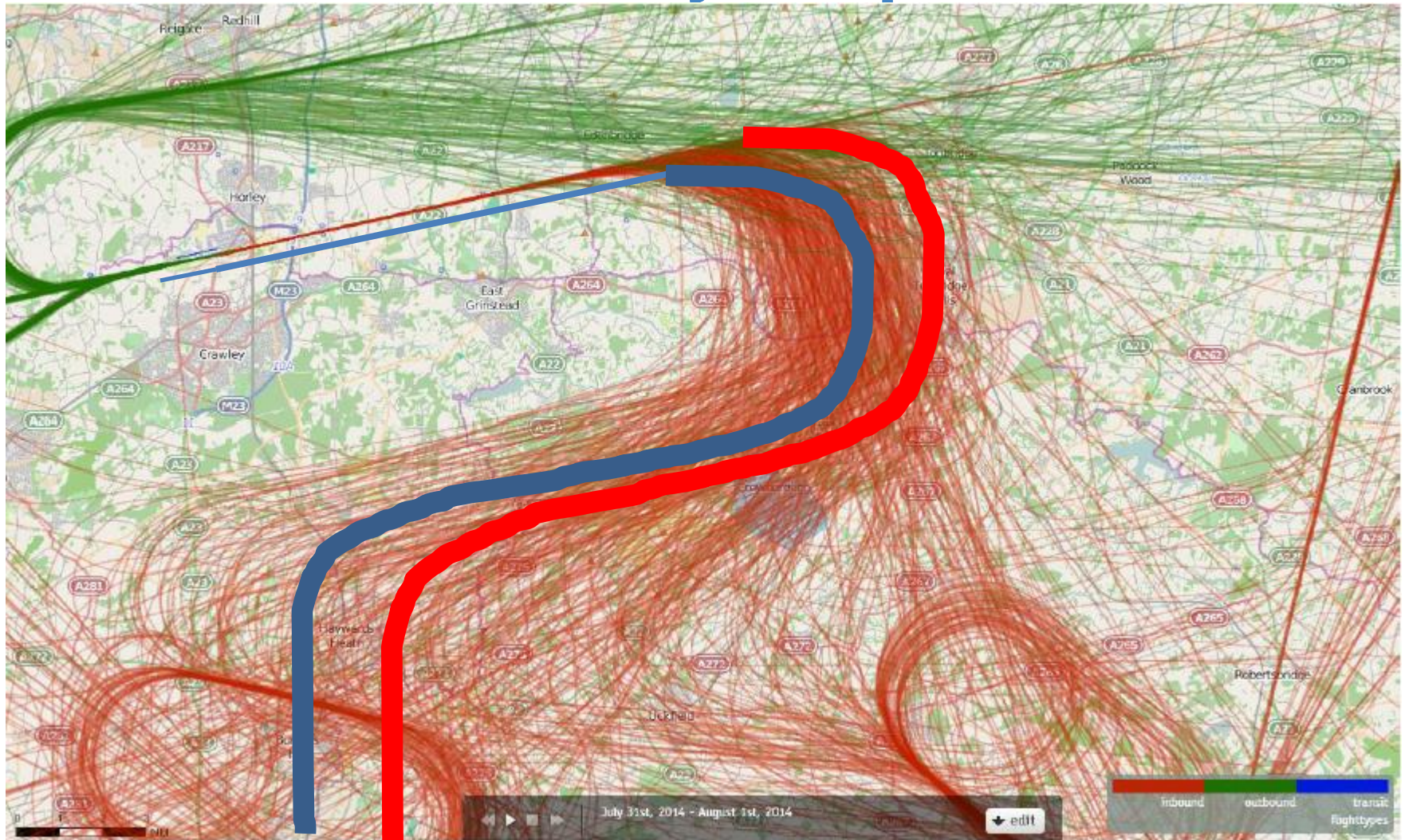


2nd Runway Proposal

FIGURE 3: OPTION 3 OPERATING PATTERN



2nd Runway Proposal



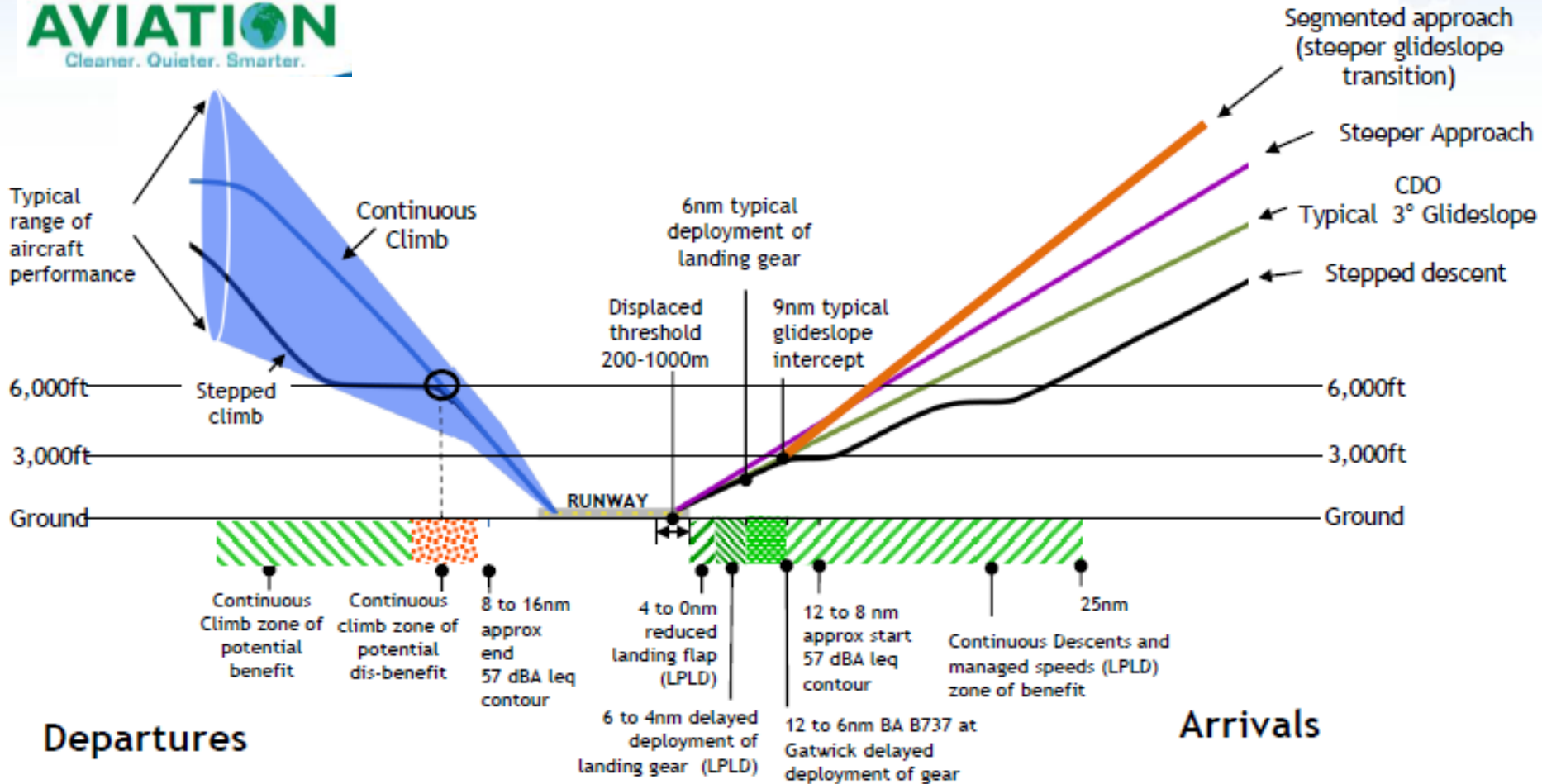
2nd Runway Proposal

	2014
Annual Movements	255,000
Annual Passengers	38 mppa

Table 3 Option 3 Planning Capacity	2030	2040	2050
Annual Movements	377,000	468,000	513,000
Annual Passengers	60 mppa	78 mppa	87 mppa

For comparison, Heathrow	2014
Annual Movements	471,000 (planning cap of 480,000)
Annual Passengers	73 mppa

Mitigation?

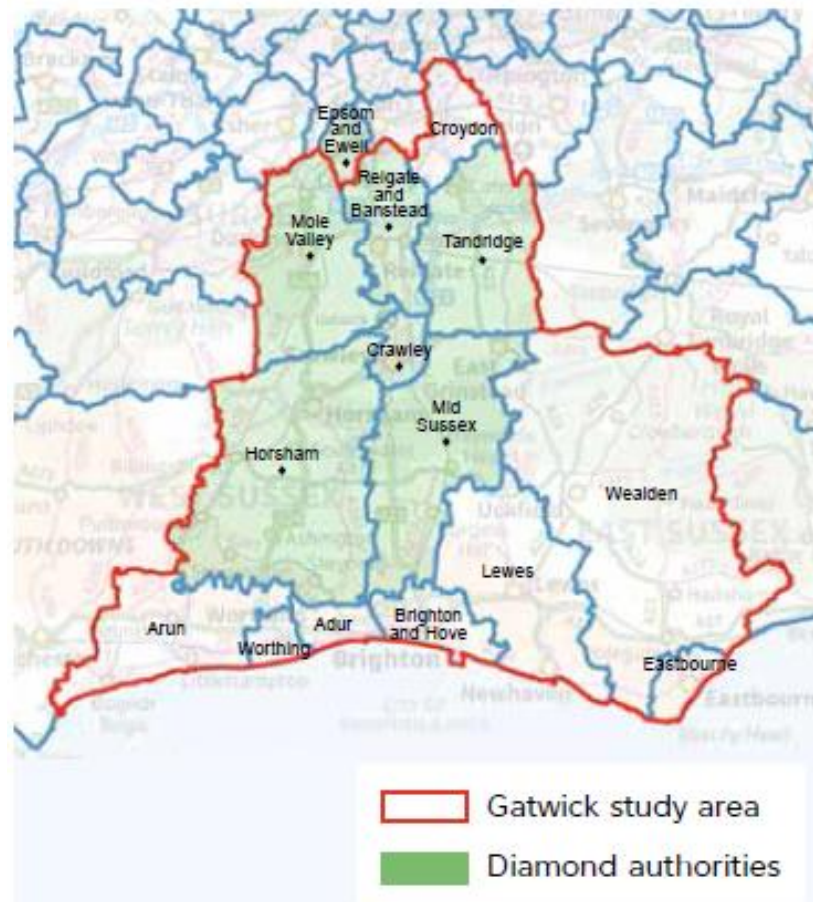


2nd Runway – Economic Benefits for Kent?

Table 16
Study Area composition

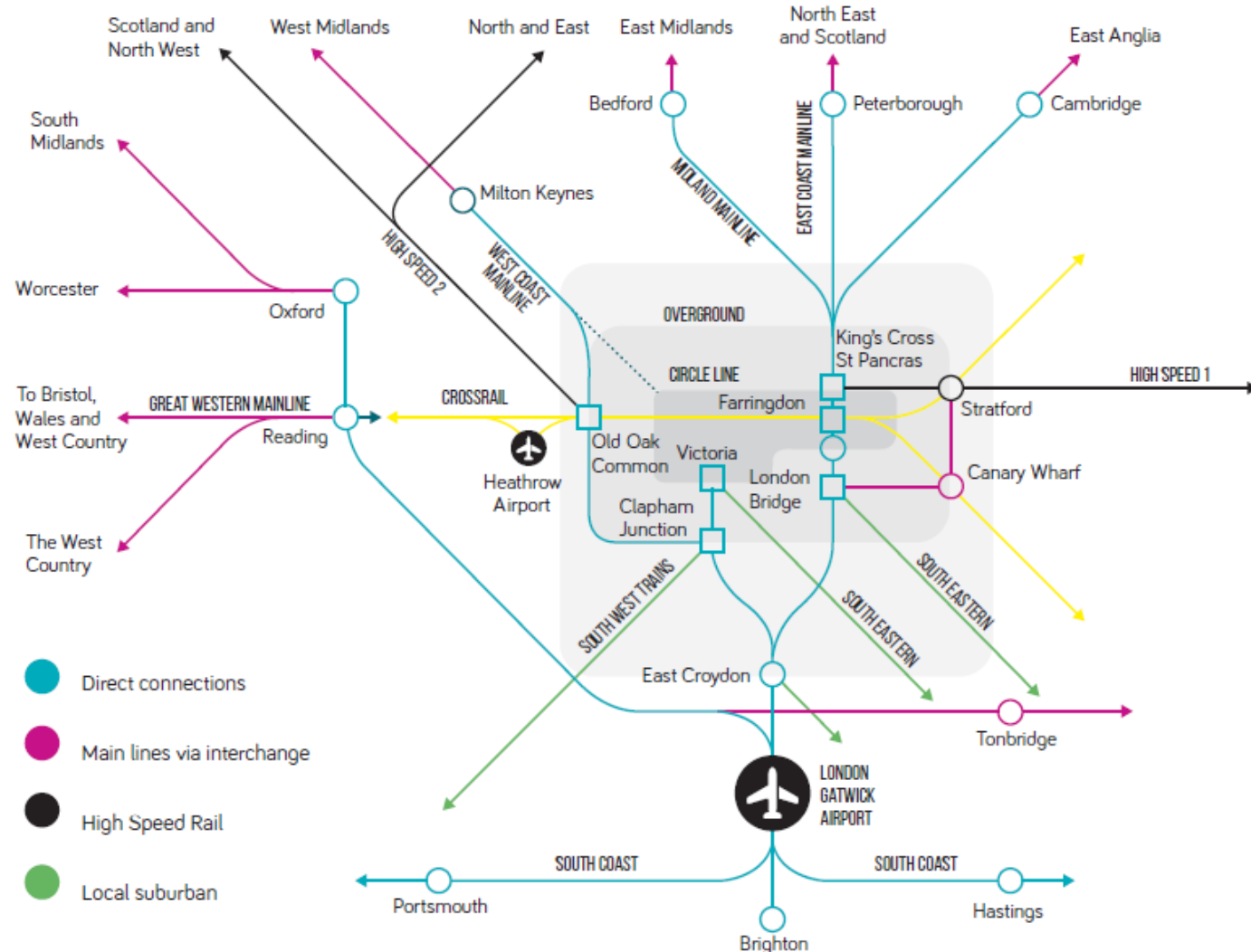
Local Authority	% Gatwick On-Airport Employment
Crawley	31.8
Reigate & Banstead	9.4
Mid Sussex	8.2
Horsham	7.1
Brighton & Hove	6.0
Croydon	3.3
Wealden	2.5
Tandridge	2.4
Lewes	1.8
Arun	1.5
Mole Valley	1.4
Adur	1.3
Worthing	1.3
Eastbourne	1.0
TOTAL STUDY AREA	79.1

FIGURE 9: GATWICK DIAMOND AUTHORITIES AND STUDY AREA



“road and rail ready for a second runway by 2021”?

GATWICK'S RAIL CONNECTIVITY



(Source: Farrelis)

KCC Policy

From: **David Brazier, Cabinet Member for Environment and Transport**
Barbara Cooper, Corporate Director of Growth, Environment and Transport

To: **Cabinet**

Subject: **Policy on Gatwick Airport**

Classification: **Unrestricted**

Non-Key decision

Past Pathway of Paper: None

Future Pathway of Paper: Information item for Environment and Transport Cabinet Committee, 5 December 2014

Electoral Division: Countywide

Summary:

Gatwick Airport Ltd has proposed a second runway which is now subject to a national public consultation by the Airports Commission. A recommendation will then be made by the Airports Commission to Government in summer 2015 on whether Heathrow or Gatwick should have approval for additional runway capacity.

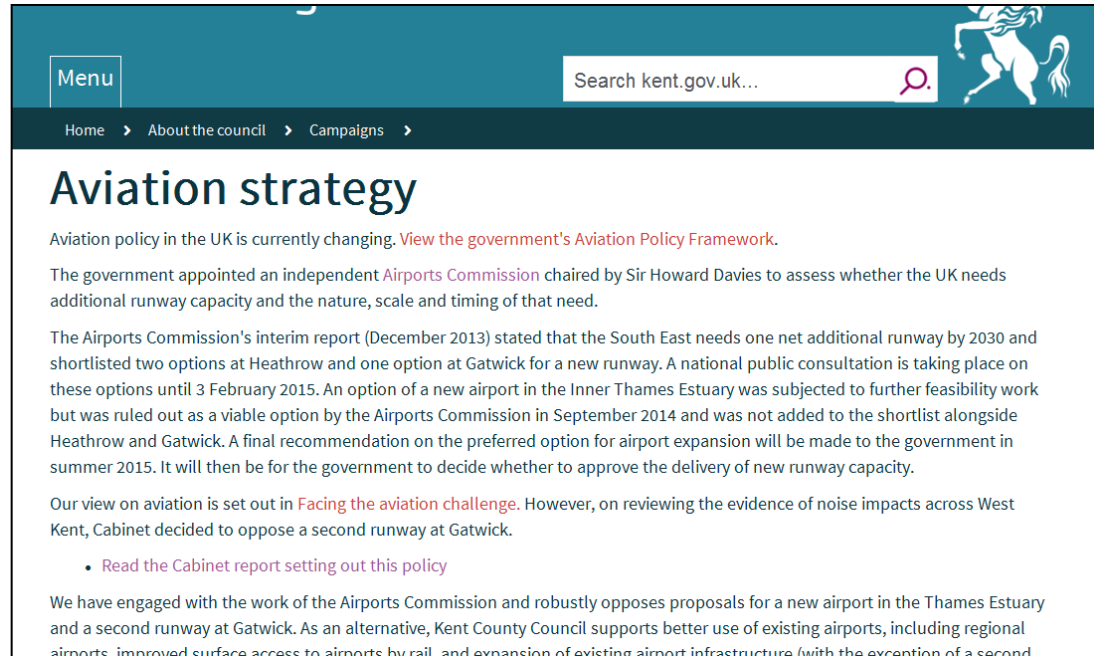
The proposal for a second runway along with proposals for changes to airspace resulting in a concentration of flight paths; a high level of permitted night flights; and an increase in over-flight and noise currently experienced in West Kent; has resulted in Kent County Council **opposing a second runway at Gatwick Airport**.

The increase in over-flight across West Kent, the proposed airspace changes and night flights at Gatwick are also **opposed**.

The policy on Gatwick is stated in section 4.16 of this report and this will be added to 'Facing the Aviation Challenge' which states Kent County Council's views on aviation.

Recommendation:

The Cabinet agrees that Kent County Council opposes a second runway at Gatwick Airport, opposes the increase in overflights across West Kent as a result of airspace changes, and supports a reduction in the number of night flights.



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Aviation strategy

Aviation policy in the UK is currently changing. [View the government's Aviation Policy Framework.](#)

The government appointed an independent [Airports Commission](#) chaired by Sir Howard Davies to assess whether the UK needs additional runway capacity and the nature, scale and timing of that need.

The Airports Commission's interim report (December 2013) stated that the South East needs one net additional runway by 2030 and shortlisted two options at Heathrow and one option at Gatwick for a new runway. A national public consultation is taking place on these options until 3 February 2015. An option of a new airport in the Inner Thames Estuary was subjected to further feasibility work but was ruled out as a viable option by the Airports Commission in September 2014 and was not added to the shortlist alongside Heathrow and Gatwick. A final recommendation on the preferred option for airport expansion will be made to the government in summer 2015. It will then be for the government to decide whether to approve the delivery of new runway capacity.

Our view on aviation is set out in [Facing the aviation challenge](#). However, on reviewing the evidence of noise impacts across West Kent, Cabinet decided to oppose a second runway at Gatwick.

- [Read the Cabinet report setting out this policy](#)

We have engaged with the work of the Airports Commission and robustly opposes proposals for a new airport in the Thames Estuary and a second runway at Gatwick. As an alternative, Kent County Council supports better use of existing airports, including regional airports, improved surface access to airports by rail, and expansion of existing airport infrastructure (with the exception of a second

KCC submitted a response to the Airports Commission's consultation that closed on 3 February 2015 stating that KCC is opposed to a second runway at Gatwick.

Next steps

- Summer 2015 – Publication of the Airports Commission’s final recommendations on an additional runway at Gatwick or Heathrow.
- Airspace Change Proposals deferred but must be implemented by 2020.
- Use of precision navigation is under review.
- Campaign Groups have petitioned for a Judicial Review of the CAA regarding the changed joining point of the final approach and whether this constitutes an ‘airspace change’.

Kent County Council Policy on Gatwick Airport – Presentation to the High Weald AONB Joint Advisory Committee, 27 March 2015

Notes to accompany the presentation

Increased overflight:

- Gatwick is getting busier again after years of falling traffic during the economic downturn.
- It is still not as busy as pre-recession though.
- 2014 is the busiest year for numbers of passengers (38million) but not as high as pre-recession in terms of aircraft movements despite a trend of year on year growth.
- Looking just at the summer of 2014 – July compared with the month of July for the last decade or so – July 2014 is the second busiest July ever, just behind pre-recession July 2008.
- Westerly Operations (Runway 26) results in all arrivals flying over West Kent (red lines on slide 10) – typically at about 4,000ft or less and descending.
- Departures are to the west but eastbound aircraft turn and fly over the top of the arrivals at higher altitude (green) – typically 5,000 to 6,000ft and rapidly ascending by the time they cross over the border into Kent (about 10,000ft by the time they fly over the Tonbridge area).
- For comparison, when there are easterly operations (runway 08) – there is a mirror image of arrivals to the west of the airport and all departures take off towards Kent. Aircraft heading eastbound continue over Kent but are rapidly climbing – much higher than arrivals.
- Easterly operations (runway 08) is considered by many in Kent as providing ‘respite’ as there is a break from the low flying arrivals.
- However, this is the exception – the prevailing wind is westerly, therefore runway 26 operations are more common.
- Flights can be viewed at <http://flighttracking.casper.aero/lgw/>
- A comparison of the number of aircraft movements in July 2014 with the previous year (2013) shows that as well as the increase in the number of movements, the prevalence of westerly winds in July 2014 has been closer to its average at 69%, whereas in July the year before (2013) westerly winds occurred only 51% of the time.
- This has therefore exaggerated the number of arrivals over West Kent this summer –
 - Approximately a 39% increase in arriving aircraft over West Kent in July 2014 compared to the previous year’s July.
 - This equates to an aircraft passing overhead on average 12 to 16 times per hour, compared to 8 to 11 aircraft per hour the year before in the peak summer season.
 - At peak times of day these average hourly figures will be higher and off-peak they will be lower.
 - This are calculations based on a 50/50 split of arrivals and departures and ignoring higher level departing aircraft flying over the top of the arrivals stream.

Flight path changes:

- As well as the intensification of flights with the increased number of aircraft movements, it appears that the point at which aircraft join the final approach may have changed in recent years.

- A map obtained by the High Weald Councils Aviation Action Group from the Civil Aviation Authority (CAA) shows a daily average for the whole of August for 2010.
- On the slide (14) the “warmer” the colour, the greater the number of flights per day – red is the most flights, green the least.
- When August 2010 is compared with August 2014 it appears to show an easterly shift in where the majority of aircraft now join the final approach.
 - Some places such as Dormansland and Cowden now appear to have no direct overflight.
 - Whereas areas around Tunbridge Wells have more flights,
 - For example, Langton Green in 2010 was in the 20 to 30 flights per day category, but now is in the red with 40 to 50 flights per day.
- The further out that aircraft join the final approach, the more flights the airport can handle as they can be spaced more effectively and the runway can handle more movements per hour, in other words, maximise the capacity of the runway.
- This is also the result of ‘approach stabilisation’ implemented by Gatwick Airport and National Air Traffic Services (NATS):
 - First approach trial implemented in September 2012.
 - Second approach trial implemented in March 2013.
 - CAA approval given to NATS in November 2013 – permanent implementation.
 - However, Performance Based Navigation (PBN) is not being used on approach (arrivals); it is only currently used on departures.
- CAA have admitted that air traffic controllers at NATS direct aircraft to join the Instrument Landing System (ILS) final approach 10 to 12 nautical miles from the runway rather than over a closer and wider range of 7 to 10 nautical miles.
- However, the CAA has stated that arrivals do not have set flight paths, other than the requirement to join the instrument landing system final approach by a certain height (3,000ft) and at a certain distance (10 nautical miles) from the runway as per Department for Transport (DfT) Noise Abatement Procedures.
- Other than that procedure, NATS are able to direct aircraft anywhere within the London Terminal Management Area (between the ground beacons that air traffic management is currently based on) to ensure the safety of the arriving aircraft.
- So although there may have been a change as to where aircraft are joining the final approach as shown by these maps, there were no set flight paths for arrivals in the first place.
- An ‘airspace change’ would only apply to changes to where the London Terminal Management Area is located, not the arrival routes within it.
- Departures are different, they must be contained with the Noise Preferential Routes (NPRs) which apply up to 4,000ft, and any change from this must go through the airspace change procedure.
- A lot of noise control only applies to departures, e.g. NPRs for departures but not for arrivals.

Proposed Airspace Changes (Future Airspace Strategy):

- In addition to increase in over-flight recently experienced in West Kent and the apparent airspace changes, Gatwick Airport Ltd and National Air Traffic Services (NATS) have been consulting on very radical changes to airspace as part of the Government’s Future Airspace Strategy (FAS) which complies with the EU Single European Skies initiatives. These changes to the whole of the UK’s airspace must be implemented by 2020.

- Recent consultations in January 2014 and August 2014 proposed changes but these have not been implemented yet. Although local communities do believe flight paths have been changed, most likely due to changes to the joining point of the final approach coupled with increased numbers of flights; those changes are not the same as the changes proposed in the consultation – which will be implemented by 2020.
- The future changes involve precision navigation (called P-RNAV) or performance based navigation (PBN) allowing aircraft to fly along more precise routes rather than being spread out across a wider area.
- The result will be a concentration of flight paths and this will minimise the number of people over-flown, in line with Government policy, but result in more concentrated over-flight for those under flight paths.
- For West Kent, the issue is one of where aircraft join the final approach. It was proposed to have a main daytime route and a night time route – people under those 2 routes will be over-flown all of the time in the day or at night when on westerly operations.
- Kent County Council (KCC) opposed this in response to the consultation, arguing for multiple routes to provide predictable rotating respite on an equitable basis for all communities under flight paths.
- The airspace change proposal due to be submitted to the CAA has been postponed to take account of the negative feedback from the consultation.

Night Flights:

- Government (DfT) sets the number of permitted flights at Heathrow, Gatwick and Stansted. The current regime started this winter and continues until summer 2017.
- When comparing Gatwick to Heathrow in terms of night flights – Gatwick has far more generous night movement limit
 - 27% more movements permitted in the Winter;
 - and a drastic 3.4 times greater allowance in the Summer Season.

Second runway proposal:

- Slide 19 shows what could have been proposed with alternation between the 2 runways – similar to Heathrow – switching which runway is used for arrivals and departures means that people under the flight path for arrivals for one runway will get respite when they switch and use the other runway for arrivals.
- However, Gatwick and the Airports Commission are only putting forward the ‘mixed mode’ option – using both runways for arrivals and departures depending on need in order to get the most capacity.
- Mixed mode is not even operated at Heathrow and has been rejected every time it has been suggested as a means of adding additional capacity.
- The result is that West Kent will be subjected to 2 sets of arrivals streams at the same time!
- There will also be concentrated flight paths due to precision navigation.
- Please note that on slide 21, the blue line showing arrivals for the second runway is for illustrative purposes only and in no way attempts to predict where the new flight paths will go.
- The projected growth with this option for a second runway is:
 - a doubling of the number of air transport movements;

- almost 3 times the current number of passengers (Gatwick have since revised the figures to 95 million passengers per annum);
- a much larger airport than Heathrow is currently (Heathrow in 2014 had 471,000 movements within a cap of 480,000 and currently handles around 73million passengers per annum).
- Can noise impacts be mitigated? Perhaps, to some degree:
 - Continuous descent approach (CDA) reduces noise compared with a stepped descent (engines come back on to level off) – but Gatwick’s compliance with CDA is already generally good.
 - Steeper angled approaches would reduce noise further out from the airport (however this is not yet approved by the International Civil Aviation Organisation [ICAO] on safety grounds).
 - Delayed deployment of landing gear also reduces noise further out from the airport.
 - A type of Airbus aircraft used by EasyJet creates a particularly annoying “whining” sound – in time this will be phased out through fleet replacement.
- The up side? Economic benefits to Kent?
 - Gatwick’s own analysis so far does not even consider Kent districts because employment in those districts directly related to the airport is less than 1%.
- In terms of surface transport, Gatwick claim to be “road and rail ready for a second runway by 2021” with already planned and committed rail and motorway improvement schemes.
 - It is KCC’s view that those schemes are needed to deal with existing congestion and forecast background growth;
 - there is a lack of direct rail connections to Kent;
 - and road traffic passing through Kent on the motorway network has no mitigation measures other than the extra capacity already created by hard shoulder running on the M25.

KCC Policy:

- In terms of KCC’s policy on Gatwick, a report was agreed at Cabinet on 5 December that KCC opposes a second runway, increased over-flight and airspace changes; and supports a reduction in the number of night flights.
- This was stated response to the Airports Commission’s consultation which closed on 3 February 2015.
- The KCC webpage on aviation, now updated, contains our responses to consultations on noise, night flights and airspace change proposals – all making the case for improvements in West Kent.

Joe Ratcliffe, Principal Transport Planner – Strategy

Kent County Council

27 March 2015