



YOUR LONDON AIRPORT
Gatwick

Our northern runway: making best use of Gatwick

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1 Introduction

1.1 General

1.1.1 This document forms Appendix 16.2.1 of the Preliminary Environmental Information Report (PEIR) prepared on behalf of Gatwick Airport Limited (GAL). The PEIR presents the preliminary findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of Gatwick Airport’s existing runways (referred to within this report as ‘the Project’). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase. Further details regarding the components of the Project can be found in the Chapter 5: Project Description.

1.1.2 This document provides the relevant socio-economic local planning policy for the Project.

2 Policy Review

2.1 Local Planning Policy

Table 2.1.1: Local Planning Policy Review

Policy	Summary
Adopted Policy	
Crawley 2030: Crawley Borough Local Plan 2015 – 2030 (2015)	
<p>Policy GAT1 Development of the Airport with a Single Use Runway:</p> <p><i>“Within the airport boundary as set out on the Local Plan Map, the council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum.”</i></p> <p>Policy GAT4 Employment Uses at Gatwick: <i>“Permission for the loss of airport-related office floorspace within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long-term ability of the airport to meet the operational needs of the airport as it expands.</i></p> <p><i>Permission for the creation of any non-airport related commercial floorspace within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long term ability of the airport to meet the floorspace need necessary to meet the needs of the airport as it expands and will not have an unacceptable impact on the roles and function of Crawley Town Centre or Manor Royal.”</i></p> <p>Policy EC1 Sustainable Economic Growth: <i>“Crawley’s role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The council will ensure that all suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper.</i></p> <p><i>Opportunities for approximately 23ha of employment land are identified within the Borough, meeting short term economic growth needs for the town over the early part of the plan period. As a minimum, an additional 35ha of land for business uses is required to order to secure future economic growth at Crawley.”</i></p>	<p>The Crawley Borough Local Plan sets out how the Council will guide development in the Borough between 2015 and 2030. The document includes several policies that are pertinent to the Project. These policies focus on how much development at Gatwick the Council will support; the principles for managing employment uses at Gatwick; and how the Borough will play its role in delivering prosperity within the Gatwick Diamond.</p>

Policy	Summary
<p>Reigate and Banstead Local Plan: Adopted Core Strategy (2014)</p> <p>Policy CS5 Valued People and Economic Development: Outlines that the Council will support continued and sustainable economic growth in Reigate and Banstead. This would include:</p> <p><i>“Recognising and nurturing the distinctive economic role of different parts of the borough (in particular raising the profile of Redhill as a commercial location), and working with adjoining authorities and other partners to maximise the opportunities arising from our position within the Gatwick Diamond, the Coast to Capital Local Enterprise Partnership, Surrey Connects and our proximity to London.”</i></p> <p>Policy CS9 Gatwick Airport: <i>“The Council will support the development of Gatwick Airport, within the existing airport boundary and existing legal limits, including the development of facilities that contribute to the safe and efficient operation of the airport.”</i></p>	<p>The Core Strategy outlines the spatial strategy for Reigate and Banstead from 2012-2027. Policies pertaining to the Project and the assessment of socio-economic effects from the Strategy include outlining how the Council aims to grow the local economy; and will support the development of Gatwick.</p>
<p>Reigate and Banstead Borough Development Management Plan 2018-2027 (2019)</p> <p>Policy HOR9 Land West of Balcombe Road: <i>The 83ha site is allocated for “a mix of business space for strategic employment purposes and suitable for a range of occupiers within Class B1 uses. A complimentary range of commercial, retail and leisure facilities to serve and facilitate the main business use of the site. At least 5ha of new high quality public open space, including parkland and outdoor sports facilities.”</i></p> <p>Policy EMP1 Principal Employment Areas: <i>“Planning permission will be granted for change of use to offices, industrial and distribution and for the development of new, upgraded or extended floor space within these use classes.”</i></p> <p>Policy EMP2 Local Employment Areas: <i>“Planning permission will be granted for change of use to or development of new or extended accommodation for the following uses provided the proposal is of an appropriate scale for the area and does not conflict with the amenity or operation of neighbouring land uses:</i></p> <ul style="list-style-type: none"> ▪ <i>Industrial and distribution uses</i> ▪ <i>Offices</i> ▪ <i>Financial and professional services</i> ▪ <i>Any other employment-generating uses.”</i> <p>Policy EMP5 Secure Local Skills and Training Opportunities: <i>“Developers of new residential development of 25 units or more, and non-residential development in excess of 1,000sqm size (gross), will be required to agree with the council, and implement, a Training and Employment Plan demonstrating how the development will:</i></p> <p><i>Provide or enable the delivery of new construction apprenticeships and other on-site training opportunities.</i></p> <p><i>For non-residential schemes, provide or support local training and placement schemes targeted at local residents in respect of any jobs created through the end use.”</i></p>	<p>The Development Management Plan provides supplementary planning policies to the Core Strategy, covering the same period from 2012-2027. Policies relevant to the Project include the designation of a large employment site within the DCO boundary and support new training and employment opportunities through development.</p>
<p>Mole Valley Core Strategy (2009)</p> <p>Policy CS12 Sustainable Economic Development: <i>“The sustainable growth of the district’s economy will be supported through the provision of a flexible supply of land to meet the varying needs of the economic sectors by:</i></p>	<p>The Core Strategy is the main planning policy document in the Mole Valley Local Development Framework. Policies pertaining to the Project include CS12, which outlines how the Council will enable economic development in a sustainable manner.</p>

Policy	Summary
<i>Working with partners and supporting initiatives and development which assists in improving the skills base of local residents especially in those localities where there is a significant disparity in the skills of residents and the types of local jobs opportunities available.</i>	
Mole Valley Local Plan 2000 (saved policies) (2000)	
Policy E1 Existing Industrial and Commercial Land Uses: <i>“The maintenance and renewal of Mole Valley’s economy will be met primarily by encouraging the re-use of suitably located land in built-up areas already in industrial and commercial use.”</i>	Policies from the Local Plan were saved to operate alongside the main Core Strategy. Policies that are relevant to the Project include how Mole Valley will re-use and safeguard existing commercial and industrial land.
Policy E2 Safeguarding Existing Industrial and Commercial Land: <i>“The loss of existing suitably located industrial and commercial land in built-up areas to other uses will not be permitted unless its retention for industrial and/or commercial use has been fully explored without success.”</i>	
Horsham District: Planning Framework (excluding South Downs National Park) (2015)	
Policy 7 Economic Growth: Outlines that sustainable employment development within the District will be achieved through a number of measures including: <i>“Redevelopment, regeneration, intensification and smart growth of existing employment sites. Retention of key employment areas, for employment uses. Promotion of the district as an attractive place to stay and visit to increase the value of the tourism economy”</i>	The Planning Framework represents the Council’s main existing planning policy document. Policies relevant to the Project focus on how the District will sustainable economic development and plan for employment land use.
Policy 9 Employment Development: This policy seeks to balance the need to ensure the District ensures there is a sufficient supply of employment land of businesses while enabling the redevelopment of unviable sites for other uses.	
Tandridge District Core Strategy (2008)	
Policy CSP 22 The Economy: Sets out how the Council will seek to develop a sustainable economy through means such as getting the best use out of existing commercial and industrial sites, encouraging working from home and supporting premises that are suitable for occupation by small businesses.	The Core Strategy is the main planning policy document for the District. Pertinent policies include how the Council will plan to develop the economy through methods like encouraging home working.
Mid Sussex District Plan 2014 – 2031 (2018)	
Policy DP1 Sustainable Economic Development: The purpose of the policy is to promote the District as a place which is attractive to all businesses, can help local companies thrive and lower out-commuting. Measures to enable these factors include encouraging new high-quality development and infrastructure and drawing further inward investment.	The District Plan is the main planning policy document in the District. Policies pertaining to the Project include outlining how the Council will enable sustainable economic development.
Mid Sussex District Local Plan 2004 (saved policies) (2004)	
Policy E1 Business: This policy allocates sites for new or extended business development which could involve an increase in the quantum of business floorspace.	Policies from the Local Plan were saved and remain in place until they are superseded by another planning policy document. Policy E1 is considered to be relevant to the Project.
Emerging Policy	
Draft Crawley Borough Local Plan 2021-2037 (2021)	
Policy SD2 Enabling Healthy Lifestyles and Wellbeing: <i>“New development must be designed to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles and address health and wellbeing needs in Crawley, as identified in the Crawley Joint Strategic Needs Assessment.”</i>	The Draft Local Plan once adopted will replace the existing Crawley Local Plan. The Plan includes a number of policies pertinent to the assessment of socio-economic effects linked the development with regard to open space and community facilities, sustainable economic growth, provision of commercial floorspace, visitor accommodation and the future development of Gatwick.

Policy	Summary
<p>Policy OS1 Open Space, Sport and Recreation: “Proposals that benefit the use of existing open space, sport and recreational spaces will be supported. However, proposals that remove or affect the continued use of existing open space, sport and recreational spaces will not be permitted unless:</p> <ul style="list-style-type: none"> - An assessment of the needs for open space, sport and recreation clearly show the site to be surplus to requirements; or - The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or - The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.” <p>Whilst a site may be surplus to requirements as open space it may still be of environmental or cultural value; or the site’s development may have unacceptable visual or amenity impact, or adversely affect its wider green infrastructure functions, including for climate change mitigation. Therefore, applicants should also carefully consider the character, landscape, biodiversity and other environmental policies in the Plan.</p> <p>Policy OS2 Provision of Open Space and Recreational Facilities: “Where development is on existing open space which is not identified as surplus and is therefore required to be replaced through Policy OS1, a S106 agreement will also be sought to secure the replacement open space and to provide and improve the Public Rights of Way network both within the development and connecting to the surrounding countryside/open spaces.”</p> <p>Policy OS3 Rights of Way and Access to the Countryside: “Unless it can be clearly shown that a Public Right of Way is unnecessary or not needed, proposals which result in the loss of a public right of way must ensure re-provision of equal or better value.”</p> <p>Policy EC1 Sustainable Economic Growth: “Crawley’s role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The council will ensure that suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper.”</p> <p>Policy EC2 Economic Growth in Main Employment Areas: “As a key economic driver in the sub-region, Crawley’s Main Employment Areas make a significant contribution to the economy of the town and the wider area, and are designated as a focus for sustainable economic growth.”</p> <p>The Main Employment Areas include (inter alia) Gatwick Airport.</p> <p>“Employment generating development will be supported in the Main Employment Areas where it makes for an efficient use of land or buildings and it contributes positively to sustainable economic growth in the main employment area, and to the overall economic function of Crawley.</p> <p>Development that would involve a net loss of employment land or floorspace in any Main Employment Area will only be permitted where it is demonstrated that:</p> <ol style="list-style-type: none"> i. the site is no longer suitable, nor viable, nor appropriate for employment purposes, or that a limited loss of employment floorspace will support the wider economic use of the site; and ii. the loss of any land or floorspace will result in wider social, environmental or economic benefit to the town which clearly outweighs the loss; and 	

Policy	Summary
<p>iii. <i>there would be no adverse impact on the economic function of the Main Employment Area, nor the wider economic function of Crawley.</i></p> <p>Policy EC5 Employment and Skills Development: <i>“All major developments will be required to contribute to meeting the objectives of the most up-to-date Crawley Employment and Skills Programme through:</i></p> <p>i. <i>Committing at the Planning Application stage to prepare and submit a site-specific Employment and Skills Plan, the content of which must be agreed by the council prior to the commencement of development. This will detail how the development, through its construction and (for commercial development where there is a known occupier) end user phases, will support initiatives identified in the Crawley Employment and Skills Programme. This commitment will form part of the obligations on a planning permission and will be secured by way of a S106 legal agreement.</i></p> <p>ii. <i>The making of a proportionate financial contribution towards employment and skills initiatives in Crawley.</i></p> <p><i>The requirements of parts i. and ii. above should be satisfied in accordance with the Local Plan Planning Obligations Annex”</i></p> <p>Policy EC6 High Quality Office Provision: <i>“Development that adds to the supply and variety of high quality Grade A office space in Crawley, including the refurbishment and improvement of existing office floorspace and the provision of new office floorspace, will be supported in the Main Employment Areas.</i></p> <p><i>The sequential test will not be required where new Grade A office floorspace is proposed within the Main Employment Areas, or where it is located within 500 metres of a public transport interchange.</i></p> <p><i>At Gatwick Airport, non-airport related office development should meet the requirements of Policy GAT3”.</i></p> <p>Policy EC7 Hotel and Visitor Accommodation: <i>“Where hotel and visitor accommodation is proposed within the Gatwick Airport boundary, it will be necessary to demonstrate that the development will not have a detrimental impact on the long-term ability of the airport to meet its operational land and floorspace requirements as it grows. Car parking related to on-airport hotel development must meet the requirements of Policy GAT3.</i></p> <p><i>Where hotel and visitor accommodation is proposed in Manor Royal it will be necessary to demonstrate that the development will cater specifically for the business needs of Manor Royal, including through the provision of business support facilities and staff amenities as per the requirements of Local Plan Policy EC3 (Manor Royal).”</i></p> <p>Policy EC11 Employment Development and Residential Amenity: <i>“Proposals for the development, redevelopment or change of use of sites for employment use adjacent to residential areas will be permitted where there is no adverse harm to the amenity, function and setting of nearby residential uses.”</i></p> <p>Policy EC13 Rural Economy: <i>“Beyond the Built-Up Area Boundary, development that enhances Crawley’s rural economy will be supported provided it:</i></p> <p>a) <i>is of a scale and function that is appropriate to, and consistent with, the character of the countryside; and</i></p> <p>b) <i>would not result in an urbanising impact that would undermine the intrinsic character and beauty of the countryside; and</i></p>	

Policy	Summary
<p>c) would not result in the loss of valued landscapes, sites of biodiversity or geological value, trees and woodland, or the best and most versatile agricultural land; and d) would not result in the loss of connectivity or function of the green infrastructure network and/or sites of biodiversity value.”</p> <p>Policy GAT1 Development of the Airport with a Single Use Runway: “Within the airport boundary as set out on the Local Plan Map, the council will support the development of facilities which contribute to the sustainable growth of Gatwick Airport as a single runway, two terminal airport provided that:</p> <ul style="list-style-type: none"> i. The proposed use is appropriate within the airport boundary and contributes to the safe, secure and efficient operation of the airport; and ii. The impacts of the operation of the airport on the environment, including noise, air quality, flooding, surface access, visual impact, biodiversity and climate change, are minimised, where necessary satisfactory safeguards are in place to ensure they are appropriately mitigated and, as a last resort, fair compensation is secured; and iii. Adequate supporting infrastructure, particularly for surface access, can be put in place; and iv. Benefits to Crawley’s local economy and community are maximised. <p>The control or mitigation of impacts, compensation, infrastructure and benefits will be secured through appropriate planning conditions and/or S106 obligations. Where development to enable sustainable growth at Gatwick Airport will be a Nationally Significant Infrastructure Project, such as the use of the northern runway, i-iv above will be expected to be met by the airport operator and secured through appropriate requirements or S106 obligations.”</p> <p>Policy GAT2 Safeguarding for a Second Runway: “The Local Plan Map identifies land that is safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide spaced runway (if required by national policy) together with a commensurate increase in facilities that contribute to the safe and efficient operation of the expanded airport.</p> <p>Small scale development within this area, such as residential extensions, will normally be acceptable. The airport operator will be consulted on all planning applications within the safeguarded area.</p> <p>Planning applications for noise sensitive development will be considered on the basis of Air Noise Map – Additional Runway – Summer Day – 2040 as shown at Plan 31 of the Gatwick Airport Master Plan and in the Local Plan Noise Annex.”</p> <p>Policy GAT3 Gatwick Airport Related Parking: “The provision of additional or replacement airport-related parking will only be permitted where:</p> <ul style="list-style-type: none"> i) it is located within the airport boundary; and ii) it is justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport. <p>Policy GAT4 Employment Uses at Gatwick: “The loss of airport-related office floorspace within the airport boundary will be permitted where it can be demonstrated that development will not have a detrimental impact on the long-term ability of the airport to meet the floorspace need necessary to meet the operational needs of the airport as it grows.</p> <p>New non-airport related commercial floorspace within the airport boundary will only be permitted where it can be demonstrated that:</p>	

Policy	Summary
<p><i>i. this will not have a detrimental effect on the long term ability of the airport to meet the land and floorspace requirements necessary to meet the needs of the airport as it grows; and</i></p> <p><i>ii. it will not have an unacceptable impact on the role and function of the other Main Employment Areas within Crawley Borough and town centres and employment areas beyond Crawley's boundaries."</i></p>	
<p>Draft Horsham District Local Plan 2019-2036 (Regulation 18 Document) (2020)</p> <p>Strategic Policy 6 – Economic Growth: The policy outlines that sustainable growth in the District will be enabled up to 2036 by:</p> <ul style="list-style-type: none"> - <i>Providing a sufficient supply of employment land to meet the councils identified B class needs;</i> - <i>Retaining, regenerating intensifying and enabling the smart growth of existing employment sites; and</i> - <i>Taking a positive approach to the creation of small start-up businesses and home-working.</i> <p>Strategic Policy 7 – Employment Development: The policy sets out “<i>proposals for the upgrading and refurbishment of existing offices, industrial/business estates, premises and sites, that enable them to meet modern business standards and enhance the attractiveness of the District as a business location and appropriately resolve any issues arising from badly sited uses will be supported</i>”.</p> <p>Strategic Policy 11: Tourism Facilities and Visitor Accommodation: “<i>Proposals which enhance the visitor economy through the redevelopment of an existing site, or the provision of new facilities for visitor accommodation and/or tourism facilities will be supported where it can be demonstrated that proposals:</i></p> <p><i>Reinforce the local distinctiveness, and demonstrate how the District's tourist offer will be improved or enhanced. This may include the retention of heritage assets within the District, including the return of a historic property to active use;</i></p> <p><i>Contribute to the retention and enhancement of existing facilities;</i></p> <p><i>Increase accessibility to the District's tourist facilities and/or visitor accommodation through sustainable modes of travel;</i></p> <p><i>Relate well to their surroundings and are sensitively designed to avoid harm to the townscape or landscape character and the wider environment”.</i></p>	<p>The Draft Local Plan once adopted will replace the Current Horsham District Development Framework. The plan includes several relevant policies to Socio-economic effects in the context of this Project.</p>
<p>Future Mole Valley 2018-2033 Reg 18 Consultation Draft (2020)</p> <p>Policy EC1 - Supporting the Economy: “<i>The sustainable growth of Mole Valley's economy will be promoted to meet the varying needs of different economic sectors by:</i></p> <p><i>Supporting regeneration within the main towns.</i></p> <p><i>Safeguarding sufficient employment sites and encouraging the recycling of land to meet the needs of the economy.</i></p> <p><i>Supporting the creation of new employment floorspace where appropriate.</i></p> <p><i>Safeguarding local shopping centres as well as smaller parades and individual shops that support the local needs of communities.</i></p> <p><i>Supporting and promoting a high-quality visitor economy.</i></p> <p><i>Supporting and retaining employment opportunities.</i></p> <p><i>Supporting initiatives to improve information and communications technology connectivity.”</i></p> <p>Policy EC7 - Leisure and Tourism:</p> <p><i>“1. Tourism, recreation and visitor-related development in the built up area and rural areas will be encouraged, provided the scale and impact of the development is appropriate to its setting and consistent with other policies of the Plan.</i></p> <p><i>2. Development which facilitates the enjoyment of the natural, historic and cultural assets of Mole Valley and which provides for the protection of features that make Mole Valley attractive to visitors will be supported, subject to its compatibility with Green Belt, countryside and heritage policies.</i></p>	<p>The Draft Local Plan once adopted will replace the Current Mole Valley Local Plan. The plan includes several relevant policies to Socio-economic effects in the context of this Project.</p>

Policy	Summary
3. Facilities for outdoor sport and outdoor recreation which preserve the openness of the Green Belt and the largely undeveloped character of the countryside will be supported, provided there is no detrimental impact on local amenity, transport and the environment.”	
Tandridge District Council - Our Local Plan: 2033 (2019)	
Policy TLP20 Supporting a Prosperous Economy: “The council will seek to deliver sustainable growth of the local economy, supported by providing a flexible supply of employment land and premises to meet the varying needs of different economic sectors by: Encouraging the improvement and redevelopment of land within existing employment areas in order to enable business growth and improve the attractiveness of these areas.”	The Plan, once adopted, will become the main planning policy document for the District. Policies pertaining to the Project include one which outlines how the Council will develop the economy in the future.

3 References

Crawley Borough Council (2015) Crawley 2030: Crawley Borough Local Plan 2015 – 2030.

Crawley Borough Council (2021) Draft Crawley Borough Local Plan 2021-2037 For Submission Publication, January 2021.

Horsham District: Planning Framework (excluding South Downs National Park) (2015)

Horsham District Council (2020) Draft Horsham District Local Plan 2019-2036 (Regulation 18 Document)

Mid Sussex District Council (2004) Mid Sussex District Local Plan 2004 (saved policies)

Mid Sussex District Council (2018) Mid Sussex District Plan 2014-2031

Mole Valley District Council (2000) Mole Valley Local Plan 2000 (saved policies)

Mole Valley District Council (2009) Mole Valley Core Strategy

Mole Valley District Council (2020) Future Mole Valley 2018-2033 Reg 18 Consultation Draft, May 2020.

Reigate and Banstead Borough Council (2014) Reigate and Banstead Local Plan: Adopted Core Strategy

Reigate and Banstead Borough Council (2019) Reigate and Banstead Borough Development Management Plan 2018-2027

Tandridge District Council (2008) Tandridge District Core Strategy

Tandridge District Council (2019) Our Local Plan: 2033

4 Glossary

4.1 Glossary of terms

Table 4.1.1: Glossary of Terms

Term	Description
EIA	Environmental Impact Assessment
GAL	Gatwick Airport Limited
PEIR	Preliminary Environmental Information Report