

GATWICK R2

UPDATED SCHEME DESIGN
FOR AIRPORTS COMMISSION
MAY 2014

PLANNING CONTEXT REPORT



8th May 2014

Our Ref: AS/JLP0061

RPS
14 Cornhill
London
EC3V 3ND



QUALITY MANAGEMENT

Prepared by:	Angela Schembri
Authorised by:	David Cowan
Date:	8th May 2014
Project Number/Document Reference:	JLP0061/Planning Context Report

COPYRIGHT © RPS

The material presented in this report is confidential. This report has been prepared for the exclusive use of Gatwick Airport Limited and shall not be distributed or made available to any other company or person without the knowledge and written consent of RPS.

CONTENTS

EXECUTIVE SUMMARY

1	INTRODUCTION.....	1
2	METHODOLOGY	3
3	NATIONAL, REGIONAL & LOCAL PLANNING POLICY	8
4	PLANNING DESIGNATIONS.....	40
5	INTEGRATION INTO THE WIDER PLANNING CONTEXT	45
6	THE RISKS TO GETTING PLANNING PERMISSION	50
7	MITIGATION	54
8	CONCLUSIONS.....	59

APPENDICES

Appendix 1	End Around Taxiway (EAT) Assessment
Appendix 2	Map showing Internationally and Nationally Designated Sites within 6km of Gatwick Airport
Appendix 3	Map showing Other Local Features (Environmental) within 6km of Gatwick Airport
Appendix 4	Map showing Other Local Features (Land Use Planning Designations) within 6km of Gatwick Airport
Appendix 5	Map showing Other Local Features (Emerging Land Use Planning Designations) within 6km of Gatwick Airport
Appendix 6	Map showing Rivers, Watercourses and Flood Risk Zones around Gatwick Airport
Appendix 7	An extract from the Proposals Map showing land within Mole Valley District Council that is immediately adjacent to Gatwick Airport
Appendix 8	An extract from the Local Plan 2005 Proposals Map showing land within Reigate and Banstead Borough Council that is immediately adjacent to Gatwick Airport
Appendix 9	An extract from the Planning Policy Map showing land within Tandridge District that is immediately adjacent to Gatwick Airport
Appendix 10	An extract from the LDF Proposals Map (February 2008) showing land within Mid Sussex District that is immediately adjacent to Gatwick Airport
Appendix 11	An extract from the 2007 Proposals Map showing land within Horsham District that is immediately adjacent to Gatwick Airport

EXECUTIVE SUMMARY

1. The Airports Commission has selected the proposal for a new second runway at Gatwick Airport to the south of the existing runway for further analysis and assessment in order to better understand the associated economic, social and environmental impacts and operational and commercial viability. It has published an Appraisal Framework which sets out in detail how the Commission expects scheme designs to be developed and how schemes will be appraised.
2. RPS has prepared a Planning Context Report on behalf of Gatwick Airport Limited (GAL) to respond specifically to the Airports Commission's request to comment on the second runway proposal and:
 - its integration into the wider planning context including any relevant local, regional or national strategies;
 - its viability, risks and benefits and integration with the wider planning context including any relevant strategies or publications; and
 - the key risks to gaining planning permission including details of any plans or strategies that will be utilised to mitigate these risks.
3. This report principally builds upon work previously carried out by RPS on behalf of GAL as set out in the *National, Regional and Local Planning Policy Assessment Report* (June 2013; updated March 2014) and the *'Designated Sites and Other Local Features'* (July 2013). It should be read alongside these documents and other reports that have been prepared on behalf of GAL to respond to the requirements of the Airports Commission's Appraisal Framework.

How well does the updated scheme design for the R2 proposal integrate with and support relevant development strategies at national, regional and local level?

4. In the absence of a National Policy Statement on Aviation, the policy contained in the Government's 2003 Air Transport White Paper remains relevant. That policy concluded that additional capacity at Gatwick Airport would be very attractive to passengers; was supported by a strong economic case and that a new runway at Gatwick should be kept available as an option. This policy, which remains in place today, led to the formal safeguarding of land to the south of Gatwick Airport for a second runway in the event that Government confirmed that there was a need. This area continues to be safeguarded today and the land has been protected from development that would be incompatible with the development of a second runway. As the 1979 Agreement does not seek to prevent the construction of a new runway after 2019, it is no longer a barrier to delivering a new runway at Gatwick. This removes a significant constraint that applied in the previous reviews of runway options in the South East and the safeguarding policy has ensured that significant measures have remained in place to deliver a new runway in this location at Gatwick.
5. The need to deliver sustainable development underpins national planning policy in England. The proposals for a second runway at Gatwick will proactively drive and support sustainable economic development through delivering infrastructure that the country needs and responding positively to wider opportunities for growth – thereby fulfilling core land use planning principles.

Aviation-related development and Gatwick-focused economic development drives the regional development strategy for the Gatwick sub-region and expansion by providing a second runway will be a significant facilitator in attracting national and international business to the area – an objective widely supported by the Gatwick Diamond Initiative and the Coast to Capital LEP and their agendas for regional growth and regeneration.

6. The economic benefits of a second runway and in particular the new job opportunities that would be created will have the ability to drive growth and regeneration very significantly to a wider area thereby delivering benefits to areas beyond the immediate sub-region – and very importantly, to London. The R2 proposals will assist to meet many of the objectives of the London Plan policies and will bring benefits to London including improving its transport connectivity; sustaining London's competitive and successful position in the global economy; maintaining London's distinct and supportive position within the UK's network of cities; assisting to rebalance economic growth around London through spreading the economic benefits of aviation-driven economic growth away from Heathrow and the M4 corridor; assisting regeneration of the Wandle Valley Corridor growth area and given its close proximity and excellent connections to London, offering increasing populations with job opportunities.
7. At a local level, it is very evident that the proposal for a second runway performs very well in terms of integrating with the local planning policy context and achieving policy objectives. This is assisted greatly by the fact that much of the land required to deliver the proposal is already within the area which is safeguarded for a second runway. Environmental impacts and impacts on protected sites, landscapes and heritage are limited. Except for the proposed loss of a very small parcel of Green Belt land and the loss of Grade II* and Grade II Listed Buildings (19 in total) the proposal has no effect on internationally or nationally designated sites. The new runway would not be located on land in the Green Belt albeit that only a very small parcel of Green Belt land would be required for alterations to the existing airport boundary to the north of the existing runway. In instances where there are local policy conflicts, the need for the development and the benefits to be realised from it significantly outweigh such concerns. Equally, where harmful or negative impacts have been predicted, these can be suitably mitigated. When measured against the relevant planning policy context, it is not expected that planning will be a significant risk in terms of delivering a second runway at Gatwick.
8. However, and despite the strong benefits associated with an expanded airport, it is acknowledged that the R2 proposal will present some development issues for the Districts and Boroughs including avoiding coalescence between nearby towns of Crawley and Horley which could be detrimental to Gatwick's open setting. Additionally, expansion is likely to lead to pressures on local housing and labour markets and land for airport-associated development.

How viable is the updated scheme design for the R2 proposal and what are the risks and benefits of the scheme when considering the wider planning context?

9. The scheme for a second runway at Gatwick is an extremely viable proposal in planning terms. Support for the scheme in the Aviation NPS would remove significant risk as this would accelerate the resolution of any future planning application(s) by Gatwick.
10. It would be entirely possible to secure the necessary planning approvals for the scheme through the legal system which is currently in place and which is well established – that is as a Nationally Significant Infrastructure Project under the Planning Act 2008. No special or new legislation would need to be developed and approved in order for the proposals to be properly considered. In this sense, the proposal is extremely viable and no lengthy delays are expected in terms of delivering the necessary consents through the planning process.

11. The low planning risk and good environmental performance of the scheme coupled with very little reliance on third parties means that it could be delivered within the required timescales. Very few risks to gaining planning permission have been identified and where risks have been identified, there are realistic and effective mitigation measures available to reduce or remove harmful/negative impacts.
12. The benefits of the scheme are significant especially in terms of promoting wider spatial planning objectives and economic growth and regeneration strategies particularly in the Gatwick sub-region, the Sussex Coast and for London. Significant improvements will be made to the local area as a direct result of the proposal.

What are the key risks to getting planning permission for the R2 scheme and what measures will be utilised to mitigate against these?

13. Subject to completing an Environmental Impact Assessment and incorporating appropriate mitigation measures, the risks to obtaining planning permission for the scheme are limited. It is very clear from a review of the relevant planning policies that any expansion at Gatwick would only be agreed on the basis of adequate environmental and other safeguarding. In order to make the scheme more acceptable in planning terms and in order to reduce the risk of not obtaining planning permission, appropriate and effective mitigation is being proposed. This is detailed in full in Gatwick's Mitigation Strategy and includes a range of proposals. In many instances, the mitigation being proposed will not only reduce harmful impacts but it will also bring significant extra benefits.
14. The R2 proposals will be promoted through a Development Consent Order under the Planning Act 2008 which is now a tried and tested process with 49 applications accepted, 17 of which have fully concluded with Development Consent Orders granted. There are no legal risks arising from the ability to secure the necessary planning approvals by this route neither would the proposals need to be the subject of a Hybrid Bill which could add delay, complexity and unrestricted Parliamentary scrutiny to the consenting process.

End Around Taxiways Assessment

15. Gatwick are currently considering a Masterplan option that includes the provision of '*end around taxiways*' (EATs) which will reduce or remove the need for aircraft to cross the existing runway. The additional land take required to provide the EATs will involve the small loss of additional green belt land within the Mole Valley District; a small additional parcel of land outside of the existing Safeguarding Area and a small area of additional Strategic Gap land within Crawley Borough. Notwithstanding this, the additional land required to provide the EATs would not affect the conclusions reached in this report and the scheme's overall performance in relation to its effect on the planning context.

1 INTRODUCTION

1.1 This Planning Context Report has been prepared by RPS Planning and Development Ltd (RPS) on behalf of Gatwick Airport Limited (GAL) to respond specifically to the request from the Airports Commission in their Appraisal Framework – Appendix B (April 2014) to comment on the Gatwick Runway 2 (R2) proposal in terms of:

- its viability, risks and benefits and integration with the wider planning context including any relevant strategies or publications (Appendix B – Airport Master Plan);
- its integration into the wider planning context including any relevant local, regional or national strategies (Appendix B – Development Strategies); and
- the key risks to gaining planning permission including details of any plans or strategies that will be utilised to mitigate these risks (Appendix B – Development Strategies).

1.2 The Gatwick R2 proposal for a new 3,000m runway at Gatwick Airport spaced sufficiently south of the existing runway to permit fully independent operation has been selected by the Airports Commission for further analysis and assessment.¹ This scheme would require some aircraft to cross the existing runway when taxiing. Gatwick are also considering an option which includes the provision of ‘end around taxiways’ (EATs) which will reduce or remove the need for aircraft to cross the existing runway. Appendix 1 of this report includes an assessment of the planning implications of taking more land to accommodate this option.

APPENDIX 1

1.3 This report principally builds up work previously carried out by RPS on behalf of GAL as set out in the *National, Regional and Local Planning Policy Assessment Report* (June 2013; updated March 2014). This report provides an overview of the relevant strategic national, regional and local planning policies of Crawley Borough Council within which Gatwick Airport is located, and the five surrounding Local Planning Authorities – Mole Valley District Council, Horsham District Council, Mid-Sussex District Council, Tandridge District Council and Reigate and Banstead District Council - and provides comment on the extent to which Gatwick’s R2 proposal either accords or conflicts with these policies. The relevant policies contained within the adopted London Plan (2011) and the Further Alterations to the London Plan (October 2013) and the Draft Further Alterations (January 2014) have also been reviewed.

1.4 This report should also be read alongside the RPS Report which was prepared to inform Gatwick’s July 2013 submission to the Airports Commission on the proposals for providing additional runway capacity in the longer term at Gatwick ‘*Designated Sites and Other Local Features*’ (July 2013).

¹ Airports Commission: *Interim Report* (December 2013)

This Planning Context Report makes specific reference to and should be read alongside a number of other reports/assessments that have been submitted to the Airports Commission by Gatwick to respond to the requirements of the Appraisal Framework including Gatwick's proposed Mitigation Strategy.

2 METHODOLOGY

2.1 Unlike other modules covered in the Appraisal Framework, there is no specific recommendation set out for how the updated scheme design for R2 should be considered in the planning context or how the scheme should be assessed in order to conclude on the items set out in paragraph 1.1 above. Consequently RPS and Gatwick have developed their own assessment criteria based on experience of assessing the relevant planning considerations associated with other similar nationally significant aviation projects and based on the advice that was provided in the Airports Commission May 2013 Guidance Note 2 '*Long Term Capacity Options : Sift Criteria*' on Designated Sites.

2.2 In order to comment on those specific questions posed by the Airports Commission in their Appraisal Framework as set out in paragraph 1.1 of this report, RPS has completed the following tasks:

- A thorough review of the relevant and strategic national, regional and local planning policies in order to generate a planning context upon which the R2 proposal has been considered;
- A review of relevant land use planning and environmental designations within 6km of Gatwick Airport. This is contained in mapping which is presented in Appendices 2, 3, 4, 5 and 6 of this report;

APPENDICES 2-6

- Consideration of the legislation governing the planning and environmental approvals process that would need to be followed in order to deliver the necessary planning approvals for the R2 Project; and
- Consideration of the likely social, economic and environmental impacts of the R2 proposal and ways in which these could be mitigated (with reference to the Mitigation Strategy that is being developed on behalf of Gatwick by RPS).

a) Planning Policy Review

i. The Statutory Development Plan

2.3 Gatwick Airport is located entirely within the borough of Crawley where Crawley Borough Council is the relevant Local Planning Authority. The land required to deliver the R2 Project not only includes additional land within the borough of Crawley but also land located within the Local Authorities of Mole Valley District Council and Horsham District Council.

2.4 The starting point in considering any proposal for development in planning terms is Section 38(6) of the Town and Country Planning Act 1990 which requires that proposals are determined in accordance with the Development Plan unless material considerations indicate otherwise.

2.5 In order to develop a planning context against which to consider the updated scheme design for R2, the relevant local planning policies contained within the statutory adopted Development Plans of the following Local Planning Authorities have been considered:

- Crawley Borough Council
- Mole Valley District Council
- Reigate and Bansted Borough Council
- Tandridge District Council
- Mid Sussex District Council
- Horsham District Council

2.6 The local planning policies of these authorities have been selected for assessment as they are the authorities which include or adjoin Gatwick Airport.

2.7 Particular attention has been paid to the strategic policies and strategies contained within the selected Development Plans with little or no specific reference being made to the detailed policies (accepting that these will largely be superseded as Local Planning Authorities progress with updating their Local Plans). Where there are policies that especially accord or conflict with proposals for a second runway at Gatwick Airport, appropriate consideration is given. Where appropriate, reference is also made to the relevant emerging local planning policies.

ii. Other Material Considerations

National Planning and Aviation Policy

2.8 To further develop the planning context against which to consider the R2 proposals, and in accordance with the requirements of Section 38(6) of the Town and Country Planning Act 1990, a review has also taken place of the relevant national and regional planning policies as they would be considered material to any determination of a proposal under the Town and Country Planning Act.

2.9 The relevant national planning and aviation policy and planning practice guidance which has been considered includes:

- Planning Practice Guidance
- National Planning Policy Framework (March 2012)
- Aviation Policy Framework 2013
- Air Transport White Paper (ATWP) Progress Report (December 2006)
- Air Transport White Paper (December 2003)

2.10 Legislation including the relevant Acts of Parliament and Statutory Instruments have also been considered. These include the Localism Act 2011, Planning Act 2008, Planning and Compulsory Purchase Act 2004, Planning and Compensation Act 1991, Town and Country Planning Act 1990 and the Planning (Listed Buildings and Conservation Areas) Act 1990.

Regional Planning Policy

2.11 In terms of the relevant regional planning policy, the South East Plan was adopted in May 2009 and was intended to set out the long-term spatial planning framework for the region over the years 2006-2026. Following the announcement of the Coalition Government's

intention to abolish Regional Spatial Strategies (RSS), the South East Plan was partially revoked under *The Regional Strategy for the South East Plan (Partial Revocation) Order 2013 (S.I. 2013/427)*. The Order revokes the Regional Spatial Strategy for the South East except for Policy NRM6 (Thames Basin Heaths Special Protection Area). Notwithstanding the Revocation Order and the fact that the South East Plan is no longer extant, it is considered that it remains a material planning consideration.

- 2.12 The 2013 Revocation Order (S.I. 2013/427) also revokes the remaining structure plan policies in the region (including the West Sussex and Surrey Structure Plans), with the exception of Policy H2 relating to the former Upper Heyford Air Base in Oxfordshire saved from the Oxfordshire Structure Plan.
- 2.13 The Mayor of London recognises London's position as a world city and the need for additional runway capacity in the south-east of England. Given Gatwick Airport's importance to London and the South East, regard has also been had to the Mayor's 'Spatial Development Strategy', which is known as '*The London Plan*' (2011) and the relevant policies contained within it. Regard has also been had to the Mayor's publication "*A new 'hub' airport for London (GLA Case Study) 2011.*"

iii. Other Studies and Publications

Gatwick Diamond Initiative Publications

- 2.14 Gatwick Airport is located at the heart of the 'Gatwick Diamond' – a diamond shaped area between the southern edge of London and the northern boundaries of Brighton and Hove. The Gatwick Diamond is recognized as being one of the south-east's key growth areas and is often seen as a single economic area acknowledged for its strengths both as a place to live and as a place to work. The Gatwick Diamond Initiative (GDI) was set up by business leaders and Local Authorities to focus on and drive key strategic issues that address the needs of the area and to work as a business community group to drive economic growth. The GDI provides a forum within which the GDI Authorities can debate strategic issues which link their communities. The GDI Authorities are:
- Surrey County Council
 - West Sussex County Council
 - Crawley Borough Council
 - Mole Valley District Council
 - Reigate and Banstead Borough Council
 - Mid Sussex District Council
 - Horsham District Council
- 2.15 The GDI has prepared a number of statements and plans which set out their strategic initiatives and objectives. These include the following which have been reviewed in order to help build the planning context for this report:
- Gatwick Diamond Future Plan (October 2008)
 - GDI Strategic Business Plan 2013-2016

- The Gatwick Diamond Inspire Group Action Plan 2011-2013
- The Gatwick Diamond Grow Local Strategic Statement (2011)

b) Designated Sites

2.16 A number of sources have been used to define and identify the designated sites that have been considered in this report as shown on the maps contained in Appendices 2-6. These are listed below:

i. Designated Sites Referenced on the Natural England Website

2.17 The Airports Commission Guidance Note 2 (May 2013) recommended that reference should be made to the designations listed on the Natural England website www.naturalengland.org.uk/ourwork/conservation/designations. The 'main' designations identified through this reference is as follows:

- Sites of Special Scientific Interest (SSSI)
- Special Areas of Conservation (SAC)
- Special Protection Areas (SPA)
- National Parks
- Areas of Outstanding Natural Beauty (AONB)
- National Nature Reserves (NNR)
- Ramsar Sites
- Marine Conservation Zones (MCZs)
- National Trails
- Heritage Coasts
- World Heritage Sites
- Marine Nature Reserves
- Local Nature Reserves
- Local Sites
- Global Geoparks
- Biosphere Reserves

ii. National Planning Policy Framework

2.18 Regard has also been paid to the guidance in the National Planning Policy Framework (NPPF) March 2012. Paragraph 14 of the NPPF sets out the key strands of the presumption in favour of sustainable development that is central to the Government's approach to land use planning in England. The specific policies where restrictions to development should apply are identified there as follows:

- Sites protected under the Birds and Habitats Directives
- Sites of Special Scientific Interest
- Green Belt
- Local Green Space¹
- National Parks (or the Broads Authority)
- Areas of Outstanding Natural Beauty
- Designated Heritage Assets
- Locations at risk of flooding or coastal erosion

iii. Airports Commission Guidance Document 02: Long Term Capacity Options: Sift Criteria (May 2013)

2.19 The assessment has considered examples of ‘Designated Sites’ given by the Commission including ‘Sites of Special Scientific Interest, Special Areas of Conservation or Ramsar sites’ ie. national or international designations. Other ‘impacts on landscape and/or townscape, water availability and flooding, biodiversity or historical and archaeological sites...’ which are referenced in paragraph 3.18 of the document under ‘Other Local Environmental Impacts’ have also been mapped.

c) Study area

2.20 Paragraph 2.5 above explains how the relevant local planning policy review focused on the Crawley Borough and the five other Local Authorities which surround Gatwick Airport and share a boundary with Crawley Borough.

2.21 The mapping provided as Appendices 2-6 plots the following designations over a search area 6km from Gatwick Airport and including land in all those Local Authorities listed in paragraph 2.5 above:

- Internationally and Nationally Designated Sites
- Other local environmental features
- Other local Land Use Planning Designations
- Other emerging local Land Use Planning Designations

2.22 The RPS ‘*Designated Sites and Other Local Sites and Features*’ report did collect data over two extended zones to 10km and 15km for certain designated sites.

d) Consultation

2.23 There has been no consultation carried out with any stakeholders or the local community in the preparation of this report.

3 NATIONAL, REGIONAL & LOCAL PLANNING POLICY

- 3.1 This section looks to set out the relevant national, regional and strategic local planning policies in order to establish the policy context against which the R2 proposals need to be considered.

a) National Planning and Aviation Policy

i. National Planning Practice Guidance (NPPG)

- 3.2 On 6th March 2014, the Department for Communities and Local Government (DCLG) launched the planning practice guidance web-based resource. This was accompanied by a Written Ministerial Statement which includes a list of the previous planning practice guidance documents cancelled when the site was launched. The idea is that the planning practice guidance will be updated as needed. The web-based resource was developed following the recommendations of the External Review of Planning Practice Guidance which the Government previously consulted on. The purpose of publishing the web-based resource is to bring together planning practice guidance for England in an accessible and useable way.

- 3.3 In terms of planning practice guidance when it relates to aviation and airport planning, the NPPG does not introduce any additional guidance beyond that which is already captured by the National Planning Policy Framework (see below).

ii. National Planning Policy Framework (NPPF)

- 3.4 The NPPF was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied (paragraph 1). It states that planning law requires that applications must be determined in accordance with the Development Plan, unless material considerations indicate otherwise, and that the NPPF must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions (paragraph 2).

- 3.5 Paragraph 3 specifically states that the NPPF does not contain specific policies for nationally significant infrastructure projects for which particular considerations apply. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant national policy statements for major infrastructure, as well as any other matters that are considered both important and relevant (which may include the National Planning Policy Framework). It continues to state that National Policy Statements form part of the overall framework of national planning policy, and are a material consideration in decisions on planning applications (see following section on National Policy Statement on Aviation).

- 3.6 At the heart of the NPPF is a presumption in favour of sustainable development which in terms of decision-taking, means approving development proposals that accord with the Development Plan without delay or where the Development Plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole or if specific policies in the NPPF

indicate that development should be restricted (paragraph 14).

- 3.7 Paragraph 17 specifically addresses the role that the planning system should play and sets out a core list of land use planning principles which should underpin the plan-making and decision-taking process. These include:
- **“...proactively drive and support sustainable economic development to deliver... infrastructure that the country needs, making every effort to objectively identify and then meet development needs of an area, and respond positively to wider opportunities for growth...”**
 - **... support the transition to a low carbon future in a changing climate...**
 - **... actively manage patterns of growth to make the fullest use of public transport...”**
- 3.8 Paragraph 33 of the NPPF specifically relates to the planning of airports and airfields and states:
- “When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation.”**
- 3.9 Paragraph 79 states that the Government attaches great importance to Green Belts and that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open with the essential characteristics of Green Belts are their openness and their permanence. Paragraph 87 states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 88 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.
- 3.10 Part 11 of the NPPF relates to the need to conserve and enhance the natural environment and the need for the planning system to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, geological conservation interests and soils; minimising impacts on biodiversity and providing net gains in biodiversity where possible and preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.
- 3.11 Paragraph 118 states that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying certain principles. These include refusing planning permission if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for; not normally permitting development on land within or outside a Site of Special Scientific Interest likely to have an adverse effect on a Site of Special Scientific Interest (either individually or in combination with other developments) unless the benefits of the development can clearly outweigh the impacts and refusing planning permission for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of

- aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss.
- 3.12 Part 12 of the NPPF deals with the need to conserve and enhance the historic environment. Paragraph 133 states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 3.13 Within the NPPF, there are various references to the need for Local Authorities to work with other authorities and providers to:
- “identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice; (Paragraph 41)**
- to assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; (Paragraph 162) and**
- to take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.” (Paragraph 162)**
- 3.14 The NPPF Technical Guidance was archived on 7th March 2013 and replaced by the new planning practice guidance launched on 6th March 2014 (see preceding section).
- iii. National Policy Statement for Aviation**
- 3.15 The Aviation National Policy Statement (NPS) has not yet been published in draft for consultation. It will be produced by the Department for Transport.
- 3.16 Should the Government decide to support any new nationally significant airport infrastructure following the conclusions of the Airport Commission’s work, it is likely that the next step would be to draft and consult on a NPS for Aviation. The Government has asked the Airports Commission to produce materials to support the Government in preparing an Aviation NPS to accelerate the resolution of any future planning application(s).
- iv. Aviation Policy Framework (March 2013)**
- 3.17 This Aviation Policy Framework has fully replaced the 2003 Air Transport White Paper (see below) as Government’s policy on aviation, alongside any decisions Government makes following the recommendations of the independent Airports Commission, and is therefore silent on specific policies either in support of or against further airport expansion in the South East. The Airports Commission was established in September 2012 with the remit of recommending how the UK can maintain its status as a global aviation hub and maintain our excellent international connectivity for generations to come, as well as making best use of our existing capacity in the shorter term. By defining Government’s objectives and policies on the impacts of aviation, the Aviation Policy Framework sets out the parameters within and principles which the Airports Commission will take into account on working up

its recommendations later in 2013 and finally in 2015.

3.18 In the absence of any specific comment on further airport expansion in the South East, the Aviation Policy Framework does state the following in relation to Gatwick Airport and the general high level objectives for aviation and the policies that will be used to achieve these objectives:

- The Government is committed to improving rail and surface access to airports. It is recognised that significant investments are already being made or committed, for example Gatwick Airport's station and improving Thameslink services to Gatwick and Luton.
- The extension of fifth freedom rights² to Gatwick is supported.
- Gatwick's status as an airport where a noise management regime is in place will be maintained.

v. Air Transport White Paper (ATWP) (December 2003)

3.19 As set out above, the ATWP has been fully replaced by the Government's Aviation Policy Framework and any decisions made by the Government following recommendations from the Airports Commission. Pending any decisions the Government makes following the recommendations of the Airports Commission, the White Paper remains relevant in relation to consideration of the need the scale and timing of any requirement for additional hub capacity to maintain the UK's position as Europe's most important aviation hub in general, and additional runway capacity at Gatwick more specifically.

3.20 The role of the White Paper 'The Future of Air Transport' was to set out a strategic framework for the development of airport capacity in the United Kingdom up to 2033 against the backdrop of wider developments in air transport (paragraph 1.1).

3.21 The document explained how the Government's role is primarily one of enabler and regulator, operating through the planning system in particular, to take a strategic view of where airport development may be needed (paragraph 1.3). Paragraph 1.4 states that it is for airport owners and operators to bring forward such proposals, which will need to be considered through the planning system in the normal way. The White Paper did not in itself authorise (or preclude) any particular development, but it does set out policies which were intended to inform and guide the consideration of specific planning applications.

3.22 The White Paper provided a clear policy framework against which airport operators, airlines and regional bodies could plan ahead, taking a view on the long-term demand for air-travel and airport capacity and the best long-term strategy to respond to that demand. It also set out a strategic and sustainable approach to balancing the economic benefits of airport development, the social benefits of easier and more affordable air travel and the environmental impacts that air travel generates.

3.23 The ATWP concluded that:

- Two new runways will be needed in the South East over the next three decades.
- There was no support for attempting to create a second hub airport in the South

² Rights granted to allow airlines of one country to land in a different country, pick up passengers and carry them to a third country.

East.

- A new wide-spaced second runway at Stansted is supported.
- Development at Heathrow including a new runway should be progressed as soon as possible after the new runway at Stansted is supported.

3.24 Specifically in relation to Gatwick, the ATWP concluded that the case for a new runway at Gatwick was not as strong as for the options at Stansted and (subject to meeting the critical conditions) Heathrow. No action was therefore recommended to overturn the 1979 agreement. Taking all relevant factors into account, including the strong economic case for additional capacity at Gatwick, the ATWP concluded that there was a stronger case for a wide-spaced runway option at Gatwick (after 2019) (and as opposed to a close parallel option) and that options should be kept open for this after 2019. Generally speaking, the ATWP considered that all the South East airports could play a valuable role in meeting local demand and could contribute to regional economic development and that in principle, their development could be supported subject to environmental considerations.

vi. Air Transport White Paper Progress Report (December 2006)

- 3.25 The Future of Air Transport Progress Report was published in December 2006 and fulfilled a commitment in the ATWP to report on the Government's progress in delivering a sustainable future for aviation.
- 3.26 Since the ATWP publication in 2003, no significant new development had been progressed at the South East airports by 2006. In April 2006, a planning application was submitted by Stansted Airport Limited to make better use of the existing runway increasing capacity to 35 million passengers per annum. Whilst initially refused by Uttlesford District Council in November 2006, the proposals were granted planning permission on appeal in October 2008.
- 3.27 The 2006 Progress Report continued to confirm the Government's support for the development of a third runway at Heathrow as soon as it would be possible to meet the stringent environmental limits as set out in the ATWP and taking into account of the mitigation measures needed to allow this to happen.

b) Regional Planning Policy

- 3.28 This section looks to summarise the regional planning policy that is relevant in the consideration of any future expansion at Gatwick Airport.
- 3.29 It should be noted that the strategic planning functions of County Councils that were prominent historically are now much reduced following the Planning and Compulsory Purchase Act 2004. Further to the commentary provided below, it can be concluded that there are no significant residual planning functions of West Sussex and Surrey County Councils.

i. The South East Plan (May 2009)

- 3.30 The South East Plan was adopted in May 2009 and was intended to set out the long-term spatial planning framework for the region over the years 2006-2026. Following the announcement of the Coalition Government's intention to abolish Regional Spatial Strategies (RSS), the South East Plan was partially revoked under The Regional Strategy

for the South East Plan (Partial Revocation) Order 2013 (S.I. 2013/427). The Order revokes the Regional Spatial Strategy for the South East except for Policy NRM6 (Thames Basin Heaths Special Protection Area).

3.31 Notwithstanding the Revocation Order and the fact that the South East Plan is no longer extant, it is considered that the evidence base behind it remains a material planning consideration. The Planning Inspectorate has made it clear that recently tested housing figures in RSSs are relevant to the consideration of housing strategies. Some weight can thus still be applied to the evidence supporting those policies in the South East Plan that support aviation-related development and Gatwick-focused economic development. These are principally as follows:

- Policy SP1: Identifies Gatwick as a Sub-Region where there will be a focus for growth and regeneration.
- Policy RE6: Recognises that the economy is strong in the Gatwick Area and that the economic potential of the international transport hub at Gatwick will be promoted. Transport and skills constraints will be addressed as necessary and will be guided by sustainable development principles in facilitating business development in the surrounding areas.
- Policy T9: Supports the development of Gatwick Airport and safeguarding of land at Gatwick for a possible new runway after 2019 as set out in the 2003 ATWP and subsequent Government statements.
- Policy GAT1 : The RSS is based on maximising the potential for sustainable economic growth in Crawley-Gatwick by sustaining and enhancing its pivotal role in the sub-region and wider economy and recognising and sustaining the sub-region's interrelationships with London and the South-Coast and the international gateway role of Gatwick Airport. The South East Plan fully recognised the importance of the Gatwick sub-region is assisting with the economic regeneration of the Sussex Coast sub-region.
- Policy GAT2: High value-added economic growth and development that seeks to maximise the value added by the sub-region's economy will be encouraged. This includes the continued functioning of Gatwick Airport to serve the needs of the business community, recognising its major employment role and attractiveness for world class business investment in the sub-region.

ii. West Sussex County Council Structure Plan

3.32 The 2013 Revocation Order (S.I 2013/427) also revokes the remaining structure plan policies in the region (including the West Sussex and Surrey Structure Plans), with the exception of Policy H2 relating to the former Upper Heyford Air Base in Oxfordshire saved from the Oxfordshire Structure Plan.

3.33 The West Sussex Structure Plan 2001 – 2016 was adopted in October 2004. Its policies were superseded by the adoption of The South East Plan when they no longer formed part of the statutory Development Plan. Its policies are no longer material planning considerations.

iii. Surrey County Council Structure Plan

- 3.34 The Surrey Structure Plan was adopted in December 2004, and as with the West Sussex Structure Plan, it was superseded by the South East Plan. Its policies no longer form part of the statutory Development Plan and can no longer be regarded as material considerations. The most relevant policy relating to Gatwick Airport is provided in the RPS Planning Policy Assessment Report.³

iv. The London Plan, 2011

- 3.35 Despite being located outside of Greater London, Gatwick Airport has long been recognised as an important contributor to the London economy. Consequently, it is appropriate to examine the policies contained in the London Plan.
- 3.36 Under legislation establishing the Greater London Authority (GLA), the London Mayor has to produce a 'Spatial Development Strategy', which is known as 'The London Plan'. The London Plan was adopted in July 2011 and covers the strategic planning policies (economic, social, environmental and transport) for all 32 London Boroughs.
- 3.37 The London Plan does not set out to 'micro-manage' aspects that are better addressed by Local Boroughs, but it does contain numerous cross-cutting policies in achieving sustainable development, social inclusion and regeneration.
- 3.38 Given the strategic nature of the London Plan, there is no specific 'Proposals Map' adopted. Whilst Policy 2.5 does identify sub-regions (Outer London, Inner London and the Central Activities Zone), it does not designate specific areas for specific types of development. The approach is more generic in encouraging better connectivity between the sub-areas as well as increasing economic and social opportunities.
- 3.39 The London Plan also identifies 42 areas of intensification (Policy 2.13 and Map 2.4). The Mayor identifies these areas in their capacity to accommodate housing, commercial and other developments as well as improvements to transport accessibility. Policy 2.13 states that planning decisions should support the strategic planning policy direction. Heathrow is an Opportunity Area where the Mayor supports an integrated approach to the distinct environmental and growth issues facing the area and recognises the importance of maintaining its attractiveness to business, while enhancing its environmental performance. It states that *"there are a range of locations with potential to contribute to economic development without a third runway, together with new housing and environmental improvement."*
- 3.40 With regard to Gatwick Airport, there are no specific policies. However, paragraph 2.16 states that the Mayor will help coordinate the development and implementation of policies for corridors that have been identified as being of importance to London and the wider city region. The Wandle Valley corridor through south London and outwards towards Gatwick Airport is identified.
- 3.41 Within Chapter 6 of the London Plan (London's Transport) Policy 6.4 relates to improving London's transport connectivity. At a strategic level, the Mayor will support seeking improved access by public transport to airports.
- 3.42 With regard to aviation, there is a specific policy in the London Plan (Policy 6.6). It states

³ RPS 'National, Regional and Local Planning Policy Assessment Report' (March 2014)

that adequate airport capacity serving a wide range of destinations is critical to the competitive position of London in a global economy. Airport capacity serving the capital and wider south-east of England must be sufficient to sustain London's competitive position.

- 3.43 However, it also states that the Mayor strongly opposes any further expansion at Heathrow involving an increase in the number of aircraft movements there, due to the adverse noise and air quality impacts already being experienced by residents and others in the vicinity of Heathrow and its environs.
- 3.44 Paragraph 6.28 states that whilst the Mayor recognises London's position as a world city and the need for additional runway capacity in the south-east of England, he agrees with the Government that the noise problems and poor air quality at Heathrow have reached such levels that further increases in the number of air traffic movements there are untenable.
- 3.45 Strategically, Policy 6.6 supports improvements of the facilities for passengers at Heathrow and other London airports in ways other than **increasing** the number of aircraft movements, particularly to optimise efficiency and sustainability, enhance the user experience, and to ensure the availability of viable and attractive public transport options to access them.
- 3.46 With regard to planning decisions, it states that development proposals affecting airport operations or patterns of air traffic (particularly those involving increases in the number of aircraft movements) should:
- give a high priority to sustainability and take full account of environmental impacts (particularly noise and air quality); and
 - promote access to airports by travellers and staff by sustainable means, particularly by public transport.
- 3.47 Overall, the Mayor supports making existing London airports more efficient, but has made it clear that he would not support an increase in the number of aircraft movements.

Early Minor Alterations to the London Plan (October 2013)

- 3.48 Following the publication of the NPPF, in October 2013 the Mayor produced some early minor alterations assessing the London Plan for consistency with the new NPPF.
- 3.49 Paragraph 1.46 refers to relevant parts of the Localism Act including the provision to move responsibility for the planning of large infrastructure projects from the Infrastructure Planning Commission to the Planning Inspectorate, the introduction of neighbourhood planning and the local authority duty to cooperate including the requirement that planning authorities work together constructively on planning for strategic matters affecting at least two planning areas, particularly sustainable development or use of land in connection with strategic infrastructure.
- 3.50 At paragraph 2.16, in line with the duty to co-operate, the Mayor states that he will help co-ordinate the development and implementation of policies for corridors identified as being of importance to London and the wider city region including the Wandle Valley corridor through south London and towards Gatwick Airport.

Draft Further Alterations to the London Plan (January 2014)

- 3.51 The Mayor is currently consulting on Draft Further Alterations to the London Plan. Consultation closes on the 10th April 2014. The document consolidates the adopted 2013 policies into the plan and proposes further amendments, primarily relating to population growth and the need for housing whilst rolling policies forward from 2031 to 2036.
- 3.52 A new criterion is proposed to Policy 4.1 *Developing London's Economy* stating that *'the Mayor will work with partners to maximise the benefits from new infrastructure to secure sustainable growth and development'*.
- 3.53 Paragraph 6.29 refers to the Davies Commission and its role in examining the scale and timing of any requirement for additional runway capacity. The Plan states that the Mayor has made representations and that the Mayor will continue to monitor its progress.

GLA Supplementary Planning Guidance (SPG) supporting the adopted London Plan 2011 – Land for Industry and Transport (September 2012)

- 3.54 This SPG provides guidance on the implementation of policies relating to land for industrial type activities and transport in the Mayor's London Plan. It re-iterates the Mayor's opposition to airport expansion and confirms that the Mayor supports improvements of the facilities for passengers at Heathrow and other London airports and to ensure the availability of viable and attractive public transport options to access them. It states that Borough Development Plan Documents (DPDs) should therefore identify and protect any land required to facilitate this, in consultation with the relevant authorities (page 96 of the SPG).

A new 'hub' airport for London – a GLA Case Study (2011)

- 3.55 In 2011, the GLA published a two-part report putting forward the economic and business case for building a new hub airport to serve London and the South East. Part 2 of the Report *'The Economic Benefits of a New Hub Airport'* was published in November 2011.
- 3.56 Chapter 9 of the November 2011 report sets out 10 key findings of the report. These findings are stated as follows:
- The economic dynamism of London's economy, which is vital to the whole UK, is closely linked to a number of highly internationally oriented sectors.
 - While all sub-sectors of commercial aviation deliver benefits, business, inbound tourism and cargo generate the most potential for exported economic growth.
 - A comprehensive network of direct long-haul routes is particularly important for the economy and can only be provided at a hub airport.
 - A hub airport needs to serve London and be in the South East. Any lack of capacity there will benefit hub airports on the Continent and their local economies rather than other regions in the UK.
 - High-speed rail is mainly a complement rather than a substitute for hub airport capacity. It can provide an alternative for around 10 per cent of Heathrow's flights.
 - An efficient and sustainable hub airport requires adequate take off and landing slot capacity, excellent surface access links and must be appropriately located.

- Heathrow cannot serve the UK's hub airport needs effectively.
- A fundamental shift to the Far East in the global economy is under way. This will bring tougher competition for resources and in markets for goods and services, as well as great opportunities. London must face the challenge of providing excellent connections to the emerging megacities of Asia and elsewhere if it is to continue to prosper as a global city.
- If no new runway capacity is created, Heathrow's connectivity will deteriorate by 20 per cent by 2050. A new hub airport could provide world-class connectivity in terms of destinations and frequencies to key business locations.
- A new hub airport should become a pillar of the Government's plan for growth and should be integrated into a range of policies and plans.

3.57 The report makes it very clear that the Mayor does not think that Heathrow is the answer. It states that the Government should consider new locations to best accommodate growth in airport capacity and that environmental constraints and wider economic benefits must be taken into account too.

c) Local Planning Policy

3.58 In this section, summaries of the relevant planning policies contained within the statutory Development Plans of the following Local Planning Authorities are provided:

- Crawley Borough Council
- Mole Valley District Council
- Reigate and Bansted Borough Council
- Tandridge District Council
- Mid-Sussex District Council
- Horsham District Council

3.59 Particular attention is paid in this section of the report to the strategic policies and strategies contained within the selected Development Plans with little or no reference being made to the detailed policies (accepting that these will largely be superseded as Local Planning Authorities progress with updating their Local Plans). Only those policies that especially accord or conflict with proposals for a second runway at Gatwick Airport are referred to. Where relevant, reference is made to the relevant Policies (Proposals) Maps.

i. Crawley Borough Council

3.60 The Gatwick Airport site is located entirely within the administrative authority of Crawley Borough Council.

3.61 The statutory Development Plan for Crawley Borough Council comprises:

- Crawley Borough Local Development Framework (LDF) Core Strategy October 2008 Revision (adopted November 2007)
- Crawley Local Plan (2000) Saved Policies

- LDF Proposals Map

3.62 The relevant policies contained within the Crawley Borough Council Development Plan and any relevant text provided in support of the policies is provided in the RPS Planning Policy Assessment Report.⁴

Crawley Borough LDF Core Strategy October 2008 Revision and LDF Proposals Map

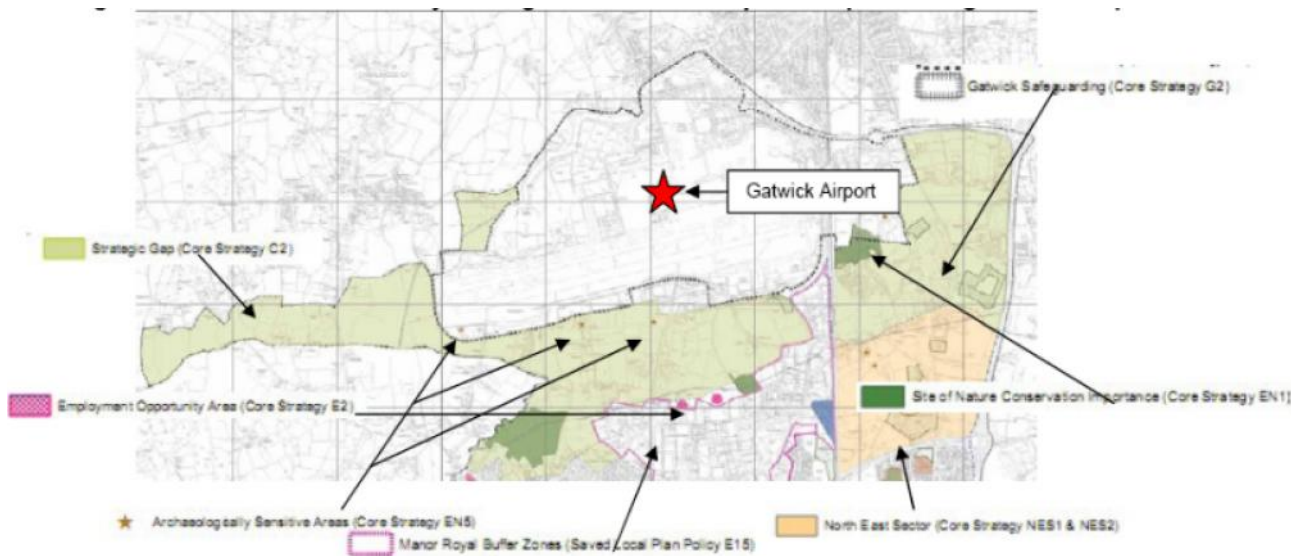
3.63 An extract from the LDF Proposals Map showing the Gatwick Airport site is provided as Figure 3.1 below.

3.64 The key planning policy designations that affect the Gatwick Airport site and the area adjoining it as shown on the LDF Proposals Map are as follows:

- The airport boundary is defined on the Proposals Map (Core Strategy Policies G1 and GAT3-GAT10)
- A strategic gap lies to the south, east and west of Gatwick Airport. (Core Strategy Policy C2)
- The land to the south, east and west is also designated as Gatwick Safeguarding area (Core Strategy Policy G2)
- There are a number of Archaeologically Sensitive Areas to the south, and east of the Airport (Core Strategy Policy EN5).
- To the south east of the Airport lies the North East Sector (Core Strategy Policies NES1 and NES2).
- There are a number of Sites of Nature Conservation Importance in close proximity to the Airport (Core Strategy Policy EN1).

⁴ RPS 'National, Regional and Local Planning Policy Assessment Report' (March 2014)

Figure 3.1: Extract from Crawley Borough Council LDF Proposal Maps showing Gatwick Airport



3.65 The Core Strategy 2008 recognises that Gatwick Airport is a challenging development issue facing the Borough but that the economy of Crawley is buoyed by the presence of Gatwick Airport with many firms choosing to locate in Crawley because of the Airport. It also recognises that Crawley is the main place of residence for airport employees.

3.66 The Spatial Vision for the Core Strategy insofar as it relates to Gatwick Airport envisages:

- Gatwick, with its national and international communications, will have expanded its operation as a single runway, two terminal airport; and
- Land will have been protected to preserve the option of construction of a new runway at Gatwick unless and until national policy no longer requires it.

Land Designations

3.67 **Policy G1 (Gatwick Airport Boundary)** refers to the boundary for the airport site as shown on the Proposals Map. Policy G1 states that:

“Within the airport boundary as set out on the proposals 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 subject to satisfactory environmental safeguards being in place. In assessing whether or not particular uses are appropriate within the airport the Council will have regard to the advice in PPG13 (Annex B).”

3.68 Text in support of Policy G1 at paragraph 8.2 of the Core Strategy makes very clear that the Council:

“does not support the growth of the Airport beyond its one runway, two terminal capacity.”

3.69 The ATWP accepted that action should not be taken to overturn the 1979 agreement between West Sussex County Council and the then British Airport Authority preventing construction of a second runway at Gatwick before 2019. The Core Strategy recognises that this uncertain situation may not be resolved for some years. The White Paper indicates that the airport operator should take steps to safeguard the land needed for the

option of a second wide-spaced runway at Gatwick by defining appropriate limits in an airport Master Plan. Gatwick Airport Ltd (GAL) has developed this requirement through the preparation of its Interim Master Plan, October 2006 (IMP). The Council accepts the information in the IMP as adequate justification for the safeguarded area and has included it on the Proposals Map. **Policy G2 (Gatwick Safeguarding)** states that:

“The Proposals Map identifies land which will be 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 contributing to the safe and efficient operation of the expanded airport in accordance with advice in PPG13 (Annex B).

Minor development within this area, such as changes of use, and small-scale building works, such as residential extensions will normally be acceptable. BAA Gatwick will be consulted on all planning applications within the safeguarded area.”

- 3.70 Additional land is safeguarded close to the Airport to the south-east adjoining the Gatwick Safeguarding. This area is known as the North-East Sector and it is identified in **Policy NES1** as being safeguarded for the development of a new neighbourhood to accommodate up to 2,700 dwellings and other uses. Paragraph 11.4 of the Core Strategy recognises that if Government policy were to require a second runway to be built, the opportunity will be taken to explore alternative forms of development for this area including accommodating any commercial development displaced for the site of the runway. The Core Strategy fully acknowledges that a final decision whether or not a second runway will be needed at Gatwick may be several years away. However, in the meantime there will soon be an increasingly pressing need to identify more housing land in Crawley to meet the higher, long-term annual growth requirements set out in the draft South East Plan to 2026. Consequently, an early review of the Local Development Framework will be undertaken. Notwithstanding this, in view of Crawley's sub-regional role, the Council considers that it is important to retain the option for development at the North East Sector to commence as soon as may be possible if and when this is not prevented by reasons related to national policy safeguarding land for a second runway at Gatwick. The North East Sector is therefore identified and safeguarded as a strategic housing development opportunity to come forward if (and as soon as) this becomes possible. The text in the Core Strategy is now somewhat out-of-date as outline planning permission was granted in February 2011 for a new neighbourhood at the North-East Sector (to be known as Forge Wood) to comprise 1,900 new homes, a primary school, community centre, offices, industrial space and retail space plus parkland. Phase 1 of the development to comprise 204 homes is due to commence in Summer 2014. The development will be built over four phases spanning 12 years.
- 3.71 The Core Strategy Key Diagram shows the land West and North-West of Crawley which is being promoted with Horsham District Council for mixed-use development comprising up to 2,500 dwellings. Policy W1 of the Core Strategy states that development in this area should avoid aircraft noise contours of 60dBA Leq or more (either as existing or as indicated in relation to the alignment of the potential second runway and 'safeguarded' area).
- 3.72 To the west of the Airport, there is Strategic Gap land between Charlwood Crawley and Gatwick Airport/Horley where the Council will seek to prevent development in order to protect the separate identity of the named settlements and prevent their coalescence

(Core Strategy Policy C2).

- 3.73 Manor Royal and County Oak are areas to the south of Gatwick Airport which are designated mainly for employment use under Policy MC1. This policy states that the Council will seek to ensure that proposals for redevelopment and intensification of sites within Manor Royal and County Oak need to accord with the Core Strategy's approach to safeguarding for the potential second runway at Gatwick.

Transport

- 3.74 Policy T4 (Improving Rail Stations) states that opportunities will be ceased at Gatwick Station to broaden the function of the station as an interchange for surface travelers using rail, coach, Fastway and other buses provided that the airport-related interchange functions (and achievement of the targets of the Gatwick Airport Transport Strategy) are preserved or assisted rather than hampered. Paragraph 6.8 of the Core Strategy recognises that Gatwick Station is a highly strategic point for transport interchange and one of the key elements contributing to the Crawley-Gatwick regional transport hub.

Local Economy

- 3.75 In terms of key local economy objectives and principles, the Core Strategy states that (amongst others) that the Council will:

- support the development of a diverse economic base to minimise dependency on Gatwick Airport and airport related sectors;
- provide the necessary infrastructure and facilities to support economic growth;
- maintain and enhance the Borough's main employment areas due to their economic importance;
- harness the important economic role of the airport; and
- ensure the adequate provision of employment floorspace to ensure economic growth for Crawley as it is central to the Gatwick Diamond.

- 3.76 The Council states that any loss of employment provision needs to balance the growth of the economy and the Core Strategy's economic objectives. Any loss of employment land should not restrain the economy in the longer term. Consequently the Council protects all employment sites and particularly main employment areas (which includes the North of Manor Royal Employment Opportunity Area) unless proposals can demonstrate that they satisfy the criteria in Policy E3. This states that:

“All employment sites particularly in the main Employment Areas will be protected unless it can be demonstrated that:

- the site is shown to be no longer suitable for employment purposes because of its location; or
- the site is shown to be no longer suitable because of its impact on the local amenity and environment; or
- the loss of a minor proportion of existing floorspace would lead to the refurbishment or upgrade of floorspace on the greater part of the site; or
- the loss of employment floorspace would result in significant regeneration, or social or environmental benefits for the wider area; or
- the area, site or premises has been marketed for 18 months (minimum) at a reasonable price or rent with appropriate conditions for firstly, pure

employment use, then secondly, mixed use or alternative employment creating uses; or

- the site is within an area identifies for an alternative form of development in the Core Strategy.

Saved Policies in the Crawley Local Plan (adopted April 2000)

3.77 Section 10 of the Local Plan relates to Gatwick Airport. **Policies GAT3 to GAT10** have been saved in the interests of achieving the following objectives:

- To provide for the continued growth of business at Gatwick Airport and its safe and efficient operation meeting the needs of the travelling public as a single runway, two terminal airport.
- To ensure that the growth of business at Gatwick Airport and all changes required to enable its safe and efficient operation occur in a manner which is acceptable in all its consequences to the surrounding area.
- To encourage the operation of Gatwick Airport and all its related activities to be more sustainable in their use of land and energy resources and their impact upon the environment.

3.78 Policies GAT3 to GAT10 are provided in full below:

Policy GAT 3

All proposals for development at Gatwick Airport will be required to include measures to limit or avoid any adverse environmental impact it may have upon the surrounding area. The Borough Council will take into account whether such measures can also address any existing problems or reduce the overall environmental impact of the airport and its use.

Policy GAT 4

1. Planning permission will not be granted for development within the airport boundary which is not clearly required in this location for operational, functional, safety or security reasons.

2. Subject to 1 above, sites are reserved within the airport boundary for the following major developments and uses as shown on the Proposals Map:

- (i) Cargo handling facilities;
- (ii) Aircraft maintenance and engine testing facilities;
- (iii) Other operational developments;
- (iv) An airport visitor centre;
- (v) Short and long term passenger car parking;
- (vi) Activities ancillary to the airport's operation;
- (vii) Structural landscaping.

3. Subject also to 1 above, other proposals for improvements to the existing terminals and their surface transport interchanges, airport related employment uses, and hotels, will be acceptable in appropriate locations, on operational land within the airport boundary.

4. Proposals for development for land not shown on the Proposals Map or not on operational land will not be permitted.

Policy GAT 5

Proposals which enable the existing and future surface transport access demands of the airport and its business to be managed in a sustainable manner, will normally be permitted provided that there is no serious conflict with other planning policies for the area. Encouragement will be given to improvements to the infrastructure and facilities which will enable staff, passengers and visitors to gain access to the airport by public transport, cycling and on foot.

Policy GAT 6

The provision of additional or replacement staff car parking will only be permitted on the areas allocated for ancillary development provided that it can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface access to the airport.

Provision will also be permitted in other locations on the airport provided that staff car parking is to meet the essential and operational needs of the specific authorised development.

Policy GAT 7

The Borough Council will permit proposals for the development of further on-airport short term car parks on areas allocated for such developments provided that they can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface transport access to the airport.

Policy GAT 8

The Borough Council will only permit proposals for new airport related car parking on off-airport sites where they do not conflict with countryside policies and can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface transport access to the airport.

Policy GAT 9

The Borough Council will only permit proposals for more long-term parking within the airport boundary when they can be justified by a demonstrable need in the context of proposals for achieving a more sustainable approach to surface transport access to the airport. In addition, such proposals should:

- (i) occupy the least amount of space necessary;
- (ii) be appropriately landscaped.

Policy GAT 10

Proposals for the provision of long term airport parking space in the car parks of existing hotels will be permitted only if:

- (i) the entire car parking requirement associated with normal hotel activities can be met on site at all times; and
- (ii) the provision of extra space does not encroach upon landscaping areas or require the extension of the curtilage of the hotel.

Development at Gatwick Airport SPD (November 2008)

- 3.79 The SPD provides additional detail on the way in which the Council will implement the LDF Core Strategy policies in dealing with planning applications, consultations and other planning matters at Gatwick Airport. The SPD relates specifically to Core Strategy Policy G1 aimed at supporting the development of the airport as a single runway, twin terminal operation subject to satisfactory environmental safeguards being in place. The SPD also gives guidance on the Council's approach to the Gatwick Airport Interim Masterplan and GAL's subsequent legal obligations and other commitments towards mitigating against the adverse impacts arising from the growth of business at the airport up to 2015.
- 3.80 The SPD was drafted on the basis that that the Borough Council would in principle support the development of the airport to accommodate the necessary uses to support a potential passenger throughput of 40mppa by 2015 subject to satisfactorily performing against the various targets, commitments and agreed action plans put forward by GAL. The SPD makes clear that any major development proposals which could give rise to exceeding the forecast 40mppa will require either a separate environmental assessment of the additional environmental impacts arising or a revision of GAL's Masterplan and/or the SPD – whether

the proposals relate to the capacity of a single runway and/or the two terminals.

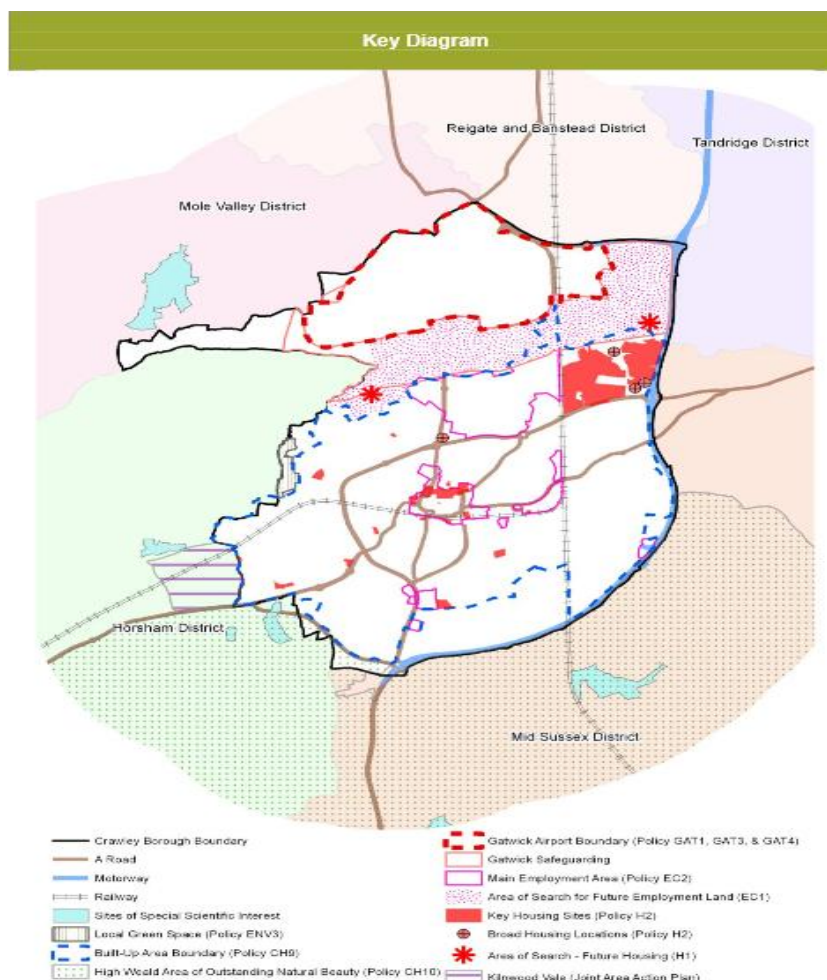
New Crawley Borough Council Local Plan and Local Plan Map (Submission Draft January 2014 currently on hold)

- 3.81 Crawley Borough Council is currently working on a new Local Plan that will guide the Borough until 2029. It aimed to have the new Local Plan adopted by December 2014, although this is now unlikely. A report regarding the Draft Submission Local Plan and Draft Submission Local Plan Map was taken to Full Council on 10th December 2013 who did not approve the plan for submission to the Secretary of State. The issue of contention is understood to involve housing issues, particularly affordable housing and gypsy and traveller sites. The Submission Draft is due to go back to full Council but this will be after the Crawley elections in May. The emerging land use planning designations as shown on the Draft Submission Local Plan Map are shown on the map provided as Appendix 5.

APPENDIX 5

- 3.82 The Submission Draft follows feedback from residents and consultees during the Preferred Strategy consultation. The emerging plan makes clear that it has been prepared on the basis of supporting the growth of Gatwick Airport to a throughput of 45 million passengers per annum within its current configuration of a single runway and two terminals. Land to the south of the airport, which may be required for airport development in the future is also safeguarded against incompatible development until the government has established any relevant policies and proposals in relation to additional airport capacity in the UK.
- 3.83 The Council recognises that the findings of the Airport Commission and subsequent government decisions on the location of new runway capacity will have a significant impact on planning for the future of Crawley, wherever in the country the new runway capacity is to be located. It is anticipated that the decision will result in one of the following scenarios for Gatwick Airport:
- no second runway at Gatwick and safeguarding is lifted;
 - a second runway to be provided at Gatwick, with clarity on the new airport boundary and potential lifting of safeguarding for any remaining land outside the expanded airport; or
 - no second runway but continuation of the requirement for safeguarding.
- 3.84 The plan is clear that for each of these anticipated runway scenarios there are implications on the amount of land available to meet all the development needs arising within the borough over the Plan period. Therefore, in all of these instances, some review and assessment of the Crawley Local Plan will be necessary.
- 3.85 The opportunities for releasing further development land are greatest with the scenario for no second runway and lifting of safeguarding. In particular there could be opportunities for employment land and some further extensions to the northern residential areas of the town, whilst remaining below acceptable noise contours associated with a single runway. These are identified as areas of search on the Key Diagram (see Figure 3.2 below):

Figure 3.2: Extract from the Crawley Borough Council Submission Draft Local Plan Key Diagram (January 2014)



- 3.86 Further opportunities for employment development may be considered even with a second runway, once the full extent of its layout and infrastructure and supporting development needs are known. However, further residential development to the north would be restricted due to unacceptable noise impacts.
- 3.87 Should a second runway at this stage be ruled out, but safeguarding of land retained for any further consideration of airport expansion at some point in the longer term, the Council plans to release some land just outside the safeguarded area for minor expansions to the town to the north. However, as it is preferable to bring these forward in a more comprehensive manner should safeguarding be lifted. These sites have not been allocated at this time.
- 3.88 It is relevant to note that the emerging Local Plan no longer seeks to allocate a strategic gap to the south east and west of Gatwick Airport. The emerging plan identifies the North East Crawley High Woodland Fringes supporting proposals which do not create or are able to adequately mitigate visual/noise intrusion. This area is identified as having an important role in maintaining the separation of the distinct identities of Gatwick Airport, Crawley and Horley.

- 3.89 The emerging Plan also identifies Upper Mole Farmlands Rural Fringe. Again, proposals which do not create or are able to adequately mitigate visual/noise intrusion are generally supported. This area has an important role in maintaining the separation of the distinct identity of Gatwick Airport from Crawley and the valuable recreational links from the northern neighbourhoods of Crawley into the countryside.
- 3.90 The economic chapter of the draft plan sets out the importance of the Gatwick Diamond and Gatwick International Airport which lies at the heart of the area. The draft plan identifies that the local authorities in the area are working together, in accordance with the NPPF to deliver upon a strong economic vision.
- 3.91 The preferred location for strategic employment is within the borough, to the north of Manor Royal and south or east of Gatwick Airport, identified as the Area of Search on the Key Diagram (see Figure 3.2 above).
- 3.92 The draft plan Policy EC1 identifies that the preferred location for strategic employment includes areas to the south and east of Gatwick Airport, but that this land is safeguarded for a possible second runway at Gatwick. Work to identify further employment land will take place once a decision has been made on additional runway capacity and it is determined whether the land should remain safeguarded. In the event that land continues to be safeguarded, the Council will proactively work with its neighbours to establish how further land adjoining or near Crawley/Gatwick could be identified to meet the need for further strategic employment development.
- 3.93 Policy EC2 identifies Gatwick Airport and Manor Royal as Main Employment Areas. Within these and other employment areas, Policy EC2 states that proposals that would involve a net loss of employment floorspace will only be permitted where they are able to demonstrate that:
- the site is no longer suitable, viable or appropriate for employment purposes; and
 - the loss of floorspace will result in wider social, environmental or economic benefits to the town; and
 - there is no adverse impact on the economic function of the Main Employment Area, and wider economic function of Crawley; and
 - that the proposal is appropriate to its location having regard to the residential amenity of any future residents.
- 3.94 The plan anticipates growth in employment numbers and growth at Gatwick Airport is also anticipated and, therefore, it is important to ensure that the key transport, utility, service and community infrastructure facilities are improved and if necessary expanded to meet the needs of the town.
- 3.95 Draft Policy IN6 concerns Improving Rail Stations and states that any improvements or developments at or within the vicinity of railway stations will be expected to enhance the specific roles of the individual stations, the sustainable access to individual stations, and:
- a) at Gatwick Station, support its function as an airport-related interchange and provide opportunities for broadening the function of the station as an interchange for surface travellers using rail, coach, Fastway and other buses.

- 3.96 Land within Horsham District Council is identified on the Crawley Key Diagram. This area, previously known as Bewbush, is now known as Kilnwood Vale as this is what the house builders are marketing the site as. Residential development has commenced on this site.
- 3.97 Given the importance of Gatwick Airport the emerging Plan contains a whole chapter on Gatwick Airport. The emerging plans states that ‘the Councils’ planning policies support the growth of the airport to a throughput of 45mppa with a single runway and two terminals’.
- 3.98 The draft plan identifies that the Independent Airports Commission is currently investigating national aviation policy and that the emerging Plan may need to be changed to reflect the findings of the reports. The draft plan identifies that there is a legal agreement that prevents a second runway at Gatwick before 2019.
- 3.99 Regarding housing, the emerging Local Plan identifies that Crawley will not meet its housing need over the next 15 years within its boundaries. Opportunities for urban extensions immediately adjoining Crawley’s borough boundaries will continue to be explored with Crawley’s neighbouring authorities. Also, if safeguarding is lifted and a decision made to locate additional runway capacity elsewhere in the country, opportunities to the north of Langley Green and the North East Sector will be fully assessed for housing provision. These areas are shown with a star on the key diagram, but do not form part of the emerging Local Plan allocations map (see Figure 3.2 above).
- 3.100 The draft policies relating to the airport (GAT1 to GAT4 – see Figure 3.3 below) are similar to those contained within the preferred strategy. They are included in full below:

Policy GAT1: Development of the Airport with a Single 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 safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum provided that:

- i. The proposed use is appropriate within the airport boundary and contributes to the safe and efficient operation of the airport; and
- ii. Satisfactory safeguards are in place to mitigate the impact of the operation of the airport on the environment including noise, air quality, flooding, surface access, visual impact and climate change.

Policy GAT2: Safeguarded Land

The Local Plan Map identifies land which will be safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide space 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. Minor development within this area, such as changes of use and small scale building works, such as residential extensions will normally be acceptable. The airport operator will be consulted on all planning applications within the safeguarded area.

Policy GAT3: Gatwick Airport Related Parking

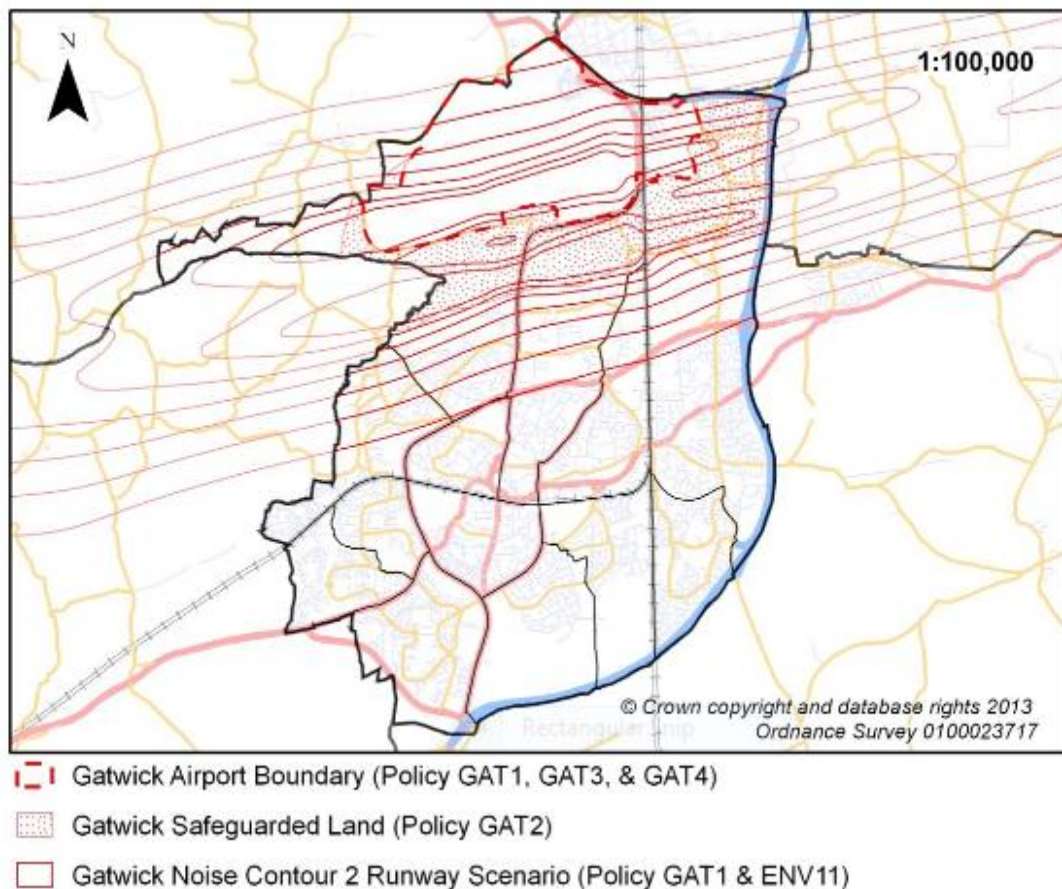
The provision of additional or replacement airport parking will only be permitted within the airport boundary. All new proposals must be justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport.

Policy GAT4: Employment Uses at Gatwick

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 floorspace need necessary to meet the operational needs of the airport as it expands.

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.

Figure 3.3: Gatwick Airport Policies GAT1, GAT2, GAT3 and GAT4 in the Draft Submission Crawley Local Plan (January 2014)



ii. Mole Valley District Council

3.101 The statutory Development Plan for Mole Valley District Council comprises:

- Mole Valley Core Strategy (adopted October 2009)
- Mole Valley Local Plan (Saved Policies) (2000)
- Mole Valley Proposals Map (2009) (The Proposals Map accompanies the Local Development Framework (LDF) and shows all the policies and proposals set out in the LDF. This includes policies within the Core Strategy, the saved policies within the Local Plan and the adopted development plans prepared by Surrey County Council).

3.102 The relevant policies contained within the Mole Valley District Council Development Plan and any relevant text provided in support of the policies is listed in the RPS Planning Policy Assessment Report.

3.103 Gatwick Airport abuts Mole Valley's south-eastern boundary. The runway lies approximately 6km to the east. An extract from the Proposals Map showing land within Mole Valley District Council that is immediately adjacent to Gatwick Airport is provided in Appendix 7.

APPENDIX 7

3.104 The key planning policy designations within the Mole Valley District that abut the Gatwick Airport site as shown on the Proposals Map are as follows:

- The land in the south eastern corner of Mole Valley District Council, which is to the north of Gatwick Airport is identified within the Charlwood Conservation Area (Core Strategy Policy CS14, Local Plan Policy ENV39, Appendix 6).
- Site of County Archaeological Importance (Appendix 8 Local Plan)
- Metropolitan Green Belt (Core Strategy Policy CS1)
- Area Liable to Flooding (Zone 2) (Core Strategy Policy CS20)
- Gatwick Safeguarding Zone (Core Strategy Policy CS17)
- There are a number of Listed Buildings within close proximity to the Airport in Charlwood. (not identified on the map)
- A larger Rural Village (Core Policy CS1)
- Open Weald Landscape Character Area

3.105 The policies and text in the Core Strategy and saved Local Plan policies, insofar as they relate to Gatwick Airport, recognise that:

- An important feature of Mole Valley is that it is located close to powerful economic generators including Gatwick Airport on the southern boundary.
- Gatwick Airport provides the District's residents and businesses with excellent access but noise from aircrafts affects villages in the southern part of the District particularly Charlwood, Newdigate and Capel.
- Mole Valley is an economically prosperous district benefiting from its location close to the economic generators of London, two international airports at Heathrow and Gatwick and access to the national motorway network via the M25.
- Gatwick Airport abuts the District's south eastern boundary. It has an impact on the District through disturbance from aircraft noise on the ground and in the air; increased traffic on the rural road network of the south east of the District; and, the gradual expansion of the airport's activities on the land to the north side of the airport where it abuts Mole Valley. The northern part of the District is overflowed by aircraft from Heathrow which sometimes causes disturbance to communities in this part of the District.

- The Council accepts the airport's growth within its single runway two terminal configuration, subject to environmental safeguards being in place, **but is totally opposed to the development of a second runway at Gatwick.**
- The River Mole runs through Gatwick Airport.
- Aircraft noise is one of the most disturbing sources of noise experienced in Mole Valley. The Council will continue to press for noise abatement procedures, quieter aircraft, a reduction in night flying and to extend the defined night period.
- New, off-airport car parking sites or extensions to existing sites will not be permitted and enforcement action will be taken against any unauthorised off-airport car parking (Policy RUD28 of Local Plan 2000).
- The Council wishes to retain a buffer of open land within the Airport's North West Zone to reinforce the strategic gap of countryside between Charlwood and the Airport.
- The roads in Mole Valley suffer from congestion and that this makes it difficult to absorb further development without aggravating the problem.
- The proximity of Gatwick Airport has led to pressure for hotel development in the District near the Airport. However the area around the Airport lies in the Green Belt.
- Any proposals for hotels or conferencing facilities in the countryside will only be permitted where car parking is limited to that required for the reasonable operation of the proposed use and does not include off-airport parking for Gatwick Airport (Policies REC21 and REC 22 of the Local Plan 2000).

SPD - Larger Rural Villages, Character Appraisal Adopted (July 2013)

- 3.106 This document provides a character appraisal of Charlwood which is the closest settlement to Gatwick Airport on its south eastern boundary.

The Green Belt Boundary Review (February 2013)

- 3.107 The land within Mole Valley which adjoins Gatwick Airport is Green Belt land. The Council has recently completed a consultation on its initial thoughts about reviewing the Green Belt boundary around Mole Valley's towns and larger rural villages. The Green Belt Boundary Review consultation paper was consulted on in February/March 2013. It set out the methodology for reviewing the Green Belt. It did not identify sites suitable for development nor land that should be removed from the Green Belt. The review will inform the preparation of a new plan (called the Housing and Traveller Sites Plan) that will identify sites for development. The decision on which sites to allocate for development will be informed by responses to the various consultations, including this one, and the results of a number of technical studies.

iii. Reigate and Bansted Borough Council

- 3.108 The statutory Development Plan for Reigate and Banstead Borough Council comprises:
- Borough Local Plan 2005 published in September 2006 (saved policies);

- The Core Strategy 2014 (which is expected to be adopted in July 2014).

- 3.109 In terms of progress with its LDF, the Inspector's report into the Core Strategy has now been received and the Council has produced a pre-adoption version of the Core Strategy, incorporating the Inspector's comments, which was due to be considered by the Council's Executive on the 20th March 2014 (the recommendation is that the Core Strategy is adopted) however the item was deferred and will now be considered by the Executive on 19th June 2014 for recommendation to full Council for adoption on 24th July 2014. The policies contained in the pre-adoption version of the Core Strategy are considered to carry significant weight especially as they are unlikely to be significantly amended prior to adoption.
- 3.110 The Development Management Policies Development Plan Document (DPD) Issues and Options have been consulted upon and the Preferred Site Allocations document will be consulted upon in June 2014.
- 3.111 The soon to be adopted Core Strategy will need to be read with the 2005 Local Plan as the formal adoption of the Core Strategy will only result in the replacement of two policies relating to affordable housing and travellers. All other policies remain until the adoption of the Development Management Policies DPD. The key policies from this DPD are set out below.
- 3.112 The relevant policies contained within the Reigate and Banstead Borough Council Development Plan and any relevant text provided in support of the policies is provided in the RPS Planning Policy Assessment Report.
- 3.113 Gatwick Airport abuts the borough of Reigate and Banstead's southern boundary. The runway lies to the south-west. An extract from the Local Plan 2005 Proposals Map showing land within Reigate and Banstead Borough Council that is immediately adjacent to Gatwick Airport is provided as Appendix 8.

APPENDIX 8

- 3.114 The key Local Plan planning policy designations within the Reigate and Banstead Borough that about the Gatwick Airport site as shown on the Proposals Map are as follows:
- The Urban Open Land (Local Plan Policy Pc6)
 - Residential Area of Special Character (Local Plan Policy Ho15)
 - Gatwick Airport Open Setting (Local Plan Policy Hr37)
 - Metropolitan Green Belt (Local Plan Policy Pc5)
 - Floodplain (Local Plan Policy Ut4)
 - Rural Surrounds of Horley (Local Plan Policy Pc5)
 - Site for Public Open Space (Local Plan Policy Hr33)
 - Existing and Proposed Nature Reserves (Local Plan Policy Pc2E)
 - Horley Specific Policies (Local Plan Policies Hr1, Hr2A, Hr3, Hr28)
 - Sites of Nature Conservation Importance (Local Plan Policy Pc2A)

3.115

The policies and text in the saved Local Plan 2005 and the emerging post-examination Core Strategy, insofar as they relate to Gatwick Airport, recognise that:

- The sustainable growth of a one-runway, two-terminal airport at Gatwick to handle 40mppa by 2020 utilising the existing runway is supported subject to satisfactory environmental safeguards being in place. The Council will work with partners across the Gatwick Diamond area through the Gatwick Diamond Initiative to support Gatwick as an economic and transport hub and will seek to improve access to and from the airport by a range of modes and transport. The Council is supportive of 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 (Core Strategy Policy CS9 Gatwick Airport).
- It is important not to become complacent about the local economy. To secure economic prosperity in the future, the borough and the wider Gatwick Diamond sub-region must become more competitive and attractive to national and international businesses and existing businesses must be supported and allowed to grow.
- The Council will work with adjoining authorities and other partners to maximise the opportunities arising from the Council's position within the Gatwick Diamond and the Coast to Capital Local Enterprise Partnership, Surrey Connects and the proximity to London.
- The Borough and wider Gatwick Diamond sub-region must become more competitive and attractive to national and international businesses to secure economic prosperity. The Borough's economy will continue to be influenced by its location in the Gatwick Diamond and its proximity to Gatwick Airport which is recognised as a key driver in the sub-regional, regional and national economy (Core Strategy Policy CS3).
- There is an important link between Horley town centre and Gatwick Airport. The Boroughs economy will continue to be influenced by its location within the Gatwick Diamond and its proximity to Gatwick Airport. Horley is physically and economically related to Gatwick. Horley will provide for at least 2,440 new housing units in the urban area between 2012 and 2027. The majority of this will be in two planned new neighbourhoods to the north east and north west of the town.
- The DMP will confirm employment land designations within the area, with Salfords and Horley remaining a key focal point for employment uses within the borough and wider Gatwick Diamond area with a target of 24,000 sqm of employment floorspace identified for Area 3.
- The Core Strategy recognises that the airport has ambitious plans for growth and development utilising the existing runway and terminals to support up to 45 million passengers by 2021. The Council will work with partners across the Gatwick Diamond area to encourage sustainable economic growth to support this expansion. This includes supporting Gatwick as an economic and transport hub and seeking to improve access to and from the airport by a range of modes of transport.

- The Core Strategy is based on the airport functioning within legal limits defined by the Gatwick legal agreement (that is, without additional runway development before 2019). Any growth beyond that would require an early review of policies.
- The Council will seek to manage demand for transport, improve the efficiency of the network and improve transport choice as it is accepted that the borough is a major commuter destination and that many residents commute out of the borough to Gatwick and London.
- There is a strong presumption against proposals which would contribute to the coalescence of Horley with Gatwick Airport and would result in the loss of the open setting of the Airport as shown on the Proposals Map (Local Plan Policy Hr37). The open surroundings of Gatwick Airport include the Crawley-Gatwick Airport/Horley gap.
- Significant increases in employment development outside but close to the Borough such as at Gatwick Airport can add to pressures on the local housing and labour markets and increased levels of noise and vehicle traffic. Consequently, a Council objective is to seek to restrain the level of airport-related activity adjoining the Borough in order to minimise the impact on the local housing and labour markets, infrastructure and the environment. The Gatwick Greenspace Partnership⁵ is valued and supported. There is support for the sub-regional high quality public transport (bus) system called Fastway which connects Crawley, Gatwick, Horley and new neighbourhoods.
- The Council has adopted a strategy for the Horley Masterplan which is contained within the Local Plan and seeks to secure a high quality of new development which will bring benefits to Horley as a whole. The proposal is based on creating two new neighbourhoods placed alongside rather than separate from the existing urban area of Horley and for the development (to include up to 2,440 new homes) to be planned in a coordinated way complete with necessary roads, schools and community facilities. One of the objectives for the Masterplan is to provide opportunities for residents to work locally and to travel to work to Gatwick and Crawley by modes other than the car.
- Proposals for airport-related development including car parking will normally be expected to be located within the confines of Gatwick Airport. Proposals which are not of a type to be located at the airport will only be permitted subject to the criteria listed in Local Plan Policy Em11. An Article 4 Direction has been in effect for some time for the areas around Gatwick Airport to prevent the setting up of temporary car parks.
- Regional distribution centres in excess of 5,000 sqm gross will be considered inappropriate in relation to Gatwick Airport.
- Heavy goods vehicles travelling to and from Gatwick Airport will be discouraged from using minor country roads in the Local Plan area (Local Plan Policy Mo3)
- New housing will not be permitted if it would be exposed to unacceptable levels of

⁵ The Gatwick Greenspace Partnership was established in 1994 as the Horley Crawley Countryside Management Project. Its area of operation covers Horley, Charlwood, Horsham and Crawley, as well as Gatwick Airport. The partnership is supported by the Borough Council, Surrey and West Sussex County Councils, Crawley Borough Council, Horsham and Mole Valley District Councils, Horley Town Council and Gatwick Airport.

noise from aircraft using Gatwick Airport (Local Plan Policy Hr19) including within the Horley Masterplan area.

Development Management and Site Allocation DPD (December 2010)

- 3.116 The DPD recognises that Horley needs to make the most of its proximity to Gatwick Airport especially in terms of transport links. Policy RH4 states that opportunities to improve the special relationship will be encouraged where appropriate whether this is commercial development to accommodate companies which service the airline industry or hotels. This could be done by allocating sites for office/business use within or on the edge of the town centre; allocating sites for new hotels in the town centre and developing policies to allow the change of use of buildings within the town centre to hotel use.
- 3.117 The emerging land use planning designations in the Core Strategy 2014 are shown on the map provided as Appendix 5.

iv. Tandridge District Council

- 3.118 The statutory Development Plan for Tandridge District Council comprises:
- Tandridge District Core Strategy adopted October 2008
 - Tandridge Local Plan 2001 (saved policies) (albeit that all policies will be superseded at adoption of the Development Management Policies (DMP).
 - The Tandridge Development Management Policies Post Inquiry Modifications (March 2014).
- 3.119 Whilst the Tandridge Development Management Policies DPD is not yet formally adopted, its examination took place on the 7th and 8th January 2014 and post inquiry modifications were issued for consultation in March 2014. Having been through Inquiry, the DPD is unlikely to be significantly changed and is therefore considered to carry considerable weight. At adoption, all remaining saved Local Plan Policies will be superseded. The relevant policies contained within the Tandridge District Council Development Plan and any relevant text provided in support of the policies is provided in the RPS Planning Policy Assessment report.
- 3.120 The south-western tip of the District abuts the Gatwick Airport site which is located to its west. An extract from the Planning Policy Map showing land within Tandridge District that is immediately adjacent to Gatwick Airport is provided as Appendix 9.

APPENDIX 9

- 3.121 The key planning policy designations within the Tandridge District that abut the Gatwick Airport site as shown on the Planning Policy Map are as follows:
- Green Belt (Local Plan Policies RE2, RE6, RE8-11, RT5 and Core Strategy Policy CSP1)
 - Flooding (Local Plan Policy EV3)
 - Conservation Area (Local Plan Policy HE3)
 - Area of High Archaeological Potential (Local Plan Policy HE6)

- 3.122 When the Development Management Document is adopted, and the Local Plan policies are superseded, the key planning policy designations will be as follows:
- Potential Sites of Nature Conservation Importance (Core Strategy Policy CSP17)
 - Green Belt (DPD Policy DP10, DP13 and Core Strategy Policy CSP1)
 - Heritage Assets (DPD Policy DP20)
 - Sustainable Water Management (DPD Policy DP21)
 - Minimising Contamination Hazards and Pollution (DPD Policy DP22)
 - Potential Sites of Nature Conservation Importance (Core Strategy Policy CSP17)
- 3.123 The policies and text in the Core Strategy, saved Local Plan policies and Post Inquiry Development Management DPD, insofar as they relate to Gatwick Airport, recognise that:
- The Council will work with Gatwick Airport on the development of the airport up to the projected 45mppa on the single runway/two-runway airport and opposes any expansion beyond its current agreed capacity (Core Strategy Policy CSP16).
 - Parts of the south of the District are subject to serious noise disturbance from aircraft flying into and out of Gatwick Airport. The noise from aircraft has an impact on the community of Lingfield and surrounding areas. The Council will oppose any expansion beyond the agreed limits that would adversely affect communities in Tandridge by way of aircraft noise or reduced air quality (Core Strategy Policy CSP16).
 - The Council expects that where relevant, proposals comply with Aerodrome Safeguarding requirements laid down by Gatwick Airport Limited (Safeguarding) or other airport operators in order to ensure that the operational integrity and safety of any affected airport is not compromised. For example there may be restrictions on height, on the detailed design of buildings or on development which might create a bird hazard.
 - Gatwick Airport also affects the District in that there is pressure for off-airport parking in the vicinity of the airport. The Council wishes to see any identified shortfall in provision for parking provided within the airport and not through the establishment of new car parks or extension of existing sites within the Green Belt. Restrictions on airport parking will also support the aim of increasing access to the airport by public transport.
 - There shall be no residential development in the area covered by the Gatwick Airport standardised noise contour band LAeq(16hour) 66-69dB current at the time the application is made.
 - Any proposal for change of use or redevelopment of properties subject to aircraft noise disturbance in the vicinity of Gatwick Airport will not normally be granted where to do so would be contrary to other Policies in the Plan (Local Plan Policy EV11) (this policy will fall away at adoption of the DPD).

v. Mid Sussex District Council

- 3.124 The statutory Development Plan for Mid-Sussex District Council comprises:
- Mid Sussex Local Plan (Saved Policies) (2004) and Proposals Map
- 3.125 The Council are producing a 'District Plan' that will cover the period up to 2031 which will act as the main planning document in assessing applications. The Council submitted the District Plan to the Secretary of State in July 2013. A Hearing took place in December 2013 and the Inspector ruled that the Council had not met its duty to cooperate and has advised the Council to withdraw the Plan.
- 3.126 The relevant policies contained within the Mid Sussex District Council Development Plan and any relevant text provided in support of the policies is listed in the RPS Planning Policy Assessment Report.
- 3.127 The north-west corner of the District abuts the Gatwick Airport site which is located to its north-west. An extract from the LDF Proposals Map (February 2008) showing land within Mid Sussex District that is immediately adjacent to Gatwick Airport is provided as Appendix 10.

APPENDIX 10

- 3.128 The key planning policy designations within the Mid Sussex District that abut the Gatwick Airport site as shown on the LDF Proposals Map are as follows:
- The land in the north-western corner of the Mid Sussex District, which is to the south east of Gatwick Airport is Copthorne, which is identified as a large village (Local Plan Policies EG18, CO4, CO2, B16, CO3)
 - Strategic Gap (Local Plan Policy C2)
 - Countryside Area of Development Restraint (Local Plan Policies C1, C2)
 - Site of Nature Conservation Importance (Local Plan Policies C1, C2, C5)
 - Floodplains
 - Linear Open Space – Worth Way (Local Plan Policy EG19)
 - Site of Archaeological Importance (Local Plan Policy B18)
 - Furnace Wood (Local Plan Policy RA1)
 - Crabbet Park (Local Plan Policy RA4)
- 3.129 The policies and text in saved Local Plan policies, insofar as they relate to Gatwick Airport, recognise that:
- The Council will strongly resist and proposals to further increase the capacity of Gatwick Airport by means of the provision of a second runway or any attempt to set aside the legal agreement. (LP 8.64) The Council supports a level of further development at the airport that will enable it to operate efficiently and safely as a single runway two terminal airport, subject to measures being taken to mitigate any

harmful environmental consequences of the airport's operations and the implementation of a strategy to reduce travel to and from the airport by private car.

- The importance of Gatwick to the sub-regional economy and the need for associated growth is recognised. The Airport is an important influence on the District attracting businesses, residents and visitors to the area.
- Aircraft noise is a particular issue in the north western corner of the District due to the close proximity to Gatwick Airport.
- Within the Crawley/Gatwick/M23 sub-region, Gatwick Airport is the single most important element of the area's economy and the expected additional demand for labour will need to be met if the associated economic benefits are to be maximised.
- The significance of Gatwick Airport as an employment generator continues to grow. Much of this employment is direct through residents' commuting, but is also created indirectly through the need for various support industries and services which the airport generates.
- Proposals for the provision of airport related car parking will only be permitted where there is no conflict with other policies in the Local Plan, including those relating to the protection of the countryside and a demonstrable need, in the context of a sustainable approach to surface access transport to the airport, can be shown.
- Aircraft noise levels in the Copthorne area, particularly at night, will remain an important constraint on the amount and location of new development.

vi. Horsham District Council

3.130 The statutory Development Plan for Horsham District Council comprises:

- Horsham Core Strategy (adopted February 2007)
- General Development Control DPD (December 2007)
- Site Specific Allocations of Land DPD (November 2007)
- West Of Crawley/Bewbush Joint Area Action Plan (July 2009)
- Horsham Proposals Map (2007)

3.131 The District Council is now in the process of revising its adopted Core Strategy to take account of changes to national policy and update local housing numbers. This review is known as the Horsham District Planning Framework. The Horsham District Planning Framework Preferred Strategy consultation took place between 16th August 2013 and 11th October 2013. The results of the consultation were reported to Council in December 2013. The Proposed Submission draft will be the next stage and this is expected to be out for consultation in May/June 2014. The relevant policies contained within the Horsham District Council Development Plan and any relevant text provided in support of the policies is

provided in the RPS Planning Policy Assessment Report.⁶

- 3.132 The north-east corner of the District abuts the Gatwick Airport site which is located further to the north-east. An extract from the 2007 Proposals Map showing land within Horsham District that is immediately adjacent to Gatwick Airport is provided as Appendix 11.

APPENDIX 11

- 3.133 The adopted key planning policy designations within the Horsham District that about the Gatwick Airport site as shown on the 2007 Proposals Map are as follows:

- Areas outside built up area boundaries (Development Control DC1)
- Flood Risk Area for River Arun (Development Control Policy DC7)
- Ancient Monument (Development Control Policy DC10)
- Archaeological Site (Development Control Policy DC10)
- Various Protected Woodland (Development Control Policy DC6/DC5)
- There are a number of Listed Buildings within the north-eastern area of the Horsham District (Development Control Policy DC13)
- Strategic Location – Land west of Crawley/Bewbush (West of Bewbush Joint Area Action Plan Policy WB1)
- Rusper Conservation Area (Development Control Policy DC12)

- 3.134 The policies and text in the adopted policy documents insofar as they relate to Gatwick Airport, recognise that:

- The Council is not openly opposed to further expansion at Gatwick Airport including through providing a second runway.
- The District has been recognised as operating at a pivotal point of a triangle of large urban communities between Crawley/Gatwick and Portsmouth and Brighton.
- The District is mindful of the incentive for growth emanating from the Crawley/Gatwick area and the political implications for the northern and eastern parts of the District.
- Gatwick Airport is one of the main generators of economic growth and there is a continuing emphasis on concentrating major development as far as possible at or adjoining Crawley, supporting the town's role as a transport hub and regional centre.
- The Horsham District Council Economic Development Strategy 2005-2008 recognises that there is a commitment to the importance of Gatwick Airport in the economy, particularly in the north east of the county.
- The north-eastern part of the District has a role to play in meeting the objectives for the Gatwick Area sub-region centred on Crawley and Gatwick Airport.

⁶ RPS 'National, Regional and Local Planning Policy Assessment Report' (March 2014)

- Development west of Crawley may be delayed or prevented, in whole or in part, due to the need to safeguard land for a possible second runway at Gatwick Airport. It is indicated that the precise amount and location of development will need to be finalised following further detailed assessment work once the position regarding the possible second runway becomes clearer.
- Land west of Crawley is identified in recognition of the need to support economic growth in the Crawley/Gatwick area and to provide for Crawley's internally generated growth. Provision is made for employment development within the West of Crawley Strategic Location to also meet the additional needs of Crawley/Gatwick. This is addressed in the Joint Area Action Plan for Land West of Crawley.
- Planning permission will not be granted for off-airport parking facilities related to Gatwick Airport unless a need can be demonstrated and all realistic alternatives have been examined.
- New development should avoid areas of flood risk and aircraft noise contours of 60dBA Leq or more (either as existing or as indicated in relation to the alignment of the potential second runway at Gatwick).
- It is appropriate that the latest position regarding the likelihood of a definitive decision regarding the requirement for a second runway at Gatwick should influence and be considered in the sub regional context in terms of the sub region as a whole meeting its South East Plan⁷ development requirements.

- 3.135 The Horsham District Planning Framework Preferred Strategy consultation was consulted on in August 2013. It recognises that the District is part of the Gatwick Diamond within the Coast to Capital Local Enterprise Partnership. The Council state that they have to be mindful of the incentive for growth emanating from the Crawley/Gatwick area. The draft plan states that Gatwick Airport is one of the main generators of economic growth. (HDPFPS 3.15)
- 3.136 One of the attractions of the District is the connectivity, Gatwick airport on the doorstep, speedy access to London by rail and the close proximity of the south east major ports and airports. Many residents commute beyond the district to Crawley/Gatwick.
- 3.137 Draft Policy 40 states that planning permission will not be granted for offsite parking facilities related to Gatwick airport unless a need can be demonstrated and all realistic alternatives have been examined.
- 3.138 The Council recognises that at a minimum, there will be a need for an early review of the plan in the event of a second runway should be identified.

⁷ Now revoked

4 PLANNING DESIGNATIONS

4.1 The RPS Report '*Designated Sites and Other Local Sites and Features*' (July 2013) identifies the national, regional and local designated sites that are located within the proximity of Gatwick Airport.

4.2 This information has been mapped on to plans showing the proposed R2 scheme boundary in order to illustrate which sites are likely to be affected. These plans are provided in an appendix to this report as follows:

Appendix 2 Internationally and Nationally Designated Sites

Appendix 3 Other Local Features : Environmental

Appendix 4 Other Local Features : Land Use Planning Designations

Appendix 5 Other Local Features : Emerging Land Use Planning Designations

Appendix 6 Rivers, Watercourses and Flood Risk Zones around Gatwick Airport

4.3 The plan provided as Appendix 5 illustrates those land use planning designations that are emerging as a result of the updates that local authorities are making to their Development Plans. Whilst these designations and allocations have not yet been formally adopted, it is appropriate to consider the approach to land use planning that is emerging in the areas closest to the airport as this will determine the likely future impacts of the R2 scheme.

a) Internationally and Nationally Designated Sites

4.4 With the exception of nineteen listed buildings (five Grade II* and 14 Grade II) and a small area of Green Belt land (approximately 4.7ha) within the Mole Valley district, there are no sites designated at the national level or above within the R2 scheme boundary.

APPENDIX 2

i. Nature Conservation Designations

4.5 The closest sites of international importance are the Mole Gap to Reigate Escarpment Special Area of Conservation (SAC) which is 9.5km to the north of the airport and Ashdown Forest, 12km to the south east. The latter is designated as a Special Protection Area (SPA) and SAC.

4.6 The nearest nationally designated site is Glovers Wood SSSI, which is just beyond the village of Charlwood 1.7km to the west of the airport. There are a number of other SSSIs about 5km from the airport the closest being House Copse and Buchan Hill Ponds situated some 4.3km and 4.9km from the airport respectively, both to the south/south-west and Hedgecourt approximately 4.9km to the east.

ii. Landscape Designations

4.7 No internationally or nationally designated landscapes would be directly impacted by the R2 scheme. There are two Areas of Outstanding Natural Beauty (AONB) in the vicinity of

the airport. The northern boundary of the High Weald AONB is about 3km to the south-east, beyond the town of Crawley, and the closest part of the Surrey Hills AONB boundary is 8km to the north-west. Further to the north-east is the Kent Downs AONB which is a little over 15km from the airport. The South Downs National Park lies beyond the High Weald AONB some 24km to the south of the airport.

iii. Heritage Designations

- 4.8 There are two Scheduled Ancient Monuments beyond the southern boundary of the R2 scheme at Tinsley Green (an area of former medieval settlement located to the south-east of the airport) and Ifield Court (a moated manor to the south-west). Neither would be directly affected by the R2 proposal.

b) Other Local Features : Environmental

- 4.9 Five areas of woodland, two of which are also identified in local plans as Sites of Nature Conservation Importance (SNCI); one other SNCI, part of which is also a Local Nature Reserve; a section of the Sussex Border Path; three sites identified as archaeologically sensitive areas; and three watercourses in the upper reaches of the River Mole catchment will be directly affected by the R2 proposal. With appropriate mitigation, none of the local sites and features that may be affected are likely to be constraint on the development of a second runway.

APPENDIX 3

i. Conservation Areas

- 4.10 There are four Conservation Areas in proximity to the airport – one immediately to the north at Massetts Road in Horley, one to the east at Burstow, one to the southwest at Ifield and the one encompassing much of the village of Charlwood to the west. None of these Conservation Areas lie within the scheme boundary for R2.

ii. Archaeology

- 4.11 Crawley Borough Council has designated three Areas of Archaeological Importance to the south of the existing airport boundary and within the Safeguarded Area.

iii. Local Landscape/Townscape

- 4.12 The R2 proposal will result in the direct loss of approximately 7.7 ha of Ancient Woodland within the operational boundary and an additional 7.8ha of other Ancient Woodland and trees subject to Tree Preservation Orders (TPO) may be affected.
- 4.13 The flat or gently undulating topography of the land required for the R2 scheme combined with the tree cover in the landscape to the west, limit the extent of potential visual impacts of both the existing airport and any second runway located to the south. Much of the area adjoining the southern boundary of the R2 scheme on the northern fringe of Crawley is commercial (at Manor Royal).
- 4.14 The flat topography of the landscape to the west of the R2 proposal gives way to rising land. Some of this land is wooded and there is likely to be a need to reduce the heights of trees which fall within the zones that must be kept clear of obstacles so as to provide clear take-off and landing paths for the safe operation of aircraft.

iv. Nature Conservation

- 4.15 The R2 proposal will directly affect one Local Nature Reserve at Willoughby Fields (some 18.5ha). Willoughby Fields is also a Site of Nature Conservation Importance (SNCI) located on the north side of Crawley. This area includes the sports pitches of Crawley Rugby Club, two streams, two large unimproved meadows and extensive hedgerows. The southern boundary of the R2 scheme runs directly through the site and so therefore it will be directly affected.
- 4.16 There are two other Sites of Nature Conservation Importance which will be directly affected by the R2 proposal. In all approximately 2.9ha of SNCI land will be lost by R2.

v. Public Access and Recreation

- 4.17 No country parks or town and village greens are directly affected by the R2 proposal. A small area of the registered common land in the south-west of the R2 scheme will be affected as will a length of the Sussex Border Path that runs along the northern edge of the existing airport. In total, 5.6 km of public footpath would be lost by the R2 proposal and 2.6km of public bridleway.

c) Other Local Features : Land Use Planning Designations

- 4.18 The Airport's Public Safety Zone (PSZ) extends to the east and west of the existing runway out to Burstow (Tandridge District) and over the M23 to the east and towards Ruspur (Mole Valley and Horsham Districts). The PSZ extends over land that has been allocated within Crawley Borough as Strategic Gap.
- 4.19 Strategic Gap land within Crawley Borough adjoins the existing airport boundary and surrounds it to the east, south and west. To the south it serves as a buffer to separate Gatwick Airport from Crawley. To the east, it separates the airport from the M23 motorway. The Strategic Gap land to the south and east of the airport is almost entirely within the R2 scheme boundary. It is worth noting that the emerging Crawley Local Plan no longer includes land around the airport as Strategic Gap (see section below).
- 4.20 The safeguarded land is retained. Most of it except for some land at Black Corner to the east and some land to the west of the existing runway is within the R2 scheme boundary.
- 4.21 To the north-east of the R2 proposal and adjoining the A23 is a parcel of land within Reigate and Banstead Borough which is allocated as Gatwick Airport Open Setting (this land is allocated as countryside beyond the Green Belt in the emerging Reigate and Bansted Local Plan – see section below). The purpose of this designation is to maintain the open setting of the airport consistent with Green Belt and Strategic Gap policies of adjacent local authorities. This land is not directly affected by the R2 proposal.
- 4.22 The land required for the R2 scheme encroaches on two employment opportunity areas at Manor Royal and County Oak within Crawley Borough where the policy objective is for redevelopment and intensification of sites. Commercial, business and other premises will be directly affected.
- 4.23 Within Crawley Borough, there is also land allocated for strategic development at the North East Sector for a new neighbourhood to accommodate 2,700 dwellings. This land encroaches within the safeguarded area to the east of the railway line and will be directly affected.

4.24

The R2 scheme proposes the loss of 163 residential properties and 286 non-residential properties including at Lowfield Heath and City Place.

APPENDIX 4

d) Other Local Features : Emerging Land Use Planning Designations

4.25

Crawley Borough Council within which Gatwick Airport is located and many of the other local authorities surrounding the airport are in the process of preparing new Local Plans. Some are progressing more quickly than others – especially Crawley Borough and Reigate and Bansted Borough. It is important to understand how land use planning designations are emerging through these new local plans in order to understand what land could be affected by the R2 scheme. The emerging land use planning designations are illustrated on the plan provided as Appendix 5.

APPENDIX 5

i. Crawley Borough

4.26

Crawley Borough Council acknowledges that there are opportunities to release development land but only if no second runway is promoted at Gatwick Airport and the safeguarding is lifted. In particular, there could be opportunities for employment land and some further extensions to the northern residential areas of the town, whilst remaining below acceptable noise contours associated with a single runway (see plan at Appendix 5).

4.27

The emerging Local Plan acknowledges that further opportunities for employment development may be considered even with a second runway, once the full extent of its layout and infrastructure and supporting development needs are known. However, further residential development to the north would be restricted due to unacceptable noise impacts.

4.28

It is relevant to note that the emerging Local Plan no longer seeks to allocate a strategic gap to the south, east and west of Gatwick Airport. Instead, the emerging plan identifies the North East Crawley High Woodland Rural Fringe. This area is identified as having an important role in maintaining the separation of the distinct identities of Gatwick Airport, Crawley and Horley (in the event that no second runway is progressed and the safeguarding lifted). In this area, the Council will support proposals which do not create or are able to adequately mitigate visual/noise intrusion from the existing airport.

4.29

The emerging Plan also identifies Upper Mole Farmlands Rural Fringe. This allocation equally serves that same purpose as the North East Crawley High Woodland Rural Fringe – that is to maintain separation between Gatwick Airport, Crawley and Horley (in the event that no second runway is progressed and the safeguarding lifted) but also to maintain valuable recreational links from the northern neighbourhoods of Crawley to the countryside.

4.30

The preferred location for strategic employment is within the borough, to the north of Manor Royal and south or east of Gatwick Airport, but the Council acknowledge that this land is currently safeguarded for a possible second runway at Gatwick. In the event that land continues to be safeguarded, the Council will proactively work with its neighbours to establish how further land adjoining or near Crawley/Gatwick could be identified to meet the need for further strategic employment development.

4.31

Regarding housing, the emerging Local Plan identifies that Crawley will not meet its housing need over the next 15 years within its boundaries. If safeguarding is lifted and a decision made to locate additional runway capacity elsewhere in the country, opportunities to the north of Langley Green and the North East Sector have been identified by the Council for investigation for housing provision. These areas are shown on the plan provided in Appendix 5.

ii. Reigate and Bansted Borough

4.32

None of the land required for the R2 scheme includes land within Reigate and Bansted Borough Council. However, it is important to note the following:

- Horley is identified as a priority area for regeneration and a strategic employment location.
- The two new neighbourhoods identified in the Council's adopted Horley Masterplan which will deliver 2,440 new homes is now identified on mapping.
- The Gatwick Airport Open Setting allocation which once adjoined the north east boundary of the R2 scheme has been replaced with a new allocation 'countryside beyond the Green Belt.' This allocation covers a much larger land area than the previous Gatwick Airport Open Setting allocation and is intended to secure the continued protection of the Borough's green fabric from unplanned development pressures.

e) Rivers and Flood Risk

4.33

The River Mole, Crawter's Brook and Man's Brook flow north through and around the existing airport. They join the Gatwick Stream at Riverside Gardens Park in Horley (see Map at Appendix 6).

APPENDIX 6

4.34

The R2 scheme will require diversion of the River Mole and Crawter's Brook to the west.

4.35

Approximately 88,000m³ of land that currently provides flood storage will be directly lost by the R2 scheme.

5 INTEGRATION INTO THE WIDER PLANNING CONTEXT

- 5.1 Paragraph 54 of Appendix B of the Airports Commission's Appraisal Framework requires promoters to set out how their scheme integrates into the wider planning context including any relevant local, regional or national strategies.
- 5.2 Gatwick has already recommended to the Airports Commission that the assessment process and the information that is gathered as part of that process needs to be consistent with other relevant Government policies so that it will be robust and to help speed up the policy making and planning processes leading to delivery of the additional runway capacity. In particular, it is Gatwick's view that the assessment process should be consistent with the 2013 Aviation Policy Framework, the Competition Policy (and the Civil Aviation Act 2012), policies regulating noise, air quality and sustainable development, the Strategic Environmental Assessment Directive (SEA Directive) and its translation into UK Regulations and the London Plan (in terms of the wider impacts).
- 5.3 In terms of measuring how the proposals for a second runway at Gatwick can be integrated into the wider planning context, it is important to consider the following:
- The extent to which the proposals for a second runway support wider spatial planning objectives;
 - The importance and significance of land being safeguarded at Gatwick since 2003 for a second runway and the fact that this safeguarding arrangement remains in effect; and
 - The process that would need to be followed in order to gain planning permission for a new runway and the complexities/risks associated with that process.
- 5.4 These are matters that are considered in greater detail in this section of the report.
- a) **Supporting wider spatial planning objectives**
- 5.5 Specifically in terms of the wider spatial development and planning context, it is considered that a new second runway at Gatwick will help to promote the following:
- i. **General Benefit**
- **Sustainable growth, development and connectivity** – a new second runway at Gatwick will be new infrastructure that the UK needs. It will to maximise those growth, development and connectivity benefits that are typically associated with new infrastructure in the national, regional and local interest.
 - **Sustainable means of travelling** – the proposed surface access strategy will promote the sustainable transport to the airport by travellers and staff.
 - **Increased potential for exported economic growth** – an expanded Gatwick would build on the Airport's current success of attracting inbound tourism.
 - **Climate change** – sustainable development underpins the planning process.

Adding additional capacity at an existing airport such as Gatwick would mean significantly less impact on climate change.

ii. Regional Growth

- **Promoting regional growth** – expanding Gatwick (to the south of London) would allow airports to the north of London (including Stansted and Birmingham) to grow to serve the overlapping catchment areas of north London thus promoting regional growth particularly in the Midlands.
- **Maintaining connectivity to the regions** – expansion will help to maintain the connectivity of the regions to London and this will only be improved if local slot rules could be introduced to give some preference to air services from regional airports. An expanded Gatwick Airport will still be London's best connected major airport by surface access.

iii. Local and Regional Economic Benefit⁸

- **Local and regional economic development strategies** - through the creation of economic opportunities and in particular, job opportunities especially within the Gatwick Diamond sub-region. The expectation is that a second runway at Gatwick will have the potential to support the creation of up to 22,000 new jobs and up to £1.73bn a year in economic contribution to the region. Gatwick will develop an employment, training and education strategy to target recruitment especially in areas of identified need/regeneration, working with higher education establishments to promote apprenticeship schemes and specialist training strategies.
- **Local and regional economic regeneration objectives** - especially in some of the relatively deprived parts of London and the South East including parts of south-east London (including Croydon, Lewisham, Lambeth, Bexley); the east of London; the inner parts of West and North London; parts of the London, Essex and Kent Thames Gateway sub-regions and the Sussex coastal towns especially around Brighton.
- **The work of the Gatwick Diamond Initiative** – the now revoked South East Plan supported aviation-related development and Gatwick-focused economic development through identifying Gatwick as a sub-region where there would be a focus on growth and regeneration in order to sustain the sub-region's interrelationships with London and the South-Coast. The Gatwick Diamond Initiative has been set up by business leaders and Local Authorities to promote and drive economic growth in the Gatwick Diamond business area (a diamond-shaped area between south London and Brighton & Hove) in essence to continue the growth strategy previously identified in the South East Plan. The Gatwick Diamond Economic Growth Forum is encouraging business leaders from across the Gatwick Diamond to speak out in support of capacity expansion at Gatwick and the benefits from the resulting economic growth. The Airport is recognised by the Initiative as being a key driver in the sub-regional economy and a significant facilitator in attracting national and international business to the area.

⁸ RPS and Optimal Economics Ltd 'Local Economy Impacts Report' (May 2014)

- **The work of the Coast to Capital Local Enterprise Partnership (LEP)** – this private sector partnership believes that the core economic driver that determines the functional economic area is the international trade activity which it states is reliant upon the economic ‘dynamo’ of Gatwick Airport. By including Croydon within the partnership area, the LEP recognises that links are established to the London economy and an opportunity for increased business growth including collaboration between London-based LEPs. Gatwick Airport is identified as a key asset to the Coast to Capital LEP especially in terms of the access that the airport gives to businesses to international markets.

iv. Benefits to London

- **The Mayor of London’s objectives for London** – including ensuring that London is an internationally competitive and successful city which will include the need to meet the twin UK challenges of global competition and a low carbon future and the overall objective to improve London’s transport connectivity.
- **Maintaining London’s competitive global position** – the Mayor recognises the importance of ensuring sufficient airport capacity that serves the capital and wider south-east of England in order to sustain London’s competitive position.
- **Maintaining London’s distinct and supportive position within the UK’s network of cities** – expansion at Gatwick (being a London airport) will support the spatial, economic, environmental and social development of Europe and the UK.
- **Rebalancing economic growth around London** – there will be growth and regeneration benefits to expanding Gatwick through spreading the economic benefits of aviation-driven economic growth away from Heathrow and the economically vibrant M4 corridor.
- **The London Mayor’s strong opposition to further expansion at Heathrow** – the Mayor is strongly opposed to expansion at Heathrow which involves an increase in the number of aircraft movements there due to adverse noise and air quality.
- **Regenerating the Wandle Valley Corridor** – this corridor through south London (from the Thames at Wandsworth through Croydon and out to Crawley and Gatwick Airport) is seen by the Mayor as being an important growth area for London and the wider south-east (London Plan Key Diagram). The corridor is identified as having major potential for regeneration of business areas and residential communities.
- **Benefits to the growing London populations** - given its close proximity and excellent connections to London, an expanded Gatwick Airport would offer increasing populations certainly in south and east London - but London in general - with job opportunities that can be accessed sustainably and easily. In this sense, it is noted that the London Plan identifies significant housing growth in the south London Boroughs of Croydon, Greenwich, Lambeth, Lewisham and Southwark and the east London Boroughs of Newham, Havering and Barking and Dagenham. In this sense, job opportunities created at Gatwick Airport as a result of any expansion could provide benefits to growing populations in these Boroughs.

b) Safeguarded Land

- 5.6 At the heart of all the wider spatial planning benefits of providing a second runway at Gatwick is the fact that since 2003 and the recommendation within the Air Transport White Paper (ATWP) to safeguard land at Gatwick for a second runway, that this safeguarding arrangement remains in effect and is properly reflected in local planning policies. The safeguarding map which was endorsed by the CAA was prepared for Gatwick and related to a notional parallel southern runway positioned 1,035m apart from the existing runway and included a boundary for the safeguarded area. Gatwick's R2 scheme is almost entirely within the safeguarded area. In the event that the decision is taken by Government to support a second runway at Gatwick, measures could be taken to ensure that the safeguarding arrangements continue to be in effect. No similar safeguarding of land for a new runway exists at Heathrow.

c) The Planning Permission Approvals Process

- 5.7 In their December 2013 Interim Report, the Airports Commission recognises that the Government still has an important role to play in relation to planning future airport capacity.
- 5.8 As part of their final report, the Commission will publish its recommendations on the appropriate legal and planning processes that should be used to expedite the delivery of new airport infrastructure. In terms of planning, there are expectations about how the necessary approvals will be secured. The R2 proposals could be fully progressed through this expected and established process – that is securing a Development Consent Order (DCO) for a new second runway in its capacity as a Nationally Significant Infrastructure Project (NSIP) in the context of a National Policy Statement (NPS) under the Planning Act 2008 (as modified by the Localism Act 2011) - without the need for a Hybrid Bill (as suggested in paragraph 1.5 of the Airports Commission Appraisal Framework).
- 5.9 It is Gatwick's view that a Hybrid Bill may constitute a significant weakness and/or additional delivery risk. Consequently, the Hybrid Bill approach could be a weakness against the objective of the 'Strategic Fit' module with regards to this approach 'fitting in' with the legislation currently available.
- 5.10 To progress the proposals for a second runway at Gatwick under the Planning Act 2008, the Government would need to produce a NPS on Aviation. The Airports Commission has been asked by Government to produce materials to support it in preparing a NPS. Paragraph 1.5 of the Airports Commission Appraisal Framework states that the current review being carried out by the Airports Commission, including the outputs of the detailed analysis of the short-listed three options, is expected to inform its recommendations to the Government. In turn, the Government could use these outputs as a strong evidential base to support the delivery of its final recommendation should it choose to take forward the final recommendation in the preparation of a NPS on Aviation and/or to accelerate the resolution of any future planning application(s) by scheme promoters.
- 5.11 In this sense, the legal process through which the necessary planning approval for the R2 project would need to be progressed, is already in place and measures to support the Government in its preparation of the NPS on Aviation to support this process are also in place. No new legislation or legal process which could ultimately result in lengthy delays towards delivering the new runway capacity would need to be put in place to progress the R2 project and development associated with it.

The 1979 legal agreement between the British Airports Authority and West Sussex County Council preventing construction of a new runway at Gatwick before 2019 is no longer a constraint. Whilst Gatwick remain fully committed to honouring the 2019 agreement, the timescale for the Airports Commission's work, the need thereafter for the Government to prepare a NPS and then the time required to progress an application for Development Consent Order under the Planning Act 2008 means that in effect, construction on a new runway at Gatwick could not commence before 2019 in any event, by which time, the 2019 agreement will have expired.

6 THE RISKS TO GETTING PLANNING PERMISSION

6.1 Any proposal for a Nationally Significant Infrastructure Project such as a new runway runs the risk of not getting planning permission for a variety of potential reasons. Gatwick's general strategy has been to reduce this risk wherever possible by adopting a few key approaches, many of which will be continued as the scheme development progresses. These include the following amongst others:

- Early establishment of a professional environmental team to identify site constraints, risks to delivering the proposal for development and options for appropriate mitigation to reduce impacts (if required);
- Early research to understand the planning policy context (including relevant planning designations) under which the proposals will be considered and ways in which the proposals can be designed wherever possible to avoid conflict with key planning policy objectives;
- Early establishment of key design parameters for the scheme which included a preference for the scheme to fit as far as possible within the safeguarded area;
- Early consultation with key statutory consultees and stakeholders to establish preferred principles and approaches in order to reduce impacts wherever possible; and
- An Engagement Strategy including extensive consultation with the local community at the option development stage as well as subsequent consultation on the detail of the chosen option. This consultation and consultation with key stakeholders will continue as part of Gatwick's duty to cooperate and consult with the local community.

6.2 Gatwick's assessment to date has revealed that planning is not a significant risk in terms of delivering a new runway at Gatwick. This is because of a number of reasons but principally relates to the following:

- The vast majority of the land required for the new second runway at Gatwick is within the land which is already safeguarded at the airport for delivery of second runway should national policy require this. Where land is required outside of the safeguarded area, this is necessary and only involves very small pockets of additional land take. The benefits of developing a second runway are deemed to outweigh this additional loss of land;
- There is a sparsely populated hinterland around Gatwick Airport. The residual harmful effects such as noise impacts of a second runway (after mitigation) will be lower as a consequence in terms of the number of people and properties affected;
- The preliminary results of the environmental appraisal show no risk of delay in terms of project delivery;

- Except for the unavoidable loss of small areas (less than 5 hectares) of Green Belt land and Listed Buildings, the proposal has no effects on internationally and nationally designated sites;
- The initial findings of the environmental assessment reveal that those negative/harmful impacts of the development proposal can be adequately mitigated;
- The R2 scheme performs well across a balanced assessment of various factors; and
- There is an established legal process in place under which the necessary planning consents can be secured without significant cause for delay. This assumes that the Government progresses its draft NPS on Aviation shortly after the Airports Commission makes its final recommendations in Summer 2015. In any event, the Airports Commission has said that as part of its final report in 2015, it will include recommendations on the appropriate legal and planning processes that should be used to expedite the delivery of new airport infrastructure.

6.3 Where risks have been identified, they are considered below. On the whole, the risks that are identified mainly affect deliverability of the project within the preferred timescales rather than actually affecting the overall chances of securing planning permission because the proposals and/or likely impacts are not considered acceptable or because there cannot be any mitigation provided to reduce harmful impacts.

a) Process and procedural risk

- There is a small risk that the process currently being undertaken by the Airports Commission and/or the subsequent preparation of the NPS becomes stuck in a legal process. However the programme allows two years for the completion of the NPS by mid 2017. Whilst not ideal Gatwick could still continue the preparation of its proposals for a second runway in the absence of a NPS.
- At any stage leading up to the Government making its decision on new runway capacity, a legal challenge could be successfully launched which may cause delays. The risk of challenge to any final decision taken about the second runway once it is being processed within the planning process will be significantly reduced if there is a unchallenged NPS in place.
- The 1979 legal agreement between the British Airports Authority and West Sussex County Council preventing a second runway at Gatwick until 2019 is no longer considered to be a development constraint (for the reasons set out earlier in this report).
- There are no legal risks arising from the ability to secure the necessary planning approvals for the R2 project under the Planning Act 2008 by applying for a Development Consent Order. There is no need for a Hybrid Bill to be brought in to progress the R2 proposals (and to incur any associated delays with progressing this Bill).
- Sustained and meaningful engagement with the local community and stakeholders including taking into account their views means not only that risks are identified

early with the ability to resolve negative/harmful impacts if required but it also fulfils the Planning Act 2008 process requirements for up-front engagement.

- 6.4 Promoting a new runway through an application for a Development Consent Order (DCO) under the Planning Act 2008 would involve a large application with many documents. However, this process has now been tried and tested with 49 applications now accepted in the system. Over half of these have now progressed to the end of the Examination Phase, 18 of which have been determined with 17 granted Development Consent Orders including a new nuclear power station at Hinkley Point C. The 'one-stop shop' nature of the DCO process was specifically developed to authorise, speed-up and streamline the planning process for securing the necessary consent for nationally significant infrastructure. A Hybrid Bill would require Government to actively participate in the decision-making process to promote and support the runway and this may be unlikely.
- 6.5 The Hybrid Bill route is a lengthy process. Unlike DCOs, Hybrid Bills are subject to a parliamentary process. This introduces complexities. The DCO process reduces complexity and assists to speed up the process. An order for development consent allows the promoter to do all that is necessary to construct and operate the works required without needing to obtain further consents. For example, it can authorise the acquisition of land or the stopping up or diversion of highways and neither planning permission or Listed Building Consent would be required where a project is granted development consent. Once a decision is made, it does not require referral to a minister for endorsement. It is appreciated that the NPS on Aviation, against which any DCO would be considered, would need to be approved by Parliament but given that the outputs of the Airports Commission review would be used by Government as a strong evidential base as part of this process, it is expected that the time taken to deliver the NPS will be much less than if the Hybrid Bill route was selected. The Bill for the Crossrail Act took nearly three and a half years before it gained Royal Assent. The Hinkley Point C DCO received consent within 17 months from the date the application was made.
- 6.6 The other advantages of the DCO process which will be used to process the R2 proposals versus the Hybrid Bill route largely relate to potential for delay and are as follows:
- **Objections** - Objections to a DCO must be made during a representation period which can be as short as 28 days although the documentation will have to be published a little earlier. For a Hybrid Bill and based on the High speed 2 timetable, there is a 60 day period to comment on the Environmental Statement. There is then a further opportunity to object to, or 'petition against' the Bill with a second petitioning period in the House of Lords where the same points can be made again or new ones can be introduced.
 - **Examination** - The examination of an application for DCO is largely carried out in writing with some hearings before a panel of Inspectors. Once the preliminary period has been held it must take no more than six months. The Inspectors are neutral and proactive. The examination of a Bill is largely carried out orally before a committee of 10 MPs and then again by peers – with no time limit.
 - **Decision** - DCOs are decided within six months at the end of the examination period. Once a Hybrid Bill has completed consideration of petitions in each house, it will then have a committee stage, report stage and third reading before finally receiving Royal assent.

b) Delay and Deliverability

- Gatwick's assumptions regarding the likely timescale, engineering requirements, constraints and impacts for construction of both the airport and surface access infrastructure reveal that the timescale and approach proposed is realistic and achievable.
- It is not the expectation that there will be significant risk associated with the delivery of necessary off-site and associated infrastructure components including the surface access strategy, diversion of the River Mole, additional housing, additional employment land etc.
- Delivery of the R2 project is not dependent upon third parties delivering elements of the project. This helps to reduce planning risk.

c) Environmental Performance

- R2 has relatively low environmental and noise impacts.
- Impacts on protected sites, landscape and heritage is limited. The Gatwick proposals will not have a significant impact on the Green Belt and no sites with the most important international environmental designations are affected. There may be some indirect impacts on nearby SSSIs, Conservation Areas and SAMs. These impacts are much lower than for many other schemes considered by the Airports Commission to date. No Grade 1 Listed Buildings will be lost.

6.7 The next section of the report considers where this review of the R2 proposal against the relevant planning policy background has revealed instances where the proposals do not strictly accord with the policy objectives and requirements and what mitigation is proposed in order to make the R2 proposals more acceptable in planning terms, and thereby ultimately reducing the risk of not getting planning permission for the project.

7 MITIGATION

- 7.1 Gatwick fully recognises that its R2 proposals will generate positive and some negative environmental, social and economic impacts. This review of the proposals against the relevant planning policy background has revealed instances where the proposals do not strictly accord with the planning policy objectives and requirements. In order to make the R2 proposals more acceptable in planning terms, and in order to reduce the risk of not getting planning permission for the project, mitigation is proposed. The Airport has considered a number of ways in which impacts can be reduced.
- 7.2 Gatwick aims to maximize and enhance the positive environmental and socio-economic effects of the proposals whilst avoiding, reducing, offsetting or compensating for the potential harmful/negative effects. Full details are provided in the response to the Airports Commission Appraisal Framework which outlines Gatwick's proposed Mitigation Strategy. With reference to this strategy, this section sets out what mitigation is proposed specifically in response to instances where it has been identified that the proposals do not strictly accord with the relevant planning policy (as identified in previous sections to this report).
- 7.3 Gatwick is fully committed to taking responsibility for the impacts of the R2 proposals. In their April 2014 Runway Options Consultation '*A Second Runway for Gatwick*,' the Airport sets out its preliminary intentions for mitigating against the environmental, social and economic impacts of the proposal. If the Airports Commission recommends Gatwick as the location for the next runway, Gatwick is committed to consulting on the best ways of doing this and the range of measures that they are minded to introduce to mitigate and compensate for the impacts of a second runway. This will be done through continued workings with the community to build on the excellent work that has already been achieved through the work of the Gatwick Airport Consultative Committee, the Gatwick Officers Group (comprising Gatwick and representatives from the surrounding Local Authorities) and the aviation industry in addition to fulfilling the Airport's Decade of Change 2020 priorities – a set of commitments to keep track of Gatwick's performance against some key indicators including water, waste and carbon – which are independently audited and reported on an annual basis.
- 7.4 The Mitigation Strategy for the R2 proposals will continue to be developed during the course of the Airports Commission's appraisal. The proposed mitigation as listed below is therefore representative of the Airport's current thinking on how to reduce impacts. As the R2 proposals are developed further and as the likely impacts are more fully understood and tested, the mitigation strategy will also develop.
- 7.5 Table 7.1 below identifies those likely impacts of the R2 proposals following a review of the relevant national, regional and local planning policy and designations and sets out that mitigation which is proposed to remove these impacts or at least reduce their significance or harmful effects. This table should read alongside the report which outlines the proposed R2 Mitigation Strategy.

Table 7.1 : Likely planning impacts of the R2 proposal and the proposed mitigation

Likely impact of the R2 proposal following a review of the relevant national, regional and local planning policy position and designations	Proposed Mitigation
Small loss of less than 5ha of Green Belt land within the Mole Valley District	There is not accepted form of mitigation where Green Belt land is lost for additional runway development, unless a similar quantum and quality of Green Belt land can be reallocated elsewhere. This would need to be the subject of further discussion with Mole Valley District Council. In any event, the benefits of the second runway are deemed to outweigh the small loss of Green Belt land.
Loss of land within the Strategic Gap (Crawley BC)	Much of the land required for R2 which is in the Strategic Gap is also within the Safeguarded Area which is conflicting in any case. However there are small pockets of Strategic Gap land outside of the Safeguarded Area as part of R2. The emerging new Local Plan for Crawley proposes to maintain the Safeguarded Area but remove the Strategic Gap allocation. However, until the new Local Plan is adopted, there is a policy conflict. The benefits of the second runway are deemed to outweigh the loss of Strategic Gap land.
Loss of land outside of the Safeguarded Area	Except for the small loss of Green Belt land within the Mole Valley District and additional loss of Grade II listed buildings, no international or national designated sites are lost through requiring extra land outside of the Safeguarded Area. The benefits of a second runway are deemed to outweigh this loss. The additional land required outside of the Safeguarded Area will result in more land being lost at Willoughby Fields (Local Nature Reserve) and Rowley Wood (both SNCIs) in addition to addition non-residential premises. The appropriate mitigation is discussed elsewhere in this table.
A23, Balcombe Road, Lowfield Heath Road/Charlwood Road and Ifield Road to be diverted	<p><u>A23</u> – the preferred route for the A23 would be to move it to the east of the railway where it could return to the current alignment close to the junction with Fleming Way. This diversion would improve access for local traffic by separating it from airport traffic.</p> <p><u>Balcombe Road</u> – this would be diverted between Radford Road and the M23 spur road. It would stay as a local road.</p> <p><u>Lowfield Heath Road/Charlwood Road</u> – this would be lost. Traffic would use Ifield Road of the A23 instead. It is considered that this would result in no increase in airport traffic through Charlwood</p> <p><u>Ifield Road</u> – a short diversion would be needed close to where it crosses the River Mole</p>

Proposed loss of existing residential properties	This is unavoidable. Where this happens, Gatwick will need to buy the property through applying for a Compulsory Purchase Order. Eligible property owners will be guaranteed compensation under law for the market value of their property. This will be covered by the Gatwick 'Property Market Support Bond' scheme.
Proposed loss of commercial, business and non-residential property including at Gatwick Place, City Place and Manor Royal	<p>Gatwick has identified an opportunity to provide replacement land in the area east of the railway (not strictly for airport operational requirements). Allocating this land for this purpose would require some intensification of other land use including possible decking of car parking. Crawley Borough Council states in his emerging Local Plan that it will proactively work with its neighbours to establish how further land adjoining or near Crawley/Gatwick could be identified to meet the need for further strategic employment development. Discussions have already commenced with Crawley Borough Council and other Local Authorities adjoining the Airport about this matter and they will continue.</p> <p>Where loss of existing buildings and community facilities cannot either be reprovided elsewhere/replaced or the loss mitigated through monetary compensation, Gatwick will need to buy the property through applying for a Compulsory Purchase Order. Eligible property owners will be guaranteed compensation under law for the market value of their property. This will be covered by the Gatwick 'Property Market Support Bond' scheme.</p>
Potential impact on the setting of the Charlwood Conservation Area	Gatwick is developing a landscaping strategy which is partly required to assist with screening of the expanded airport in order to reduce its visual impacts. Landscaping including mounds which can be planted is proposed to screen the airfield. These mounds would also help to mitigate against ground noise impacts in certain locations. Mounds and acoustic screening is proposed to the north-west of the airport specifically to reduce impacts on Charlwood. The existing acoustic bund to the north-west of the airport will be retained.
Impacts on land known to be archaeologically sensitive	Gatwick would work closely with heritage authorities to agree on a proposed strategy for dealing with archaeology. Gatwick are committed to providing a record of archaeological remains prior to construction impact in accordance with an agreed archaeological strategy and relevant Written Scheme of Investigation to be agreed with the County Archaeological Officer and where appropriate, English Heritage.
Loss of Listed Buildings	Gatwick will work closely with heritage authorities on how to deal with Listed Buildings. Subject to feasibility studies and discussions with statutory and non-statutory consultees, there would be some relocation of important heritage buildings.

Loss of Ancient Woodland	Design efforts are focused on retaining woodland within the airport boundary but this may not always be possible and woodland may need to be lost. The mitigation package will include replacing lost or damaged woodland, at a ratio of 2:1 for non-ancient and at least 3:1 for ancient woodland. New tree planting will be considered in alternative locations including on-airport
Potential height reduction or loss of trees in the wooded areas to the west of the airport where the land rises	A Tree Management Plan will be developed. Gatwick is working with the CAA and airline stakeholders to minimise off-site impacts which will include reducing the heights of existing trees if they are deemed to be an obstacle to aircraft which is taking off or landing especially at the wooded area to the west of the airport.
Loss of Local Nature reserves, SNCI, hedgerows and meadows especially at Willoughby Fields	Opportunities for enhancing biodiversity have been designed into the R2 master plan, through the diverted river corridor and proposed 'linear park'. The Willoughby Fields facility will be reprovided to include similar wildlife functions. Gatwick will work closely with Natural England and other authorities to develop detailed mitigation plans to avoid, reduce, and where necessary compensate for impacts to protected species such as Great Crested Newts and bats. Compensatory habitats will be provided before the second runway is constructed. There is an option to acquire agricultural land as close as practical to the airport or to enter into long term agreements with existing landowners. Gatwick would consult with Natural England, the Wildlife Trusts and the Environment Agency and other stakeholders on the management of the farmland to achieve maximum benefit for nature consistent with good agricultural practices. Gatwick's existing Biodiversity Management Action Plan would be updated to accommodate new opportunities from the second runway development as well as priorities actions for the period after 2020. In addition, Gatwick will provide support for the Gatwick Woods Biodiversity Opportunity Area in areas outside of Gatwick's land ownership and opportunities for biodiversity off-setting schemes will be explored.
Loss of Crawley Rugby Club	Gatwick would work closely with the Rugby Club, Crawley BC and Sport England to find a suitable location to relocate Crawley Rugby Club and to enhance the current facilities.
Loss of registered Common Land at Ifield Wood	There is the potential for changes to be required to the nature of the registered common land at Ifield Wood to accommodate the necessary approach surfaces for a new runway. This is likely to comprise the felling of part of the existing woodland cover and the ongoing management of the common to restrict the future height of woody vegetation. This would not affect opportunities for public access in the long term.
Need to redirect the Sussex Border Path at the northern edge of the airport	An integrated and clearly signposted network of pedestrian routes to replace disconnected paths lost by the boundary changes is included as part of the R2 scheme.
Need to redirect the River Mole and Crawter's Brook	The River Mole and Crawter's Brook will be diverted within a new open river valley around the perimeter of the airport. This will provide a better aquatic

	habitat, better biochemical quality in the watercourse in addition to reducing flood risk. There could be an opportunity to create a linear park south of the airport to include footpaths overlooking the proposed river diversion from Crawler's Brook to the River Mole. This is being explored further by Gatwick.
Loss of land in the floodplain	Compensatory flood storage at least equivalent to the volume of flood storage that would be lost to the development will be provided and a flood attenuation project on the River Mole at Ifield just upstream of the airport will be planned in discussion with the Environment Agency. This will not only help to protect the airport from flood risk but other properties that are currently at risk.
Loss of public footway and public bridleway	9.4km of new footpath is proposed to be added in addition to 9.4km of new cycle path
Change required to the Public Safety Zone	Discussions are ongoing with the CAA about the new Public Safety Zones for the second runway and the implications this will have in terms of preventing development
North East Sector	As part of the planning permission granted in February 2011 for the residential development (1,900 units) there were strict requirements for new properties to be very well insulated from airport noise. Consequently, there is no need for any further mitigation to mitigate against noise. Residents will not be able to qualify for the Council Tax Initiative as the homes at the North East Sector were not built before the scheme was announced.

- 7.6 The work carried out by Gatwick and its technical consultants to date has not suggested that any of the potential impacts listed above are likely to be a constraint on the development of a second runway at Gatwick and that the expected impacts could be successfully mitigated to make the R2 proposal more acceptable in planning terms and to reduce the overall impacts of a second runway. Indeed, in many cases, the mitigation that is being proposed will not only help to reduce impacts, but it has the potential to improve the overall situation by bringing significant benefits to the community and the environment eg. the opportunities to open up the diverted stretch of the River Mole in the ecological interest to the environment and for the public's interest in terms of maximising enjoyment of the watercourse.

8 CONCLUSIONS

- 8.1 This Planning Context Report has been prepared by RPS Planning and Development Ltd (RPS) on behalf of Gatwick Airport Limited (GAL) to respond specifically to the request from the Airports Commission in their Appraisal Framework to comment on the updated scheme design for the second runway at Gatwick in terms of:
- its integration into the wider planning context including any relevant local, regional or national strategies (Appendix B – Development Strategies);
 - its viability, risks and benefits and integration with the wider planning context including any relevant strategies or publications (Appendix B – Airport Master Plan); and
 - the key risks to gaining planning permission including details of any plans or strategies that will be utilised to mitigate these risks (Appendix B – Development Strategies).
- 8.2 This report principally builds upon work previously carried out by RPS on behalf of Gatwick as set out in the National, Regional and Local Planning Policy Assessment Report (June 2013; updated March 2014) and the ‘Designated Sites and Other Local Features’ (July 2013). It should be read alongside these documents and other reports that have been prepared on behalf of Gatwick to respond to the requirements of the Airports Commission’s Appraisal Framework.
- 8.3 The main conclusions of this report in response to the specific points raised by the Airports Commission as set out above are provided below:
- a) **How well does the updated scheme design for the R2 proposal integrate with and support relevant development strategies at national, regional and local level?**
- 8.4 In the absence of a National Policy Statement on Aviation, the NPPF advises that Local Authorities when planning for airports, should take account of their growth and role in serving business, leisure, training and emergency service needs in addition to the Government Framework for UK Aviation. As this document only principally sets out the Government’s objectives on the impacts of aviation thereby setting ‘parameters’ which the Airports Commission is required to take into account as part of its review, and because it is silent on any specific proposals for adding capacity to airports, the conclusions of the 2003 ATWP remain relevant. This document concluded that there was a strong case for a wide-spaced runway option at Gatwick after 2019 and that this option should be kept open, but no action was recommended in favour of overturning the 1979 Agreement at that time. Land continues to be safeguarded at the airport today for an additional wide-spaced runway in the event that it is required by Government policy. As the 1979 Agreement is no longer a barrier to delivering a new runway at Gatwick, this removes a significant constraint that applied in the previous reviews of runway options in the South East and the safeguarding policy has ensured that significant measures have remained in place to deliver a new runway in this location at Gatwick.
- 8.5 At regional level, the emphasis is very much to focus growth in the Gatwick sub-region and for this growth to be driven by aviation-related development and Gatwick-focused

- economic development. In this sense, and despite the South East Plan being revoked, the regional development strategy today which is largely championed through the work of the Gatwick Diamond Initiative and the Coast to Capital LEP is still very reflective of those regional growth and spatial planning policies that were once relevant to the area. Growth at Gatwick Airport is considered to be a key driver in the sub-regional economy and a significant facilitator in attracting national and international business to the area.
- 8.6 A second runway at Gatwick Airport has the ability to drive growth and regeneration very significantly to a wide area thereby delivering benefits to areas beyond the immediate sub-region – and very importantly, to London. The airport is already a significant contributor to the London economy and expansion will only serve to enhance this economic relationship. Additionally, the new job opportunities created at the airport coupled with the excellent connectivity that it already shares with London will ensure that real benefits are realised in achieving growth and development ambitions for the capital, especially within the Wandle Valley corridor from south London through to Gatwick Airport.
- 8.7 At a local level, it is evident that the R2 proposal performs very well in terms of integrating with the local planning policy context and achieving policy objectives. This is assisted greatly by the fact that much of the land required to deliver the proposal is already within the area which is safeguarded for a second runway. Environmental impacts and impacts on protected sites, landscapes and heritage are limited. Except for the proposed loss of five Grade II* and fourteen Grade II Listed Buildings, the proposal has no effect on internationally or nationally designated sites. The new runway would not be located on land in the Green Belt albeit that only a very small parcel of Green Belt land would be required for alterations to the existing airport boundary to the north of the existing runway. In instances where there are local policy conflicts, the need for the development and the benefits to be realised from it significantly outweigh such concerns. Equally, where harmful or negative impacts have been predicted, these can be suitably mitigated.
- 8.8 When measured against the relevant planning policy context the performance of the R2 proposal demonstrates that planning is not expected to be a significant risk in terms of delivering a second runway at Gatwick. However, and despite the strong benefits associated with an expanded airport, it is acknowledged that the R2 proposal will present some development issues for the Districts and Boroughs including avoiding coalescence between nearby towns of Crawley and Horley which could be detrimental to Gatwick's open setting. Additionally, expansion is likely to lead to pressures on local housing and labour markets and land for airport-associated development. Discussions are ongoing with the Local Authorities about these particular issues.
- b) **How viable is the updated scheme design for the R2 proposal and what are the risks and benefits of the scheme when considering the wider planning context?**
- 8.9 The R2 scheme is an extremely viable proposal in the context of existing planning policies. If recommended by the Airports Commission and supported in principle by Government, then subject to other existing procedures including environmental impact assessment, an application for a DCO could be granted by the Secretary of State under the Planning Act 2008. The main risks to granting planning permission relate to how clearly the Government of the time recognises the need for new runway capacity, the suitability of the location in principle, and takes into account other Government policies including those relating to sustainable development. It is anticipated that these risks will be mitigated through the Aviation NPS under the 2008 Act. The risks associated with obtaining development

- consent for a second runway at Gatwick would be significantly reduced if it is designated by the Government in its NPS on Aviation as being needed to address UK airport capacity issues.
- 8.10 It would be entirely possible to secure the necessary planning approvals for the R2 scheme through the legal system which is currently in place and which is well established – that is as a NSIP with the expectation that it will be promoted by the NPS on Aviation under the Planning Act 2008. No special or new legislation would need to be developed and approved in order for the proposals to be properly considered. In this sense, the proposal is extremely viable and no lengthy delays are expected in terms of delivering the necessary consents through the planning process. The fact that the 1979 Agreement would no longer represent a development constraint is a very important factor in these considerations.
- 8.11 The low planning risk and good environmental performance of the R2 scheme further demonstrates that it is a very viable proposal which could be delivered within the required timescales. There are very few risks to gaining planning permission and where risks have been identified, there are realistic and effective mitigation measures available to reduce or remove harmful/negative impacts.
- 8.12 Over the years, the safeguarded area for a second runway has provided significant and targeted protection to prevent development from coming forward that would be incompatible with the development of a second runway. Consequently, there are very few significant obstacles and risks associated with developing this land thereby making the R2 proposals an extremely viable and ‘prepared’ option in land use terms.
- 8.13 The R2 scheme presents no obvious risks when considering the wider planning context. In those instances where the proposals could represent a risk, the overall benefit of the scheme in the nation’s interest is considered to outweigh these considerations. On the contrary, the benefits of the proposal are significant especially in terms of promoting wider spatial planning objectives and economic growth and regeneration strategies, particularly in the Gatwick sub-region, the Sussex Coast and for London.
- c) **What are the key risks to getting planning permission for the R2 scheme and what measures will be utilised to mitigate against these?**
- 8.14 Subject to completing an Environmental Impact Assessment and incorporating appropriate mitigation measures, the risks to obtaining planning permission for the R2 scheme are limited. At most, they are limited to interests at a local level and no significant conflict is expected at a national or international level. The scheme is largely compliant with the relevant national, regional and local planning policies and land use designations. As set out above, no significant delay to obtaining the necessary planning permission(s) is expected especially as there is an established process with established legislation whereby the proposals can be properly considered.
- 8.15 It is very clear from a review of the relevant planning policies that any expansion at Gatwick would only be agreed on the basis of adequate environmental and other safeguarding. In order to ensure the R2 scheme is acceptable in planning terms and in order to reduce the risk of not obtaining development consent,, appropriate and effective mitigation is being proposed. This is detailed in full in Gatwick’s Mitigation Strategy and includes a range of proposals which are either already embedded within the scheme design or which will be developed in consultation with relevant authorities and stakeholders as the scheme analysis takes place. This includes a Surface Access Strategy which aims

to make best use of existing road and rail links, support committed improvements and provide new infrastructure where needed. The proposed mitigation also involves a number of initiatives that have been developed specifically by Gatwick to ensure that people most affected by expansion at Gatwick are compensated financially. These measures largely build on existing initiatives which the airport already operates but new ones are also planned to be introduced. The mitigation which is being put forward does not simply focus on the airport's operation. Mitigation is also proposed at the construction phase where significant environmental impacts can also arise.

- 8.16 As set out in the Engagement Strategy, Gatwick is fully committed to engaging regularly with the community about the best ways of delivering a second runway at Gatwick in the event that this is the recommendation of the Airports Commission.
- 8.17 In many instances, the mitigation that is being proposed will not only reduce harmful impacts but it will also bring significant benefits. Benefits will be realised especially where the R2 scheme proposes improvements to current situations eg. surface access to the airport for travellers and staff. The proposed diversion of the River Mole represents a significant community and ecological benefit in terms of opening up the watercourse which is currently in culvert under the existing runway and creating a better aquatic habitat in addition to reducing flood risk. There is also the opportunity to create a linear park south of the airport to include new footpaths overlooking the proposed river diversion.

APPENDICES

APPENDIX 1

End Around Taxiway Assessment

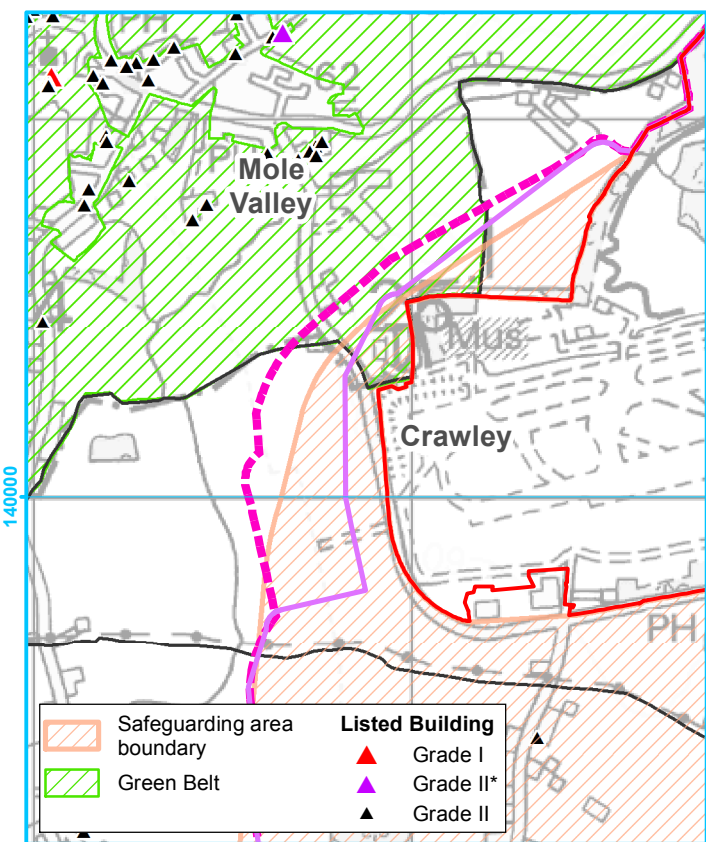
END AROUND TAXIWAY ASSESSMENT

1. Gatwick are currently considering a Masterplan option that includes the provision of 'end around taxiways' (EATs) which will reduce or remove the need for aircraft to cross the existing runway. This will result in a small extension to the proposed airport boundary out to the west as shown in Figure 1 below.

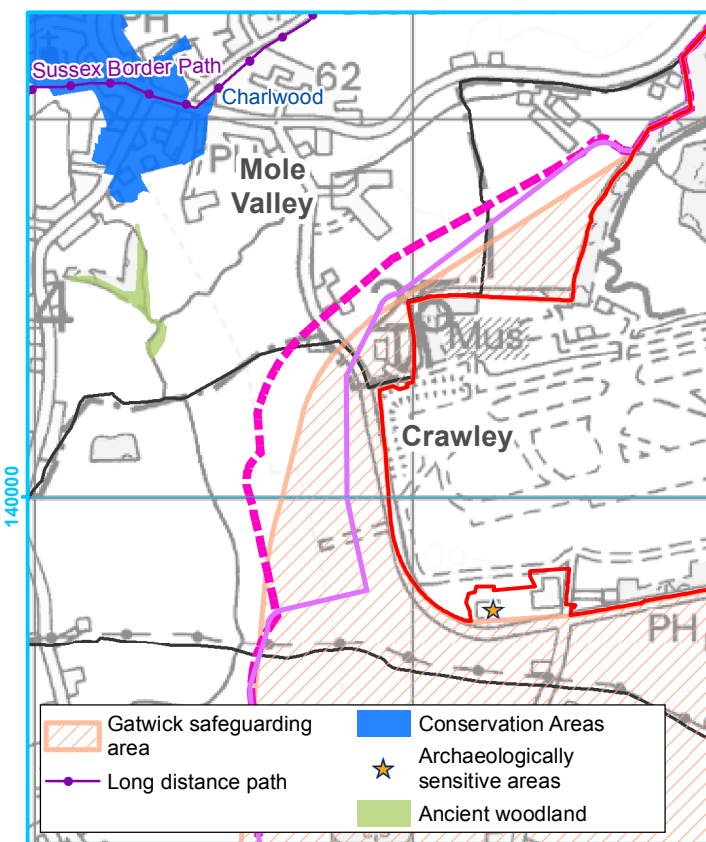
FIGURE 1

2. The additional land take required to provide the EATs will involve the small loss of additional Green Belt land within the Mole Valley District (approximately 4.4ha above the 4.7ha already included as part of the 'no EAT' scheme); a small additional parcel of land outside of the existing Safeguarding Area (approximately 13.5ha) and a small area of additional Strategic Gap land within Crawley Borough – recognising off course that this planning designation is proposed to be removed as part of the emerging Crawley Local Plan. These figures should be considered against the 577ha of additional land required for the R2 proposal.
3. Overall, and despite the additional land take being proposed, there is no change in the performance of the 'with EAT' scheme when compared to the option that does not include EATs in planning policy and land designation terms.

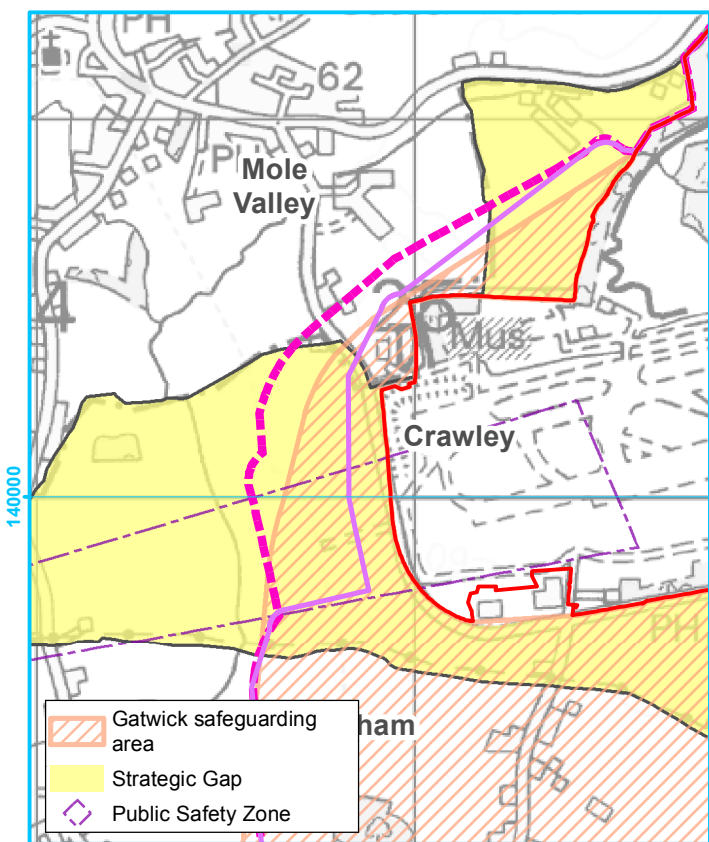
Internationally and Nationally Designated Sites



Other Local features: Environmental



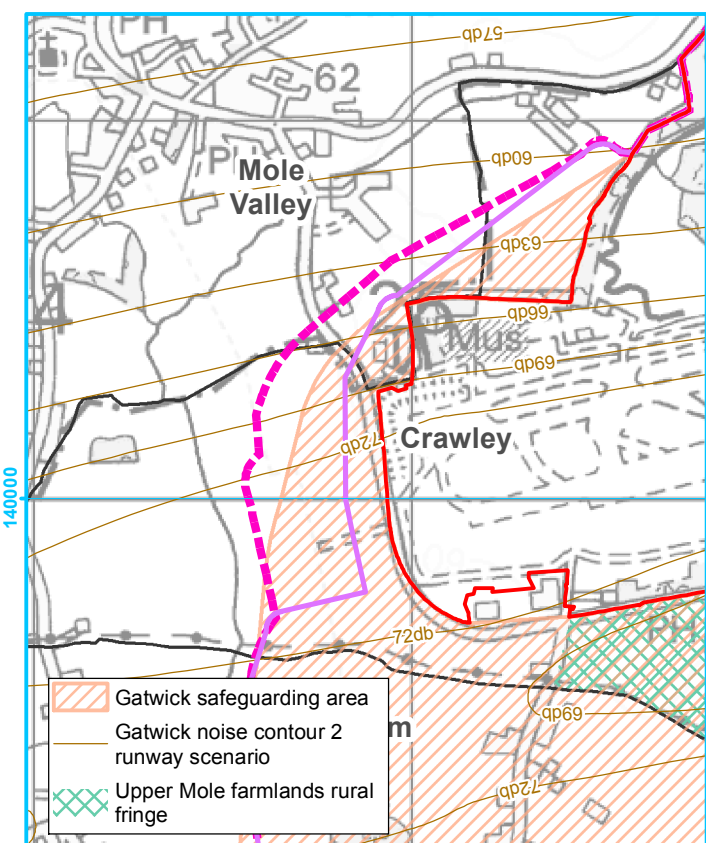
Other Local Features: Land Use Planning Designations



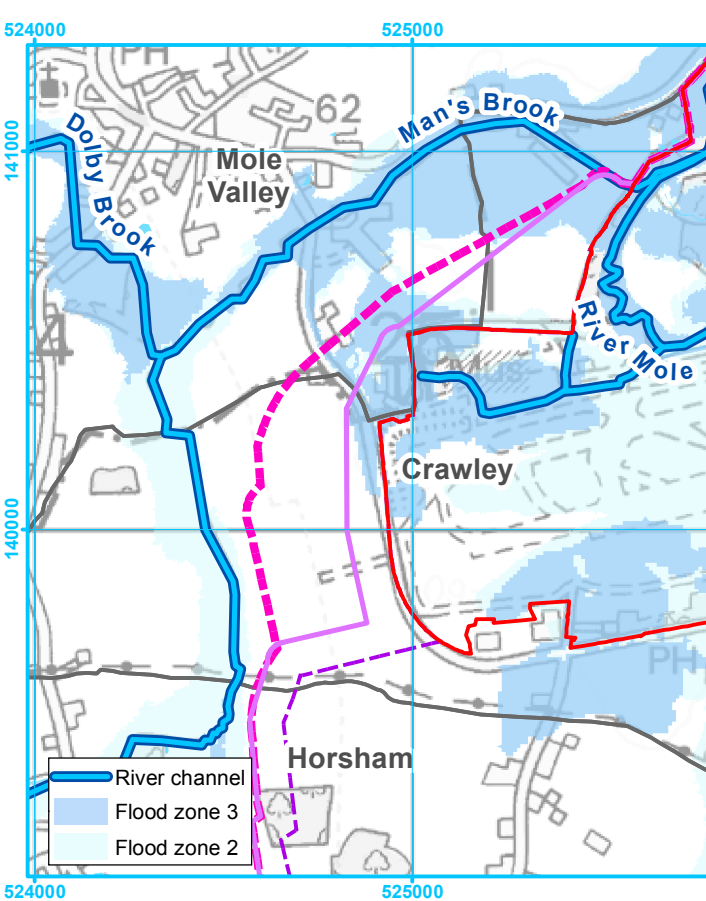
Legend

- Existing airport boundary
- R2 No EATs Landtake boundary
- R2 EATs Landtake boundary

Other Local Features: Emerging Land Use Planning Designations



Rivers, Watercourses and Flood Risk Zones

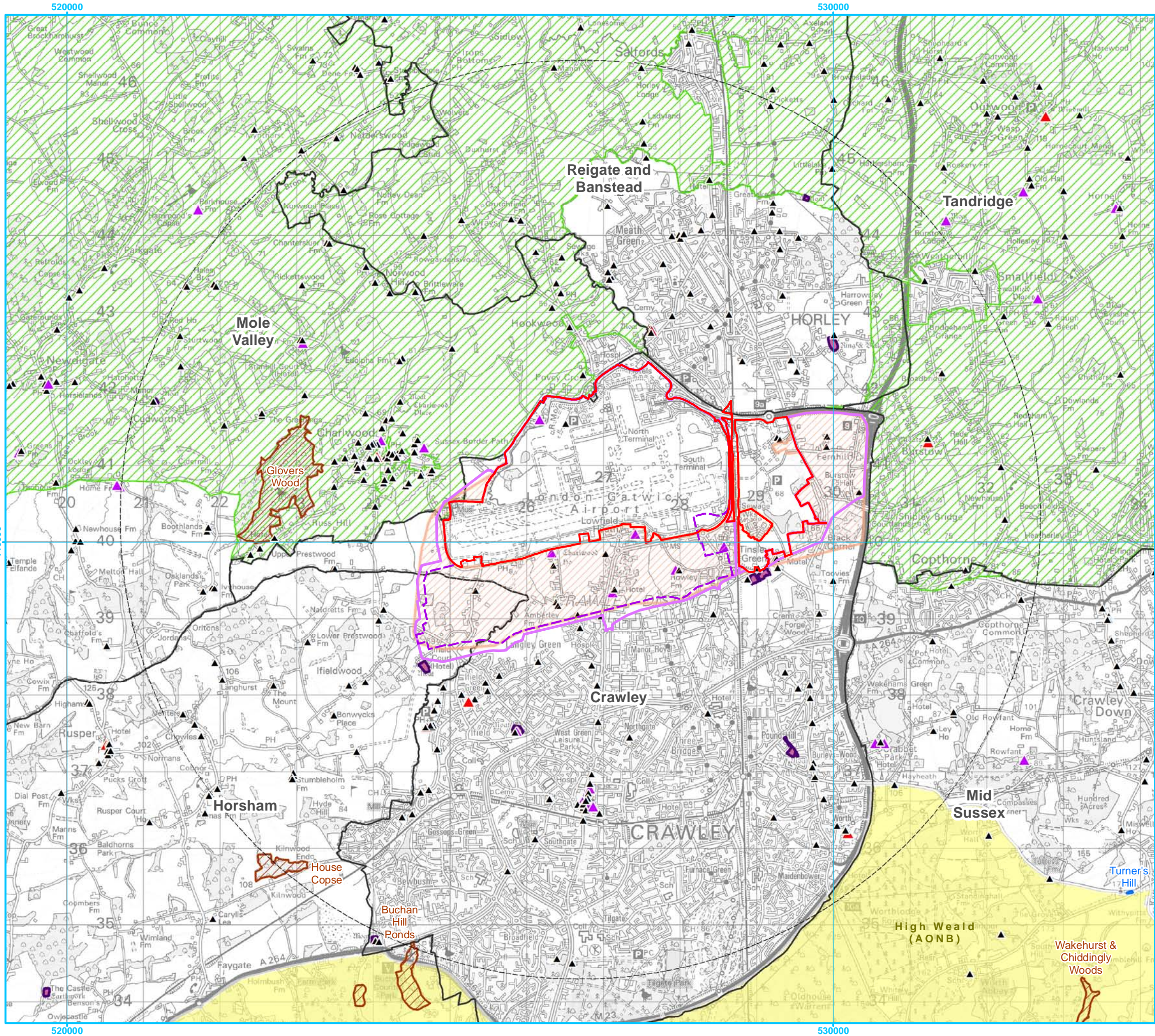


Rev:	Date:	Amendment:	Name:	Checked:
Data Source: RPS 2014				
Status:				
<div><div>RPS</div><div>Willow Mere House Compass Point Business Park Stocks Bridge Way St Ives Cambridgeshire PE27 5JL T 01480 302751 F 01480 466911 E rpscm@rpsgroup.com</div></div>				
Client: Gatwick Airport Limited				
Project: Airports Commission				
Title: Gatwick R2 EATs and No EATs boundary comparison				
Scale: 1:20,000 @A3				
0 100 200 400 600 800m				
Projection: British National Grid Datum: OSGB36				
Date: 29/04/2014 Drawn: BF Checked: AS				
Job Ref: OXF8027 Figure No: 1 Revision: A				

APPENDIX 2

Map showing Internationally and Nationally Designated Sites within 6km of Gatwick Airport

Project Ref: OOXF8027A GatwickGIS\OXF8027_AStia Internationally and Nationally Designated Sites.mxd



Legend

- Existing airport boundary
- R2 No EATs Operational boundary
- R2 No EATs Landtake boundary
- Safeguarding area boundary
- 6km site buffer
- Site of Special Scientific Interest (SSSI)
- Site of Special Scientific Interest (SSSI) of geological interest
- Area of Outstanding Natural Beauty (AONB)
- Scheduled monument
- Green Belt
- Listed Building
 - Grade I
 - Grade II*
 - Grade II

C	29/04/14	Updated R2 no EATs landtake bdy	BF	JT
B	10/04/14	Updated airport & R2 no EATs bdy	BF	JT
Rev:	Date:	Amendment:	Name:	Checked:

Data Source: RPS 2013

Status: **FINAL**

RPS
Willow Mere House Compass Point Business Park Stocks Bridge Way
St Ives Cambridgeshire PE27 5JL
T 01480 302751 F 01480 466911 E rpscm@rpsgroup.com

Client: Gatwick Airport Limited

Project: Airports Commission

Title: Internationally and Nationally Designated Sites

Scale: 1:50,000 @A3
0 250 500 1,000 1,500 2,000 2,500m

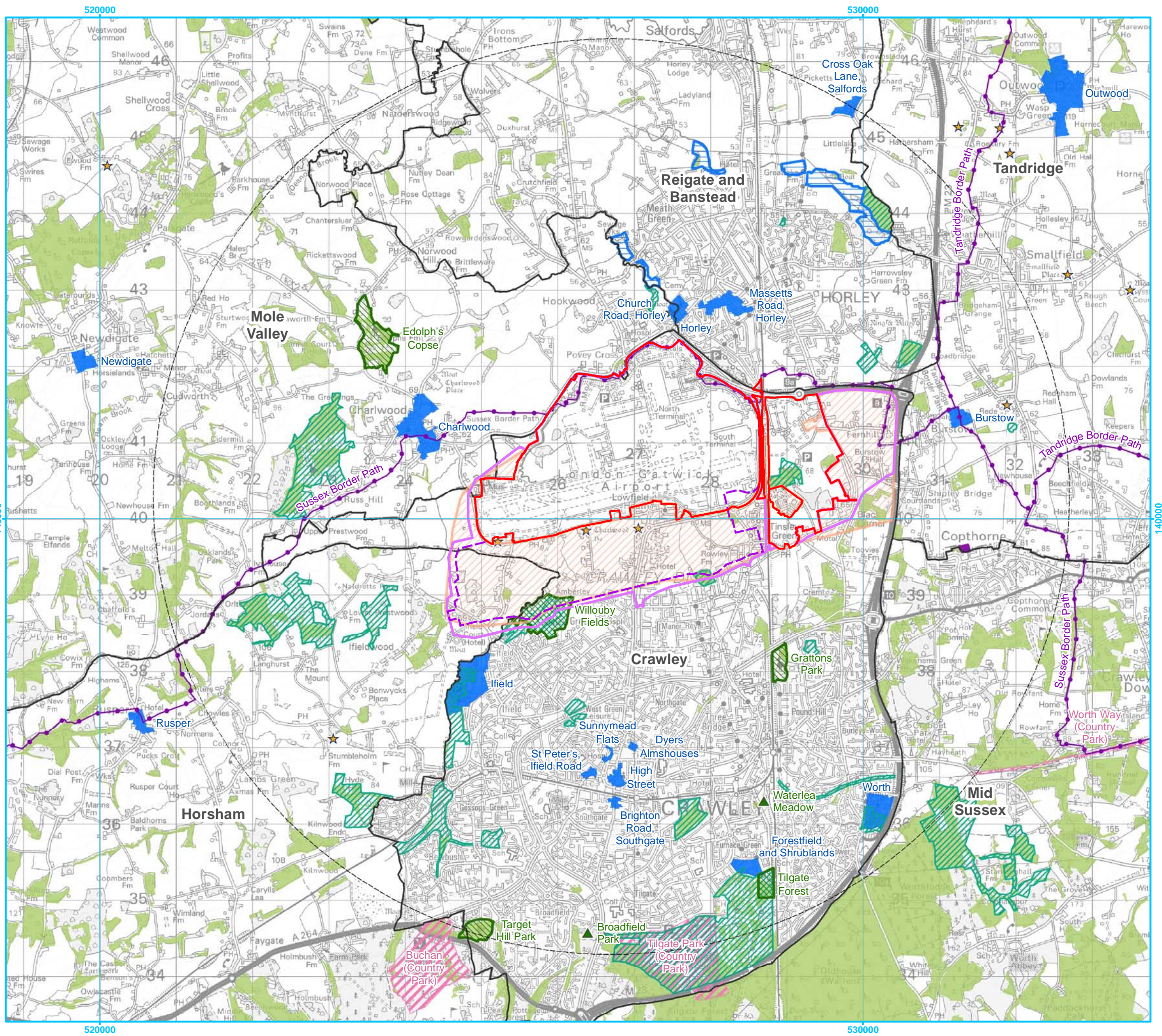
Projection: British National Grid Datum: OSGB36
Date: 24/03/2014 Drawn: BF Checked: AS

Job Ref: OXF8027 Figure No: 1a Revision: C

www.rpsgroup.com

APPENDIX 3

Map showing Other Local Features (Environmental) within 6km of Gatwick Airport



- Legend**
- Existing airport boundary
 - R2 No EATs Operational boundary
 - R2 No EATs Landtake boundary
 - Gatwick safeguarding area
 - 6km site buffer
 - Long distance path
 - Recently designated Local Nature Reserve (LNR)
 - Local Nature Reserve (LNR) (Natural England)
 - Site of nature conservation importance
 - Potential site of nature conservation importance
 - Local Nature Reserve (Local policy plan)
 - Conservation Areas
 - Archaeologically sensitive areas
 - Country parks
 - Ancient woodland

C	29/04/14	Updated R2 No EATs Landtake bdy	BF	JT
B	10/04/14	Updated airport & R2 No EATs bdy	BF	JT
Rev:	Date:	Amendment:	Name:	Checked:

■ Data Source: RPS 2013

Status: **FINAL**

RPS
Willow Mere House Compass Point Business Park Stocks Bridge Way
St Ives Cambridgeshire PE27 5JL
T 01480 302751 F 01480 466911 E rpscm@rpsgroup.com

■ Client: Gatwick Airport Limited

Project: Airports Commission

Title: Other Local features: Environmental

Scale: 1:50,000 @A3
0 200 400 600 800 1,000 2,000m

Projection: British National Grid Datum: OSGB36
Date: 24/03/2014 Drawn: BF Checked: AM

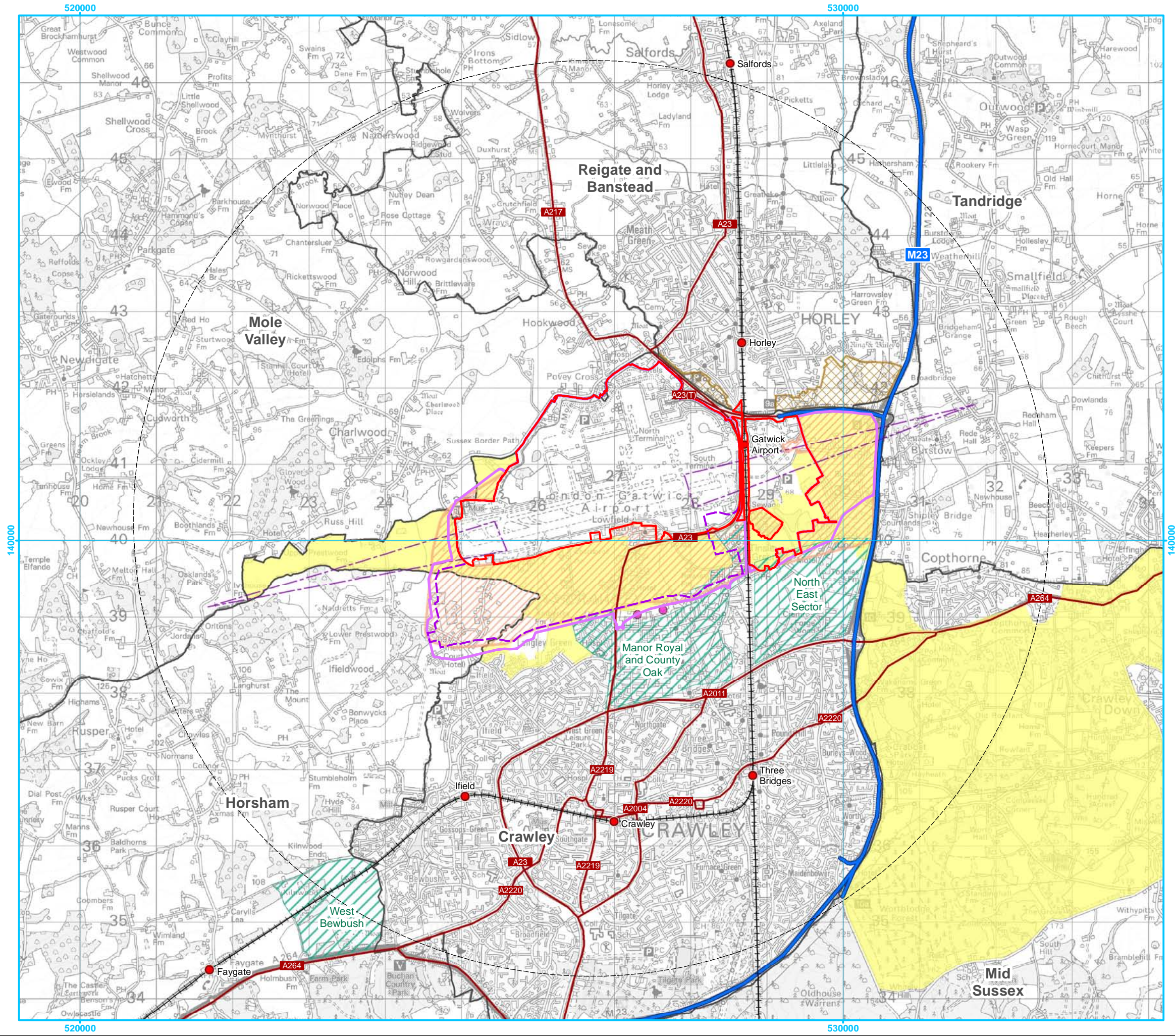
■ Job Ref: OXF8027 Figure No: 2 Revision: C

www.rpsgroup.com

APPENDIX 4

**Map showing Other Local Features (Land Use Planning Designations) within
6km of Gatwick Airport**

Project Ref: OOXF8027A Gatwick GIS OXF8027_A33 Land Use Planning Designations.mxd



Legend

- Existing airport boundary
- R2 No EATs Operational boundary
- R2 No EATs Landtake boundary
- Gatwick safeguarding area
- 6km site buffer
- Strategic Gap
- Employment Opportunity Area
- Strategic Development Location
- Gatwick Airport Open Setting
- Public Safety Zone
- Motorway
- A Road
- Railway
- Railway station

C	29/04/14	Updated R2 No EATs Landtake bdy	BF	JT
B	10/04/14	Updated airport & R2 No EATs bdy	BF	JT
Rev:	Date:	Amendment:	Name:	Checked:

Data Source: RPS 2013
Status: FINAL

RPS
Willow Mere House Compass Point Business Park Stocks Bridge Way
St. Ives Cambridgeshire PE27 5JL
T 01480 302751 F 01480 466911 E rpscm@rpsgroup.com

Client: Gatwick Airport Limited
Project: Airports Commission

Title: Other Local features:
Land Use Planning Designations

Scale: 1:50,000 @A3
0 200 400 600 800 1,000 2,000m

Projection: British National Grid **Datum:** OSGB36
Date: 24/03/2014 **Drawn:** BF **Checked:** AM

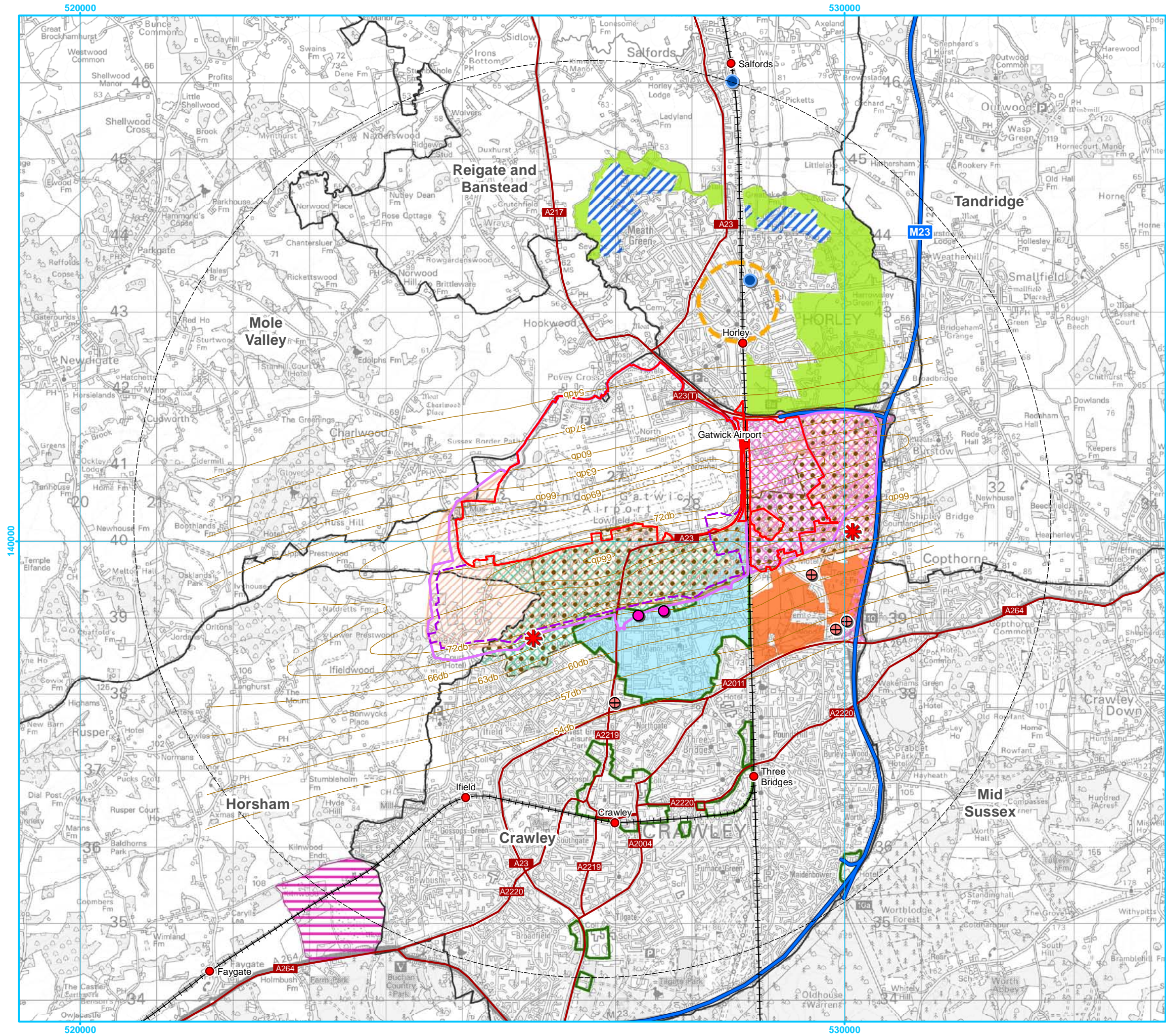
Job Ref: OXF8027 **Figure No:** 3 **Revision:** C

www.rpsgroup.com

APPENDIX 5

Map showing Other Local Features (Emerging Land Use Planning Designations) within 6km of Gatwick Airport

Project Ref: O:\OXF8027\A\Gatwick\GIS\OXF8027_ASL_EmergingLandUsePlanningDesignations.mxd



Legend

Existing airport boundary

R2 No EATs Operational boundary

R2 No EATs Landtake boundary

Gatwick safeguarding area

6km site buffer

Gatwick noise contour 2 runway scenario

Local authority boundary

Motorway

A Road

Railway

Railway station

Crawley - Emerging land use planning designations

Main employment area

Manor Royal and County Oak

North East Sector housing - delivery within 5 years

Kilnwood Vale (joint area action plan)

Area of search for future employment land (EC1) if no second runway and safeguarding lifted

North East Crawley rural fringe

Upper Mole farmlands rural fringe

Employment opportunity area

Areas of search for future housing (H1) if no runway and safeguarding lifted

Broad housing locations - Residual housing land for delivery years 11-15

Reigate and Banstead - Emerging land use planning designationsPriority area for regenerationNew neighbourhoods at HorleyCountryside beyond green beltStrategic employment location

C	29/04/14	Updated R2 No EATs Landtake bdy	BF	JT
B	10/04/14	Updated airport & R2 No EATs bdy	BF	JT
Rev:	Date:	Amendment:	Name:	Checked:

Data Source: RPS 2013

Status: **FINAL**

RPS

Willow Mere House Compass Point Business Park Stocks Bridge Way
St Ives Cambridgeshire PE27 5JL
T 01480 302751 F 01480 466911 E rpscm@rpsgroup.com

Client: Gatwick Airport Limited

Project: Airports Commission

Title: Other Local features : Emerging Land Use Planning Designations

Scale: 1:50,000 @A3

0 200 400 600 800 1,000 2,000m

Projection: British National Grid Datum: OSGB36

Date: 24/03/2014 Drawn: BF Checked: HM

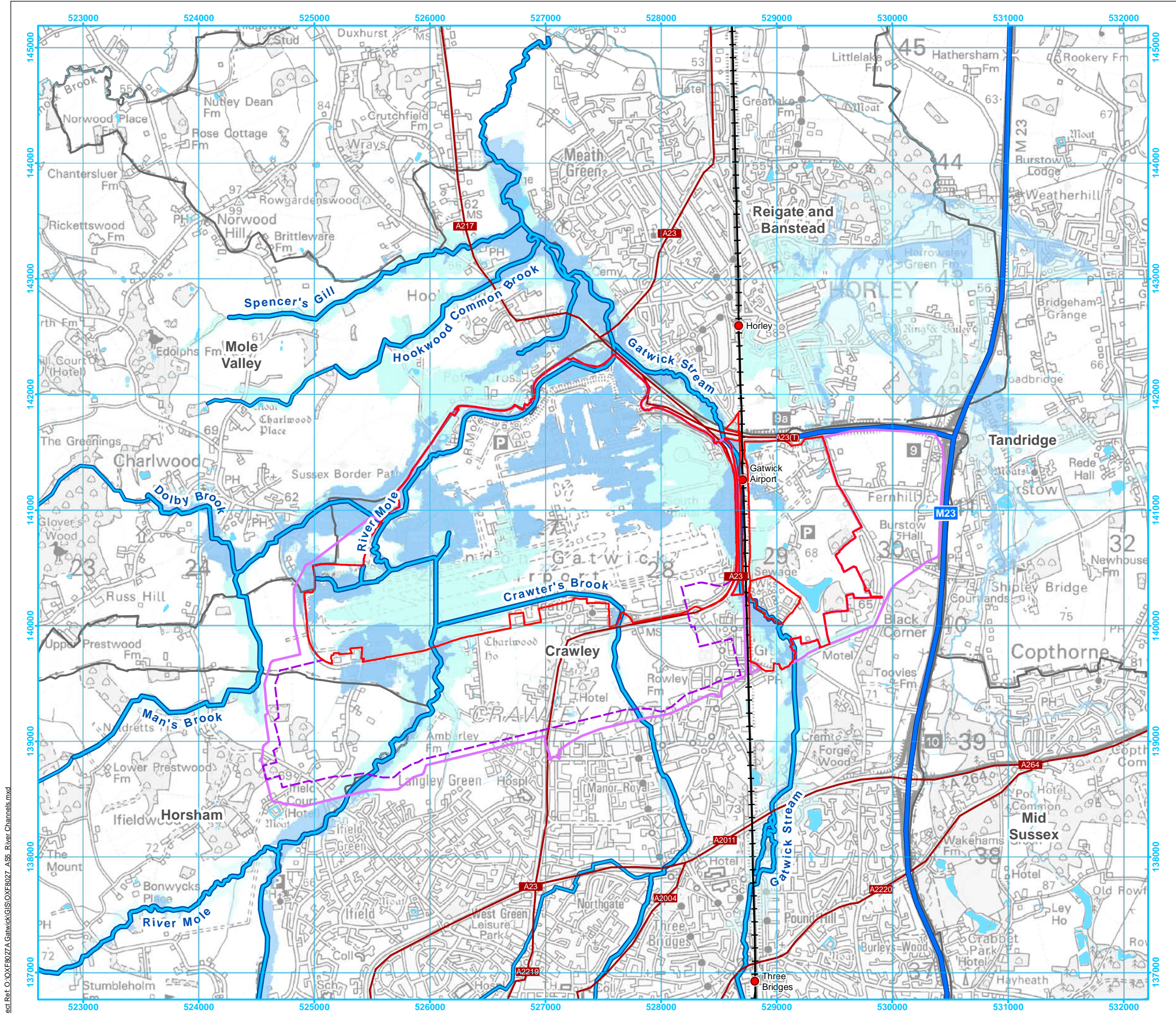
Job Ref: **OXF8027** Figure No: 4 Revision: **C**

www.rpsgroup.com

Contains Ordnance Survey data © Crown copyright and database rights 2013

APPENDIX 6

Map showing Rivers, Watercourses and Flood Risk Zones around Gatwick Airport



Legend

- Existing airport boundary
- R2 No EATs Operational boundary
- R2 No EATs Landtake boundary
- River channel
- Flood zone 3
- Flood zone 2

C	29/04/14	Updated R2 No EATs Landtake bdy	BF	JT
B	10/04/14	Updated airport & R2 No EATs bdy	BF	JT
Rev:	Date:	Amendment:	Name:	Checked:

■ Data Source: RPS 2013

Status: **FINAL**

Willow Mere House Compass Point Business Park Stocks Bridge Way
St. Ives Cambridgeshire PE27 5JL
T 01480 302751 F 01480 466911 E rpscm@rpsgroup.com

■ Client: Gatwick Airport Limited

Project: Airports Commission

Title: Rivers, Watercourses and Flood Risk Zones

Scale: 1:32,000 @A3

Projection: British National Grid Datum: OSGB36

Date: 20/03/2014 Drawn: BF Checked: MW

■ Job Ref: **OXF8027** Figure No: 6 Revision: **C**

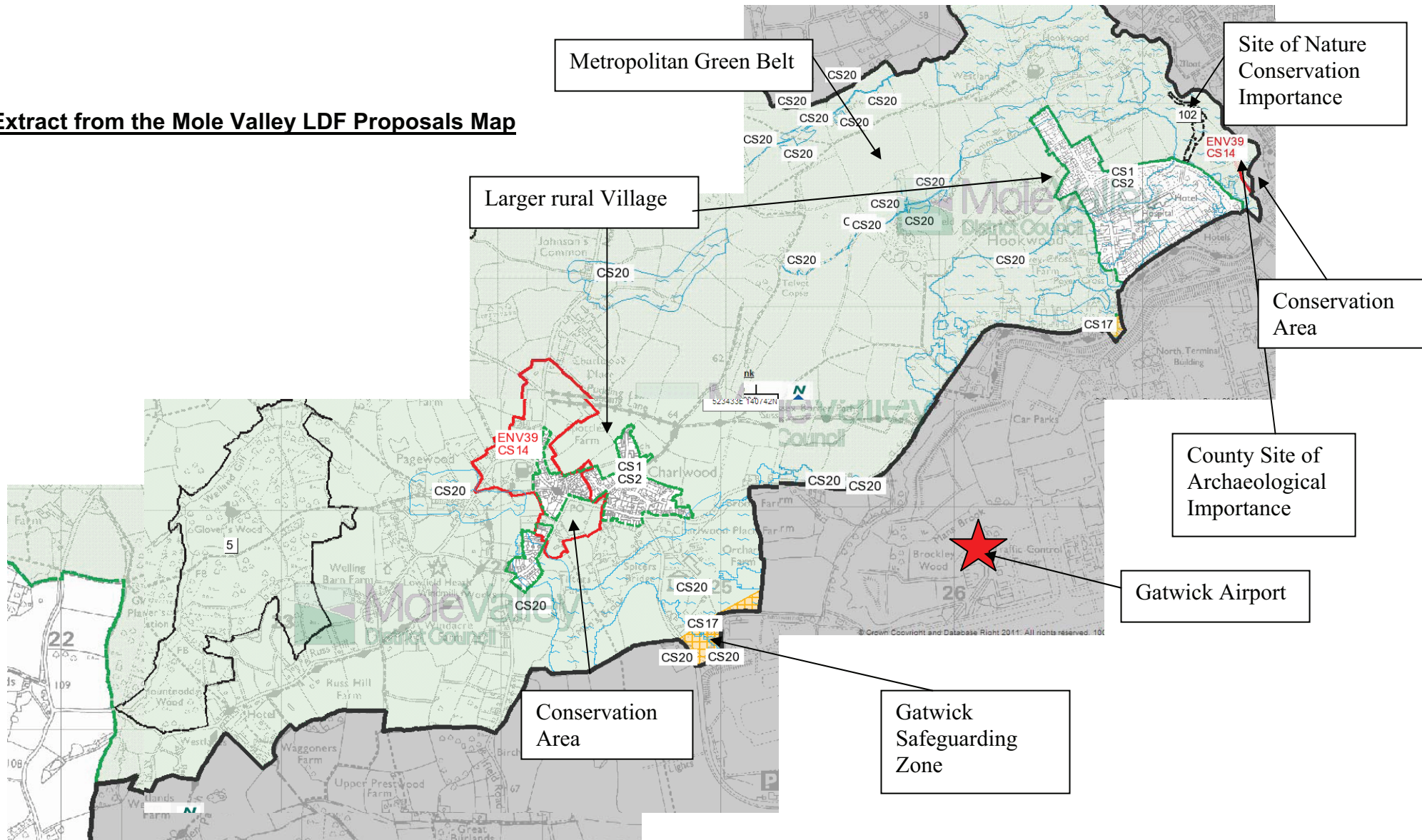
www.rpsgroup.com

Project Ref: O:\OXF8027\A\Gatwick\GIS\OXF8027_ASS_River Channels.mxd

APPENDIX 7

An extract from the Proposals Map showing land within Mole Valley District Council that is immediately adjacent to Gatwick Airport

Extract from the Mole Valley LDF Proposals Map



Note: For the full key see next page

KEY

	Metropolitan Green Belt
	Countryside beyond the Metropolitan Green Belt
	Area of Outstanding Natural Beauty
	Area of Great Landscape Value
	Built-up Areas
	Larger Rural Villages
	Small Rural Villages
	Conservation Area
	Scheduled Ancient Monuments
	County Sites of Archaeological Importance
	Historic Parks and Gardens
	Sites of Special Scientific Interest
	National Nature Reserve
	Sites of Nature Conservation Importance
	potential Sites of Nature Conservation Importance
	Regionally Important Geological Sites

	Strategic Open Land within Built-up Areas
	Residential Areas of Special Character
	Areas Liable to Flooding - Flood Zone 2 (at December 2008)
	Special Areas of Conservation
	Special Areas of Conservation 800m Buffer
	A24 Safeguarding Zone
	A24 Safeguarding Zone Buffer
	Gatwick Safeguarding Zone

Housing

	Allocated Sites 2001-2008
	Reserve Sites

Industrial and Commercial

	Business Area Boundary
	Existing Industrial and Commercial Land
	Sites for Industrial and Storage or Distribution Uses
	Vincent Lane Industrial Area

Town Centres and Shopping

	Dorking Shopping Zone 1
--	-------------------------

	Dorking Shopping Zone 2 and 3
	Leatherhead Prime Shopping Area (Zone 1)
	Leatherhead Shopping Area
	Local Shopping Centre
	Reigate Road Area Dorking

Specific Proposals/Study Area

	Archway Place Nature Reserve and r/o Clarendon House Amenity Space
	Dorking Foundry

Development in Rural Areas

	Major Developed Sites in the Green Belt
--	---

Recreation

	Recreation Land
	Reserve Recreation Land

Leatherhead Town Centre Highway Schemes

	Safeguarded Road Widening Corridor
	Traffic Direction
	Limited Access to Traffic

Waste

	Surrey Waste Plan 2008
--	------------------------

Minerals Safeguarding

	Minerals Consultation Areas
--	-----------------------------

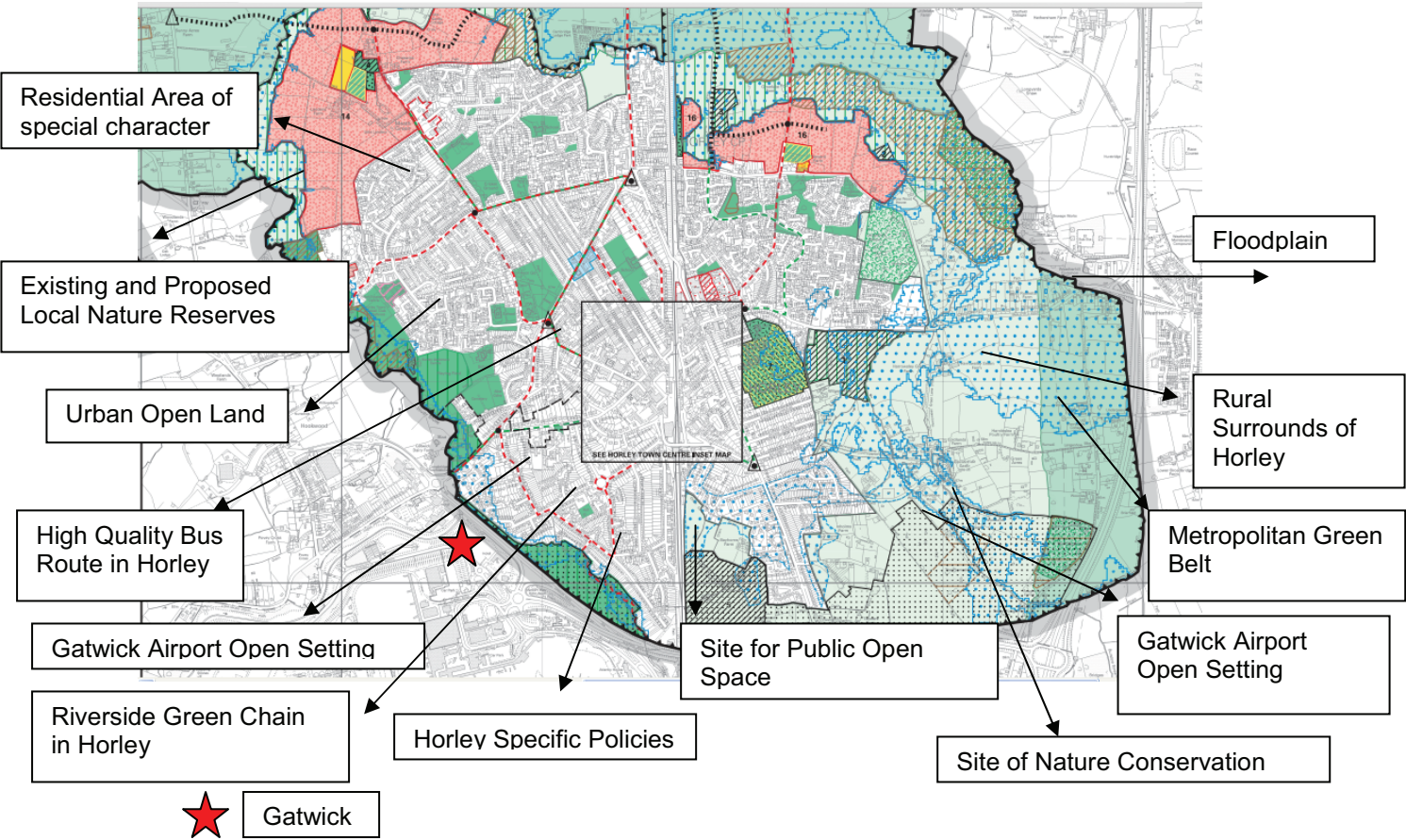
Boundaries

	District Boundary
	Area Outside the District

APPENDIX 8

An extract from the Local Plan 2005 Proposals Map showing land within Reigate and Banstead Borough Council that is immediately adjacent to Gatwick Airport

Extract from the Reigate and Bansted Borough Local Plan 2005 Proposals Map



IMPORTANT NOTE - The Proposals Map indicates areas and sites referred to within the policies of the Borough Local Plan and should only be read in conjunction with the Written Statement

	BOROUGH LOCAL PLAN BOUNDARY (actual boundary is the inside of the line)		
	Urban Area		
	Horley Specific Policies		
PROTECTION OF EXISTING CHARACTER			
	Site of Nature Conservation Importance	Policy Pc 2A	
	Potential Site of Nature Conservation Importance	Policy Pc 2D	
	Existing and Proposed Local Nature Reserves	Policy Pc 2E	
	Ancient Woodland	Policy Pc 3	
	Urban Open Land	Policy Pc 6	
	Conservation Area	Policies Pc 12-14	
	Residential Area of Special Character	Policy Ho 15	
COUNTRYSIDE			
	Metropolitan Green Belt	Policies Pc 5, Co 1-3, Co 6-7, Ho 23-24, Ho 24A, Ho 26, Re 8	
	Rural Surrounds of Horley	Policies Pc 5, Hr 36, Co 2-3, Co 7, Ho 23-24, Ho 24A, Ho 26, Em1A, Re8	
	Redhill Aerodrome	Policy Em 12	
	Riverside Green Chain in Horley	Policy Hr 35	
	Gatwick Airport Open Setting	Policy Hr 37	
HOUSING			
	Allocated Housing Site	Policies Hr 8-9, Hr 14, Hr 16, Hr 17	
EMPLOYMENT			
	Employment Area	Policies Em 8-9, Mo 4	
	Land Reserved for Industrial, Storage and Distribution Uses	Policy Em 9	
	Site Safeguarded for Aggregate Depot Use	Policy 28 Surrey Minerals Plan	
	Employment within the Allocated Residential Neighbourhoods	Policy Hr 20	
MOVEMENT			
	Highway Scheme	Policies Mo 4, Hr 24	
	High Quality Bus Route in Horley	Policy Hr 21	
	Traffic Management Measures	Policy Hr 21, Hr 23	
	Spine Cycle Route in Horley	Policy Hr 23	
	Junction Improvements	Policy Hr 24	
SHOPPING			
	Local Shopping Centre	Policies Sh 10-12	
RECREATION			
	Site for Open Space Dual Use Scheme	Policy Re 4(7)	
	Enhancements to Recreation Centre	Policy Re 10	
	Site for Public Open Space	Policy Hr 33(1-5)	
	Site for Leisure Centre in Horley	Policy Hr 34	
	Site for Allotments in Horley	Policy Hr 35	
OTHER PROPOSALS			
	Site for Primary School in Horley	Policy Hr 39	
	Extension to Secondary School in Horley	Policy Hr 40	
	Site for Neighbourhood Centre in Horley	Policy Hr 20, Hr 41	
	Indicative 1 in 100 Flood Event	Policy Ut 4	
	Worse Case Historical Flood Event	Policy Ut 4	

To check for areas of flood risk outside Horley, please refer to Appendix 5, or check www.environment-agency.gov.uk for the latest information.

OS Sheets TQ 24NW 24NE 34NW
24SW 24SE 34SW

Based upon the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Reproduction or other use without the permission of the Controller of Her Majesty's Stationery Office is prohibited. Map produced by Lintas Ltd, Oxford, England.

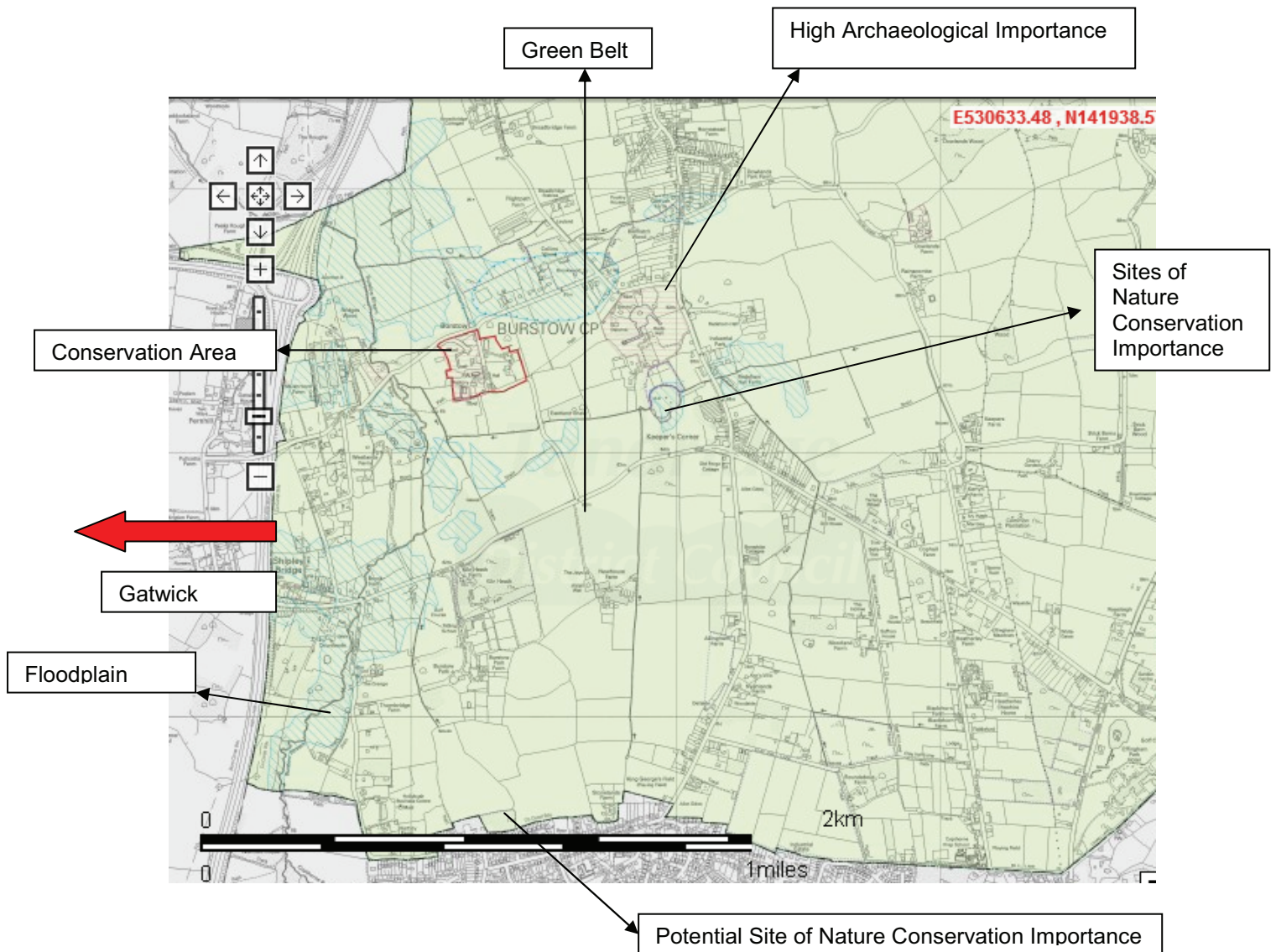
Scale 1:10,000

100 0 100 200 400 600 800 1000 metres
100 0 100 200 400 600 800 1000 feet

APPENDIX 9

An extract from the Planning Policy Map showing land within Tandridge District that is immediately adjacent to Gatwick Airport

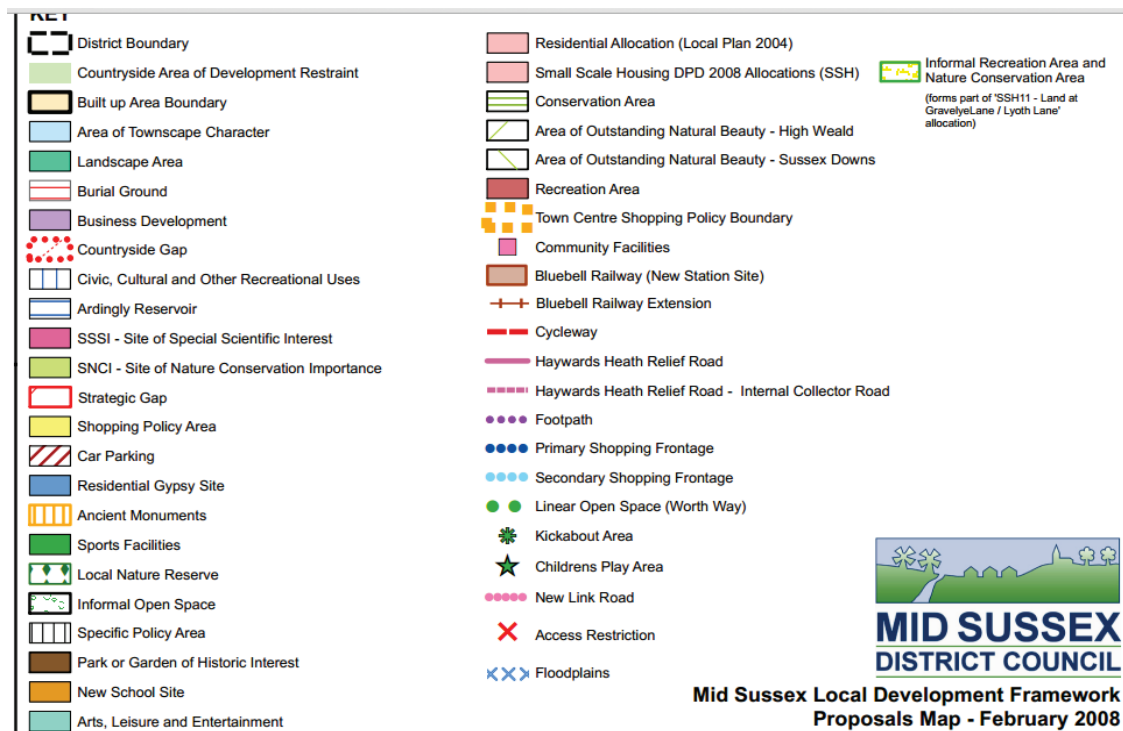
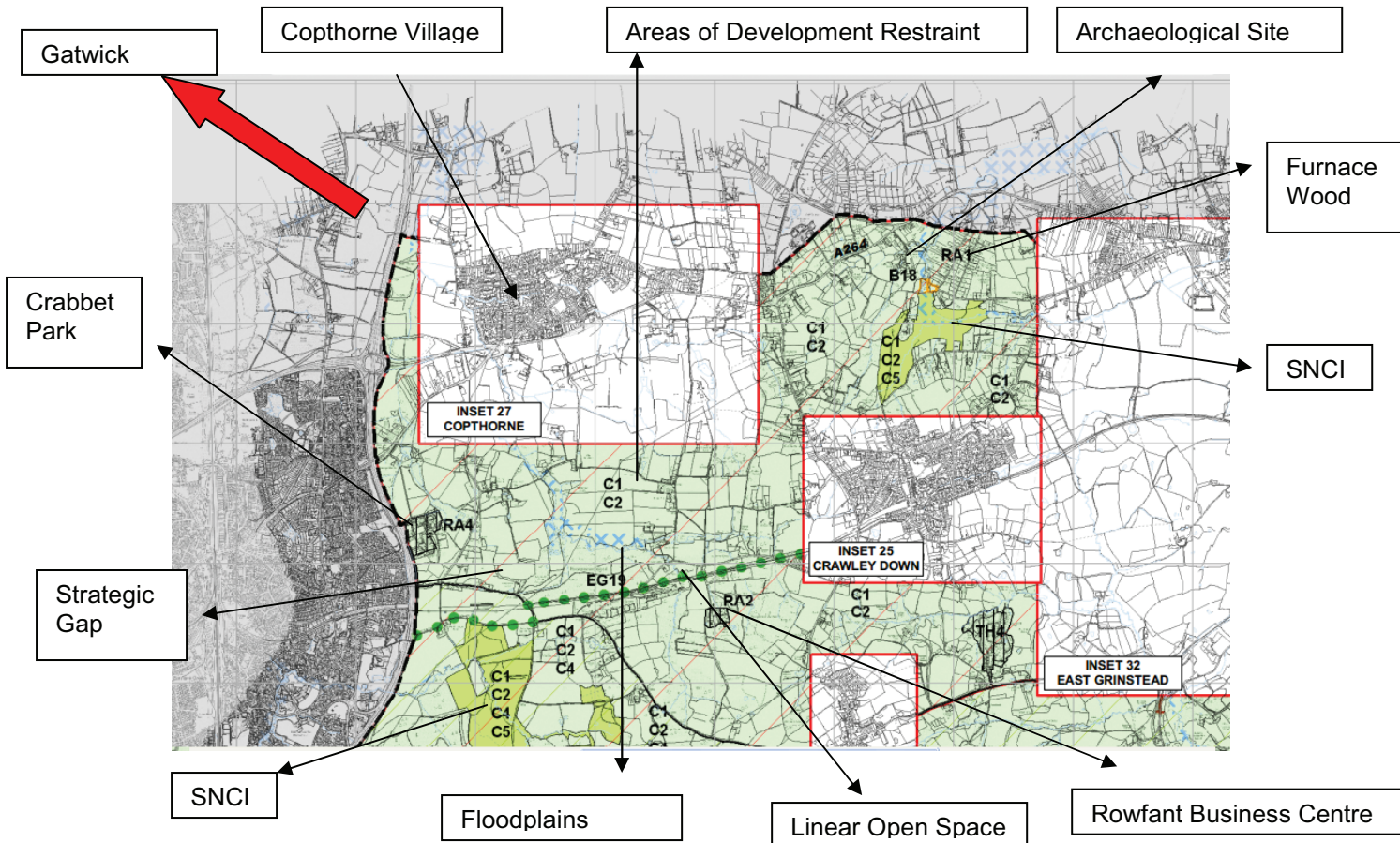
Extract from the Tandridge District Planning Policy Map



APPENDIX 10

An extract from the LDF Proposals Map (February 2008) showing land within Mid Sussex District that is immediately adjacent to Gatwick Airport

Extract from the Mid Sussex LDF Proposals Map (2009)



APPENDIX 11

An extract from the 2007 Proposals Map showing land within Horsham District that is immediately adjacent to Gatwick Airport

Extract from the Horsham Proposals Map (2007)

