



## A Second Runway for Gatwick Appendix

# A15

### Community





## GATWICK R2

UPDATED SCHEME DESIGN  
FOR AIRPORTS COMMISSION  
MAY 2014

## COMMUNITY APPENDIX



May 2014  
Our Ref: OXF8027

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## QUALITY MANAGEMENT

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Date:	<b>8<sup>th</sup> May 2014</b>
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# 1 INTRODUCTION

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- 1.1 This report provides the required outputs, in relation to the updated scheme design, to the Phase 2 appraisal module titled 'Community' as set out in Appendix A, Item 12 of the Airports Commission (the 'Commission') Appraisal Framework, which was published in April 2014.
- 1.2 The objectives of the Community module are *"To manage and reduce the effects of housing loss on local communities; and to reduce or avoid disproportionate impacts on any social group"*.
- 1.3 With regard to the effects on housing, paragraph 12.1 of the Appraisal Framework states that *"The Commission requires proposers to demonstrate that they have minimised these impacts so far as possible"* and at paragraph 12.1 that *"Where the demolition of homes is required, the Commission will examine the community impacts of this, including the potential for severing existing communities and the consequent implications for loss of community cohesion and reduced quality of life"*. The required outputs within the 'Community' module in relation to housing and severance are set out in the Community and Private Assets Report, which is included at Appendix 1 of this report and summarised in Section 2. Additional information on the metric of housing loss is provided in the Place: Land Use and Land Cover Report and a high level assessment of housing and employment is included in the Employment and Housing Technical Report.
- 1.4 The impacts on community and private assets that are identified in Appendix 1 of this report and summarised in Section 2 are based on Gatwick's Masterplan option for a new wide spaced runway to the south of the existing runway and with a new terminal between the runways. For aircraft to access the existing terminals from the proposed new runway aircraft would have to taxi across the existing runway. Gatwick's Masterplan submission also identifies a possible alternative solution which includes taxiways around the ends of the existing runway which would reduce or eliminate the need for aircraft to cross the existing runway. A summary of how this possible alternative option with the end around taxiways would affect community and private assets is also set out in Section 2.
- 1.5 In addition to the assessment of impacts on housing, the Commission requires the following matters to be assessed:
- The preparation of a local community profile, which *"will identify households at risk of isolation, severance and diminished access, as well as impacts on community identity."* (paragraph 12.9). This profile is summarised in Section 2, with the full report included at Appendix 2 (Community Profile) of this report. The interpretation of the community profile and the prediction of changes to it as required (paragraph 12.9) are contained within the Quality of Life assessment.
  - An equalities screening exercise is also required, informed by the analysis of the Community Profile (paragraph 12.9). The output of this would be *"a qualitative assessment of the risk to households and groups whose situation may change in relation to risk of isolation, severance, diminished access and equality issues"* (paragraph 12.19). This assessment is summarised in Section 2, with the full Equalities Screening Report included at Appendix 3.

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1.6 The Appraisal Framework recognises, at paragraph 12.10, that Community overlaps with other aspects of the appraisal. This report should therefore be read in conjunction with reports on the following topics, in addition to those listed above, which provide information relevant to the Community topic:

- Local economy impacts;
- Surface access ;
- Noise; and
- Quality of Life.

1.7 During the development of the updated scheme design consideration has been taken of existing community resources and, where possible, mitigation measures have been embedded into the scheme where resources or receptors are likely to be affected. These, together with additional mitigation measures, are set out in the Mitigation Strategy.

## 2 SUMMARY OF 'COMMUNITY' ASSESSMENTS

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### Community and Private Assets

- 2.1 An assessment of potential effects on community and private assets arising from the updated scheme design for a second runway at Gatwick Airport has been undertaken. This includes those facilities or receptors within the boundary of the updated scheme design, together with those that are severed by the boundary or which are likely to be affected due to their close proximity to the boundary.
- 2.2 This assessment provides information on the following community and private assets:
- Residential property and local settlements;
  - Community facilities: including doctor's surgeries; hospitals; care homes; community centres; village halls; schools; nurseries/pre-schools; places of worship; and parks, play areas, sports centres etc.;
  - Land used by the community, including common land, town and village greens, fuel and field garden allotments and public open space;
  - Public rights of way (including footpaths, bridleways and restricted byways); and
  - Cycle routes.
- 2.3 A desk based study to identify baseline conditions was undertaken to establish the existing provision of community resources and recreational facilities within the study area. The baseline conditions were also established by undertaking site visits, including visits to features identified from desk top sources.
- 2.4 The updated scheme design predominantly lies to the south and east of the existing airport. No hospitals, doctor's surgeries, primary or secondary schools would be affected by the scheme.
- 2.5 The permanent land take for the scheme would affect some residential properties within the Crawley neighbourhoods of Langley Green, Northgate and Pound Hill North and a small area that lies within Horsham District Council to the south-west of the existing airport. The overall performance of the scheme in relation to the effects of these assets is assessed to be Adverse, although there would be no significant intrusions into the existing urban boundary of Crawley or any of the neighbouring settlements.
- 2.6 There would be no significant changes to vehicular or non-motorised user journeys as a result of the updated scheme design. The proposals, including those relating to surface access, have been designed to ensure that access between settlements is maintained and therefore, the overall performance of the scheme in relation to community severance is assessed to be Neutral.
- 2.7 One care home, two places of worship, one charity facility and four pre-schools/nurseries would be lost as a result of the permanent land take for the scheme. Although there are alternative facilities in the local area, the overall performance of the scheme in relation to

these assets is assessed to be Neutral to Adverse.

- 2.8 The key mitigation measure for many of the receptors identified would be financial compensation for the loss of property. This compensation would be made prior to construction in order to allow residents and operators of facilities to purchase or rent alternative property if required.
- 2.9 A large part of Crawley Rugby Football Club would be located within the boundary of the updated scheme design and would therefore no longer be able to fulfil its existing function. Gatwick would develop mitigation measures for the loss of the rugby club in consultation with relevant consultees, including Crawley Borough Council, Sport England and Crawley Rugby Club to re-provide the facility at a suitable location within or close to Crawley. Given that this is likely to require the construction of new facilities on a green field site, this provides opportunities for the provision of new and updated facilities and therefore represents an opportunity for net gain or enhancement. Taking these mitigation measures into account, the overall performance of the scheme in relation to parks, playing fields and sports facilities is assessed to be Neutral/Supportive.
- 2.10 The northern part of Rowley Wood, identified as natural green space in the Crawley Borough Council Open Space Study, would be within the permanent land take for the updated scheme design. The southern part of the wood and the connecting green space running through the Manor Royal Industrial Estate would not be affected and therefore the overall performance of the scheme in relation this asset is assessed to be Neutral/(Locally) Adverse.
- 2.11 There would be no further loss of land used by the community as a result of the operation of the updated scheme design. However, 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 and therefore the overall performance of the operational scheme in relation to effects on land used by the community is assessed to be Neutral.
- 2.12 There is a network of public rights of way that are located within the boundary of the updated scheme design, including public footpaths and public bridleways, which would be permanently stopped up. However, measures would be incorporated into the scheme to link truncated routes and maintain the connectivity of the remaining local network during the construction and operational phases as far as possible. Depending on the availability of land, this offers an opportunity for mitigation and enhancement through provision of new routes to enhance connectivity. Gatwick would work with the local planning authority to explore any aspirations for future routes and how these might be incorporated. Taking these measures into account, the overall performance of the scheme in relation to public rights of way is assessed to be Neutral/Adverse during construction and Supportive during the operational phase of the scheme.
- 2.13 In relation to cycle routes, there would be some disruption to the traffic-free section of National Route 21 (NR 21) alongside the A23 during the construction phase. Temporary traffic management measures would therefore be put in place to maintain the connectivity of NR 21 during construction. In addition, as part of the updated scheme design a new traffic-

free section of NR 21 would be provided, which would maintain the integrity of this national route and connectivity between settlements to the north and south of the airport on the eastern side. Taking these measures into account, the overall performance of the scheme in relation to cycle routes is assessed to be Neutral during construction and Supportive during the operational phase of the scheme.

- 2.14 The assessment has also considered the potential implications of an alternative Masterplan Scheme that includes the provision of end around taxiways to reduce or eliminate the need for aircraft to cross the existing runway. The additional land take required to provide the end around taxiways would not affect the results of the assessment of the overall performance of the scheme in relation to its effects on community and private assets.

## **Community Profile**

- 2.15 A local community profile for the updated scheme design at Gatwick Airport has been prepared. A community profile not only provides a means to establish changes in community exposure to certain health pathways, but also provides a means to further interpret the distribution and significance of potential health outcomes (both adverse and beneficial) associated with a second runway.
- 2.16 The community profile has drawn on demographic, socio-economic and health data sourced from the Office for National Statistics, the Public Health Observatory, and the West Sussex Joint Strategic Needs Assessment. It incorporates data at the national, regional, county and district level.
- 2.17 The community profile has been written in accordance with the Commission Appraisal Framework, and utilises information from the Indices of Multiple Deprivation.
- 2.18 Overall, the local area exhibits a growing population that is predicted to grow at a rate higher than the national average. Statistics imply that the population of Crawley is relatively young, whilst in the other neighbouring districts there are higher proportions of people aged 45 and over.
- 2.19 The health of the local population is generally better than the national average, exhibiting higher life expectancies, lower mortality rates and lower rates of premature mortality from heart disease, stroke and cancer.
- 2.20 Income, employment and education deprivation remain key issues within Crawley while other neighbouring districts exhibit better employment rates and higher mean weekly earnings than the national average.
- 2.21 Trends in housing affordability indicate that affordable housing may be an issue in much of the area surrounding the proposed development at Gatwick Airport, with the exception of Crawley.
- 2.22 In terms of lifestyle factors, most of the local population exhibits trends similar to or better than the national averages. Crawley has a number of lifestyle factors which differ from the local and national trends: a higher number of obese adults, higher rates of teenage pregnancies, worse sexual health, and a higher rate of violent crime. The rate of road injuries and deaths is worse than the regional and national averages in four out of six of the immediate districts.

## Equalities Screening Exercise

- 2.23 An Equalities Impact Screening exercise has been undertaken to investigate if the updated scheme design for a second runway at Gatwick Airport might have a disproportionate influence upon specific groups i.e. people of different sex and age groups; people with dependents and caring responsibilities; people with a disability; people belonging to all racial, cultural and ethnic groups; people who are pregnant or subject to maternity legislation; people who have a religion or belief, or who do not; people who are gay, lesbian, bisexual and heterosexual or in a Civil Partnership; and people who intend to undergo, are undergoing or have undergone gender reassignment.
- 2.24 The screening process investigated whether there is any activity associated with the updated scheme design that might have the potential to impact upon these specific groups, in order to determine if further equalities impact assessment is relevant, or justify where it is not.
- 2.25 The equalities screening exercise considered the following features associated with the construction and operation of the updated scheme design, together with the potential impacts and how these may affect sensitive community groups.
- Land acquisition and demolition of property;
  - Land clearance and construction activities;
  - Income and employment;
  - The new runway;
  - Surface transport.
- 2.26 The screening exercise concluded that the construction and operation of the updated scheme would not present any disproportionate impact upon sex, race, ethnicity, religion, sexual orientation or sexual preference. On this basis, no further equalities assessment is required.
- 2.27 However, the following recommendations were provided in relation to the wider potential impacts on communities in general and these have been taken forward as commitments by Gatwick in relation to the updated scheme design.
- Work with local facilities to support viable, local relocation that minimises service disruption and where possible enhances service provision.
  - Prepare a Construction Environmental Management Plan (CEMP) to further minimise potential exposure pathways, thereby reducing impacts to all community groups including sensitive receptors. Gatwick has committed to prepare a CEMP which would be implemented alongside other management plans, including an overarching Code of Construction Practice and a Health and Safety Plan for the scheme.
  - Develop a house purchase and support initiative policy to help address potential impacts to wider communities in general.
  - Continue to support local communities and industry through education, training, employment and procurement initiatives to maximise the uptake of local and regional income and employment.

- 
- Investigate local barriers to income and employment uptake, and community support initiatives designed to help overcome such barriers (see the Quality of Life assessment).
  - Investigate the change in community noise exposure and assessment of changes in annoyance; sleep disturbance and cognitive function at schools (see the Noise reports and Quality of Life assessment).

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## **APPENDIX 1 – COMMUNITY AND PRIVATE ASSETS**

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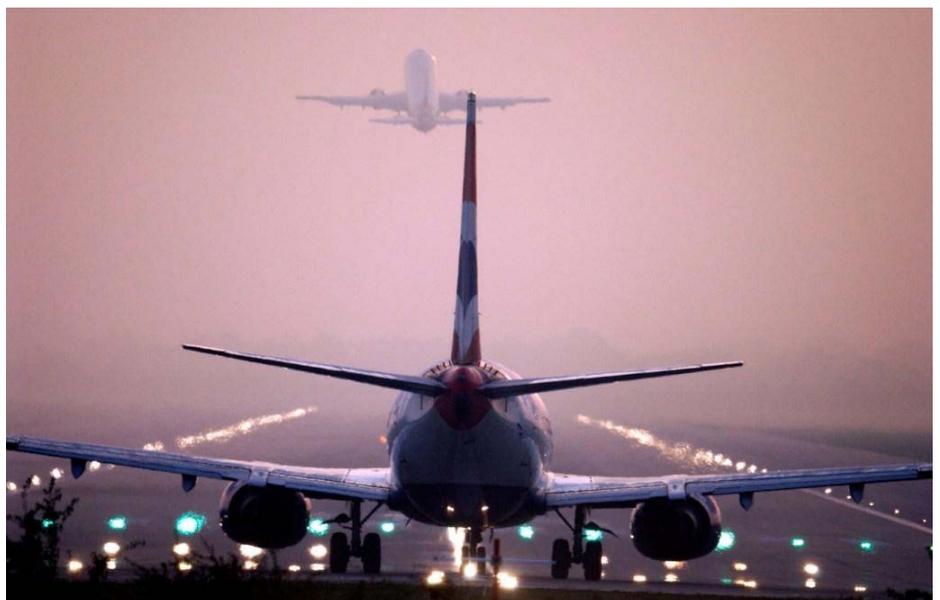




## GATWICK R2

UPDATED SCHEME DESIGN  
FOR AIRPORTS COMMISSION  
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### APPENDIX 1 COMMUNITY & PRIVATE ASSETS REPORT



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## QUALITY MANAGEMENT

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## EXECUTIVE SUMMARY

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- S.1 This report sets out the assessment of potential effects on community and private assets arising from the updated scheme design for a second runway at Gatwick Airport. This includes those facilities or receptors within the boundary of the scheme, together with those that are severed by the boundary or which are likely to be affected due to their close proximity to the boundary.
- S.2 This report forms part of the Community module as defined in the Airports Commission Appraisal Framework and provides information on the following community and private assets:
- Residential property and local settlements;
  - Community facilities: including doctor's surgeries; hospitals; care homes; community centres; village halls; schools; nurseries/pre-schools; places of worship; and parks, play areas, sports centres etc.;
  - Land used by the community, including common land, town and village greens, fuel and field garden allotments and public open space;
  - Public rights of way (including footpaths, bridleways and restricted byways); and
  - Cycle routes.
- S.3 A desk based study to identify baseline conditions was undertaken to establish the existing provision of community resources and recreational facilities within the study area. The baseline conditions were also established by undertaking site visits, including visits to features identified from desk top sources.
- S.4 The updated scheme design predominantly lies to the south and east of the existing airport. No hospitals, doctor's surgeries, primary or secondary schools would be affected by the scheme.
- S.5 The permanent land take for the scheme would affect some residential properties within the Crawley neighbourhoods of Langley Green, Northgate and Pound Hill North and a small area that lies within Horsham District Council to the south-west of the existing airport. The overall performance of the scheme in relation to the effects of these assets is assessed to be Adverse, although there would be no significant intrusions into the existing urban boundary of Crawley or any of the neighbouring settlements.
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- S.7 One care home, two places of worship, one charity facility and four pre-schools/nurseries would be lost as a result of the permanent land take for the updated scheme design. Although

there are alternative facilities in the local area, the overall performance of the scheme in relation to these assets is assessed to be Adverse.

- S.8 The key mitigation measure for many of the receptors identified would be financial compensation for the loss of property. This compensation would be made prior to construction in order to allow residents and operators of facilities to purchase or rent alternative property if required.
- S.9 A large part of Crawley Rugby Football Club would be located within the boundary of the updated scheme design and would therefore no longer be able to fulfil its existing function. Gatwick would develop mitigation measures for the loss of the rugby club in consultation with relevant consultees, including Crawley Borough Council, Sport England and Crawley Rugby Club to re-provide the facility at a suitable location within or close to Crawley. Given that this is likely to require the construction of new facilities on a green field site, this provides opportunities for the provision of new and updated facilities and therefore represents an opportunity for net gain or enhancement. Taking these mitigation measures into account, the overall performance of the scheme in relation to parks, playing fields and sports facilities is assessed to be Neutral/Supportive.
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- S.12 There is a network of public rights of way that are located within the boundary of the updated scheme design, including public footpaths and public bridleways, which would be permanently stopped up. However, measures would be incorporated into the scheme to link truncated routes and maintain the connectivity of the remaining local network during the construction and operational phases as far as possible. Depending on the availability of land, this offers an opportunity for mitigation and enhancement through provision of new routes to enhance connectivity. Gatwick would work with the local planning authority to explore any aspirations for future routes and how these might be incorporated. Taking these measures into account, the overall performance of the scheme in relation to public rights of way is assessed to be Neutral/Adverse during construction and Supportive during the operational phase of the scheme.
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NR 21 during construction. In addition, as part of the updated scheme design a new traffic-free section of NR 21 would be provided, which would maintain the integrity of this national route and connectivity between settlements to the north and south of the airport on the eastern side. Taking these measures into account, the overall performance of the scheme in relation to cycle routes is assessed to be Neutral during construction and Supportive during the operational phase of the scheme.

- S.14 The assessment has also considered the potential implications of an alternative Masterplan Scheme that includes the provision of end around taxiways to reduce or eliminate the need for aircraft to cross the existing runway. The additional land take required to provide the end around taxiways would not affect the results of the assessment of the overall performance of the scheme in relation to its effects on community and private assets.

# 1 INTRODUCTION

---

- 1.1 This report sets out the assessment of potential effects on community and private assets arising from the updated scheme design for a second runway at Gatwick Airport. This includes those facilities or receptors within the boundary of the updated scheme design, together with those that are severed by the boundary or which are likely to be affected due to their close proximity to the boundary.
- 1.2 The impacts on community and private assets that are identified in this report are based on Gatwick's Masterplan option for a new wide spaced runway to the south of the existing runway and with a new terminal between the runways. For aircraft to access the existing terminals from the proposed new runway aircraft would have to taxi across the existing runway. Gatwick's Masterplan submission also identifies a possible alternative solution which includes taxiways around the ends of the existing runway which would reduce or eliminate the need for aircraft to cross the existing runway. Appendix 1 of this report summarises how this possible alternative option with the end around taxiways would affect the results of this assessment.
- 1.3 This report provides information on the following community and private assets:
- Residential property and local settlements;
  - Community facilities: including doctor's surgeries; hospitals; care homes; community centres; village halls; schools; nurseries/pre-schools; places of worship; and parks, play areas, sports centres etc.;
  - Land used by the community, including common land, town and village greens, fuel and field garden allotments and public open space;
  - Public rights of way (including footpaths, bridleways and restricted byways); and
  - Cycle routes.
- 1.4 The issue of severance of community and private assets as a result of the updated scheme design is also considered.
- 1.5 This report should be read in conjunction with the other Community reports that provide additional information on the local community profile (see Community Profile Report) and the location of concentrations of potentially vulnerable groups (see the Equalities Impact Assessment Report).
- 1.6 There is also a cross-reference with the Place: Land Use and Land Cover Report, which provides areas and/or numbers of residential properties and community facilities affected by the updated scheme design.
- 1.7 The land take boundary for the updated scheme design is shown on Figure 1. It comprises an extension of the existing airport to the south towards Crawley and includes within the boundary the land required for the operational airport, together with associated surface access corridors and river diversions. Consideration has been taken of existing community

and private assets in the development of the updated scheme design and, where possible, mitigation measures have been embedded into the scheme where resources or receptors are likely to be affected. These, together with additional mitigation measures, are set out in the Mitigation Strategy..

## 2 METHODOLOGY

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### Relevant Guidance

#### The Appraisal Framework

- 2.1 The Community and Private Assets Report forms part of the Community Appendix which addresses matters under the Community appraisal module as set out in the Commission's Appraisal Framework. This report describes the effects on the availability and nature of use of community and private assets as a result of the updated scheme design for a second runway at Gatwick Airport.

#### Other Relevant Guidance

- 2.2 There is relatively little guidance available in relation to the assessment of community effects, compared to other environmental topic areas. However, the following sections of the Design Manual for Roads and Bridges (DMRB) provide guidance on the assessment of transport schemes and have been considered, where appropriate:
- DMRB Section 11.3.6 'Land Use', Highways Agency et al (2001), in relation to community resources and residential properties;
  - DMRB Section 11.3.8 'Pedestrians, Cyclists, Equestrians and Community Effects', Highways Agency et al (1993), in relation to recreational facilities for non-motorised users (MNU) and community severance; and
  - WebTAG (TAG Unit A4.1 Social Impact Appraisal: Severance) guidance on community severance.

### Study Area

- 2.3 A study area has been developed for this topic which includes the boundary of the updated scheme design. Where community facilities are severed by the boundary or where affected facilities, such as public rights of way, link to other resources outside this study area, they have been included in the description of the baseline environment and where appropriate, the assessment of effects.

### Data Sources

- 2.4 A desk based study to identify baseline conditions was undertaken to establish the existing provision of community resources and recreational facilities within the study area. This utilised the following data sources:
- Ordnance Survey mapping;
  - Definitive map of public rights of way (PRoW);
  - Ordnance Survey (OS) MasterMap Address Layer<sup>1</sup> data;

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<sup>1</sup> OS MasterMap Address Layer provides addresses, both postal & geographic, each with their own unique reference number, with geographic coordinates and cross-referenced to physical features within OS MasterMap & to other address references.

- Registers of Common Land, Town and Village Greens;
- OS Points of Interest data;
- Crawley Borough Council web based data at [www.crawley.gov.uk](http://www.crawley.gov.uk);
- Natural England website at [www.naturalengland.org.uk](http://www.naturalengland.org.uk);
- National Health Service web based data at [www.nhs.uk](http://www.nhs.uk);
- Care Quality Commission web based data at [www.cqc.org.uk](http://www.cqc.org.uk);
- Sustrans web based data at [www.sustrans.org.uk](http://www.sustrans.org.uk);
- Sport England website at [www.sportengland.org](http://www.sportengland.org);
- Woodland Trust website at [www.woodlandtrust.org.uk](http://www.woodlandtrust.org.uk); and
- Community and recreational data available from local authority and web resources, as stated.

2.5 The community and private assets baseline conditions were also established by undertaking site visits, including visits to features identified in the OS Points of Interest data and features mapped from other desk top sources.

### **Consultation**

2.6 A meeting was held with Crawley Borough Council on 6<sup>th</sup> February 2014 to discuss recreational and open space resources used by the local community. Following this meeting the Council provided data on open space and recreational facilities in the borough, together with information relating to Crawley Rugby Club and Willoughby Fields.

### **Assessment Criteria**

2.7 The assessment of potential effects during the construction and operation of the updated scheme design on community facilities takes account of the sensitivity of receptors and the magnitude of impacts as outlined below.

### **Sensitivity of Receptor**

2.8 The value or sensitivity of community facilities relates to the importance of the facility together with its sensitivity to change and the assessment uses the categories of sensitivity/value (i.e. very high, high, medium, low or negligible) set out in Table 1 below.

**Table 1: Sensitivity of Receptor**

Sensitivity or value	Typical descriptors
Very High	Very high importance and rarity, international scale and very limited potential for substitution.
High	High importance and rarity, national scale, and limited potential for substitution.
Medium	High or medium importance and rarity, regional scale, limited potential for substitution.
Low	Low or medium importance and rarity, local scale.
Negligible	Very low importance and rarity, local scale.

**Magnitude of Impact**

2.9 The magnitude (or scale) of change (adverse or beneficial) on community facilities is described using the levels of impact in Table 2 below.

**Table 2: Magnitude of Impact**

Magnitude of Impact	Typical criteria descriptors
High	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements (Adverse). Large scale or major improvement of resource quality; extensive restoration or enhancement; major improvement of attribute quality (Beneficial).
Medium	Loss of resource but not adversely affecting the integrity of resource; partial loss of/damage to key characteristics, features or elements (Adverse). Benefit to, or addition of, key characteristics, features or elements; improvement of attribute quality (Beneficial).
Low	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements (Adverse). Minor benefit to, or addition of, one (maybe more) key characteristics, features or elements; some beneficial impact on attribute or a reduced risk of negative impact occurring (Beneficial).
Negligible	Very minor loss or detrimental alteration to one or more characteristics, features or elements (Adverse). Very minor benefit to or positive addition of one or more characteristics, features or elements (Beneficial).
No Change	No loss or alteration of characteristics, features or elements; no observable impact in either direction.

**Residential Development**

- 2.10 There is no recognised scale for defining sensitivity of residential properties. The DMRB sets out details of the approach to assessment for demolition of property for road schemes. This approach is based on identification of the number of properties affected.

**Community Severance**

- 2.11 The DMRB and WebTAG provide guidance on the approach to assessing community severance. These use the following categories:

Assessment Level	Example
Neutral	<p>Little or no hindrance to pedestrian movement (WebTAG)</p> <p>Where any increases in severance are broadly balanced by relief of severance (WebTAG)</p>
Slight	<p>In general the current journey pattern is likely to be maintained, but there will probably be some hindrance to movement (e.g. journeys will be increased by up to 250 m)) (DMRB)</p> <p>All people wishing to make pedestrian movements will be able to do so, but there will probably be some hindrance to movement (WebTAG)</p> <p>The total number of people affected across all levels of severance is low (e.g. less than 200 per day) (WebTAG)</p>
Moderate	<p>Some residents, particularly children and elderly people, are likely to be dissuaded from making trips. Other trips will be made longer or less attractive (e.g. journeys will be increased by 250 – 500 m)) (DMRB)</p> <p>Pedestrian journeys will be longer or less attractive; some people are likely to be dissuaded from making some journeys on foot (WebTAG)</p> <p>The total number of people affected across all levels of severance is moderate (e.g. 200 – 1,000 per day) (WebTAG)</p>
Severe	<p>People are likely to be deterred from making trips to an extent sufficient to induce a re-organisation of their habits, This would lead to a change in the location of centres of activity or in some cases to a permanent loss to a particular community. Alternatively, considerable hindrance will be caused to people trying to make their existing journeys (e.g. journeys will be increased by over 500 m)) (DMRB)</p> <p>People are likely to be deterred from making pedestrian journeys to an extent sufficient to induce a reorganisation of their activities. In some cases, this could lead to a change in the location of centres of activity or to a permanent loss of access to certain facilities for a particular community. Those who do make journeys on foot will experience considerable hindrance (WebTAG)</p> <p>The total number of people affected across all levels of severance is high (e.g. more than 1,00 per day) (WebTAG)</p>

- 2.12 This scale has been taken into account in the consideration of community severance, where relevant to proposed airport development.

**Assessment of Overall Performance**

2.13 The sensitivity of the receptor and the magnitude of impact are identified separately and contribute to the assessment of overall performance. This assessment is based on professional judgement and the approach set out in the Appraisal Framework (paragraph 5.24) and the following scale of effects based on that proposed by the Commission:

<b>Highly supportive:</b> positive impacts are substantial, or substantially accelerate an improving trend, or substantially decelerate a declining trend.
<b>Supportive:</b> positive impacts are notable, or accelerate an improving trend, or decelerate a declining trend.
<b>Neutral:</b> no impacts, or on balance (taking account of positive and negative impacts) a neutral outcome occurs.
<b>Adverse:</b> negative impacts are notable, or decelerate an improving trend, or accelerate a declining trend.
<b>Highly adverse:</b> negative impacts are substantial, or substantially decelerate an improving trend, or substantially accelerate a declining trend.

## 3 BASELINE CONDITIONS

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### Planning Context

#### National Planning Policy Framework (March 2012)

- 3.1 Section 8 of the National Planning Policy Framework 'Promoting healthy communities' sets out how planning policy should deliver the social, recreational and cultural facilities and services the community needs, including planning for the provision of community facilities and guarding against the unnecessary loss of valued facilities and services (paragraph 70).

#### Crawley Borough Leisure Space Audit 2002

- 3.2 This audit was carried out in 2002 and provides details of the level of provision for all leisure space in the Borough on a neighbourhood basis and a comparison of this against the standards set out in the policies in the adopted Local Plan extant at that time, together with the guidance outlined by the National Playing Field Association (NPFA).
- 3.3 The boundary of the updated scheme design predominantly affects the Crawley neighbourhoods of Langley Green, Pound Hill North and Northgate. The audit showed that Langley Green met and exceeded NPFA standards in respect of outdoor sports provision and children's equipped play space but that there was a significant shortfall in terms of informal play space provision. At both Pound Hill North and Northgate the audit showed that there was a shortfall in outdoor sports provision and a shortfall in children's play space at Northgate. At Pound Hill North children's play space provision exceeded NPFA standards and both neighbourhoods met or exceeded standards in relation to children's equipped play space.

#### Crawley Borough Council Playing Pitch Strategy (April 2005)

- 3.4 The summary report of Crawley Borough Council Playing Pitch Strategy for Outdoor Sports (April 2005) is one of the documents listed as a study that has supported the adopted Core Strategy, under the topic of Infrastructure and Community Services. The key objectives of the study were, *inter alia*, to update the 2002 quantitative assessment of sports pitch provision described above, to provide a qualitative assessment of standards of pitch provision in Crawley and to develop an investment strategy for the improvement and / or disposal of sports pitch sites and pavilions.
- 3.5 Updated figures based on 2006 population estimates and a range of other factors indicated that the position in Langley Green had not changed, but that the positions in Pound Hill North and Northgate had worsened. However, the qualitative analysis and action plan were not completed.
- 3.6 Subsequently, a Playing Pitch Study reported in May 2013. This study set out action items on a neighbourhood basis which included the following:
- Langley Green - Whilst there is a surplus of outdoor sports space, with Cherry Lane being a good hub site, there is also a deficit of amenity, natural and parks and gardens space. Therefore, it is felt that existing provision within the neighbourhood should be protected, allowing consideration to be given to the overall balance of provision

between different types of open space (whilst there is a deficit of natural space there is also a good network of public rights of way into countryside which is close to many residents).

- Northgate - An important new housing site will be in the town centre, where it is unlikely outdoor sports can be provided on site. New provision off site within suitable distances would also be problematic due to lack of space. The proximity of Southgate playing fields in Furnace Green, West Green pitches and Cherry Lane pitches may be the nearest opportunities for off-site contributions to be invested in conventional sports pitches (although ball courts and multi-use games areas (MUGAs) would be an appropriate form of provision in areas of high density development).
- Pound Hill - There is a major development proposed for the northern part of this neighbourhood [North-East Sector], and it is recommended that new open space is provided on site as part of the development. The quantity of open space provided should be in line with the recommended standards in this study.

### **Crawley Borough Council Draft Playground Strategy**

- 3.7 The adopted Core Strategy Evidence Base also includes a draft playground strategy for the Boroughs unsupervised play areas, which was prepared to enable clear policies on play area provision to be established. In terms of existing play opportunities, the draft strategy showed that there was good provision in Ifield but Langley Green was less well served.
- 3.8 The aim for each neighbourhood is set out and includes the following provision for Langley Green, Northgate and Pound Hill North:

#### ***Langley Green***

- To maintain the Cherry Lane Adventure Playground (Neighbourhood Equipped Area for Play (NEAP)) and the Paddling Pool at Cherry Lane;
- To develop a Local Equipped Area for Play (LEAP) at either Langley Green neighbourhood centre or Medlar Close.

#### ***Northgate***

- To maintain and enhance Northgate Playing Field to NEAP standard and maintain Memorial Gardens LEAP.

#### ***Pound Hill North***

- To maintain Wakehams Green LEAP and enhance Grattons Park to a NEAP.

### **Crawley Borough Council Open Space, Sport and Recreation Study 2014-2029**

- 3.9 Part 1 of this 'Open Space Study' sets out the assessment of the current and future needs for open space across the borough. It shows that in Langley Green there is a sufficient supply of parks and recreation grounds and children's and youth play space, but an under supply of allotments, amenity green space and natural green space. By contrast, in Northgate it shows a sufficient supply of allotments, amenity green space and natural green space but an under supply of parks and recreation grounds and children's and youth play space. In Pound Hill it shows that there is a sufficient supply of parks and recreation grounds and natural green

space but an under supply of allotments, amenity green space and natural green space and children's and youth play space.

3.10 The following strategic recommendations are made in the study:

- 1) Existing provision should be protected unless it can be proved it is not required;
- 2) Existing provision should be enhanced both quantitatively and qualitatively;
- 3) Opportunities for re-location/re-designation of open space may be possible, especially if this will enhance its quality or accessibility for existing users, or use land which is not suitable for another purpose;
- 4) New provision may be required where there is a new development and a planned increase in population, and/or an existing deficiency in supply or access to facilities exists.

#### **Horsham District Council – Local Development Framework - Core Strategy 2007**

3.11 That part of the updated scheme design to the south-west of the existing airport, including Bonnets Lane, is located in the district of Horsham. Policies within the adopted Core Strategy for the district relevant to this topic comprise:

- Policy CP14 'Protection and Enhancement of Community Facilities and Services' which states that development proposals that would result in the loss of community facilities and services will be resisted and that certain considerations apply to the loss of open space, sport and recreation facilities.

#### **Key Project Parameters**

3.12 This assessment is based on the proposed operational boundary for the updated scheme design.

#### **Baseline Conditions**

3.13 The current baseline conditions relating to community and private assets are provided under the following headings and shown on Figure 1:

- Residential property and settlements;
- Doctor's surgeries, hospitals and care homes;
- Schools, pre-schools and nurseries;
- Places of worship;
- Other community resources, including village/community halls;
- Parks, playing fields and sports facilities;
- Land used by the community, including common land, town and village greens, fuel and field garden allotments and public open space;
- Public rights of way (including footpaths, bridleways and restricted byways); and

- Cycle routes.

### **Residential Property and Settlements**

- 3.14 The updated scheme design predominantly lies to the south and east of the existing airport. The settlements of Hookwood and Horley to the north would be unaffected by the expanded boundary. Some additional land would be required towards the settlement of Charlwood to the north-west but would not impinge upon the settlement itself.
- 3.15 The eastern expansion of the airport, including the re-alignment of the A23, would affect some residential properties at Tinsley Green in the Crawley neighbourhood of Pound Hill North. These would predominantly be located along the B2036 Balcombe Road; the B2037 Antlands Lane; Radford Road; Fernhill Road; Peeks Brook Lane and Donkey Lane.
- 3.16 To the south of the airport lies the town of Crawley and the updated scheme design would affect some residential properties, predominantly in the neighbourhoods of Langley Green and Northgate, which lie beyond the existing urban edge. Langley Green is located towards the northwest of the town, with Northgate directly to the north of Crawley town centre. In both neighbourhoods property development started in the early 1950s as part of the new town development.
- 3.17 To the south-west of the airport, residential properties along Bonnetts Lane and some along Charlwood Road would be located within the boundary of the updated scheme design. These are located in the district of Horsham in West Sussex.

### **Doctors' Surgeries, Hospitals and Care Homes**

#### ***Doctors' Surgeries***

- 3.18 No doctor's surgeries are located within the boundary of the updated scheme design.

#### ***Hospitals***

- 3.19 There are hospitals to the north and west of the existing airport and outside the boundary of the updated scheme design. To the south of the existing airport, Langley Green Hospital provides mental health, learning disability and substance misuse hospital services and is located on Martyrs Avenue in Langley Green outside the boundary of the updated scheme design. There would be no impacts on access to these facilities. Access to East Surrey Hospital at Redhill to the north of the existing airport, which provides emergency, maternity, children's and complex services, has also been considered and traffic modelling indicates that there would be no increases in journey times to this facility as a result of the updated scheme design.

#### ***Care Homes***

- 3.20 There are a number of care homes in Horley, Charlwood and Ifield outside the study area. Only one facility, Trent House care home, is located within the boundary of the updated scheme design. This care home is located on Balcombe Road in Horley (RH6 9SW) and is shown on Figure 1.
- 3.21 The former Gatwick Grove care home, which was located at Poles Lane, Lowfield Heath, Crawley was sold by auction in December 2013 and appears to have been converted into a

private dwelling.

### **Schools, Pre-schools and Nurseries**

3.22 The following schools and pre-schools are located within the boundary of the updated scheme design as shown on Figure 1:

- Charlwood House Day Nursery is located at Charlwood House, Charlwood Road, Lowfield Heath, Crawley RH11 0QA to the immediate south of the existing airport and within the boundary of the updated scheme design. It is a day nursery for children of three months to five years, with holiday club for 4–11 year olds. (Source: <http://www.charlwood-house.co.uk> - accessed March 2014);
- Cranbrook Independent Nursery and Pre-school operates from a number of locations around the existing airport. Ivy Cottage, Balcombe Road, Horley (RH6 9SW) lies to the east of the existing airport within the boundary of the updated scheme design and the Children's House on Horley Road, Charlwood is located within the existing northern boundary of the airport. Acorn Cottage on Antlands Lane West, Shipley Bridge, Horley (RH6 9TE) is located just outside the boundary of the updated scheme design to the west of the M23. (Source: <http://www.cranbrooknursery.co.uk> -accessed March 2014);
- Kid Co Ltd, Day Nursery at Inger Cottage, Balcombe Road, Horley RH6 9SW is located to the east of the existing airport within the boundary of the updated scheme design. It is a day nursery for 113 children aged 0 -2 and is open all year; and
- Brookfield Day Nursery and Holiday Club is located at Brookfield House, London Road, Crawley within the boundary of the updated scheme design and is accessed from the A23.

### **Places of Worship**

3.23 St Michael and All Angels Church and associated graveyard at Lowfield Heath is located among warehouses, depots and light industrial units to the immediate south of the existing airport and within the boundary of the updated scheme design as shown on Figure 1. The building, which has Grade II\* listed status, was built by the Gothic Revival architect William Burges in 1867 and is the only building remaining in the former village from the era before the airport existed.

3.24 The last Anglican service was held at St Michael and All Angels in 2004. The church reopened in 2008 as a Seventh-day Adventist place of worship. It is presently known as Horley Gatwick - Seventh-day Adventist Church. Services are held every Saturday, together with Bible studies and Bible workshops.

3.25 The Shree Swaminarayan Temple (I.S.S.O) is located to the south of the airport on Bonnetts Lane within the boundary of the updated scheme design.

### **Other Community Resources**

3.26 Outreach 3 Way is a Sussex-based charity supporting people with learning disabilities. It offers residential care, supported living services, one to one support and complex needs care and the Day Service in Crawley provides sports, arts and outdoor environment activities. It is located at Ifield Hall in Langley Green to the south-west of the existing airport and within the

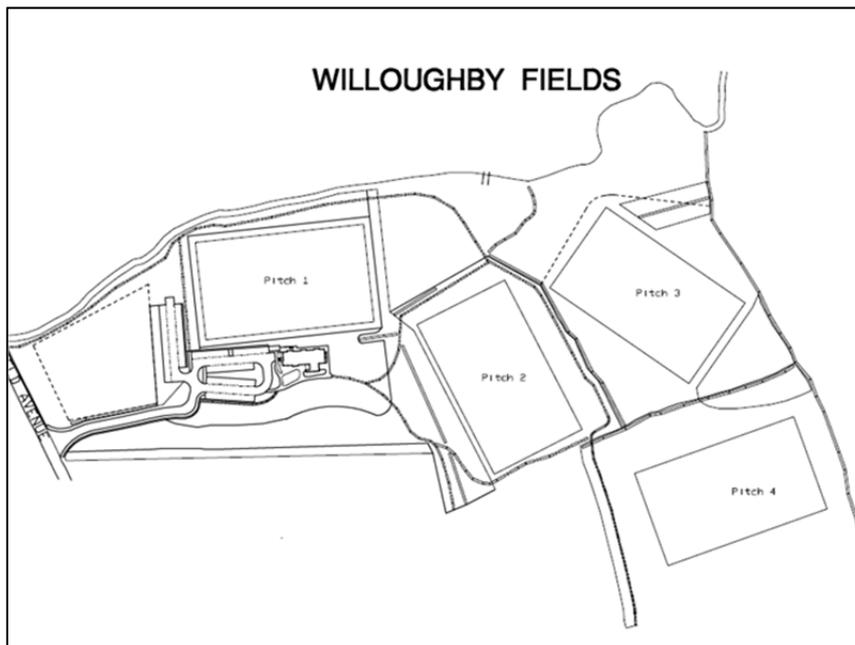
boundary of the updated scheme design. The charity's website <http://www.outreach3way.org/home> (accessed August 2013) states that 'We support more than 140 people with learning disabilities each week at our Day Centre in Ifield. We manage a range of homes and supported living options. With 220 staff, we support over 500 people with learning disabilities.'

- 3.27 The Apple Tree Centre is located to the south-west of the existing airport and is outside the boundary of the updated scheme design. It is accessed from Ifield Avenue at Langley Green. It is run by the Gurjar Hindu Union which was established in 1968 and is a minority ethnic led charitable organisation serving Crawley. It is a volunteer led charity.
- 3.28 There are no village or community halls located within the boundary of the updated scheme design.

### **Parks, Play Areas, Sports Centres etc.**

#### ***Crawley Rugby Club***

- 3.29 Crawley Rugby Football Club is situated at Willoughby Fields to the south of the existing airport (see Figure 2 below). It was relocated by Crawley Borough Council to its current home in 1993. A large part of this facility is located within the boundary of the updated scheme design.



**Figure 2: Crawley Rugby Club facilities at Willoughby Fields**

*Source: Crawley Borough Council website (accessed September 2013).*

- 3.30 The Club's website <http://www.pitchero.com/clubs/crawleyrfc> (accessed August/September 2013) provides information about the facilities at the Club, which include four pitches, car park, eight changing rooms with showers, a weights room and a clubhouse with a bar. It is also stated that the main pitch is of good quality and the other pitches are average to good. The clubhouse is available to hire for social or business purposes. Pool matches are played every Wednesday and darts matches played on Friday nights from October onwards. Mini

and Youth teams play and train at the club on Sunday mornings and seniors training evening is on Tuesdays or Thursdays. Crawley RFC have a Youth Development Officer funded by the club, local sponsors and Crawley Borough Council with the objective of fostering and developing the game of rugby union with children in the local community. The site is also of interest for biodiversity and further details are provided under Module 7 'Biodiversity'.

- 3.31 The Cherry Lane sports and recreation facilities in Langley Green to the south of the existing airport and to the west of the County Oak Industrial Estate, lie just to the south of the updated scheme design boundary. The following sports facilities are available at Cherry Lane:
- Grass playing fields, of generally good quality, comprising five Senior and two Junior Football Pitches (home of Cherry Lane Football Club);
  - Two Cricket Squares (home to Crawley Eagles Cricket Club – colts, youth and adult teams (<http://www.crawleyeaglescc.co.uk>)), together with clubhouse facilities;
  - Bowling Green, the home of Crawley Town Bowling Club - the club is open Monday evenings (Club Night) 5.30 pm to 8.00 pm, and all other days from 12 noon onwards;
  - Tennis courts;
  - Cherry Lane Adventure Playground.

#### **Land Used by the Community**

- 3.32 There are no town and village greens, or fuel and field garden allotments located within the boundary of the updated scheme design.
- 3.33 Rowley Wood, located to the east of Crawter's Brook in the Northgate neighbourhood of Crawley, is identified as natural green space in the Crawley Borough Council Open Space Study. The wood lies to the south of the existing airport and to the immediate north and west of the built-up area boundary of Crawley, and is within the boundary of the scheme. Rowley Wood is a heavily wooded Site of Nature Conservation Importance.
- 3.34 An area of common land known as Ifield Wood Common is located to the immediate west of the updated scheme design boundary and comprises 27.92 hectares of Registered Common Land (unique ID 17622 and Common Land Number CL15), which lies to the south-west of the existing airport, predominantly to the south of Charlwood Road. It is also designated as 'Access Land' (combined Open Country and Registered Common Land) under the Countryside and Rights of Way Act 2000 (CRoW). It appears on the conclusive CRoW map created on 08/09/2005 within Mapping Area 1. The registration authority is West Sussex County Council. The woodland predominantly comprises mature oak with ash and some sycamore and a dense understorey which makes unrestricted access difficult. It does not appear that the woodland has been actively managed in recent years, although signage near to the confluence of public footpaths and the local road suggest that some management is being undertaken by the 'Ifield Wood Conservation Volunteers'. This wooded common would be within the approach surfaces of the proposed new runway and would lie to the west of the surface access proposals for the re-alignment of a section of Charlwood Road.

#### **Public Rights of Way**

- 3.35 There is a network of public rights of way that are located within the boundary of the updated

scheme design, including public footpaths and public bridleways as shown on Figure 3. The Sussex Border Path, which lies to the north and west of the existing airport, is a long distance walking route of around 240 km (150 miles) around the inland boundary of the county of Sussex. It lies within the northern boundary of the existing airport but would not be within the boundary of the scheme.

- 3.36 To the north, west and south-west of the of the existing airport most of the public rights of way comprise public footpaths, providing pedestrians links between local settlements and hamlets including Charlwood, Hookwood, Norwood Hill, Russ Hill, Rusper and Ifieldwood. There a few public bridleways. Byways run along Pudding Lane to the North of Charlwood and along part of Beggarshouse Lane between Stan Hill and Cidermill Road at Cudworth.
- 3.37 To the south and east of the existing airport, and within the boundary of the updated scheme design, there is a mix of public footpaths and public bridleways in the Langley Green, Northgate and Pound Hill North neighbourhoods. Public bridleways include the route (348Sy West Sussex), which runs along the track near Charlwood House to the A23 and the bridleway running past Rowley Farm.

#### **Cycle Routes**

- 3.38 There are a number of national and local cycle routes around the existing airport, including National Route 21 (NR 21), the Downs and Weald Cycle Route, which runs south from Greenwich and out of London to Crawley, and onwards via East Grinstead to Eastbourne. The traffic-free section alongside the A23 to the east of the existing airport is within the boundary of the updated scheme design.

#### **Future Baseline Conditions**

- 3.39 Development is proposed adjacent to Balcombe Road and Radford Road to the south east of the updated scheme design. This new development is known as Crawley North East Sector or Forge Wood. The consented development includes up to 1,900 new homes and associated facilities. None of the new development would fall within the scheme boundary. However, it would connect Crawley with Tinsley Green. The Forge Wood development is anticipated to provide community facilities for the new housing, including a primary school, local centre, community centre, health centre, retail space and parkland.
- 3.40 No other likely changes to the community and private assets baseline conditions are known or anticipated at this time, or likely changes to the baseline conditions.

## 4 SCHEME ASSESSMENT AND MITIGATION

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### Assessment of Construction Effects Without Mitigation

- 4.1 An assessment of the likely construction effects on community and private assets, based on the information known to date, is set out below.

#### Permanent Land Take Effect - Residential Property and Settlements

- 4.2 The work undertaken under the 'Place' topic module provides details of the loss of residential properties within the boundary of the updated design scheme, using Address Point data. This shows that 163 residential addresses would be affected. These properties are within the Crawley neighbourhoods of Langley Green, Northgate and Pound Hill North and a small area that lies within Horsham District Council to the south-west of the existing airport. There would be no significant intrusions into the existing urban boundary of Crawley or any of the neighbouring settlements.
- 4.3 There is no recognised scale for defining sensitivity of residential properties. The approach taken by the DMRB is typically to identify the number of properties affected. The magnitude of impact on properties is considered to be High given the number affected and that residents would be required to move to alternative accommodation. Taking these factors into consideration the overall performance of the scheme in relation to effects on residential property before mitigation is assessed to be **Adverse**.

#### Community Severance

- 4.4 There would be no significant changes to vehicular or non-motorised user journeys as a result of the updated scheme design. The proposals, including those relating to surface access, have been designed to ensure that access between settlements is maintained. Access between those settlements to the north (Horley, Hookwood and Charlwood) of the airport and those to the south (Crawley, Ifieldwood) would be maintained through the re-alignment of the A23 and links between this road and Charlwood Road to the west. There would be minor re-alignment to Charlwood Road to the north-west of Crawley but this would not have a significant impact on journey times. Non-motorised access to remaining residential properties and community facilities would not be affected and the surface access proposals would provide additional resources to maintain and enhance the local network. The magnitude of impact on community severance is therefore considered to be Slight. Taking these factors into consideration the overall performance in relation to community severance before mitigation is assessed to be **Neutral**.

#### Permanent Land Take - Doctor's Surgeries, Hospitals and Care Homes

- 4.5 No doctor's surgeries or hospitals would be affected by the construction of the updated scheme design. There would therefore be **no effect** on doctor's surgeries or hospitals.
- 4.6 One care home at Trent House on Balcombe Road to the east of the existing airport would be lost as a result of the construction of the scheme. This home provides care without nursing and specialises in providing accommodation for persons who require nursing or personal care, those with learning disabilities, and caring for adults under 65 years. There are alternative facilities in the local area, including those operated by the company who run Trent

House.

- 4.7 The sensitivity of this resource is assessed to be Low i.e. of low to medium importance and rarity at a local scale and where it forms part of a wider resource and alternative facilities are available in the local area. The magnitude of impact is assessed to be Medium i.e. the loss of a resource but without loss of integrity of the care resource network. Taking these factors into consideration the overall performance of the scheme in relation to effects on care homes is assessed to be **Neutral/ (Locally) Adverse**.

#### **Permanent Land Take - Schools, Pre-schools and Nurseries**

- 4.8 No primary or secondary schools would be affected by the updated scheme design. There would therefore be **no effect** on primary or secondary schools.
- 4.9 The following four pre-schools/nurseries would be lost as a result of permanent land take during the construction of the scheme:
- Charlwood House Day Nursery which is located at Charlwood House, Charlwood Road, Lowfield Heath, Crawley;
  - Cranbrook Independent Nursery and Pre-school at Ivy Cottage, Balcombe Road, Horley;
  - Kid Co Ltd, Day Nursery at Inger Cottage, Balcombe Road, Horley; and
  - Brookfield Day Nursery and Holiday Club at Brookfield House, London Road, Crawley.
- 4.10 The following two facilities, which are located within or very close to the boundary of the existing airport or the updated scheme design would be unaffected and remain operational:
- Cranbrook Independent Nursery and Pre-school at the Children's House on Horley Road, Charlwood; and
  - Cranbrook Independent Nursery and Pre-school at Acorn Cottage on Antlands Lane West, Shipley Bridge, Horley.
- 4.11 The sensitivity of these resources is assessed to be Low i.e. of low to medium importance and rarity at a local scale, readily able to relocate. The magnitude of impact is assessed to be High i.e. the loss of a number of resources around the airport boundary. However, it is noted that there are alternative facilities available. Taking these factors into consideration the overall performance of the scheme in relation to effects on pre-schools and nurseries is assessed to be **Adverse**.

#### **Permanent Land Take - Places of Worship**

- 4.12 The following places of worship would be lost as a result of the updated scheme design:
- St Michael and All Angels Church and associated graveyard at Lowfield Heath; and
  - The Shree Swaminarayan Temple on Bonnetts Lane.
- 4.13 St Michael and All Angels Church is currently a Seventh-day Adventist place of worship and there are no alternative facilities around Crawley. There are other Hindu temples and places

of worship in the locality.

- 4.14 The sensitivity of these resources is assessed to be Medium, since they are important not only at a local scale but also serve a wider population. The magnitude of impact is assessed to be High i.e. the loss of resources. Taking these factors into consideration the overall performance of the scheme in relation to effects on places of worship is assessed to be **Adverse**.

#### **Permanent Land Take - Other Community Resources**

- 4.15 The Outreach 3 Way would be lost as a result of the updated scheme design. This facility is one of a number of homes and supported living options provided by this Sussex based charity, including some in Crawley.
- 4.16 The sensitivity of these resources is assessed to be Low, since they serve people at a local level and alternative local facilities are available. The magnitude of impact is assessed to be Medium i.e. there would be a loss of a resource but alternative resources within the same organisation are available locally. Taking these factors into consideration the overall performance of the scheme in relation to the effect on Outreach 3 Way is assessed to be **Neutral/ (Locally) Adverse**.

#### **Permanent Land Take - Parks, Playing Fields and Sports Facilities**

- 4.17 A large part of Crawley Rugby Football Club would be located within the boundary of the updated scheme design and therefore would no longer be able to fulfil its existing function. This facility serves the town of Crawley, with no local alternatives. Rugby football clubs in other settlements include those at Horsham, East Grinstead and Dorking.
- 4.18 The sensitivity of this resource, not accounting for its biodiversity value, is assessed to be Low to Medium i.e. of low to medium importance and rarity, serving the whole of Crawley. The magnitude of impact is assessed to be High i.e. the loss of a main resource. Taking these factors into consideration the overall performance of the scheme in relation to this resource is assessed to be **Adverse**.

#### **Permanent Land Take - Land Used by the Community**

- 4.19 The northern part of Rowley Wood, identified as natural green space in the Crawley Borough Council Open Space Study, would be lost during the construction of the updated scheme design. The southern part of the wood and the connecting green space running through the Manor Royal Industrial Estate would not be affected. In relation to the neighbourhoods of Crawley affected by the scheme, the study identified an under supply in Langley Green, but a sufficient supply in Northgate and Pound Hill.
- 4.20 The sensitivity of this resource, not accounting for its biodiversity value, is assessed to be Low i.e. of low to medium importance and rarity at a local scale and the magnitude of impact is assessed to be Medium i.e. the partial loss of a resource in a neighbourhood where alternative facilities are available. Taking these factors into consideration the overall performance of the scheme is assessed to be **Neutral/ (Locally) Adverse**.
- 4.21 The area of common land at Ifield Wood would not be affected during the construction phase but potential effects during operation are discussed below.

### Public Rights of Way

- 4.22 Those public rights of way within the boundary of the updated scheme design would be permanently stopped up during the construction phase. In some cases this would result in truncated routes which would stop at the boundary of the site which may impact on access between properties and settlements for a temporary period. Non-motorised access would remain available along the network of public rights of way outside the site boundary, including along the Sussex Border Path to the north and west of the existing airport.
- 4.23 The sensitivity of these resources, which do not include any promoted routes, is assessed to be Low i.e. of low to medium importance and rarity at a local scale and the magnitude of impact is assessed to be Medium i.e. some loss of and alterations to resources but where a wider network of facilities remains available. Taking these factors into consideration the overall performance of the scheme in relation to public rights of way during construction is assessed to be **Adverse**.

### Cycle Routes

- 4.24 There would be some disruption to the traffic-free section of NR 21 alongside the A23 to the east of the existing airport during the construction phase, which has the potential to sever cycle access between settlements to the north and south of the airport on the eastern side. No other cycle routes in the area would be affected.
- 4.25 The sensitivity of this resource is assessed to be High i.e. it is part of a national route which runs from Greenwich to Crawley, and then via East Grinstead to Eastbourne. The magnitude of impact is assessed to be Low i.e. some alteration to this resource but not affecting its overall integrity. Taking these factors into consideration the overall performance of the scheme in relation to cycle routes during construction is assessed to be **Adverse**.

### Amenity

- 4.26 Any potential effects on the amenity (landscape, visual, noise, air quality effects) of communities during construction are considered in the Place: Landscape, Townscape and Waterscape Report; the Noise reports and the Air Quality Report.

### Assessment of Operational Effects (Without Mitigation)

- 4.27 The permanent land take effects on community and private assets would take place during the construction phase of the project, as this is the point at which properties or land would be lost.
- 4.28 During the operational phase there would be no further loss of resources under the following categories and access between resources would be provided by the new surface access facilities for both motorised and non-motorised users:
- Residential property and settlements;
  - Doctor's surgeries, hospitals and care homes;
  - Schools, pre-schools and nurseries;
  - Places of worship;

- Other community resources; and
- Parks, playing fields and sports facilities.

4.29 Any potential operational effects on the amenity (landscape, visual, noise, air quality effects) of communities around the expanded airport are considered in the Place: Landscape, Townscape and Waterscape Report; the Noise reports and the Air Quality Report.

#### **Land Used by the Community**

4.30 There would be no further loss of land used by the community as a result of the operation of the updated scheme design. However, 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.

4.31 These works should not affect the ability of the public to access the common, although some temporary restrictions may be required during felling operations.

4.32 The sensitivity of this resource is assessed to be High i.e. it is part of a registered common that is protected under primary legislation. The magnitude of impact is assessed to be Low i.e. some alteration to this resource but not affecting its overall integrity or use by the public. Taking these factors into consideration the overall performance of the operational scheme on land used by the community is assessed to be **Neutral**.

#### **Public Rights of Way**

4.33 There would be no further loss of public rights of way as a result of the operation of the updated scheme design and, as set out in the mitigation section, measures would be incorporated into the project to maintain the connectivity of the remaining local network. These measures would be in place for the operational phase.

4.34 The sensitivity of these resources, which do not include any promoted routes, is assessed to be Low i.e. of low to medium importance and rarity at a local scale and the magnitude of impact is assessed to be Low i.e. some loss of and alterations to resources but where a wider network of facilities remains available. Taking these factors into consideration the overall performance of the operational scheme without mitigation is assessed to be **Neutral**.

#### **Cycle Routes**

4.35 As set out in the mitigation section, a new traffic-free section of NR 21 would be provided alongside the re-aligned A23 to the east and south of the existing airport as part of the updated scheme design to maintain the integrity of this national route and connectivity between settlements to the north and south of the airport on the eastern side. Links would also be reinstated, where required, to existing local routes within Crawley. No other cycle routes in the area would be affected during the operation of the project.

4.36 The sensitivity of this resource is assessed to be High and the magnitude of impact is assessed to be Low Beneficial i.e. retain re-alignment and extension of this resource. Taking these factors into consideration the overall performance of the operational scheme without mitigation is assessed to be **Neutral/Supportive**.

### Mitigation Measures

4.37 The key mitigation measure for many of the receptors identified above, which would be required and to which Gatwick is committed, would be financial compensation for the loss of resources. This compensation would be made prior to construction in order to allow residents and operators of facilities to purchase or rent alternative property if required. This would apply to the following resources:

- Residential property;
- Care home;
- Pre-schools and nurseries;
- Places of worship including graveyards, where appropriate;
- Other community resources.

4.38 As set out above, no hospitals, doctor's surgeries, primary or secondary schools, village or community halls would be affected and therefore no mitigation is required for these resources.

### Parks, Playing Fields and Sports Facilities

4.39 Gatwick is committed to the provision of mitigation measures for the loss of the Crawley Rugby Club. Such measures would be agreed with relevant consultees, including Crawley Borough Council, Sport England and Crawley Rugby Club.

4.40 Sport England's policy on playing fields is set out in their Planning Policy Statement 'A Sporting Future for the Playing Fields of England'. Their policy P1 as set out in this document states that '*Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field in an adopted or draft deposit local plan, unless, in the judgement of Sport England, one of the specific circumstances applies*'.

4.41 The special circumstance of relevance to the scheme is:

- Policy Exception E4: 'The playing field or fields to be lost as a result of the proposed development would be replaced, prior to the commencement of development, by a new playing field site or sites:
  - of equivalent or better quality and
  - of equivalent or greater quantity;
  - in a suitable location and
  - subject to equivalent or better management arrangements'.

4.42 The gist of these exceptions is incorporated in paragraph 74 of the National Planning Policy Framework, which states that:

*'74. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:*

- *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- *the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss'.*

4.43 Gatwick is committed to the provision of suitable land to allow the rugby club to be relocated to a location within or on the outskirts of Crawley, in consultation with Crawley Borough Council and Sport England. These mitigation measures would be put in place prior to the construction phase of the project. Given that this is likely to require the construction of new facilities on a green field site, this provides opportunities for the provision of new and updated facilities and therefore represents an opportunity for net gain or enhancement.

#### **Land Used by the Community**

4.44 No mitigation measures are required.

#### **Public Rights of Way**

4.45 Measures to maintain the connectivity of the public rights of way network as a result of the updated scheme design would be incorporated into the surface access strategy. This would include the provision of new links for public rights of way truncated at the boundary of the scheme and the provision of new routes along the southern boundary of the new airport.

4.46 Where possible, some of these measures would be incorporated into the project during the construction phase or traffic management measures or temporary arrangements would be put in place to maintain connectivity as far as is practicable.

4.47 Depending on the availability of land, this offers an opportunity for mitigation and enhancement through provision of new routes to enhance connectivity. Gatwick would work with the local planning authority to explore any aspirations for future routes and how these might be incorporated.

#### **Cycle Routes**

4.48 Temporary traffic management measures would be required during the construction phase of the project to maintain the connectivity of NR 21. Details of these measures are yet to be discussed but may include temporary diversions along local roads round the airport. These measures would be subject to consultation with Sustrans.

4.49 During operation, the existing traffic-free sections would be replaced by new cycle routes along the re-aligned A23. In addition, the provision of new cycle routes along the southern boundary of the new airport would be considered as part of the surface access strategy.

#### **Assessment of Construction Effects with Mitigation**

4.50 The provision of financial compensation would allow residents and operators of facilities to purchase or rent alternative property if required. This would ensure that, in the longer term, there should be no overall loss of community facilities where there is a need for such facilities.

However, the loss of the existing premises would remain and there would be disruption as a result of the need to move properties. Therefore, the assessment of construction impacts would remain as stated above for:

- Residential property;
- Care homes;
- Pre-schools and nurseries;
- Places of worship;
- Other community resources;
- Land used by the community.

#### **Parks, Playing Fields and Sports Facilities**

4.51 Mitigation for the loss of Crawley Rugby Club would be required to satisfy Sport England requirements in relation to the loss of playing fields. As described above, the identification of land within or close to Crawley to re-provide this facility would be discussed and agreed with Crawley Borough Council, Sport England and Crawley Rugby Club.

4.52 In these circumstances, the sensitivity of this resource would not change but the magnitude of the impact would be reduced to Low adverse or potentially Low beneficial, depending on the nature and quality of the new club facilities. Taking these factors into consideration the overall performance of the scheme with mitigation is assessed to be **Neutral/Supportive**.

#### **Public Rights of Way**

4.53 Mitigation measures to address the loss of public rights of way within the boundary of the updated scheme design would form part of the overall surface access strategy for the project. Where possible, measures would be put in place to link truncated routes and maintain connectivity during the construction phase as far as is practicable.

4.54 In these circumstances the sensitivity of these resources would not change but the magnitude of impact, dependent on the designed-in measures, may be reduced to Low/Negligible. Taking these factors into consideration the overall performance of the scheme with mitigation is assessed to be **Neutral/Adverse**.

#### **Cycle Routes**

4.55 Temporary traffic management measures would be put in place to maintain the connectivity of NR 21 during construction.

4.56 In these circumstances the sensitivity of this resource would not change but the magnitude of impact would be reduced to Negligible. Taking these factors into consideration the overall performance of the scheme with mitigation is assessed to be **Neutral**.

#### **Assessment of Operational Effects with Mitigation**

4.57 There would be no operational effects on the following resources and therefore no mitigation measures are required:

- Residential property and settlements;
- Doctor's surgeries, hospitals and care homes;
- Schools, pre-schools and nurseries;
- Places of worship;
- Other community resources;
- Parks, playing fields and sports facilities;
- Land used by the community.

### Public Rights of Way

- 4.58 As set out under the construction section above, mitigation measures to address the loss of public rights of way within the boundary of the updated scheme design would form part of the overall surface access strategy for the project. All measures would be in place by the end of the construction phase of the project.
- 4.59 In these circumstances the sensitivity of these resources would not change but the magnitude of impact, dependent on the measures incorporated into the surface access strategy, is anticipated to be Low Beneficial. Taking these factors into consideration the overall performance of the operational scheme is assessed to be **Supportive**.

### Cycle Routes

- 4.60 A new traffic-free section of NR 21 would be incorporated into the project as part of the surface access strategy and new cycle routes to the south of the new airport would be considered as part of the surface access strategy.
- 4.61 In these circumstances the sensitivity of these resources would not change but the magnitude of impact, depending on the detailed proposals, is assessed to be Minor Beneficial. Taking these factors into consideration the overall performance of the operational scheme is assessed to be **Supportive**.

### Cumulative and Inter-related Effects

- 4.62 Development is proposed adjacent to Balcombe Road and Radford Road to the south east of the updated scheme design. As set out above, this new development is known as Crawley North East Sector or Forge Wood. The consented development includes up to 1,900 new homes and associated facilities. The boundary of the new development at Forge Wood does not overlap with the airport scheme and therefore none of the facilities lost within the updated scheme design boundary would also be affected by Forge Wood. Access between Forge Wood and the remainder of Crawley and the settlements to the north would be provided by the re-aligned A23 and linking local roads to ensure that there is no severance between these communities or neighbourhoods. Any impacts on the amenity of this new development during the construction and operational phases of the scheme are addressed under landscape, noise and air quality, as necessary.

## 5 CONCLUSIONS

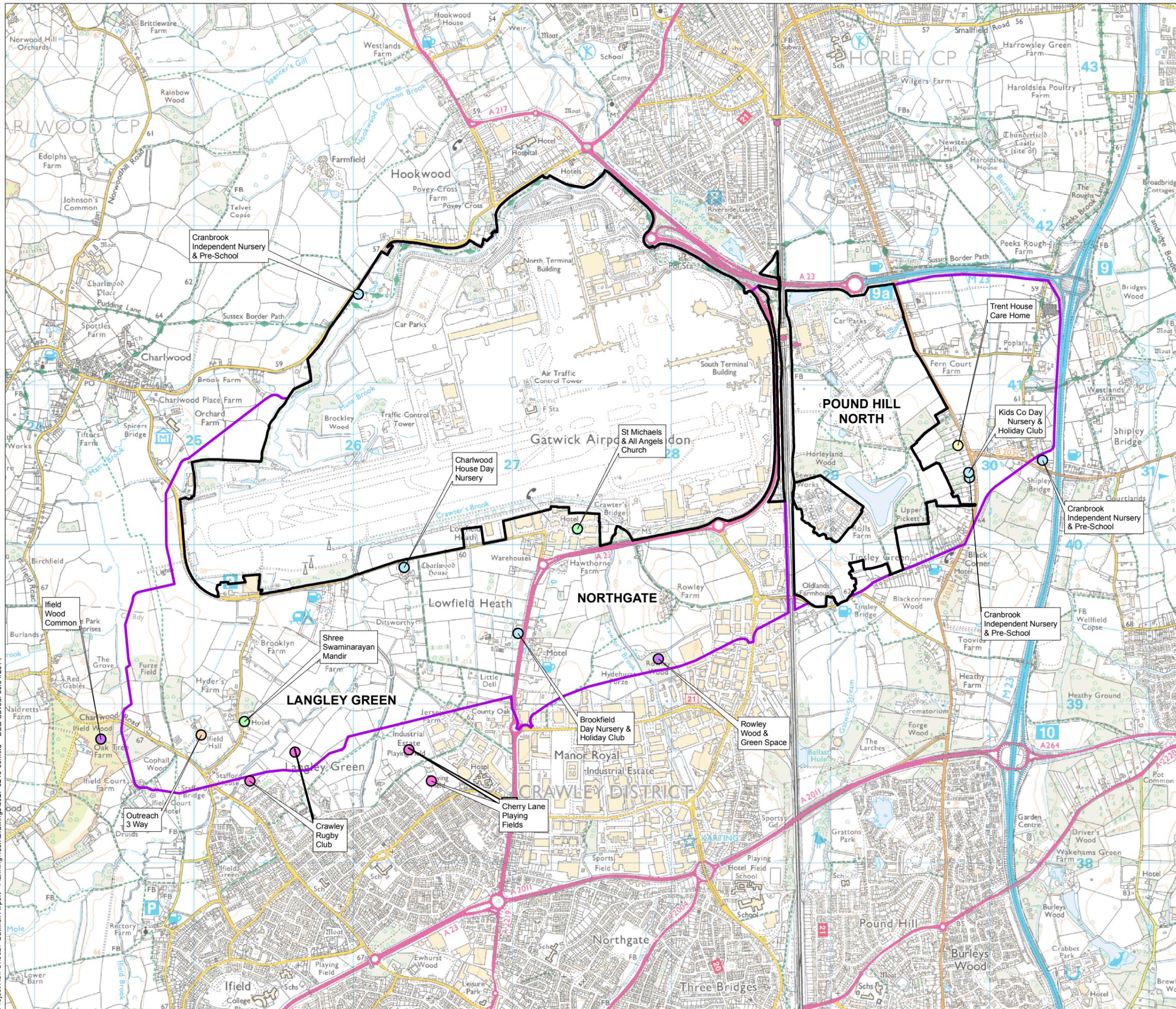
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- 5.1 The updated scheme design predominantly lies to the south and east of the existing airport. No hospitals, doctor's surgeries, primary or secondary schools, village or community halls would be affected by the boundary of the scheme.
- 5.2 The scheme would affect some residential properties within the Crawley neighbourhoods of Langley Green, Northgate and Pound Hill North and a small area that lies within Horsham District Council to the south-west of the existing airport. The proposals, including those relating to surface access, have been designed to ensure that access between settlements is maintained.
- 5.3 One care home, two places of worship, one charity facility and four pre-schools/nurseries would be lost as a result of the construction of the updated scheme design. For many of these there are alternative facilities in the local area.
- 5.4 The key mitigation measure for many of the receptors identified would be financial compensation for the loss of property. This compensation would be made prior to construction in order to allow residents and operators of facilities to purchase or rent alternative property if required.
- 5.5 A large part of Crawley Rugby Football Club would be located within the boundary of the updated scheme design and would therefore no longer be able to fulfil its existing function. Gatwick would develop mitigation measures for the loss of the Crawley Rugby Club in consultation with Crawley Borough Council, Sport England and Crawley Rugby Club. Given that this is likely to require the construction of new facilities on a green field site, this provides opportunities for the provision of new and updated facilities and therefore represents an opportunity for net gain or enhancement.
- 5.6 Some loss of woodland identified as natural green space in the Crawley Borough Council Open Space Study would result from the updated scheme design. There would be no further loss of land used by the community as a result of the operation of the scheme.
- 5.7 In relation to cycle routes, there would be some disruption to the traffic-free section of National Route 21 (NR 21) alongside the A23 the construction phase. Temporary traffic management measures would be put in place to maintain the connectivity of NR 21 during construction. In addition, as part of the updated scheme design a new traffic-free section of NR 21 would be provided, which would maintain the integrity of this national route and connectivity between settlements to the north and south of the airport on the eastern side.
- 5.8 There is a network of public rights of way that are located within the boundary of the updated scheme design, including public footpaths and public bridleways, which would be permanently stopped up during the construction phase. However, measures would be incorporated into the project to link truncated routes and maintain the connectivity of the remaining local network during the construction and operational phases as far as possible. Depending on the availability of land, this offers an opportunity for mitigation and enhancement through provision of new routes to enhance connectivity. Gatwick would work with the local planning authority to explore any aspirations for future routes and how these might be incorporated.

- 5.9 The assessment has also considered the potential implications of an alternative Masterplan Scheme that includes the provision of end around taxiways to reduce or eliminate the need for aircraft to cross the existing runway. The additional land take required to provide the end around taxiways would not affect the results of the assessment of the overall performance of the scheme in relation to its effects on community and private assets.

## FIGURES

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**Legend**

- Existing Airport Site
  - Boundary of Updated Scheme Design
- Category:**
- Outdoor Amenity & Open Spaces (UO41)
  - Sports Facilities (UO44)
  - Medical & Health Care (UO81)
  - Place of Worship (UO82)
  - Education (UO83)
  - Community Facilities/Services (UO84)

Rev:	Date:	Amendment:	Name:	Checked:

■ Data Source: RPS 2014

Status: -



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■ Client: Gatwick Airport Ltd

Project: Gatwick Airport

Title: Existing Community and Private Assets



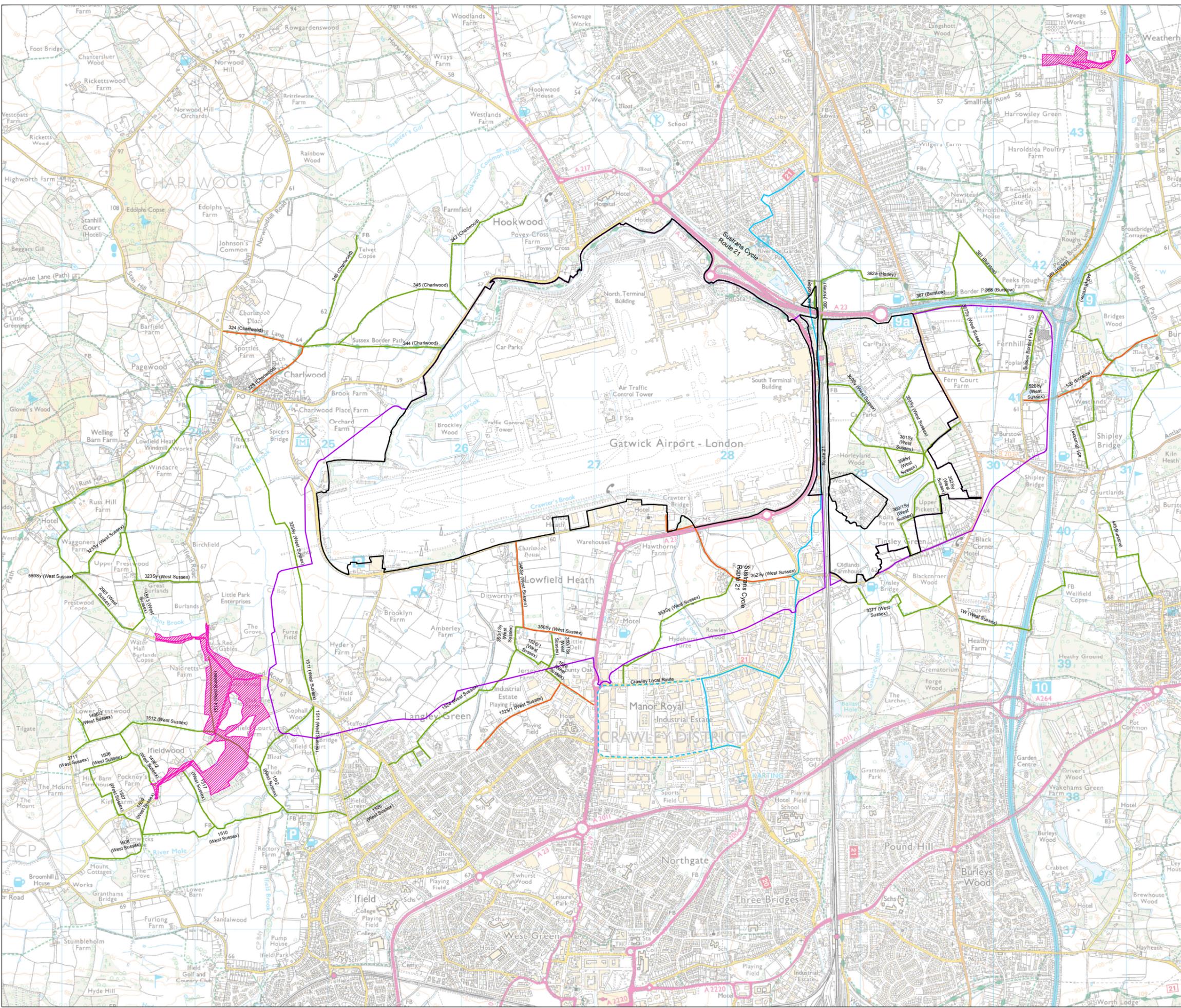
Date: Apr 2014 Datum: OSGB36 Projection: BNG

Drawn: JC Checked: ES Job Ref: OXF8027

■ Figure No: 1 Revision: .

Project Ref: O:\8027 Gatwick Airport - Planning\Tech\Drawings\8027-0216-05.mxd Date Saved: 30/04/2014

Project Ref: C:\8027 Gatwick Airport - Planning\TechDrawings\8027-0038-05.mxd Date Saved: 30/04/2014



- ### Legend
- Existing Airport Site
  - Boundary of Updated Scheme Design
  - Registered Common Land
  - Public Footpath
  - Public Bridleway
  - Restricted Byway
  - National Cycle Route (Traffic Free & on-road)
  - Local Cycle Route (on-road)

### Data Sources

West Sussex = [www2.westsussex.gov.uk/lvmaps/imap.html](http://www2.westsussex.gov.uk/lvmaps/imap.html)  
 Accessed on 07.08.2013

Surrey - categorised by parish (Charlwood, Horley & Burstow)  
[www.surreymaps.surreycc.gov.uk/public/viewer.asp](http://www.surreymaps.surreycc.gov.uk/public/viewer.asp)  
 Accessed 08.08.2013

Cycle Routes = [www.sustrans.org.uk](http://www.sustrans.org.uk)

Rev:	Date:	Amendment:	Name:	Checked:

■ Data Source: RPS 2014  
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■ Client: Gatwick Airport Limited  
 Project: Gatwick Airport Planning

Title: Public Rights of Way



Date: Apr 2014 Datum: OSGB36 Projection: BNG  
 Drawn: JC Checked: ES Job Ref: OXF8027

■ Figure No: 3 Revision: .



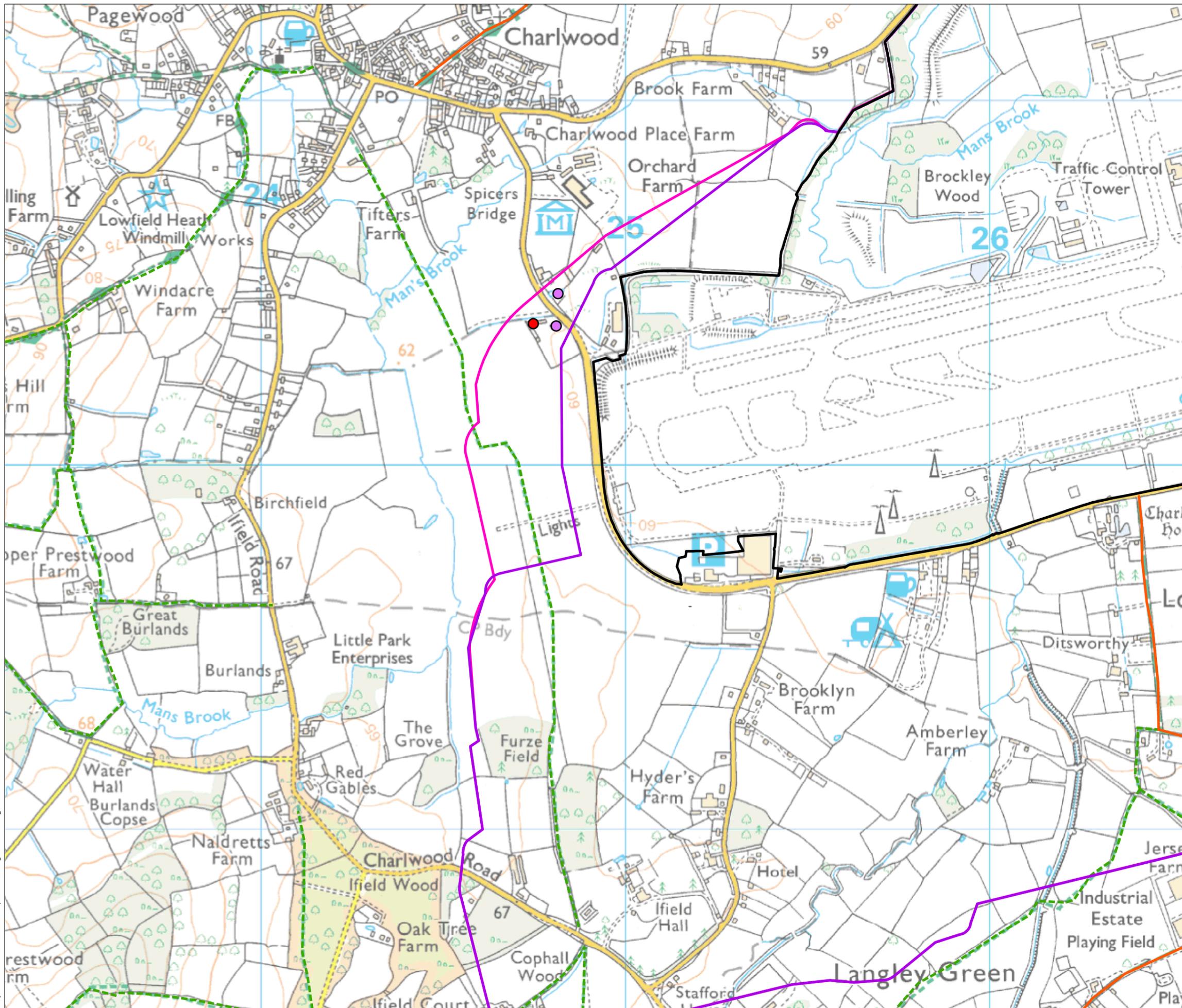
## APPENDICES

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## Appendix 1 – End Around Taxiway Assessment

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- A.1 Figure A.1 illustrates the additional area of land that would be required to accommodate the end around taxiways into the scheme. This would affect two additional residential properties located on Lowfield Heath Road. This represents a small increase of just over 1% in the total number of residential properties affected compared to the loss of 163 required for the scheme without the end around taxiways.
- A.2 There would be no additional effects on the following resources:
- Doctor's surgeries, hospitals and care homes;
  - Schools, pre-schools and nurseries;
  - Places of worship;
  - Other community resources, including village/community halls;
  - Parks, playing fields and sports facilities;
  - Land used by the community, including common land, town and village greens, fuel and field garden allotments and public open space; and
  - Cycle routes.
- A.3 An additional length (approximately 480ms) of the public footpath running north from Charlwood Road, to the west of the existing runway, would be affected by the additional land take. The section of this public footpath to the immediate south would be within the scheme without the end around taxiways. This represents a small increase of around 6% in the total length of public rights of way affected, compared to the loss of around 8km of public rights of way required for the updated scheme design without the end around taxiways.
- A.4 Overall, it is assessed that there is no change in the performance of the scheme with end around taxiways, compared to the scheme without the taxiways, based on the loss of two additional residential properties and an additional length of one public footpath.



**Legend**

- Existing Airport Site
- Updated Scheme Design
- Updated Scheme Design with EATS
- Non-Residential Property
- Residential Property
- Public Footpath
- Public Bridleway

Rev:	Date:	Amendment:	Name:	Checked:

Data Source: RPS 2014

Status: DRAFT



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Client: Gatwick Airport Ltd

Project: Gatwick Airport

Title: Community Plan

Scale: A3 @ 1:10,000  
 0 0.225 0.45km

Date: May 2014 Datum: OSGB36 Projection: BNG

Drawn: JC Checked: ES Job Ref: OXF8027

Figure No: **A.1** Revision: .

Project Ref: OXF8027 Gatwick Airport - Planning TechDrawings8027-0298-03.mxd Date Saved: 06/05/2014

## APPENDIX 2 – COMMUNITY PROFILE

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## GATWICK R2

UPDATED SCHEME DESIGN FOR  
AIRPORTS COMMISSION  
MAY 2014

## APPENDIX 2 COMMUNITY PROFILE REPORT



May 2014  
Our Ref: OXF8027

**RPS**  
20 Western Avenue  
Milton Park  
Abingdon  
OX14 4SH



## QUALITY MANAGEMENT

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Prepared by:	<b>Dr Andrew Buroni</b>
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Date:	<b>8<sup>th</sup> May 2014</b>
Project Number/Document Reference:	<b>OXF8027/USD/Community Profile Report/Final</b>

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- Figure 2: Ethnicity (as stated in the 2011 Census)
- Figure 3: Religion (as stated in the 2011 Census)
- Figure 4: Numbers of National Insurance Number Allocations to Adult Overseas Nationals entering the UK: 2002 - 2013
- Figure 5: Male Life Expectancy
- Figure 6: Female Life Expectancy
- Figure 7: All Age All-Cause Mortality Rates: 2001 - 2010
- Figure 8: Death Rate from Cancer (in people under 75): 2001 - 2010
- Figure 9: Occupation (as stated in the 2011 Census)
- Figure 10: GCSE Attainment: 2005 - 2012
- Figure 11: Ratio of Median House Prices to median Earnings: 1997 – 2012

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  - Figure A7: Health Deprivation
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## EXECUTIVE SUMMARY

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- S.1 This document forms the Community Profile for the updated scheme design at Gatwick Airport. A community profile not only provides a means to establish changes in community exposure to certain health pathways, but also provides a means to further interpret the distribution and significance of potential health outcomes (both adverse and beneficial) associated with a second runway.
- S.2 The community profile has drawn on demographic, socio-economic and health data sourced from the Office for National Statistics, the Public Health Observatory, and the West Sussex Joint Strategic Needs Assessment. It incorporates data at the national, regional, county and district level.
- S.3 The community profile has been written in accordance with the Airports Commission Appraisal Framework, and utilises information from the Indices of Multiple Deprivation.
- S.4 Overall, the local area exhibits a growing population that is predicted to grow at a rate higher than the national average. Statistics imply that the population of Crawley is relatively young, whilst in the other neighbouring districts there are higher proportions of people aged 45 and over.
- S.5 The health of the local population is generally better than the national average, exhibiting higher life expectancies, lower mortality rates and lower rates of premature mortality from heart disease, stroke and cancer.
- S.6 Income, employment and education deprivation remain key issues within Crawley while other neighbouring districts exhibit better employment rates and higher mean weekly earnings than the national average.
- S.7 Trends in housing affordability indicate that affordable housing may be an issue in much of the area surrounding the proposed development at Gatwick Airport, with the exception of Crawley.
- S.8 In terms of lifestyle factors, most of the local population exhibits trends similar to or better than the national averages. Crawley has a number of lifestyle factors which differ from the local and national trends: a higher number of obese adults, higher rates of teenage pregnancies, worse sexual health, and a higher rate of violent crime. The rate of road injuries and deaths is worse than the regional and national averages in four out of six of the immediate districts.

# 1 INTRODUCTION

---

- 1.1 Evidence suggests that different communities express varying sensitivities to health outcomes (both adverse and beneficial) as a consequence of relative socio-economic status, deprivation and existing health burden. A community profile not only provides a means to establish changes in community exposure to certain health pathways, but also provides a means to further interpret the distribution and significance of potential health outcomes (both adverse and beneficial) associated with a second runway at Gatwick Airport.
- 1.2 The community profile draws on demographic, socio-economic and health data sourced from the Office for National Statistics, the Public Health Observatory, and the West Sussex Joint Strategic Needs Assessment (JSNA)<sup>i</sup>. It incorporates data at the national, regional, county and district level. The data used at district level relate to the Borough of Crawley, within which the airport is located, and the five local authorities with boundaries adjoining Crawley. These local authorities are also funding partners for the Gatwick Diamond initiative and referred to as the Gatwick Diamond area<sup>1</sup>.
- 1.3 In accordance with the requirements set out under the Community module within the Airports Commission Appraisal Framework<sup>ii</sup>, the community profile also draws from the Indices of Multiple Deprivation and published datasets that categorise local authorities in England in terms of their levels of deprivation in a range of economic, social and housing issues.

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<sup>1</sup> The Gatwick Diamond authorities also include Epsom and Ewell but data is not included for that borough because less than 1% of Gatwick workers live in there, as explained in the Local Economy Impacts appendix.

## 2 COMMUNITY PROFILE

### Site Location and Setting

- 2.1 Gatwick Airport is located in the district of Crawley and lies within the Langley Green and Pound Hill North wards. As shown in Figure A1 of Appendix 1, the updated scheme design predominantly lies to the south and east of the existing airport and results in a land take boundary occupying areas of the Langley Green, Northgate and Pound Hill North wards within Crawley and Rusper and Colgate in Horsham.
- 2.2 The area surrounding the airport is largely rural, with the urban centre of Crawley to the south. The updated scheme design would not intrude into the existing urban boundary of Crawley or any of the neighbouring settlements.

### Local Demographics

#### Population Size and Density

- 2.3 According to the mid-year 2012 estimates (the most recent data available from the Office for National Statistics), the six immediate districts of Crawley, Mole Valley, Horsham, Reigate and Banstead, Mid Sussex and Tandridge have a combined population of approximately 691,051<sup>iii</sup>. As shown in Table 2.1, Crawley is more urban in nature than other nearby districts, exhibiting a higher population density than the local and national averages.

**Table 2.1: Population Density - Mid-2012**

Area	Area Size (square km)	Population (Mid-2012)	Population Density (people per square km)
<b>National</b>			
England	151,014	56,567,796	375
<b>District</b>			
Crawley	45	108,302	2,408
Mole Valley	258	85,846	332
Horsham	530	132,160	249
Reigate and Banstead	129	139,888	1,083
Mid Sussex	334	141,162	423
Tandridge	248	83,693	337

*Source: Office for National Statistics (2013) Mid-2012 Population Density for Lower Layer Super Output Areas in England and Wales*

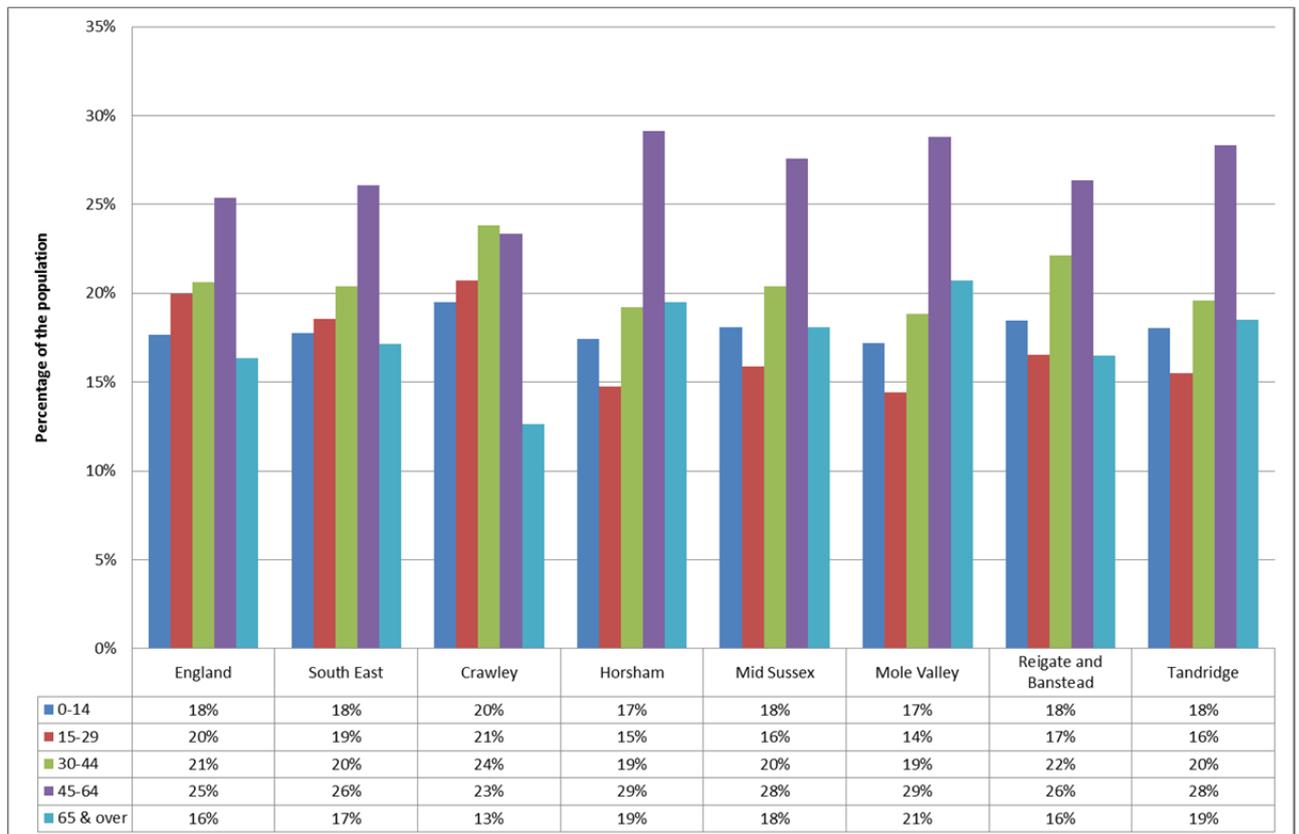
- 2.4 Population density is shown in Figure A2 in Appendix 1. As can be seen, the area within the land take boundary is rural and sparsely populated, in contrast to the urban centre of Crawley, south of the proposed runway.

**Population Structure**

Age

- 2.5 The average age of the local population does not differ significantly from the national average. In Crawley, the mean age is 36.8, slightly younger than the national average of 39.3<sup>iv</sup>. When looking at the population structure, Crawley has a younger population compared to the England average. The proportion of people aged 45 and over in Crawley is 36.0% compared with the national proportion of 41.7%<sup>iv</sup>.
- 2.6 Figure 1 below shows the age structures in the six immediate districts, the South East, and England. This figure shows that Crawley has a younger population than other immediate districts, with higher proportions of people aged 44 or younger. In comparison, the other immediate districts all have higher proportions of people aged 45 and over.

**Figure 1 : Age Structure (expressed as a percentage of the total)**



Source: Office for National Statistics, Neighbourhood Statistics: Age Structure (2011 Census)

Working Age Population

- 2.7 From a review of the demographic data available for the region, it is evident that Crawley has a relatively young population, with a large proportion of residents aged 44 and younger, implying that a high proportion of the population is of working age.

Gender

- 2.8 The proportions of male and female residents in Crawley are similar to those at the national

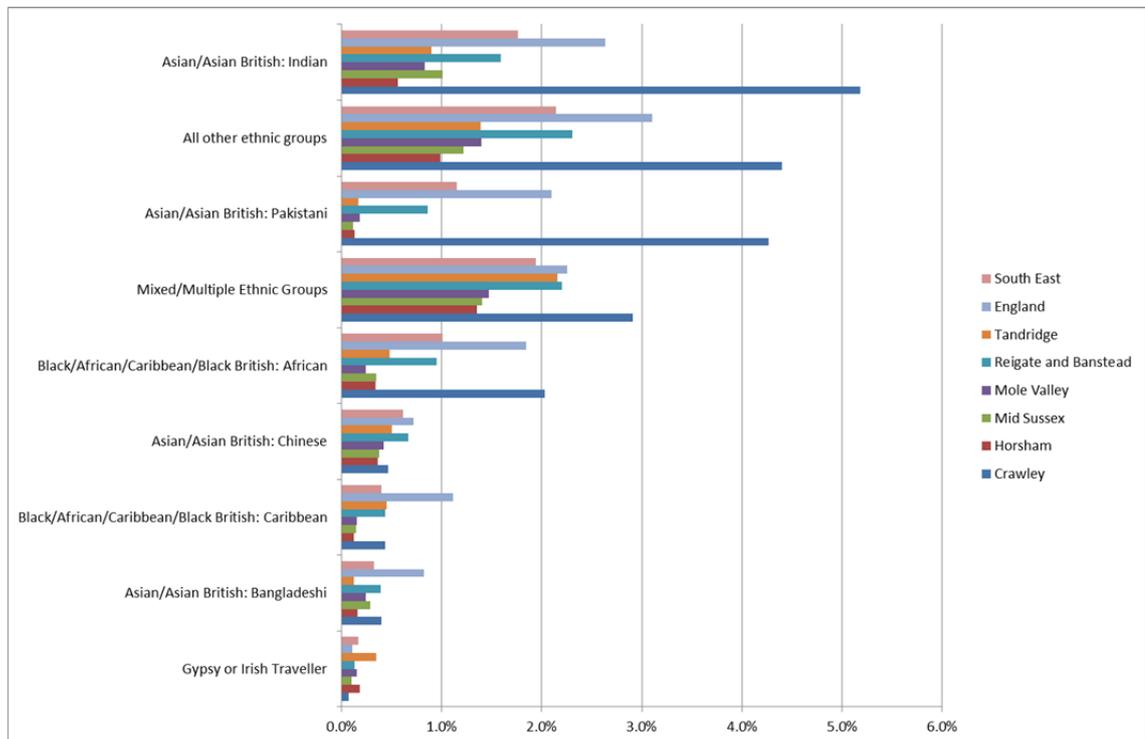
level. Approximately 49.4% of Crawley’s population is males and 50.6% females, compared to the national figures of 49.2% and 50.8% respectively<sup>v</sup>.

Ethnicity

2.9 Crawley has a predominantly white population and its ethnic diversity is broadly similar to that of the national level. 79.8% of the population in Crawley states their ethnicity as white, lower than the national average of 85.4%<sup>vi</sup>. The general trend of ethnicity is similar to that at the national level, although there is a notably higher percentage of people stating their ethnicity as Asian (13.0% in Crawley compared with 7.8% in England)<sup>vi</sup>.

2.10 The populations of ethnic minorities in the immediate six districts are shown in Figure 2 below. This figure highlights the ethnic diversity in Crawley compared with the other immediate districts.

**Figure 2 : Ethnicity as Stated in the 2011 Census**

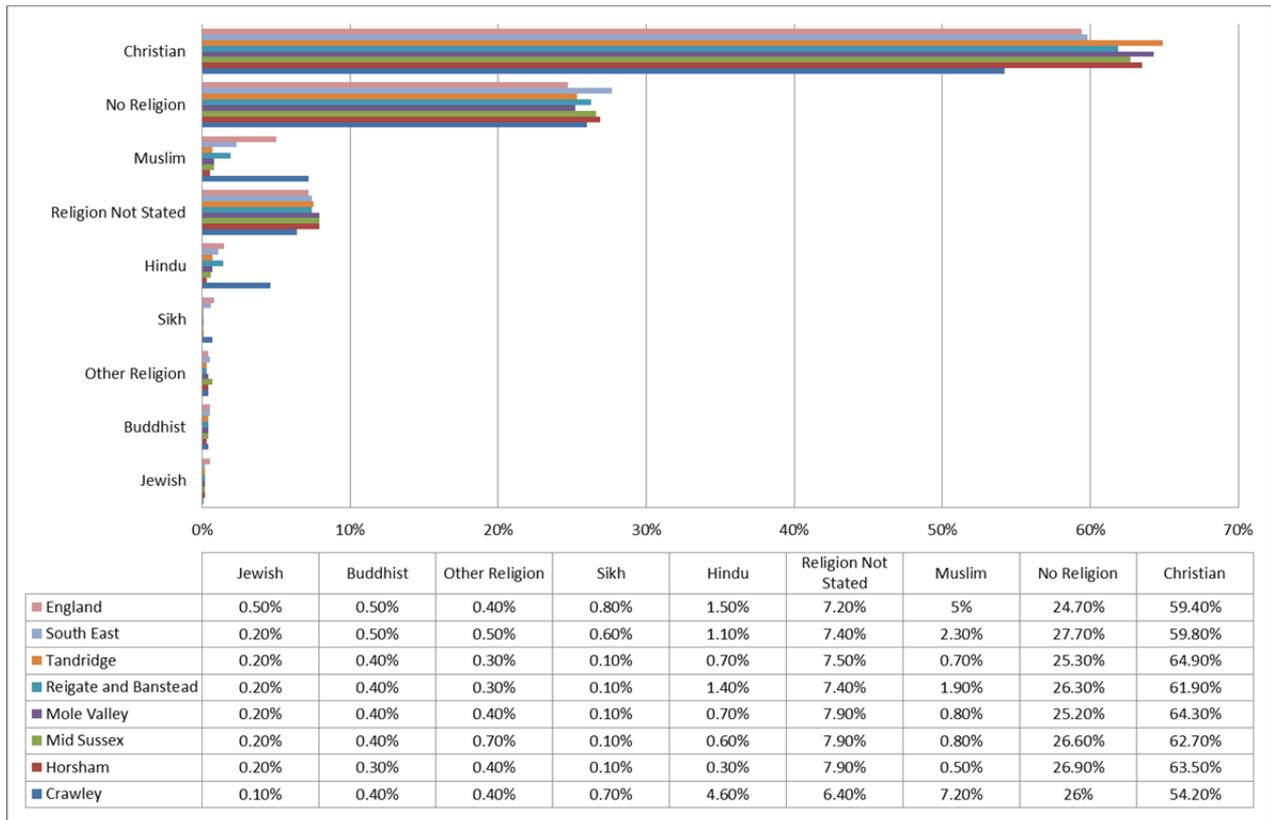


Source: Office for National Statistics, Neighbourhood Statistics: Ethnicity (2011 Census)

Religion

2.11 The religion trends in the local area are broadly similar to that at the national level. The predominant religion in all six immediate districts is Christian. As shown in Figure 3 below, Crawley has higher proportions of the population stating their religion as Muslim or Hindu when compared to the national averages and the other districts’ averages. This corresponds with a higher proportion of Asian residents in Crawley, as discussed above.

**Figure 3 : Religion as Stated in the 2011 Census**



Source: Office for National Statistics, Neighbourhood Statistics: Religion (2011 Census)

**Population Growth**

2.12 As shown in Table 2.2 below, between 2001 and 2011 population growth varied considerably within the immediate districts. Crawley exhibited a lower population growth than other immediate districts, with the exception of Tandridge, where the population increase was notably lower than in England and neighbouring districts. Reigate and Banstead and Mid Sussex had higher population growths than the regional and national averages.

**Table 2.2: Population Growth, 2001 – 2011**

Area	Population (2001)	Population (2011)	% Population Growth (2001 – 2011)*	Estimated % Population Growth (2011 – 2021)
Crawley	100,400	107,100	6.6	14.1
Mole Valley	80,300	85,600	6.7	8.1
Reigate & Banstead	126,700	138,400	9.2	14.7
Horsham	122,300	131,500	7.6	8.9
Mid Sussex	127,400	140,200	10.0	7.8
Tandridge	79,300	83,200	4.8	10.1
South East	8,023,400	8,652,800	7.8	9.3
England	49,449,700	53,107,200	7.4	8.6

Source: Office for National Statistics, Region and Country Profiles – Population and Migration (\*Values differ due to rounding)

- 2.13 Estimated population growth between 2011 and 2021 is also shown in Table 2.2. The highest population growths are predicted to be in Crawley and Reigate and Banstead.

**Migration**

- 2.14 The latest estimates on internal migration flows (i.e. to/from a local authority area in another part of UK) at the local authority area level are available for mid-2011 to mid-2012 and are summarised in Table 2.3 below. The data shows a negative annual net inflow for Crawley of 100, with larger positive inflows into the other five immediate districts.

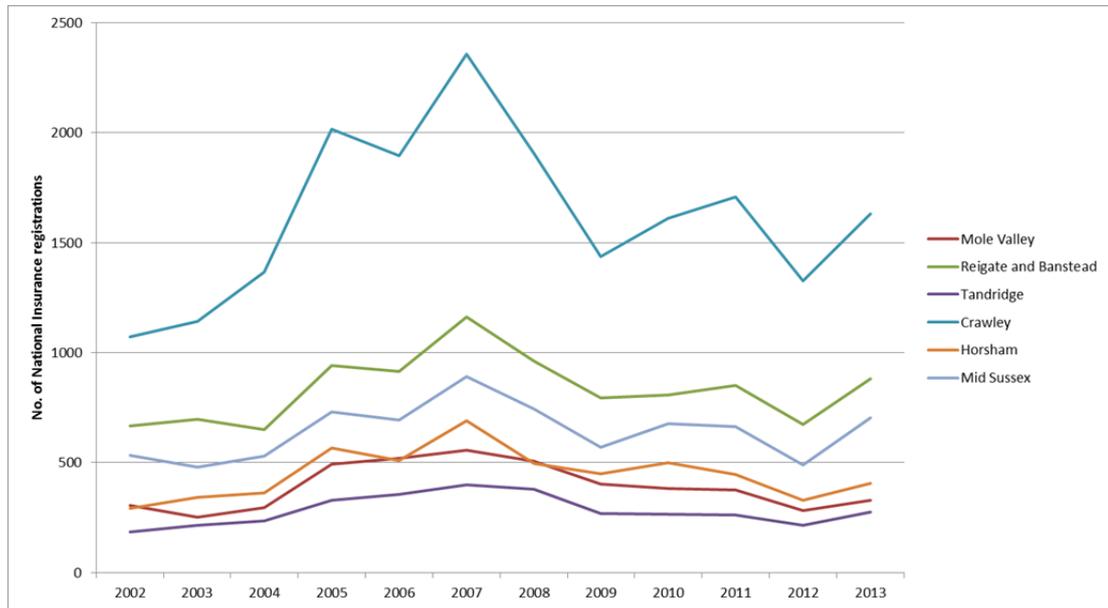
**Table 2.3: Internal Migration Flows for Immediate Districts, Year ending June 2012**

Area	Migration into District	Migration out of District	Migration Net Flow
Crawley	4,500	4,600	-100
Mole Valley	5,000	4,400	+600
Reigate and Banstead	8,200	7,500	+700
Horsham	6,500	6,100	+400
Mid Sussex	7,200	6,500	+700
Tandridge	5,100	4,700	+400
<b>Total</b>	<b>c.36,500</b>	<b>c.33,800</b>	<b>+c.2,700</b>

Source: Office for National Statistics, *Internal Migration by Local Authorities in England and Wales*

- 2.15 From June 2011 to June 2012, there was a net outward (internal) migration of people in the 16-24 age group in all six immediate districts. Such migration trends could imply that there are few employment and housing opportunities for young adults in the local area, or that they move elsewhere for higher education.
- 2.16 Between 2012 and 2013 there has been an increase in the number of migrant workers in all six immediate districts, based on National Insurance registration data<sup>vii</sup>. Figure 4 shows the trend in migrant workers in the immediate districts between 2002 and 2013. The trends are similar for all districts, although Crawley has significantly higher numbers of migrant workers compared with the other neighbouring districts.

**Figure 4 : Numbers of National Insurance Number Allocations to Adult Overseas Nationals Entering the UK, 2002-2013**



Source: Department for Work and Pensions

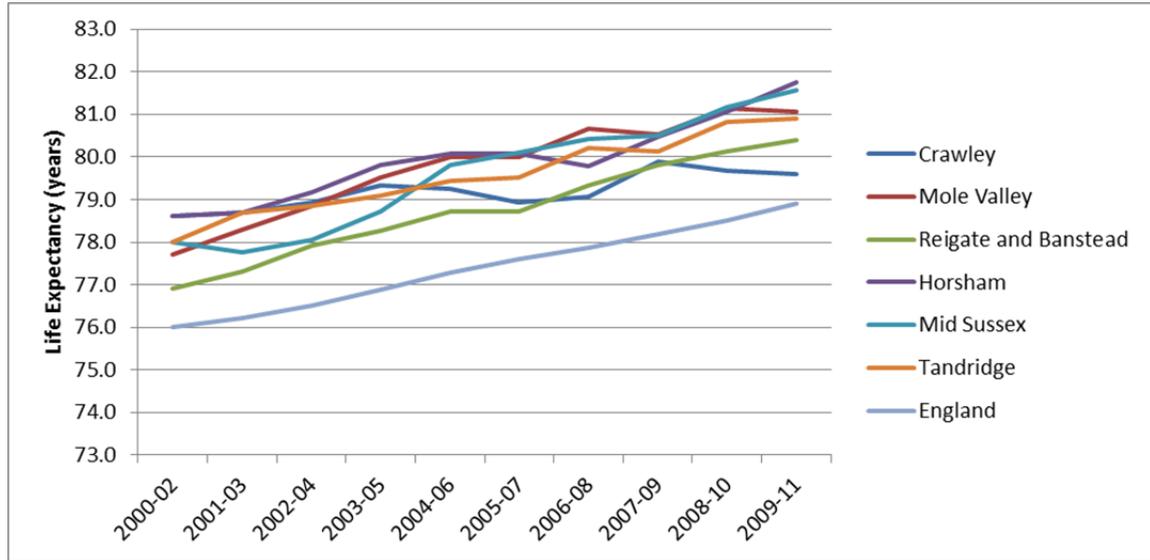
- 2.17 As stated in the Crawley Borough Council Locally Generated Housing Needs Assessment<sup>viii</sup>, “past migration trends for Crawley Borough (over the period 1998 to 2009) show:
- Domestic net out-migration of 864 people per annum; and
  - International net in-migration of 1,000 people per annum.”
- 2.18 Therefore, internal net in-migration has on average outweighed domestic net out-migration, contributing to the population growth in Crawley as discussed previously.

**Existing Burden of Health**

***Life Expectancy***

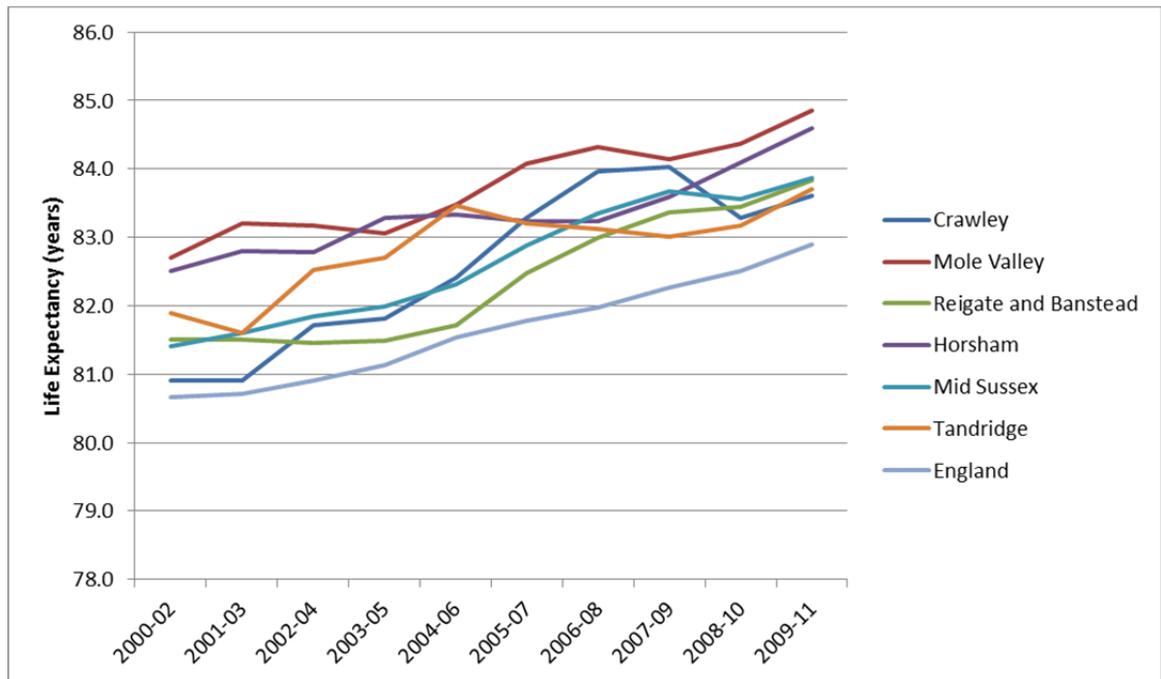
- 2.19 As shown in Figure 5 and Figure 6 below, the average life expectancy for both males and females from birth in the six immediate districts remains consistently higher than the national trend. In recent years, the life expectancy from birth for males in Crawley has decreased yet remains higher than the national trend.

**Figure 5 : Male Life Expectancy**



Source: Office for National Statistics, Life expectancy at birth and at age 65 by local areas in England and Wales, 2009-11

**Figure 6 : Female Life Expectancy**



Source: Office for National Statistics, Life expectancy at birth and at age 65 by local areas in England and Wales, 2009-11

2.20 As shown in Figure 6, there was a notable decrease in the life expectancy for females from birth in Crawley between 2007 and 2010; however, since 2010, it has been increasingly in line with the national trend.

**All Age All-Cause Mortality**

2.21 As shown in Table 2.4 below, and in keeping with the life expectancy figures, the all age all-

cause mortality rates (per 100,000 head of population) vary between the six immediate districts, yet remain lower than the national average.

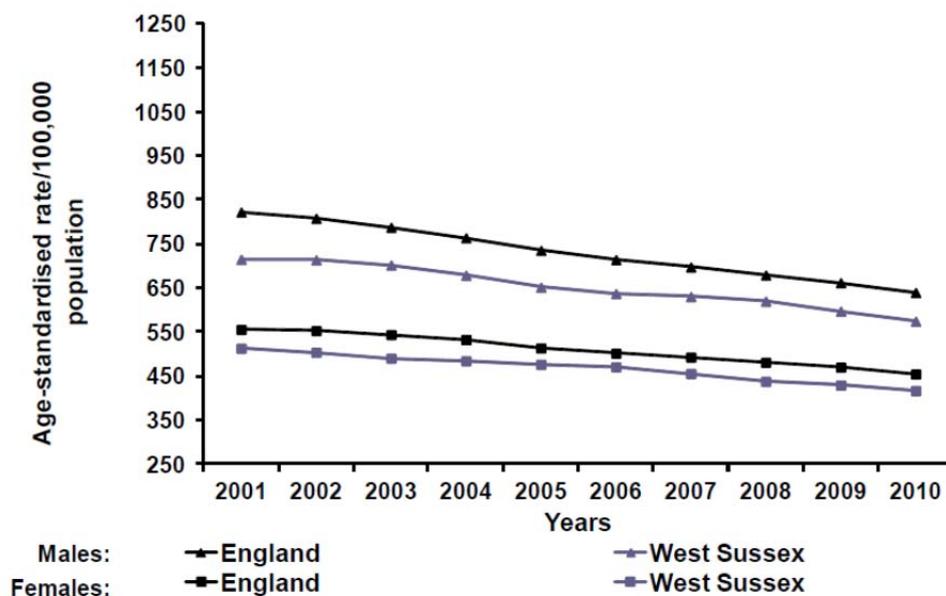
**Table 2.4: Directly Age-Standardised Rate of Mortality for all Age, all Causes per 100,000 Population (2012)**

Area	Age-standardised mortality rate (persons per 100,000 population)
Crawley	512
Mole Valley	420
Reigate and Banstead	444
Horsham	457
Mid Sussex	436
Tandridge	494
South East	483
England	524

Source: Office for National Statistics, Mortality Statistics: Deaths Registered by Area of Usual Residence, 2012 Registrations

- 2.22 Crawley has the highest mortality rate out of the six immediate districts, but is still below the national average.
- 2.23 Figure 7 below shows the all age, all-cause mortality rates in England and in West Sussex between 2001 and 2010. West Sussex has a consistently lower mortality rate than the national average, for both males and females.

**Figure 7 : All Age All-Cause Mortality Rates, 2001-2010**



Source: Public Health England: West Sussex Health Profile 2013

**Standardised Mortality Ratio**

- 2.24 The Standardised Mortality Ratio (SMR) is a method of comparing mortality levels in different years, or for different sub-populations in the same year, while taking account of differences in population structure. The ratio is of observed to expected deaths, multiplied conventionally by 100. Therefore, where mortality levels are higher in the population being studied than would be expected, the SMR will be greater than 100.
- 2.25 As shown in Table 2.5 below, the average SMR between 1999-2003 for men and women within the six immediate districts remain consistently below 100, representing a lower mortality ratio than is typically expected for such populations.

**Table 2.5 : Standardised Mortality Ratio (SMR) by Area, 1999-2003**

Area	SMR		
	All	Males	Females
Crawley	90	85	95
Mole Valley	82	83	79
Reigate and Banstead	89	89	90
Horsham	80	78	81
Mid Sussex	84	84	84
Tandridge	86	82	90
South-East England	90	89	91

Source: Office for National Statistics, *Standardised Mortality Ratios for deaths aged under 85, local authorities and Government Office Regions in England and Wales, 1999-2003*

**Cancer**

- 2.26 From 2010 to 2012, there were a total of 6,906 deaths from cancer in West Sussex<sup>ix</sup>. The directly age-standardised rates (DSRs) of mortality from all cancers for the six immediate districts, the South East, and England for the period 2010-2012 are shown in Table 2.6 below. This table shows that the South East has a lower mortality rate from all cancers compared to the national average. However, there is variation within the six immediate districts. Crawley has a higher mortality rate from all cancers when compared to the national average and when compared to the other five immediate districts. Out of the immediate districts, Mole Valley has the lowest mortality rate from all cancers.

**Table 2.6 : Mortality from All Cancers, 2010-2012**

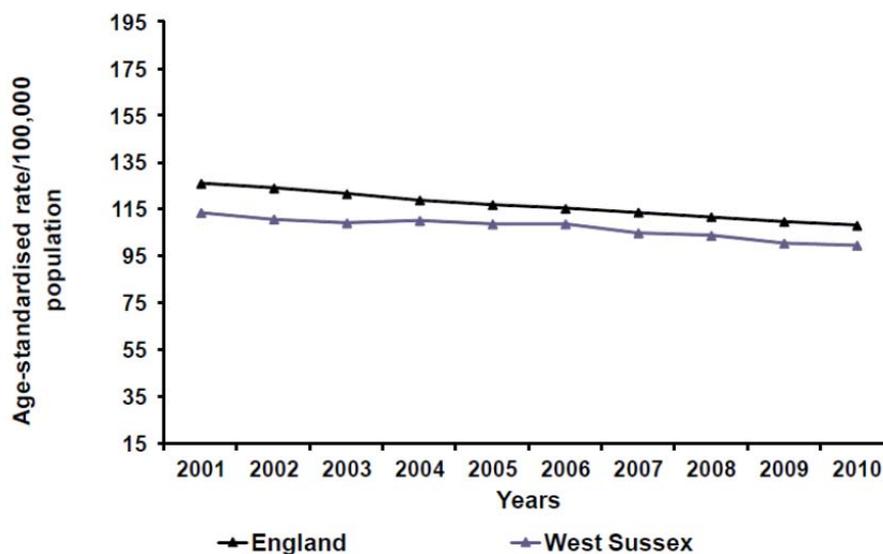
Area	Mortality from all cancers (directly-age standardised rate)
Crawley	168.1
Mole Valley	135.3
Reigate and Banstead	145.1
Horsham	139.3
Mid Sussex	141.8
Tandridge	141.5

Area	Mortality from all cancers (directly-age standardised rate)
South East	157.2
England	166.6

Source: Health and Social Care Information Centre. Compendium of Population Health Indicators (Dec 2013)

2.27 As shown in Figure 8 below, the age-standardised premature mortality rate from all cancers in West Sussex has been consistently lower than the national average, and is reducing in line with the national trend for England. However, the incidence of cancer continues to rise throughout the UK, largely due to the ageing population, and this is predicted to increase by approximately one third between 2001 and 2020.

Figure 8 : Death Rate from Cancer (in people under 75), 2001-2010



Source: Public Health England: West Sussex Health Profile 2013

**Cardiovascular Disease**

- 2.28 The number of deaths from circulatory disease (including conditions such as heart disease, heart blood pressure and stroke) are often linked to lifestyle and socio-economic status (smoking, obesity, excessive alcohol consumption and poor diet).
- 2.29 According to the 2013 Health Profiles, the rate of early deaths from heart disease and stroke in the immediate districts is significantly better than the England average, with the exception of Crawley, where it is slightly better than the England average.

## Income and Employment

### *Overview*

- 2.30 Income and employment influence a range of factors including access to housing, education, goods and services, lifestyle and social networks<sup>x</sup>. These in turn are key determinants for a range of physical and mental health impacts and ultimately health and well-being. Unemployment, poverty and inequality are strongly associated with illness and premature death<sup>xi,xii,xiii</sup>.

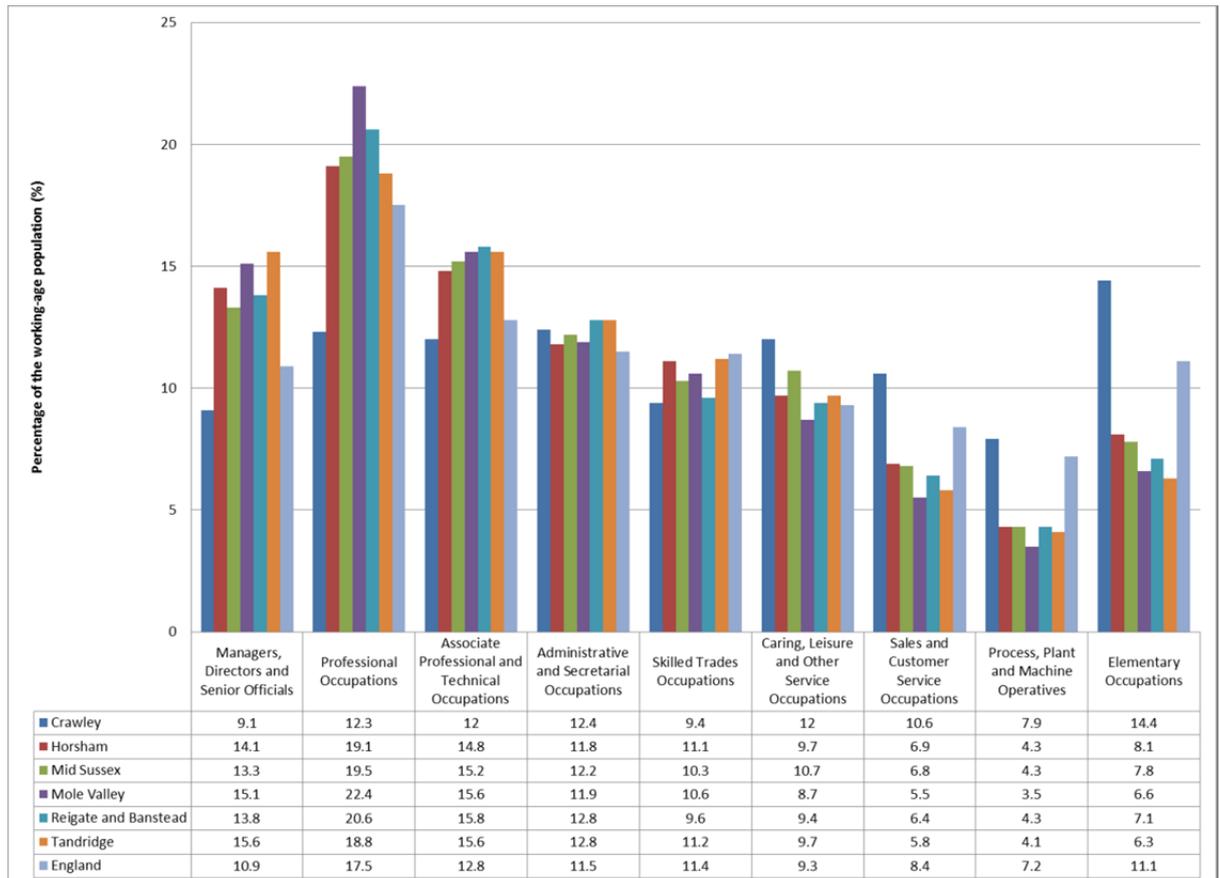
### *Deprivation*

- 2.31 The Indices of Multiple Deprivation (IMD) measure relative levels of deprivation in small areas of England against seven weighted domains. These domains and associated weightings include income (22.5%), employment (22.5%), health (13.5%), education (13.5%), barriers to housing (9.3%), crime (9.3%) and living environment (9.3%).
- 2.32 The IMD 2010 provides an overall summary indicator of deprivation taking into account employment, education, proximity to services, living environment, crime and disorder and the existing burden of poor health. Average levels of deprivation across each of the districts are indicated by their rank position relative to other local authorities in England. Figure A3 in Appendix 1 provides mapping of the overall IMD in the immediate six districts to the updated scheme design. This map shows that the areas within the land take boundary fall into the 3<sup>rd</sup> and 4<sup>th</sup> quintiles of combined IMD, where the 1<sup>st</sup> quintile represents the 20% most deprived and the 5<sup>th</sup> quintile represents the 20% least deprived.

### *Employment*

- 2.33 As shown in Figure 9 below, Crawley, compared with England, has a higher proportion of people employed in elementary occupations (14.4% compared with 11.1%). Mole Valley has the highest proportion of people employed in professional occupations when compared to the other five immediate districts and to the national average.

**Figure 9 : Occupation Stated in the 2011 Census**



Source: Office for National Statistics, 2011 Census: occupation

2.34 Figure A4 in Appendix 1 shows the employment deprivation in the six immediate districts. The land within the land take boundary falls into the 3rd and 5<sup>th</sup> quintiles of employment deprivation (where the 1<sup>st</sup> quintile represents the 20% most deprived and the 5<sup>th</sup> represents the 20% least deprived).

**Unemployment**

2.35 As shown in Table 2.7 below, the average unemployment rate (the percentage of the total economically active that fit this definition) in the immediate six districts is lower than the national average (3.0% compared with 4.4%). The unemployment rate in Crawley is notably higher than that in the other five immediate districts and marginally higher than the national average<sup>xiv</sup>.

**Table 2.7 : Unemployment Rates, 2011**

Area	Unemployed (as a percentage of the working-age population)
Crawley	4.5
Mole Valley	2.5
Reigate and Banstead	2.9
Horsham	2.7

Area	Unemployed (as a percentage of the working-age population)
Mid Sussex	2.4
Tandridge	2.8
<i>Average</i>	<i>3.0</i>
South East	3.4
England	4.4

Source: Office for National Statistics, 2011 Census: Unemployed Persons

- 2.36 As stated in the West Sussex Joint Strategic Needs Assessment (JSNA), there is “increasing concern of higher unemployment rates. There has been a large increase in the number of people unemployed since 2008”<sup>xvi</sup>. This indicates that the local area would benefit from the creation of new jobs, and addressing barriers to the uptake of employment.

### **Income**

- 2.37 Details of average weekly earnings for full-time workers in the six immediate districts and in England are summarised in Table 2.8. In 2013, average earnings in Crawley were marginally lower than the national average. Mean weekly earnings in the other immediate districts were all above the national average, with Reigate and Banstead exhibiting the highest average earnings.

**Table 2.8 : Average Weekly Earnings, 2013 Provisional Results**

Area	Mean Weekly Earnings (£)
Crawley	617.6
Mole Valley	822.3
Reigate and Banstead	917.8
Horsham	839.6
Mid Sussex	716.4
Tandridge	n/a
England	629.5

Source: Office for National Statistics, Annual Survey of Hours and Earnings, 2013 Provisional Results  
n/a = not available

### **Income Deprivation**

- 2.38 Further to the details of average income levels given above, the IMD 2010 indicated that levels of income deprivation in the area are varied and pockets of relative socio-economic deprivation exist in the immediate districts.
- 2.39 As shown in Figure A5 of Appendix 1, there are several Super Output Areas (the lowest spatial data set, sub ward level) within Crawley that rank in the 40% most income deprived areas nationally, including the area within the land take boundary.

### **Education**

- 2.40 The data presented in Table 2.9 provides an overview of the highest level of qualification held within the six immediate districts and in England. All of the immediate districts, with the

exception of Crawley, have a higher percentage of the population qualified at Level 4 (bachelor degree or equivalent) and above than the national average. Mole Valley has the highest percentage of people qualified at Level 4 and above when compared to the other immediate districts and to England. This data tallies with the occupations as shown in Figure 9 above.

**Table 2.9 : Highest Level of Qualification Held, 2011**

Highest Level of Qualification	(Expressed as a percentage of the working age population)						
	Crawley	Horsham	Mid Sussex	Mole Valley	Reigate and Banstead	Tandridge	England
No Qualifications	20.1	16.3	14.8	16.0	16.6	17.1	22.5
Level 1	18.0	13.3	13.4	11.7	13.2	13.4	13.3
Level 2	17.1	17.8	17.3	16.1	16.6	17.5	15.2
Apprenticeship	3.4	3.4	3.4	2.8	2.9	2.9	3.6
Level 3	11.3	12.7	13.2	11.3	12.0	12.3	12.4
Level 4 and Above	21.5	32.6	33.6	37.9	34.0	33.0	27.4
Other Qualifications	8.5	4.0	4.2	4.2	4.8	3.9	5.7

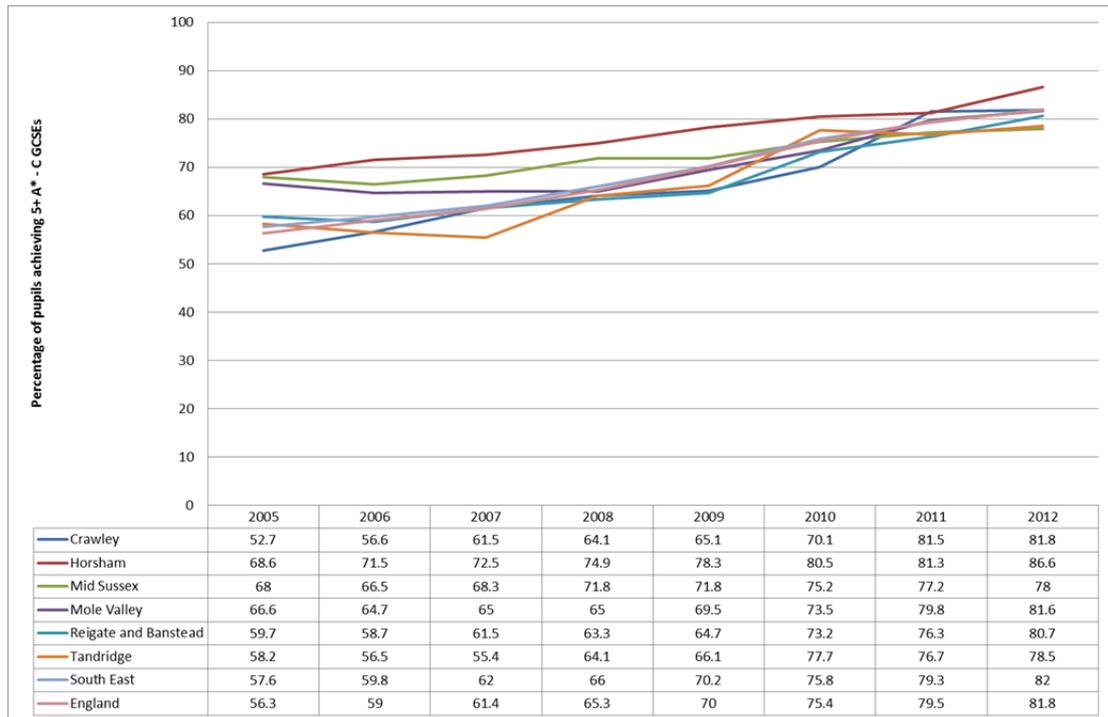
**Note:**  
*No qualifications: No formal qualifications*  
*Level 1: 1-4 GCSEs or equivalent qualifications.*  
*Level 2: 5 GCSEs or equivalent qualifications.*  
*Apprenticeships.*  
*Level 3: 2 or more A-levels or equivalent qualifications.*  
*Level 4 or above: Bachelor degree or equivalent, and higher qualifications.*  
*Other qualifications including foreign qualifications.*

Source: Office for National Statistics. *Highest Level of Qualification, 2011*

#### **Educational Attainment of School Leavers**

2.41 Data for GCSE attainment from 2012 indicates that attainment levels in Crawley are approximately equal to the national average (81.8% achieving 5+ A\*-C passes). As shown in Figure 10 below, the educational attainment of school leavers in the immediate districts has generally followed an improving trend from 2005 to 2012, similar to that of the national average.

**Figure 10 : GCSE Attainment, 2005-2012**



Source: Department for Education: Education and Skills in Your Area:  
[http://www.education.gov.uk/inyourarea/results/lea\\_936\\_pconlas\\_3.shtml](http://www.education.gov.uk/inyourarea/results/lea_936_pconlas_3.shtml)

**Education and Skills Deprivation**

2.42 As shown in Figure A6a in Appendix 1, there are also pockets of high deprivation in terms of low education skills and training. More than half of the SOAs in Crawley rank in the 1<sup>st</sup> and 2<sup>nd</sup> quintiles where the 1<sup>st</sup> is the most deprived 20% in terms of education skills and training, and the 5<sup>th</sup> is the least deprived 20%. This result is in line with the fact that Crawley has lower proportions of the population holding Level 3 or above qualifications compared to the national average (detailed in Table 2.9 above). Figure A6b in Appendix 1 shows the levels of education deprivation in the immediate area surrounding the proposed development. As can be seen, the land take boundary lies in areas which vary in terms of their education deprivation.

**Car Ownership**

2.43 Generally, car ownership can be used as an indicator of socio-economic status. Table 2.10 summarises the car ownership in the six immediate districts, the South East and England. This shows that the proportions of people with no car or van in the six districts are lower than the national average. However, it should be noted that in this instance this is potentially more of an indicator of the largely rural nature of the area, and the necessity of private vehicle ownership.

Table 2.10 : Car Ownership 2011

Area	(Expressed as a percentage of households)				
	No car or van	1 car or van	2 cars or vans	3 cars or vans	4 or more cars or vans
Crawley	22.4	44.8	25.5	5.5	1.7
Mole Valley	12.3	39.0	34.9	9.6	4.2
Reigate and Banstead	13.8	41.5	33.3	8.1	3.4
Horsham	11.8	39.6	35.5	9.1	4.0
Mid Sussex	13.6	42.2	33.2	7.9	3.1
Tandridge	11.8	39.7	34.8	9.6	4.1
South East	18.6	41.7	29.8	7.1	2.8
England	25.8	42.2	24.7	5.5	1.9

Source: Office for National Statistics, 2011 Census: Car Ownership

### Housing Stock

- 2.44 As shown in Table 2.11, the housing stock in the immediate districts increased by an estimated 21,743 dwellings between 2001 and 2011, representing an 8.2% increase. This is higher than the national housing growth trend, but slightly lower than the regional. Out of the six immediate districts, housing growth was notably highest in Reigate and Banstead.

Table 2.11 : Growth in Housing Stock in Immediate Districts 2001-2011

Area	Dwelling Stock, March 2001	Dwelling Stock, March 2011	% Growth, 2001-2011
Crawley	39,821	42,622	7.0%
Mole Valley	34,471	36,684	6.4%
Reigate and Banstead	51,918	57,197	10.2%
Horsham	51,912	56,243	8.3%
Mid Sussex	53,843	58,117	7.9%
Tandridge	32,025	34,870	8.9%
<i>Sub-total</i>	<i>263,990</i>	<i>285,733</i>	<i>8.2%</i>
South East	3,387,577	3,682,754	8.7%
England	21,296,187	22,947,500	7.8%

Source: Office for National Statistics: Dwelling stock by Council Tax Band, 2001 and 2011

### Housing Tenure

- 2.45 Statistics are available on dwelling stock by tenure and have been summarised for the immediate six districts, the region and England in Table 2.12 below. Crawley has a notably higher percentage of social rented houses, and lower percentage of owner occupied houses when compared to the other immediate districts and to the England average.

**Table 2.12 : Estimated Tenure of Local Housing Stock - 2011**

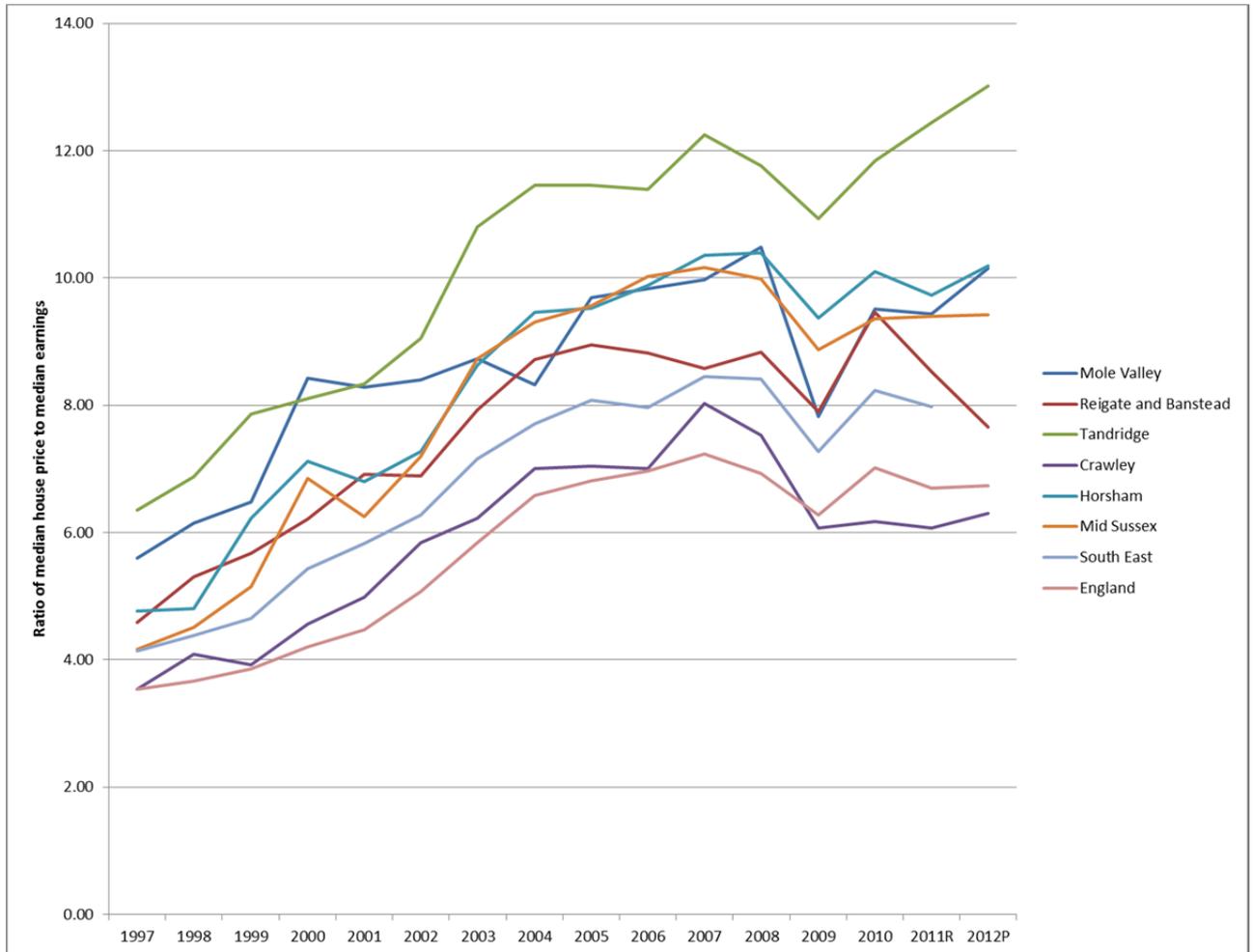
Area	(Expressed as a percentage of the total households)		
	Owner Occupied	Social Rented	Private Rented
Crawley	59.0	23.9	14.5
Mole Valley	74.3	12.2	11.9
Reigate and Banstead	73.0	11.9	12.9
Horsham	74.5	11.6	11.8
Mid Sussex	74.3	10.6	12.8
Tandridge	75.9	10.8	11.0
South East	67.6	13.7	16.3
England	63.3	17.7	16.8

Source: Office for National Statistics: Estimated Tenure of Housing Stock, March 2011

**Housing Affordability**

2.46 The ratio of median house prices to median earnings for the immediate districts, the region and the country are shown in Figure 11 below. This ratio can be used as an indicator of housing affordability. With the exception of Crawley, all immediate districts have ratios above the national and regional ratios. The graph shows the steady rise in the ratio of median house prices to median earnings until 2008 when there was a sharp drop. The ratio in Reigate and Banstead has been decreasing since 2010 but is still above the national ratio. In Tandridge, the ratio is notably higher than in the other districts and has been continually increasing since 2009. The trends in ratios indicate that affordable housing may be an issue in much of the area surrounding the updated scheme design at Gatwick, with the exception of Crawley.

Figure 11 : Ratio of Median House Prices to Median Earnings, 1997 - 2012



Source: Government statistics: Live tables on housing market and house prices: Table 577

**Housing Deprivation**

2.47 The Barriers to Housing and Services Domain of the Indices of Multiple Deprivation (IMD 2010) at the Lower Super Output Area (LSOA) level is made up of seven indicators which fall into two sub-domains: ‘geographical barriers’, which relate to the physical proximity of local services, and ‘wider barriers’ which includes issues relating to access to housing such as affordability.

2.48 In Crawley, 73.8% of the LSOAs are ranked in the least deprived 40% nationally in relation to the barriers to housing and services<sup>xv</sup>. This finding tallies with the housing affordability data for Crawley and implies that the accessibility of services in the local areas is generally good.

**Lifestyle**

**Overview**

2.49 Differences in lifestyle choices made by individuals are typically influenced by education, employment and socio-economic background. It is also acknowledged that these differences in lifestyle choices significantly influence health inequalities experienced by a community. A

number of lifestyle indicators within the area of the proposed development are discussed below.

**Alcohol Consumption**

- 2.50 As detailed in the West Sussex JSNA, alcohol misuse has been identified as *“the dominant lifestyle issue in West Sussex, with levels of high risk drinking amongst younger people and alcohol-related admissions to hospital being growing concerns”*<sup>xvi</sup>.
- 2.51 The number of hospital stays for alcohol related harm in all six immediate districts is significantly better than the national average, as defined by Public Health England (PHE), but remains a local priority to be addressed<sup>xvii,xviii,xix,xx,xxi,xxii</sup>.

**Smoking**

- 2.52 Smoking is responsible for one-sixth of all deaths in the UK, and kills half of all those who smoke. It is the area where behaviour change would make the greatest impact on health inequalities, as it is the main cause of differences in death rates in middle-age persons across socio-economic groups.
- 2.53 According to the 2013 Health Profiles, based on 2011/12 data, 13.8% to 24.2% of adult residents within the immediate six districts smoke, with Mid Sussex having the highest proportion. Statistically, these proportions are not significantly different from the England average of 20.0%, with the exception of Horsham and Mole Valley where the proportions are significantly better than the England average.

**Physical Activity**

- 2.54 Physical activity improves physical and mental health and can be applied to increase social networks improving social cohesion. There is significant evidence to support the benefits of physical activity in promoting good health and contributing towards a decreased risk of cardiovascular disease, diabetes, obesity and some cancers.
- 2.55 As shown in Table 2.13, levels of physical activity in the region are similar to those at the regional and national level.

**Table 2.13 : Physical Activity Participation**

Area	Participation (Expressed as a percentage of the population)			
	< 30 mins per week	30 – 89 mins per week	90 – 149 mins per week	150+ mins per week
Crawley	28.2	8.4	5.4	58.0
Mole Valley	23.2	9.2	8.0	59.6
Reigate and Banstead	23.9	8.7	9.5	57.9
Horsham	21.6	5.3	9.8	63.2
Mid Sussex	23.5	7.5	9.0	60.1
Tandridge	18.7	8.7	7.7	64.9

Area	Participation (Expressed as a percentage of the population)			
	< 30 mins per week	30 – 89 mins per week	90 – 149 mins per week	150+ mins per week
South East	25.7	7.9	7.6	58.7
England	28.5	8.1	7.3	56.0

Source: Public Health England: Active People Survey (Jan 2012 – Jan 2013)  
[http://www.noo.org.uk/data\\_sources/physical\\_activity/activepeople](http://www.noo.org.uk/data_sources/physical_activity/activepeople)

### **Obesity**

- 2.56 Obesity is a significant risk factor for cardiovascular disease, diabetes, stroke, osteoarthritis and cancer. Data shows that rates of obesity in the UK are rapidly increasing. In 2007, 24% of men and women were classed as obese and it is predicted that by 2050 over half of the UK adult population could be obese<sup>xxiii</sup>.
- 2.57 According to the 2013 Health Profiles, the number of obese adults in Crawley is significantly higher than the England average, whilst in the other five districts it is not significantly different to, or significantly better than, the national average<sup>xvii, xviii, xix, xx, xxi, xxii</sup>. Since the level of physical activity participation is similar in Crawley to the national average, it can be inferred that diet and other lifestyle choices may be an issue.

### **Teenage Pregnancy**

- 2.58 The under-18 maternity rate (per 1,000 women in age group) in Crawley is 16.6, higher than the national average of 14.1 and the regional average of 11.1. The rate of teenage mothers is much lower in the other immediate districts, ranging from 1.9 (Mole Valley) to 7.2 (Tandridge), all below the national and regional averages.

### **Sexual Health**

- 2.59 According to the 2013 Health Profiles, the rates of acute sexually transmitted infections is significantly better than the national average in all of the immediate districts, with the exception of Crawley, where the rate is 'significantly worse', as defined by PHE<sup>xvii, xviii, xix, xx, xxi, xxii</sup>.
- 2.60 A PHE note entitled '*Areas where wider HIV testing policies should be considered*' lists the local authorities in England where the prevalence of diagnosed HIV infection exceeds two adults (aged 15-59) per 1,000 population. Crawley is included in this list, with 3.03 people diagnosed with HIV per 1,000 in 2012<sup>xxiv</sup>. None of the other immediate districts are listed.

### **Mental Health**

- 2.61 Mental health is affected by a variety of factors that can prevent or lead to an increased risk of mental illness.
- 2.62 According to the 2013 Health Profiles, the rates of hospital stays for self-harm in the immediate districts are either not significantly different to or significantly better than the national average rate<sup>xvii, xviii, xix, xx, xxi, xxii</sup>.

- 2.63 As stated in the 2010 West Sussex JSNA, there are concerns about bullying, safety and mental health in children and young people. In the 2008 summary, mental health problems were the most stated reason for being on sickness benefits. It is also noted that key working age social care client groups are increasing, including working age adults with learning difficulties, physical and sensory impairment and mental health problems<sup>xvi</sup>.
- 2.64 The South East England Health Strategy (2008) highlights that the South East has the second highest hospital admission rate for depression among women aged 65 and over in the country<sup>xxv</sup>. The West Sussex JSNA has made mental and emotional health and well-being in older age a priority action.

### **Self-Rated Health**

- 2.65 Table 2.14 provides the percentages of residents rating themselves in different health categories<sup>xxvi</sup>. The data for the immediate six districts does not differ significantly from the regional and national averages. However, it is worth noting that in the immediate districts, there are fewer people rating their health as 'bad' or 'very bad' when compared to the national averages. In Crawley, there is a lower proportion of the population rating their health as 'very good' when compared to the regional average, although this proportion is still above the national average.

**Table 2.14 : Self-rated Health 2011**

Area	(Expressed as a percentage of residents)				
	Very good health	Good health	Fair health	Bad health	Very bad health
Crawley	47.6	35.9	12.1	3.5	1.0
Mole Valley	51.5	33.7	11.3	2.9	0.7
Reigate and Banstead	51.5	34.0	10.8	2.8	0.8
Horsham	50.6	34.8	11.1	2.7	0.8
Mid Sussex	51.8	34.0	10.7	2.8	0.8
Tandridge	50.5	34.4	11.4	2.9	0.9
South East	49.0	34.6	12.0	3.4	1.0
England	47.2	34.2	13.1	4.2	1.2

Source: Office for National Statistics: Census 2011

### **Crime and Antisocial Behaviour**

- 2.66 Recorded violence against the person as a crude rate per 1,000 population for the immediate districts, and the average for England, are given in
- 2.67 Table 2.15. Crawley exhibits the highest rate of violent crime out of the immediate districts, with a number significantly higher than the England average. The other districts have much lower rates of violent crime, and all fall below the average for England.

**Table 2.15 : Violent Crime 2011/12**

Area	Recorded violence against the person, crude rate per 1,000 population
Crawley	17.5
Mole Valley	8.9
Reigate and Banstead	12.5
Horsham	6.6
Mid Sussex	6.4
Tandridge	8.9
England	13.6

Source: Public Health England: 2013 Health Profiles <sup>xvii, xviii, xix, xx, xxi, xxii</sup>

**Road Injuries/Accidents**

2.68 Table 2.16 below shows the number of road injuries and deaths (expressed as a crude rate per 100,000 resident population). Mole Valley, Horsham, Mid Sussex and Tandridge have higher rates of road injuries and deaths compared to the regional and national averages.

**Table 2.16 : Road Injuries and Deaths**

Area	Road Injuries and Deaths (per 100,000 resident population)
Crawley	37.6
Mole Valley	69.1
Reigate and Banstead	39.2
Horsham	60.3
Mid Sussex	53.3
Tandridge	65.7
South East	47.3
England	41.9

Source: Public Health England: Road injuries and deaths  
<http://www.apho.org.uk/resource/item.aspx?RID=126823>

**Health Deprivation**

2.69 The Health Deprivation and Disability Domain of the IMD (2010) is mapped on Figure A7, Appendix 1. This domain measures morbidity, disability and premature mortality. It can be seen that localized areas of health deprivation are largely concentrated within urban areas, and closely associated with pockets of relative socio-economic deprivation, poor lifestyles and risk-taking behaviour.

**Living Environment**

2.70 The Living Environment Deprivation Domain of the IMD (2010) is mapped on Figure A8, Appendix 1. This domain measures the quality of individuals' immediate surroundings both

within and outside the home. The map shows a lot of variation across the LSOAs in the immediate districts.

### 3 CONCLUSIONS

---

- 3.1 The local area exhibits a growing population that is predicted to grow at a rate higher than the national average. Statistics imply that the population of Crawley is relatively young, whilst in the other neighbouring districts there are higher proportions of people aged 45 and over. In terms of internal migration (i.e. to/from a local authority area in another part of UK), there was a net outward flow of people aged 16-24 in the immediate districts. These migration trends could imply that there are few opportunities for young adults in the local area, or that young adults are moving elsewhere for higher education, employment and or affordable housing.
- 3.2 The health of the local population is generally better than the national average, exhibiting higher life expectancies, lower mortality rates and lower rates of premature mortality from heart disease, stroke and cancer.
- 3.3 Income, employment and education deprivation remain key issues within Crawley while other neighbouring districts exhibit better employment rates and higher mean weekly earnings than the national average.
- 3.4 Trends in housing affordability indicate that affordable housing may be an issue in much of the area surrounding Gatwick Airport, with the exception of Crawley.
- 3.5 In terms of lifestyle factors, most of the local population exhibits trends similar to or better than the national averages. Crawley has a number of lifestyle factors which differ from the local and national trends: a higher number of obese adults, higher rates of teenage pregnancies, worse sexual health, and a higher rate of violent crime. The rate of road injuries and deaths is worse than the regional and national averages in four out of six of the immediate districts.
- 3.6 It is important to note that local communities are particularly sensitive to activities that may change their socio-economic circumstance and lifestyles. Projects that may reduce or impact upon local income and employment run the risk of further compounding the predominant cause for patterns of existing poor health in the local area. However, it is also important to note that local communities are also sensitive to any activity that may improve local socio-economic status (through increased education, employment, income) and lifestyles (such as improved social networks, social capital, improved diet and physical activity).

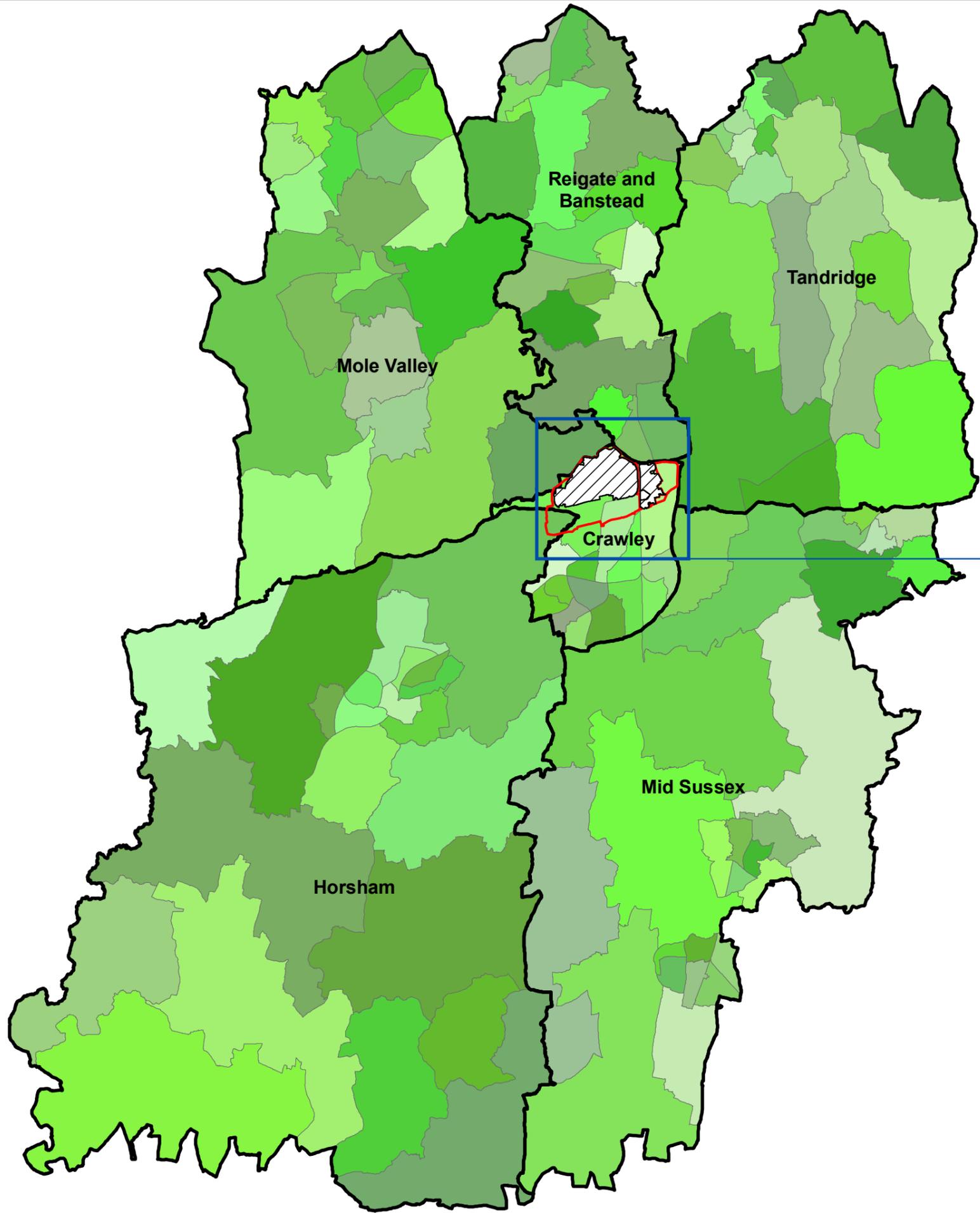


## APPENDICES

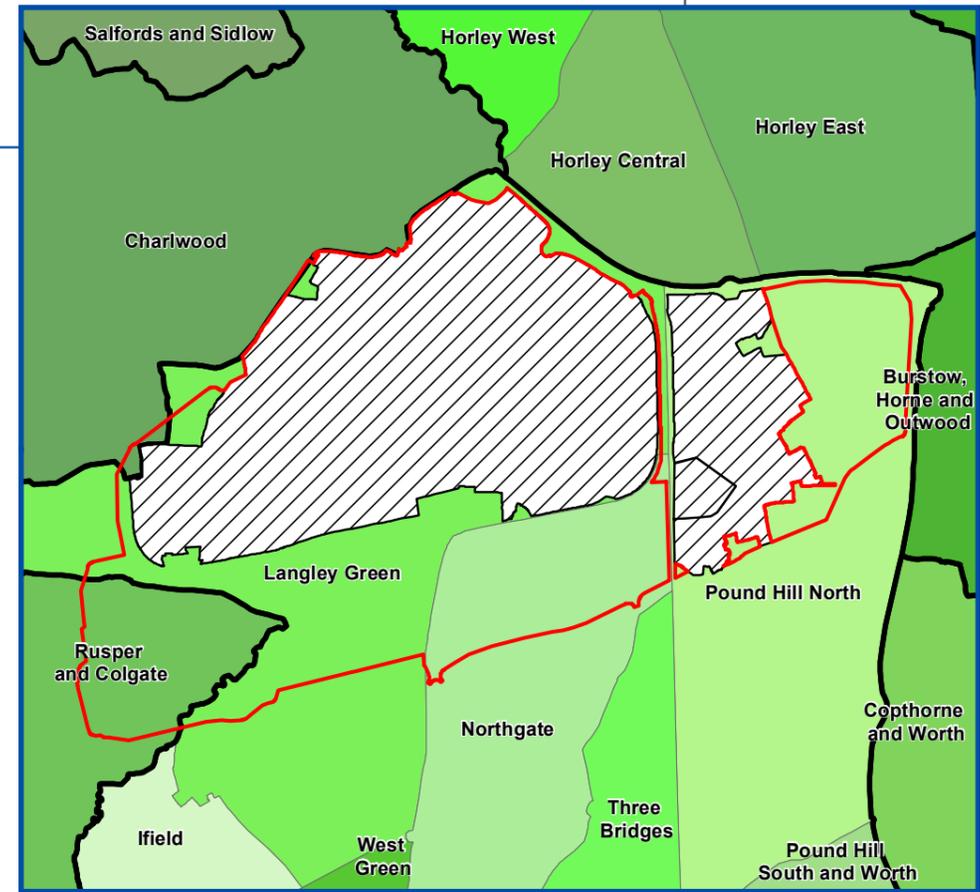
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**APPENDIX 1**

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- Legend**
-  Existing Airport Site
  -  Landtake Boundary
  -  Local Authority Boundary



Title: **Site Location  
Updated Scheme Design**

Scale: A3 @ 1:200,000

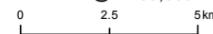
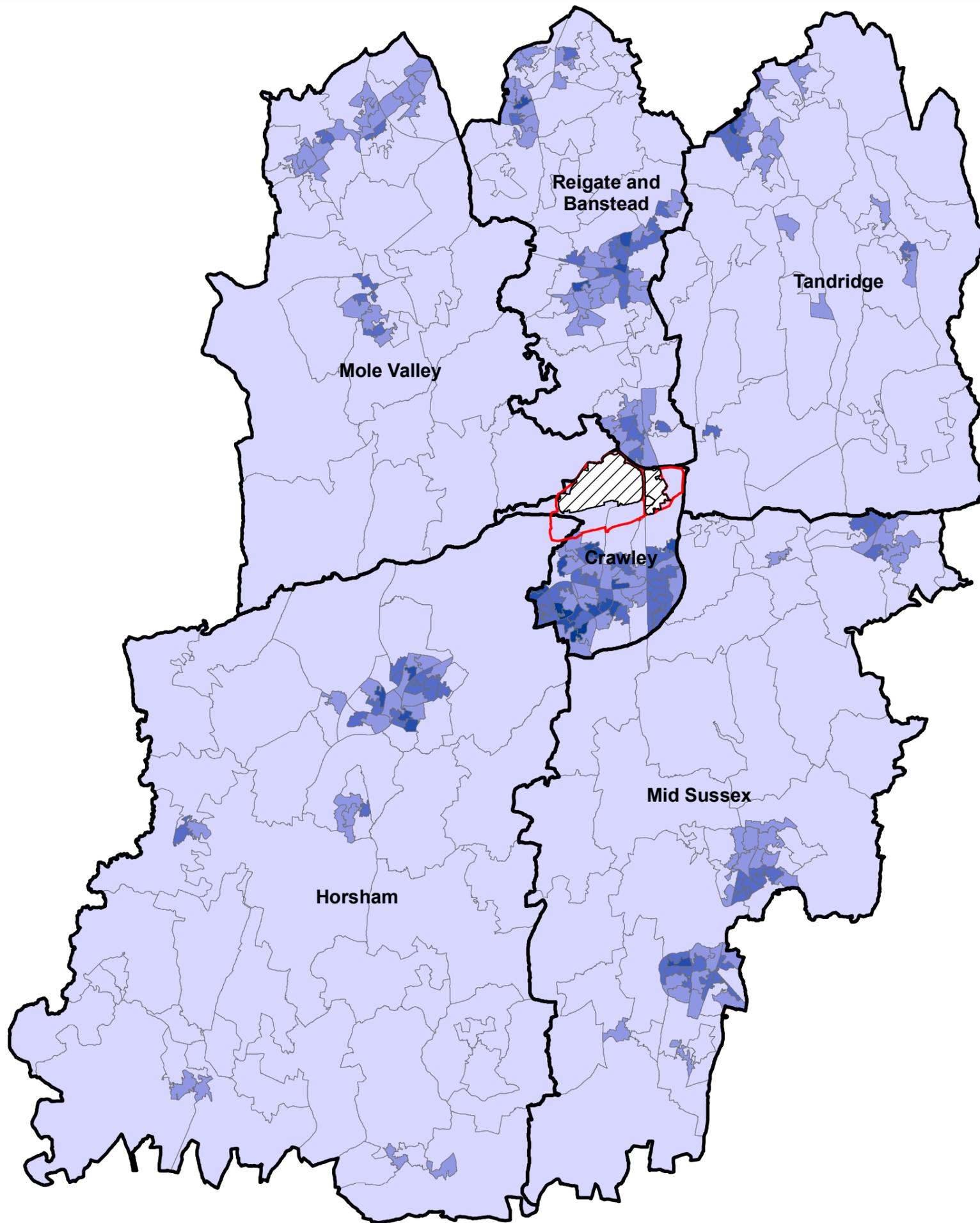


Figure: 1

Date: May 2014 Datum: OSGB36 Projection: BNG

Drawn: RM Checked: RC Job Ref: OXF8027



**Legend**

-  Existing Airport Site
-  Landtake Boundary
-  Local Authority Boundary

**Population Density**

-  1 - most populated
-  2
-  3
-  4
-  5 - least populated

Title: Population Density (Mid 2012)  
Updated Scheme Design

Scale: A3 @ 1:200,000

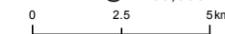
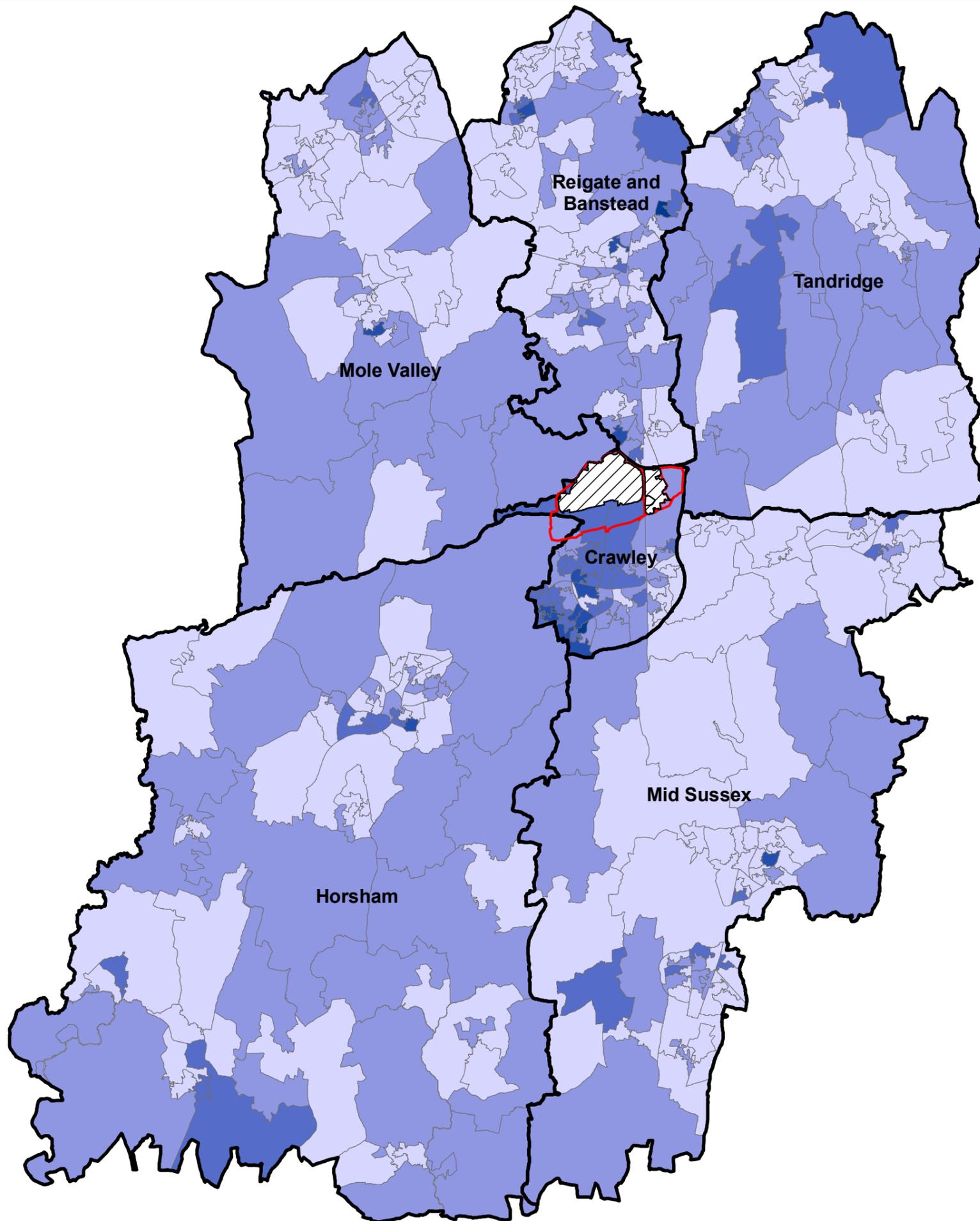


Figure: 2

Date: May 2014 Datum: OSGB36 Projection: BNG

Drawn: RM Checked: JT Job Ref: OXF8027



**Legend**

-  Existing Airport Site
-  Landtake Boundary
-  Local Authority Boundary

**IMD Rank**

-  1 - most deprived
-  2
-  3
-  4
-  5 - least deprived

Title: **Combined Indices of Multiple Deprivation - Updated Scheme Design**

Scale: A3 @ 1:200,000

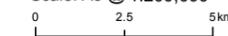
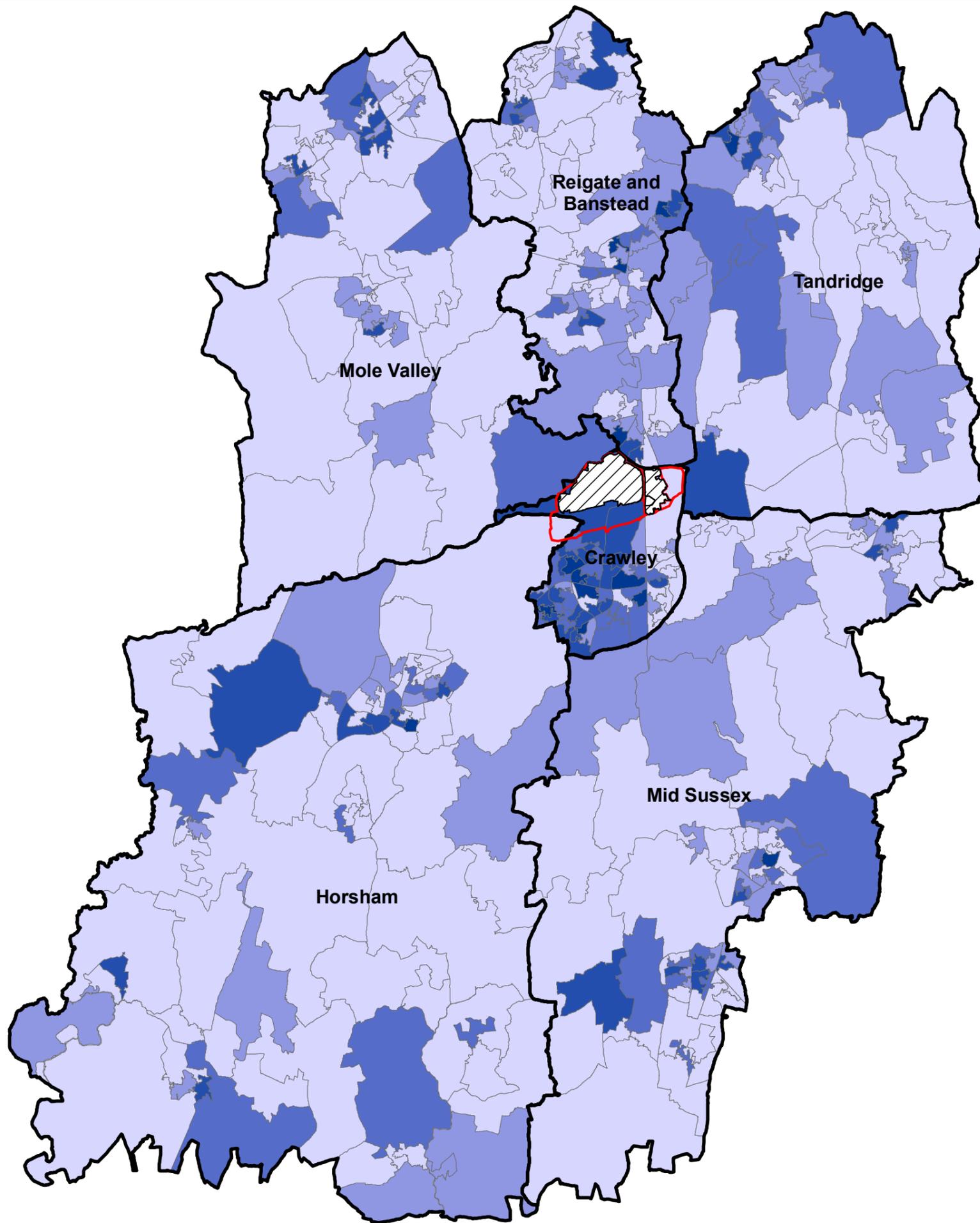


Figure: 3

Date: May 2014    Datum: OSGB36    Projection: BNG

Drawn: RM    Checked: JT    Job Ref: OXF8027



**Legend**

-  Existing Airport Site
-  Landtake Boundary
-  Local Authority Boundary
- Employment Rank**
-  1 - most deprived
-  2
-  3
-  4
-  5 - least deprived

Title: **Employment Deprivation  
Updated Scheme Design**

Scale: A3 @ 1:200,000

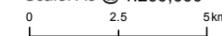
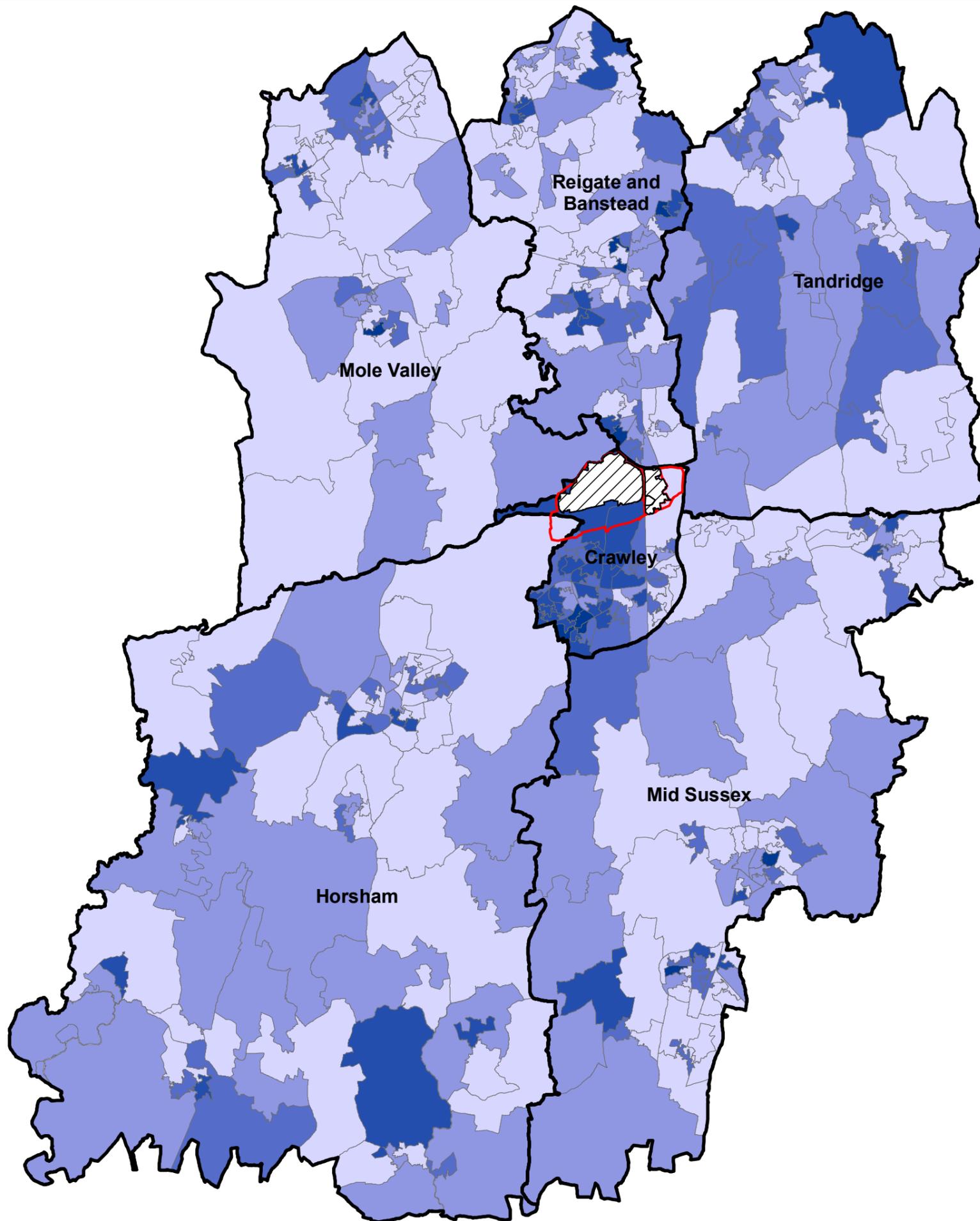


Figure: 4

Date: May 2014    Datum: OSGB36    Projection: BNG

Drawn: RM    Checked: JT    Job Ref: OXF8027



**Legend**

-  Existing Airport Site
-  Landtake Boundary
-  Local Authority Boundary

**Income Rank**

-  1 - most deprived
-  2
-  3
-  4
-  5 - least deprived

**Title:** Income Deprivation Updated Scheme Design

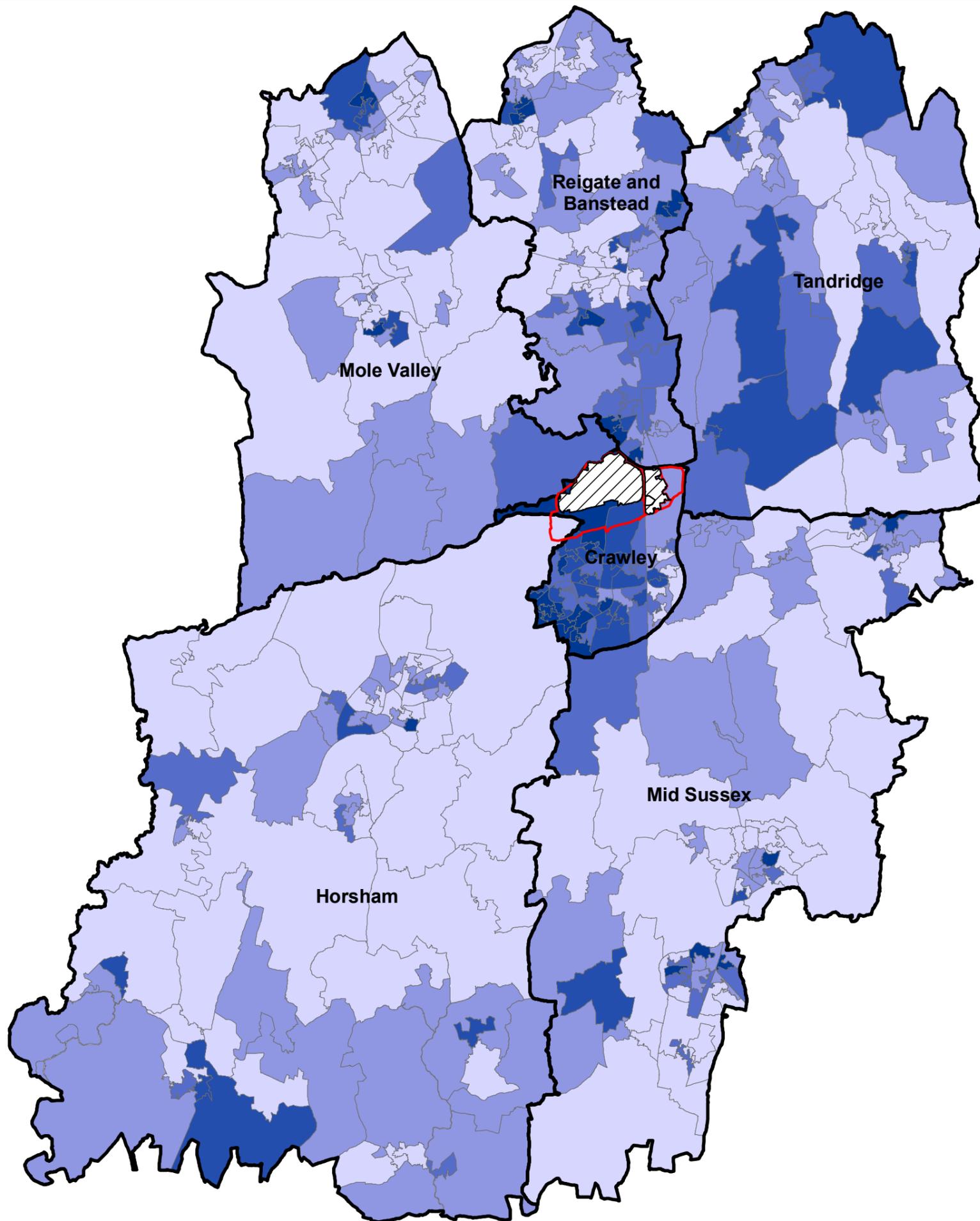
Scale: A3 @ 1:200,000

0 2.5 5km  Figure: 5

Date: May 2014 Datum: OSGB36 Projection: BNG

Drawn: RM Checked: JT Job Ref: OXF8027

Project Ref: O:\8027 Gatwick Airport - Planning\TechDrawings\8027-0261-06.mxd Date Saved: 06/05/2014



**Legend**

-  Existing Airport Site
-  Landtake Boundary
-  Local Authority Boundary

**Rank of Education Skills and Training Score**

-  1 - most deprived
-  2
-  3
-  4
-  5 - least deprived

Title: **Education Deprivation  
Updated Scheme Design**

Scale: A3 @ 1:200,000

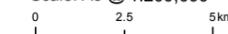
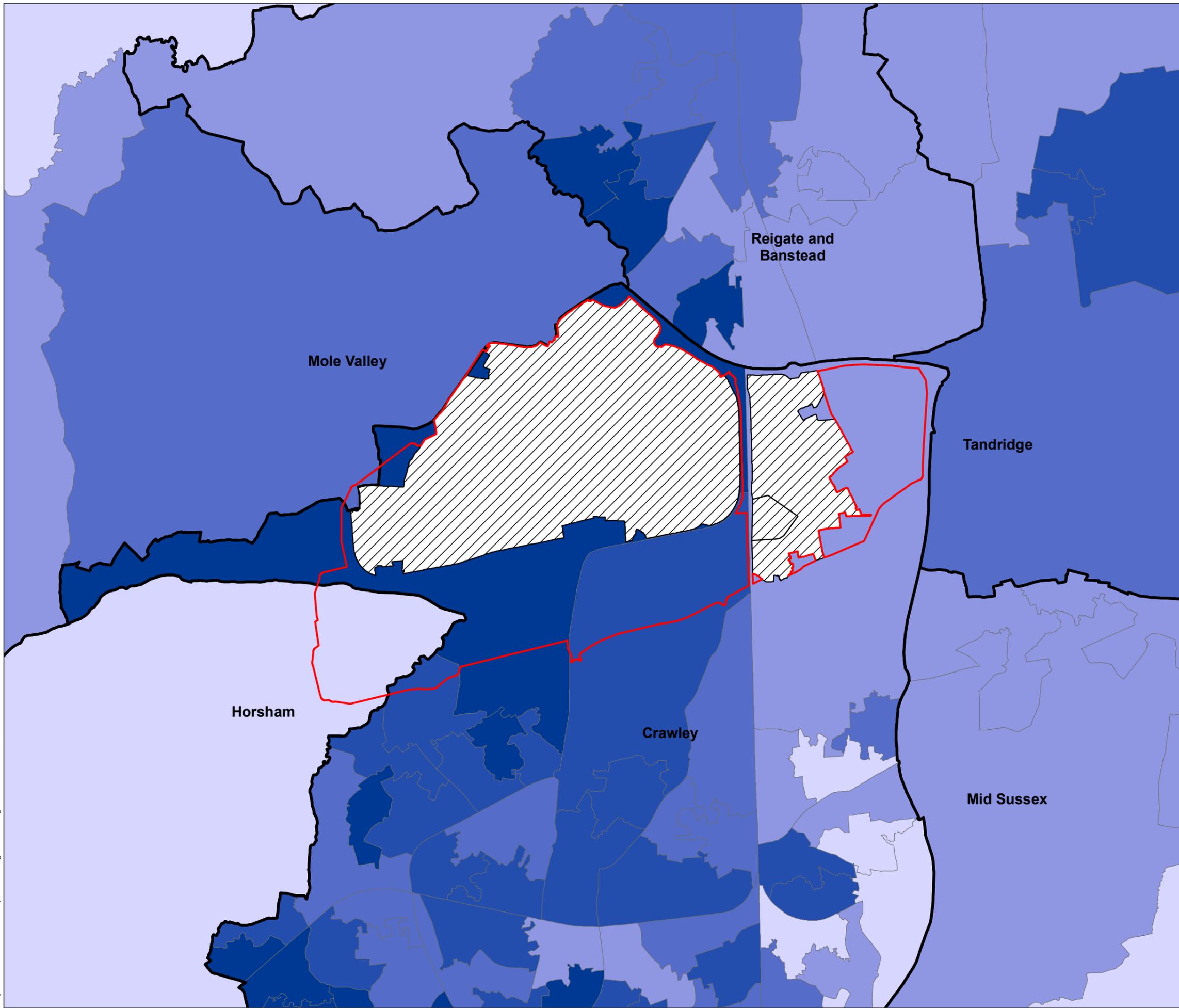


Figure: 6a

Date: May 2014    Datum: OSGB36    Projection: BNG

Drawn: RM    Checked: JT    Job Ref: OXF8027



**Legend**

-  Existing Airport Site
-  Landtake Boundary
-  Local Authority Boundary

**Rank of Education Skills and Training Score**

-  1 - most deprived
-  2
-  3
-  4
-  5 - least deprived

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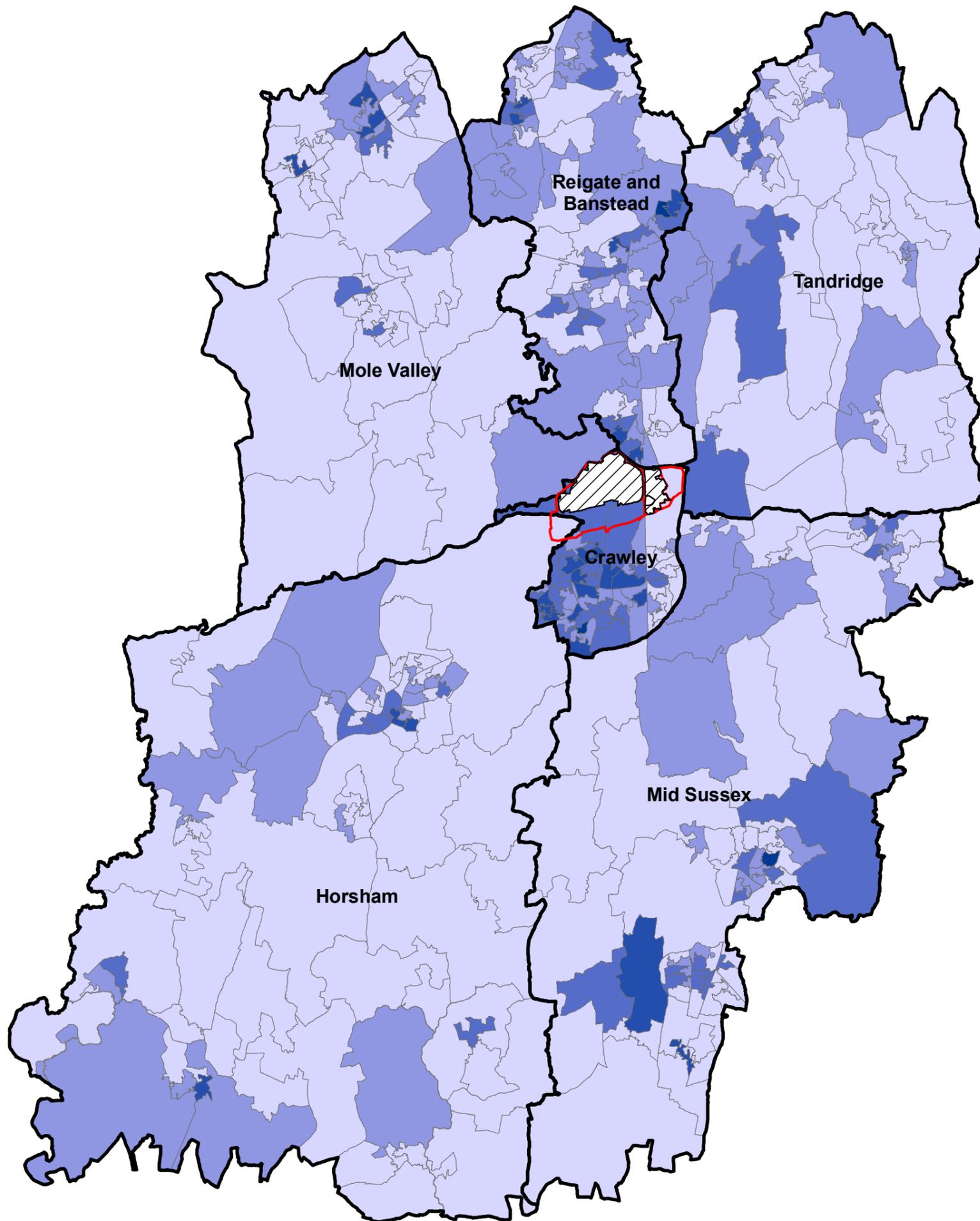
**Title:** Education Deprivation Updated Scheme Design

Scale: A3 @ 1:35,000

0 0.5 1km 

Date: May 2014 Datum: OSGB36 Projection: BNG

Drawn: RM Checked: JT Job Ref: OXF8027



**Legend**

-  Existing Airport Site
-  Landtake Boundary
-  Local Authority Boundary

**Health Domain IMD**

-  1 - most deprived
-  2
-  3
-  4
-  5 - least deprived

Title: **Health Domain Deprivation  
Updated Scheme Design**

Scale: A3 @ 1:200,000

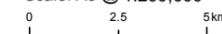
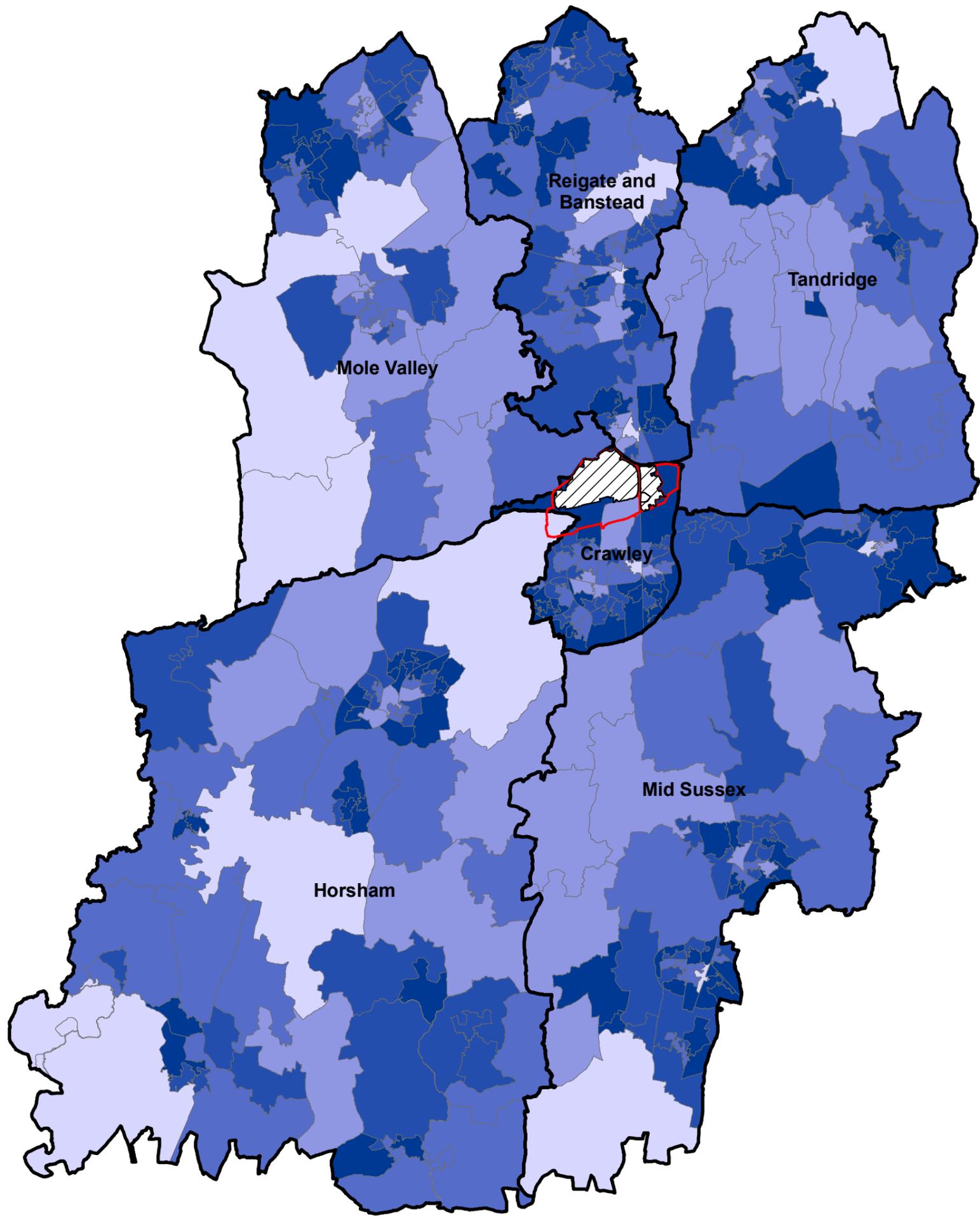


Figure: 7

Date: May 2014 Datum: OSGB36 Projection: BNG

Drawn: RM Checked: JT Job Ref: OXF8027



**Legend**

-  Existing Airport Site
-  Landtake Boundary
-  Local Authority Boundary

**Living Environment IMD**

-  1 - most deprived
-  2
-  3
-  4
-  5 - least deprived

**Title:** Living Environment IMD  
Updated Scheme Design

Scale: A3 @ 1:200,000

0 2.5 5km  Figure: 8

Date: May 2014 Datum: OSGB36 Projection: BNG

Drawn: RM Checked: JT Job Ref: OXF8027

Project Ref: O:\8027 Gatwick Airport - Planning\TechDrawings\8027-0275-03.mxd Date Saved: 06/05/2014

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## APPENDIX 3 – EQUALITIES SCREENING REPORT

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## GATWICK R2

UPDATED SCHEME DESIGN FOR  
AIRPORTS COMMISSION  
MAY 2014

### APPENDIX 3 EQUALITIES SCREENING REPORT



May 2014

**Our Ref: OXF8027**

**RPS**  
6-7 Lovers Walk  
Brighton  
BN24BG



**QUALITY MANAGEMENT**

---

Prepared by:	<b>Dr Andrew Buroni</b>
Authorised by:	<b>Julia Tindale</b>
Date:	<b>8<sup>th</sup> May 2014</b>
Project Number/Document Reference:	<b>OXF8027/USD/Equalities Screening Report/Final</b>

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## EXECUTIVE SUMMARY

---

- S.1 An Equalities Impact Screening exercise has been undertaken to investigate if the updated scheme design for a second runway at Gatwick Airport might have a disproportionate influence upon specific groups i.e. people of different sex and age groups; people with dependents and caring responsibilities; people with a disability; people belonging to all racial, cultural and ethnic groups; people who are pregnant or subject to maternity legislation; people who have a religion or belief, or who do not; people who are gay, lesbian, bisexual and heterosexual or in a Civil Partnership; and people who intend to undergo, are undergoing or have undergone gender reassignment.
- S.2 The screening process investigated whether there is any activity associated with the updated scheme design that might have the potential to impact upon these specific groups, in order to determine if further equalities impact assessment is relevant, or justify where it is not.
- S.3 The equalities screening exercise considered the following features associated with the construction and operation of the updated scheme design, together with the potential impacts and how these may affect sensitive community groups.
- Land acquisition and demolition of property;
  - Land clearance and construction activities;
  - Income and employment;
  - The new runway;
  - Surface transport.
- S.4 The screening exercise concluded that the construction and operation of the updated scheme would not present any disproportionate impact upon sex, race, ethnicity, religion, sexual orientation or sexual preference. On this basis, no further equalities assessment is required.
- S.5 However, the following recommendations were provided in relation to the wider potential impacts on communities in general and these have been taken forward as commitments by Gatwick in relation to the updated scheme design.
- Work with local facilities to support viable, local relocation that minimises service disruption and where possible enhances service provision.
  - Prepare a Construction Environmental Management Plan (CEMP) to further minimise potential exposure pathways, thereby reducing impacts to all community groups including sensitive receptors. Gatwick has committed to prepare a CEMP which will be implemented alongside other management plans, including an overarching Code of Construction Practice and a Health and Safety Plan for the updated scheme design.
  - Develop a house purchase and support initiative policy to help address potential impacts to wider communities in general.

- Continue to support local communities and industry through education, training, employment and procurement initiatives to maximise the uptake of local and regional income and employment.
- Investigate local barriers to income and employment uptake, and community support initiatives designed to help overcome such barriers (see the Quality of Life assessment).
- Investigate the change in community noise exposure and assessment of changes in annoyance, sleep disturbance and cognitive function at schools (see the Noise reports and Quality of Life assessment).

# 1 INTRODUCTION

---

- 1.1 This report constitutes the Equalities Impact Screening exercise for the updated scheme design for a second runway at Gatwick Airport.
- 1.2 The report is structured to provide a brief introduction to the legislative requirement, process and methodology to equalities screening; presents the screening exercise investigating if the proposed project may have a disproportionate impact upon sensitive groups, and concludes with the findings and recommendations/actions of the screening exercise.

## 2 METHODOLOGY

---

### Equalities Legislation

- 2.1 The Equality Act 2010 replaces previous anti-discrimination laws in England, Scotland and Wales<sup>i</sup> and constitutes legislation to protect people from discrimination in the workplace and in wider society.
- 2.2 It places a duty on public bodies to take a proactive approach to equality and diversity through processes such as Equalities Impact Assessment, which investigate if a policy, programme or project might have a disproportionate influence upon the following specific groups:
- people of different age groups;
  - people with dependents and caring responsibilities;
  - people with a disability;
  - women and men;
  - people belonging to all racial, cultural and ethnic groups;
  - people who are pregnant or subject to maternity legislation;
  - people who have a religion or belief, or who do not;
  - people who are gay, lesbian, bisexual and heterosexual or in a Civil Partnership; and
  - people who intend to undergo, are undergoing or have undergone gender reassignment.

### Approach

- 2.3 While some variation in methodology exists, including integration with processes such as Health Impact Assessment (HIA), the overarching approach to equalities impact assessment is directed by the Equality and Human Rights Commission<sup>ii iii</sup> (and more widely by the European Union<sup>iv</sup>), advocating two levels of assessment, namely:
- equalities screening; and
  - full equalities impact assessment.
- 2.4 As defined by the Equality and Human Rights Commission, screening is a short, sharp exercise to determine a proposed project, policy or program's "relevance" to equality.
- 2.5 The screening process investigates whether there is any activity associated with what is proposed that might have the potential to impact upon the specific groups

listed, and determine if further equalities impact assessment is relevant, and just as importantly, justify where it is not.

### **Methodology**

- 2.6 While guidance defines the overarching approach, the specific methodology applied is characteristically tailored to the specific need, project and resources available.
- 2.7 In this instance, a wealth of overlapping and complementary information is available through the updated scheme design and the Quality of Life and Community reports. For the sake of brevity, the equalities screening exercise does not seek to repeat or reproduce such information, but draw from, signpost to and build upon it.
- 2.8 The screening methodology therefore comprises the following stages:
- 1) Project Profile: review of project information to define and inform the screening appraisal;
  - 2) Community Profile: review of the community profile and community facilities, amenities and services potentially influenced by the updated scheme to form the baseline to the screening appraisal
  - 3) equalities screening appraisal; and
  - 4) presentation of findings and recommendations.

### 3 PROJECT PROFILE

#### Updated Scheme Description

- 3.1 As detailed in the updated scheme description, the provision of a 2<sup>nd</sup> runway will involve land acquisition to the south of the existing runway and the construction of associated airport infrastructure. Potential construction and operational features to be considered through the equalities screening exercise in Section 5 are listed in Table 3.1 below.

**Table 3.1 Potential Construction and Operational Features**

Feature	Description	Distribution
<b>Construction Phase</b>		
Land acquisition and demolition of property	Loss of residential properties within the red line boundary	Local
	Loss of community amenities and facilities within the red line boundary	Local
	Potential community severance and reduced access to public areas within the red line boundary	Local
Land clearance and construction activities	Potential changes in air quality and noise exposure from construction activities	Local
	Potential change in and disruption of road traffic within the area	Local
Income and employment	Potential displacement and disruption of local businesses	Local
	Direct, indirect and induced construction employment and income opportunities	Local/Regional
<b>Operational Phase</b>		
New runway	New runway noise corridors with potential community exposure	Local
	Change in air quality from new airport infrastructure and increased capacity with potential community exposure	Local
	Property blight	Local
Surface transport	Increase in surface transport due to increased airport capacity (potential change in air quality, noise, and risk of collision)	Local/Regional
Income and employment	Direct, indirect and induced income and employment opportunities, reinforcing and enhancing existing supply chains and industry	Local/Regional
	Increase in local, Regional and National GDP associated with Airports existing influence	Local/Regional/National

## 4 COMMUNITY PROFILE

---

### Baseline Conditions

- 4.1 As detailed in the Community : Community and Private Assets Report, the current baseline conditions pertinent to the equalities screening exercise are provided under the following headings:
- Residential property and Settlements;
  - Doctor's surgeries, hospitals and care homes;
  - Schools, pre-schools and nurseries;
  - Places of worship;
  - Other community resources;
  - Parks, playing fields and sports facilities;
  - Land used by the community, including common land, town and village greens, fuel and field garden allotments and public open space;
  - Public rights of way (including footpaths, bridleways and restricted byways); and
  - Cycle routes.
- 4.2 A full description of each of these resources is provided in the Community: Community and Private Assets Report.

### Community Profile Summary

- 4.3 The updated scheme design predominantly lies to the south and east of the existing airport.
- 4.4 The settlements of Hookwood and Horley to the north would be unaffected by the expanded boundary. Some additional land would be required towards the settlement of Charlwood to the north-west but would not impinge upon the settlement itself.
- 4.5 The eastern expansion of the airport, including the re-alignment of the A23, would affect some residential properties at Tinsley Green in the Crawley neighbourhood of Pound Hill North. These would predominantly be located along the B2036 Balcombe Road; the B2037 Antlands Lane; Radford Road; Fernhill Road; Peeks Brook Lane and Donkey Lane.
- 4.6 To the south of the airport the updated scheme design would affect some residential properties in Crawley, predominantly in the neighbourhoods of Langley Green and Northgate, which lie beyond the existing urban edge. Langley Green is located towards the northwest of the town, with Northgate directly to the north of Crawley town centre. In both neighbourhoods property development started in the early 1950s as part of the new town development.

- 4.7 To the south-west of the airport, residential properties along Bonnetts Lane and some along Charlwood Road would be located within the boundary of the updated scheme design. These are located in the District of Horsham in West Sussex.
- 4.8 No doctor's surgeries are located within the boundary of the updated scheme design. Although outside the boundary, Langley Green Hospital (located to the south of the redline boundary) provides mental health, learning disability or substance misuse hospital services.
- 4.9 There are a number of care homes in Horley, Charlwood and Ifield outside the study area. Only one facility, Trent House care home, is located within the boundary of the updated scheme design.
- 4.10 A number of day nurseries and pre-schools are located within the boundary of the updated scheme, including:
- Charlwood House Day Nursery (for children 3 months to 5 years, with holiday club for 4–11 year olds).
  - Cranbrook Independent Nursery and Pre-school operate from a number of locations around the existing airport. Ivy Cottage, Balcombe Road, Horley (RH6 9SW) lies to the east of the existing airport within the boundary of the updated scheme design and the Children's House on Horley Road, Charlwood is located within the existing northern boundary of the airport. Acorn Cottage on Antlands Lane West, Shipley Bridge, Horley (RH6 9TE) is located just outside the boundary of the updated scheme design to the west of the M23.
  - Kid Co Ltd, Day Nursery at Inger Cottage, Balcombe Road, Horley RH6 9SW is located to the east of the existing airport. It is a day nursery for 113 children aged 0 -2 and is open all year.
  - Brookfield Day Nursery and Holiday Club is located at Brookfield House, London Road, Crawley within the boundary of the updated scheme design and is accessed from the A23.
- 4.11 St Michael and All Angels Church at Lowfield Heath is located among warehouses, depots and light industrial units to the immediate south of the existing airport and within the boundary of the updated scheme design. The Shree Swaminarayan Temple (I.S.S.O) is located to the south of the airport on Bonnetts Lane within the boundary of the updated scheme design.
- 4.12 Outreach 3 Way is a Sussex-based charity supporting people with learning disabilities. It offers residential care, supported living services, one to one support and complex needs care and the Day Service in Crawley provides sports, arts and outdoor environment activities. It is located at Ifield Hall in Langley Green to the south-west of the existing airport and within the boundary of the updated scheme design.
- 4.13 Crawley Rugby Football Club is situated at Willoughby Fields to the south of the existing airport. It was relocated by Crawley Borough Council to its current home in 1993. A large part of this facility is located within the boundary of the updated scheme design.

- 4.14 There are no town and village greens, or fuel and field garden allotments located within the boundary of the updated scheme design.
- 4.15 In terms of community circumstance, the proportions of male and female residents in Crawley are similar to those at the national level. Approximately 49.4% of Crawley's population is males and 50.6% females, compared to the national figures of 49.2% and 50.8% respectively<sup>v</sup>.
- 4.16 The average age of the local population does not differ significantly from the national average. In Crawley, the mean age is 36.8, slightly younger than the national average of 39.3<sup>vi</sup>. When looking at the population structure, Crawley has a younger population compared to the England average. The proportion of people aged 45 and over in Crawley is 36.0% compared with the national proportion of 41.7%<sup>vi</sup>.
- 4.17 Crawley has a predominantly white population and its ethnic diversity is broadly similar to that at the national level. At the ward level (Langley Green), 60% of the population states their ethnicity as white, lower than the national average of 85.4%<sup>vii</sup>. The general trend of ethnicity is similar to that at the national level, although there are notably higher percentages of people stating their ethnicity as Asian (31.1% in Langley Green compared with 7.8% in England)<sup>vii</sup>.
- 4.18 The religion trends in Langley Green and in Crawley are broadly similar to that at the national level. Langley Green has a lower percentage of the population stating their religion as Christian (43.9%) compared with the England average (59.4%) and notably higher percentages of people stating their religion as Hindu (10.3%) and Muslim (19.2%) compared with the national figures of 1.5% and 5.0% respectively<sup>viii</sup>.
- 4.19 The Index of Multiple Deprivation (IMD) measures relative levels of deprivation in small areas of England against seven weighted domains. The domains and associated weightings include income (22.5%), employment (22.5%), health (13.5%), education (13.5%), barriers to housing (9.3%), crime (9.3%) and living environment (9.3%).
- 4.20 Based on the 2000 Census IMD (currently the only available ward level analysis), Langley Green ranks 2,641 out of 8,414 wards, where 1 is the most deprived and 8,414 is the least deprived<sup>ix</sup>. Langley Green therefore falls within the 35% most deprived wards in England.
- 4.21 The trend of economic activity of residents in Crawley and Langley Green is similar to that at the national level. The unemployment rate (the percentage of the total economically active that fit this definition) in Crawley is 4.5%, marginally higher than England's 4.4%<sup>x</sup>. In Langley Green, the percentage of people who are unemployed is 5.5%, which is higher than the national average<sup>v</sup>.
- 4.22 Langley Green is the neighbourhood in Crawley with "the most economically inactive 'looking after family at home' residents and inactive 'other'"<sup>xi</sup>.
- 4.23 On the above basis, the local community within the updated scheme design boundary is indicative of a rural area in the south east and does not present any significant inequality or community sensitivity pertinent to an equalities impact assessment.
- 4.24 A number of facilities within the boundary are, however, important to sensitive community groups, and their displacement requires further assessment, as does the potential disruption to other facilities potentially under the new flight path.

## 5 EQUALITIES SCREENING

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### Approach and Methodology

- 5.1 As detailed in the Equality and Human Rights Guidance, the equalities screening exercise is not intended as a comprehensive assessment, but to establish if there is the potential for any disproportionate or discriminative impact upon specific sensitive community groups, including
- older or younger people;
  - people with caring responsibilities;
  - people with a disability;
  - women or men (including expectant or new parents i.e. pregnancy and maternity and people who are married);
  - people who are black or from a minority ethnic background (BME);
  - people with a religion or belief (or who choose not to have a religion or belief);
  - people who are lesbian, gay or bisexual (LGB) or in a Civil Partnership; and
  - people who are transitioning from one gender to another.
- 5.2 It is important to note that potential impacts and opportunities to wider society are addressed within the other Community reports and Quality of Life reports.
- 5.3 The following screening exercise, set out in the table below, draws from the project profile and community profile to inform the qualitative appraisal, and the development of recommendations and necessary actions where appropriate.

Feature	Potential Impact	Sensitive Community Group	Action
<b>Construction Phase</b>			
Land acquisition and demolition of property	Loss of residential properties within the red line boundary, displacing individuals and impacting upon rural communities.	The acquisition and displacement of residential properties is defined spatially and does not have a disproportionate effect on any specific sensitive community group.	Wider impacts to communities in general are investigated within the other Community reports and the Quality of Life assessment.
	Loss of community amenities and facilities within the red line boundary including pre-school and day care facilities, two places of worship and sports facilities. Outreach 3 Way is a Sussex-based charity supporting people with learning disabilities. It is located at Ifield Hall in Langley Green to the south-west of the existing airport and within the boundary of the updated scheme design.	There is the potential to impact upon services important to specific sensitive community groups, namely people with caring responsibilities and people with learning disabilities.	Work with local facilities to support viable, local relocation that minimises service disruption and where possible enhances service provision.
	Potential community severance and reduced access to public areas within the red line boundary.	Loss of access and accessibility to public areas within the red line boundary is defined spatially and does not have a disproportionate effect on any specific sensitive community group.	Wider impacts to communities in general are investigated within the other Community reports and the Quality of Life assessment.
Land clearance and construction activities	Potential changes in air quality and noise exposure from construction activities.	Potential changes in community exposure are defined spatially, and generally does not have a disproportionate effect on any specific sensitive community group.  The largely rural nature of the option reduces potential exposure pathways including receptors sensitive to air pollution and noise, (i.e. the young, elderly and infirm).	A Construction Management Plan is recommended to further minimise potential exposure pathways, thereby reducing impacts to all community groups including sensitive receptors.
	Potential change in and disruption of road traffic within the area.	Changes in surface traffic are defined spatially and do not have a disproportionate effect on any specific sensitive community group.  However, there is varying sensitivity to traffic related health pathways, in particular for the young, elderly and infirm	A construction traffic management plan is recommended which directs traffic away from sensitive areas (schools, hospitals, play areas), reduces the risk of construction staff parking within community areas and prevents rat runs.
Income and employment	Potential displacement and disruption of local businesses.	The displacement of local business is defined spatially and does not have a disproportionate effect on any specific sensitive community group.	Wider impacts on communities in general are investigated within the Quality of Life assessment.
	Direct, indirect and induced construction employment and income opportunities.	The creation of income and employment opportunities does not have a disproportionate effect on any specific sensitive community group, and is of benefit to society as a whole.	The creation of income and employment opportunities does not necessarily mean benefit to socio-economically deprived sensitive community groups.  Investigation of local barriers to income and employment uptake, and community support initiatives designed to help overcome such barriers (see Quality of Life assessment).
<b>Operational Phase</b>			
New runway	New runway noise corridors with potential community exposure.	While the runway and new noise corridors will not have a disproportionate effect on any specific community group	Investigation of the change in community noise exposure and assess changes in annoyance, sleep disturbance and cognitive

Feature	Potential Impact	Sensitive Community Group	Action
		<p>(being spatially defined), there is varying sensitivity to noise in particular for the young, elderly and infirm.</p> <p>The largely rural nature of the option reduces potential exposure pathways including receptors sensitive to noise, (i.e. the young, elderly and infirm).</p>	function at schools (see the Noise reports and Quality of Life assessment).
	Change in air quality from new airport infrastructure and increased capacity with potential community exposure.	<p>Local Airport emissions from new infrastructure will not have a disproportionate effect on any specific community group, being spatially defined.</p> <p>There is however, varying sensitivity to air pollution in particular for the young, elderly and infirm.</p> <p>The largely rural nature of the option reduces potential exposure pathways including receptors sensitive to air pollution and noise, (i.e. the young, elderly and infirm).</p>	The Air Quality Report includes a quantitative exposure response assessment for changes in airport PM <sub>10</sub> and NO <sub>2</sub> , emissions, considering the highest burden of poor health in the area (thereby accounting for the most sensitive community groups). See also the Quality of Life assessment.
	Property blight.	<p>The 2<sup>nd</sup> runway has the potential to impact upon local perceptions and values influencing the housing market.</p> <p>This is spatially defined and will not have a disproportionate effect on any specific community group.</p>	The Quality of Life assessment investigates the potential impact upon local communities, and it is recommended that house purchase and support initiative policy be developed to help address potential wider community impacts.
Surface transport	Increase in surface transport due to increased airport capacity (potential change in air quality, noise, and risk of collision).	<p>Changes in surface traffic are defined spatially and do not have a disproportionate effect on any specific sensitive community group.</p> <p>However, there is varying sensitivity to traffic related health pathways, in particular for the young, elderly and infirm.</p>	<p>The Surface Access, Air Quality, Noise and Quality of Life reports consider relative sensitivity in the assessment of changes in exposure to surface transport emissions to air and noise, and when assessing risk from road traffic .</p> <p>A traffic management plan is recommended including a parking strategy which prevents passenger and staff parking and rat runs within residential areas.</p> <p>Where possible, it is recommended to supplement and enhance green and public transport provision between Crawley and the Airport suitable for all community group needs.</p>
Income and employment	Direct, indirect and induced income and employment opportunities, reinforcing and enhancing existing supply chains and industry.	The creation of income and employment opportunities does not have a disproportionate effect on any specific sensitive community group, and is of benefit to society as a whole.	<p>The creation of income and employment opportunities does not necessarily mean benefit to socio-economically deprived sensitive community groups.</p> <p>Investigation of local barriers to income and employment uptake - Gatwick Airport Limited continues to provide community support initiatives designed to help overcome such barriers (see Quality of Life assessment).</p>
	Increase in local, Regional and National GDP associated with the Airport's existing influence.	An increase in GDP would not have a disproportionate effect on any specific sensitive community group, and is of benefit to society as a whole.	It is recommended that Gatwick Airport Limited continue to support local communities and industry through education, training, employment and procurement initiatives to maximise the uptake of local and regional income and employment.

## 6 CONCLUSIONS

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- 6.1 The construction and operation of the updated scheme does not present any disproportionate impact upon sex, race, ethnicity, religion, sexual orientation or sexual preference. On this basis, no further equalities assessment is required.
- 6.2 However, recommendations and cross references are provided in the equalities screening table in Section 5 above in relation to the wider potential impacts on communities in general. The recommendations are focused on further investigating and addressing where there may be some varying sensitivity to an activity within a community, and to explore wider issues and opportunities beyond the remit of the equalities impact screening. These have been taken forward as commitments by Gatwick.

## REFERENCES

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- <sup>i</sup> Before the Act came into force there were several pieces of legislation to cover discrimination, including: Sex Discrimination Act 1975; Race Relations Act 1976 and the Disability Discrimination Act 1995.
- <sup>ii</sup> Equality and Human Rights Commission. (2011). The Essential Guide to the Public Sector Equality Duty.
- <sup>iii</sup> Equality and Human Rights Commission (2009). Equality Impact Assessment Guidance.
- <sup>iv</sup> European Union. (2012). ERDF Equality Impact Assessment Guidance and Forms.
- <sup>v</sup> 2011 Census: Key Statistics  
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