

Topic Paper 1

Future of Gatwick Airport & Implications for the Local Plan

for the Crawley Borough Local Plan 2015-2030

November 2014



Topic Paper 1: Future of Gatwick Airport and Implications for the Local Plan

	A
	Page
1.0 Introduction	3
2.0 Background to Local Plan Policies Relating to Gatwick	3
Existing Legislative Position	3
Review of UK Aviation Capacity and Growth	4
3.0 Reviewing the Local Plan following a Decision on the Future of Gatwick	5
Timing of a Review	
A Second Runway at Gatwick	
No Second Runway and Lifting of Safeguarding	
No Second Runway, Requirement for Safe and Timely Delivery of the Local Plan	

1.0 Introduction

- 1.1. This topic paper considers the potential implications for the Local Plan of the various scenarios relating to the outcome of a decision related to a second runway at Gatwick. It expands upon paragraphs 1.38 ±1.43 of the submission Local Plan¹. It is prepared in light of the currently unknown outcome of the national investigations into runway capacity in the south east and submission Local Plan policies:
- x GAT1: Development of the Airport with a Single Runway
 - x GAT2: Safeguarded Land

Topic Paper 1: Future of Gatwick Airport and Implications for the Local Plan

any development in the safeguarded area which would be incompatible with the development of a second runway.

- 2.2. The land that has been safeguarded is based on the land originally shown in the Interim Gatwick Airport Master Plan 2006 as being required for a second wide spaced runway and its associated terminal and ancillary facilities. This has subsequently been reproduced in the Gatwick Airport Master Plan July 2012⁴.
- 2.3. The Aviation Policy Framework⁵ published in March 2013 superseded the 2003 White Paper and restated the need to continue protecting land safeguarded for additional runways from incompatible development whilst awaiting the outcome of the government's consideration of the need for additional airports capacity which was being carried out by the Airports Commission.

Review of UK Aviation Capacity & Growth

- 2.4. The Airports Commission, established by the government in September 2012, was asked to consider whether there was a need for additional airport capacity in the UK and if so to make recommendations on how this capacity could be provided. The programme for the Airports Commission was to publish an interim report by December 2013 and a final report in 2015.
- 2.5. Submissions of options for providing additional airport capacity were required to be submitted to the Commission in July 2013. Gatwick Airport submitted three different options for a second runway. The three options for a close spaced, medium spaced and wide spaced second way were all located to the south of existing runway.
- 2.6. Crawley Borough Council debated Gatwick Airpo U W / L P L W H G ¶ V S U R S R V D O V I R U runway at Gatwick at a special meeting of the Full Council on 26 September 2013. The council determined not to express a view on a second runway at Gatwick Airport at this time until more information, especially on environmental impacts, was available as part of the next stage of the work of the Airports Commission. It was felt that as the scale of the impact of a second runway was not fully understood, this wider information was necessary to enable the environmental implications to be fully considered alongside the economic benefits.
- 2.7. These comments were sent to the Airports Commission as part of the borough c R X Q F L O ¶ V response to the D L U S R U W S U B M I S S I O N S R E G A R D I N G additional airport capacity which had been submitted to the Commission in July 2013. The council also emphasised in its comments to the Commission the need for clarity on the issue of runway safeguarding in the event that it is determined at any point in the process that a second runway at Gatwick is not required.
- 2.8. The \$ L U S R U W V & R I M E P I N V E S T M E N T R E P O R T published on 17 December 2013 concluded that there is a clear case for one net additional runway in London and the South East by 2030 (and a potential further runway by 2050). A wide spaced second runway at Gatwick, along with two proposals for additional runway capacity at Heathrow, was shortlisted for further analysis and assessment.
- 2.9. The promoters of the shortlisted schemes were required to develop more detailed proposals for the shortlisted options. Gatwick Airport Limited submitted a document to the Airports Commission on 14 May 2014. This was supplemented with more information in July following the consultation that they carried out in April/May 2014. The Airports Commission commenced its own consultation in the autumn of 2014 on all of the

⁴ Gatwick Master Plan (Gatwick Airport Limited, July 2012) Core Document Library Reference: LP125

⁵ Aviation Policy Framework (Department for Transport, March 2013) Core Document Library Reference: LP122

⁶ Airports Commission: Interim Report (Airports Commission, December 2013) Core Document Library Reference: LP126

Topic Paper 1: Future of Gatwick Airpor