



**LONDON GATWICK**



## **Matter 6 – Infrastructure, Transport and Healthy Communities**

**Issue 1 – Whether the approach to Infrastructure Provision is legally compliant, justified, effective, consistent with national policy and positively prepared?**

**Q3. Is Policy 25: Parking sound, particularly with regard to standards not detailed within the Plan?**

1. GAL support the inclusion of criterion 9 as detailed in our Regulation 19 response dated March 2024. GAL agrees that on-airport parking remains the most sustainable location for airport parking and planning controls over off-airport parking is necessary to facilitate GAL's achievement of targets for a modal shift to sustainable modes of transport to access the airport.
2. The inclusion of this criterion supports the objectives of Gatwick's Airport Surface Access Strategy (ASAS), 2022 - 2030 which seeks to achieve a higher number of passenger journeys to the airport by public transport, increased use of sustainable modes and ultra-low or zero emissions vehicles and reduce passenger drop off and pick up in favour of increased public transport take up. The absence of criterion 9 would undermine the airport's drive to achieve the objectives set out in the Gatwick ASAS.
3. We enclose herewith a copy of the Gatwick ASAS for inclusion in the evidence base as it supports the justification for the inclusion of policy criterion 9.



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## **Matter 6 – Infrastructure, Transport and Healthy Communities**

**Issue 1 – Whether the approach to Infrastructure Provision is legally compliant, justified, effective, consistent with national policy and positively prepared?**

**Q4. Is Policy 26: Gatwick Airport Safeguarding sound?**

**a) Is it clear what constitutes minor development in criterion 2?**

**b) What is the latest position with regard to the Development Consent Order for the Gatwick Northern Runway Project are main modifications needed to this policy, other policies in the Plan or the Plan's evidence base to reflect this?**

1. GAL submitted representations to draft Policy 26 commenting on the matter of 'minor' development. GAL supports the suggested modification (HM042) in the [HDC Schedule of Suggested Modifications to the Regulation 19 Local Plan - Version 2](#) (ref SD14 of the evidence base) which responds to these comments but subject to two further alteration.
2. In addition, since the draft plan was published, the Aerodrome Safeguarding requirements have been revised and an updated official Gatwick Airport Aerodrome Safeguarding Constraints Map 2024 ("Aerodrome Safeguarding Map 2024") has been published, this is to ensure compliance with CAP 785 Part B 'Implementation and Safeguarding of Instrument Flight Procedures (IFPs) in the UK.
3. This Aerodrome Safeguarding Map 2024 defines the criteria under which London Gatwick needs to be consulted with regard to planning applications, for example buildings or structures over a certain height may infringe the protected surfaces around the airport such as the OLS (Obstacle Limitation Surfaces); or may impact on CNS (Communication, Navigation & Surveillance) equipment; or could impact on the protected surfaces for IFPs (Instrument Flight Procedures); or the development could attract birds hazardous to aviation. This list is not exhaustive, and more details are provided in response to Matter 6, Issue 1, Question 4 (b) below.
4. At its furthest extent (which has increased from 15 to 55km), the consultation zone on the Aerodrome Safeguarding Map 2024 covers all of Horsham District and the whole of Site Allocation HA2. GAL consequently wish to make some additional comments on this matter which are relevant to its representations at Publication stage that Policy 26 should be sub-divided into two policies, each policy dealing with a different type of 'safeguarding'.
5. GAL continues to support the division of this policy into two separate policies; one dealing with safeguarded land, the other dealing with aerodrome safeguarding.



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a) Is it clear what constitutes minor development in criterion 2?

6. The examination into the Crawley Local Plan considered the issue of what constitutes 'minor' development. The Crawley Local Plan 2023 to 2040 was adopted in October 2024 and includes Policy GAT2 that relates to Safeguarded Land for a Southern Runway at Gatwick Airport.

Policy GAT2: Safeguarded Land as adopted states:

*"Small scale development such as changes of use, minor building works and residential extensions within this area will normally be acceptable. Improvements to existing employment buildings including small scale extensions and refurbishment will normally be acceptable provided it will not lead to a significant intensification or significant increase in the scale of development. Where appropriate, planning permission may be granted on a temporary basis. The airport operator will be consulted on all planning applications within the safeguarded area."*

7. Policy GAT2 was found sound by the Local Plan Inspectors who stated in the Report on the Examination of the Crawley Borough Local Plan 2024-2040 dated 6 September 2024 ("Examination Report") that the Main Modifications *"would clarify in Policy GAT2 that small-scale would comprise, but not be limited to, changes of use, minor building works and residential extensions."*

He went on to add that:

*"It would widen the policy to confirm that improvements to existing employment buildings would also be acceptable by way of small-scale extensions and refurbishment provided it would not lead to a significant intensification or increase in scale of development. This would require decision-makers to exercise judgements on what would amount to "significant", but this is a commonplace practice that should not impede effective or timely decision-making. Additionally, the proposed modification would helpfully clarify that temporary planning permissions may be appropriate." (Paragraph 172 of the [Examination Report](#))*

8. GAL considers the phrase 'small-scale' to be preferable to the phrase 'minor' as, in planning terms, 'minor' development has a specific meaning as a scale of development which does not constitute 'major development' as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) [SI2015/595].
9. In order to avoid potential confusion and to minimise any potential ambiguity, GAL consider it preferable for the policy to be amended to replace 'minor' with 'small-scale' and for there to be inserted a list of illustrative projects to demonstrate the scale of development proposed as in the equivalent Crawley policy (GAT2).



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10. In addition, as amplified in GAL's response below to Matter 9, Issue 1, Question 9 (relating to Policy HA2) there is concern that the inflated BNG requirement of 12% could put pressure on developers to source off-site BNG locations. For example, when the BNG requirement would need to be fulfilled off-site it would be secured through either a Section 106 agreement or conservation covenant and be in place for 30 years. If the area for BNG overlaps with the Gatwick Airport Safeguarded Land this could, over those timescales, have implications for the delivery of the southern runway to expand Gatwick Airport beyond this Local Plan period (2040 and beyond). GAL therefore suggests a main modification to Policy 26 to ensure we are properly consulted on any BNG proposals in the safeguarded land.
11. GAL consequently proposes that part 2 of the policy be amended to replace the initial reference to 'Minor' development with 'Small-scale' development and highlight the need to consult the airport operator on BNG proposals, but otherwise supports the wording as follows:

2. *Small scale development such as changes of use, minor building works and residential extensions within this area will normally be acceptable.* ~~Minor development within this area, such as changes of use and small scale building works such as residential extensions, will normally be acceptable.~~ Improvements to existing employment buildings, including small scale extensions and refurbishment, will normally be acceptable provided they will not lead to a significant intensification or increase in the scale of development. Where appropriate, planning permission may be granted on a temporary basis. The airport operator will be consulted on all planning applications **and any proposals seeking to secure off-site BNG** within the safeguarded area.

**b) What is the latest position with regard to the Development Consent Order for the Gatwick Northern Runway Project are main modifications needed to this policy, other policies in the Plan or the Plan's evidence base to reflect this?**

12. The Examination into the Gatwick Airport Northern Runway Project (NRP) Development Consent Order (DCO) closed on the 27 August 2024. The Project is now at 'Recommendation' stage with the Examining Authority due to submit its recommendation report to the Secretary of State (SoS) by the 27 November 2024. There follows a 3-month period for the SoS to consider the recommendation and issue a decision. The decision is therefore due to be issued by the end of February 2025, unless the timeframe is extended by the SoS. There follows thereafter a 6-week period during which judicial review of the decision can be sought.
13. The Northern Runway Project is not an alternative or replacement for the development of a new runway to the south of the existing runway. That scheme remains a longer-term objective for GAL and would produce an additional step change in airport capacity. The current proposals are shown in the Gatwick Area Masterplan 2019 (GAMP). Guidance at Annex B of the 2013 Aviation Policy Framework says that airport masterplans are to *"be given due consideration in local planning processes"*(paragraph 4.11). The GAMP 2019 is a material consideration for both plan making and development control matters.
14. The GAMP 2019 shows that the area of Gatwick Airport Safeguarded Land falling within Horsham District being utilised for the additional runway, taxiway, and noise bund, together with associated works including the diversion of the River Mole. GAL consider these facilities are critical infrastructure contingent on the delivery of the southern runway.
15. The Crawley Local Plan 2023 to 2040 was adopted on the 16 October 2024. The Inspectors noted that whilst the plan was at Examination, the DCO process remained to be determined and so, accordingly, the submitted Crawley Local Plan is justified in setting out a policy framework on the basis of a single runway, two terminal airport. The Examination Report also noted that if circumstances changed, and the DCO is approved (in whatever form), that would be a matter for Plan review (*Paragraph 168 of the [Examination Report](#)*) if policy changes are required.
16. GAL consider the same considerations apply in the case of the Horsham Local Plan as the DCO has not yet been finally determined.
17. If the DCO is granted, the period of implementation that follows will occur over many years with dual runway operations projected to commence in 2030 with passenger numbers building up over the following decade. Consequently, the impacts of the operation of the NRP will not be felt for nearly a decade, allowing for the local plan to be updated in line with standard review timeframes.



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18. GAL also consider that the DCO decision holds far fewer implications for Horsham District in comparison with Crawley Borough (wherein the majority of the airport is situated), as the NRP proposal does not directly affect any land in Horsham or the need to safeguard land for the Southern Runway. The potential for there to be an impact arising from the decision on the spatial strategy for Horsham District is considered to be low but if there are any implications arising this can be addressed through a review of the plan at a later time.
19. GAL do not consider it necessary or appropriate for the Horsham Local Plan to be paused or modified at this time pending the decision of the Gatwick NRP. Should that proposal be approved, there will be sufficient time following approval and subsequent implementation for the plan to be modified if this is necessary through the normal plan review requirements.

### **Policies Map**

20. The extent of the consultation zone as set out in the Aerodrome Safeguarding Map 2024 is not accurately reflected by the draft Policies Map. The designation on the Policies Map and corresponding key relating to 'Gatwick Safeguarding' only relates to 'safeguarded land' for the southern runway development and not 'aerodrome safeguarding'. These are very distinct matters notwithstanding the similarity in terminology.
21. The key should be amended from 'Gatwick Safeguarding' to 'Safeguarded Land at Gatwick Airport' which is an accurate description of what the map shows. Due to the similarity in terminology, it is important for interested parties and the wider public to be able to clearly identify and understand the difference between the two matters when reading the local plan documentation.

### **Aerodrome Safeguarding**

22. Aerodrome Safeguarding is a legal requirement under the International Civil Aviation Organisation (ICAO) and the UK Civil Aviation Authority (CAA). Aerodrome Safeguarding is embedded in the planning process by way of the Town and Country Planning Safeguarding, Aerodromes, Technical Sites and Military Explosive Storage Areas direction 2002.
23. Since GAL submitted its Regulation 19 representation in March 2024, the CAA has published new regulation in relation to aerodrome safeguarding (CAP 785b Implementation of Instrument Flight Procedures).
24. In light of the new regulation, the safeguarding zone for the assessment of proposed development has been extended from 15km out to 55km, centred on the Aerodrome Reference Point (ARP). The 30km consultation distance for wind turbines remains the same. The consultation zone is shown on the Aerodrome Safeguarding Map 2024 (informally referred to as the 'coloured squares' map). The height triggers may have become more



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restrictive in some areas or include land that was not previously included within Gatwick's aerodrome safeguarding area.

25. The safeguarding criteria where consultation is required applies to developments or cranes over certain heights that could infringe the protected surfaces around the airport; development likely to attract birds hazardous to aviation; renewable energy projects such as wind turbines and solar energy; certain types of lighting proposals close to the airport; telecoms proposals within 3km of the airport, such as mobile phone masts; developments that include chimneys, flues and cooling that could produce emissions; developments in close proximity to the airport that could produce building or structure induced turbulence; and development in relation to other aviation uses for example an extension to an existing airport in the vicinity or new landing strip. It is vital that Gatwick Airport are consulted on the types of development indicated within the relevant zone as they have the potential to impact on air safety, subject to further assessment by the airport operator.
26. GAL considers it essential for an effective 'Aerodrome Safeguarding' policy to be included in the local plan to apply these legal obligations locally, raise awareness of the requirements of Aerodrome Safeguarding and to ensure the safe operation of Gatwick Airport is taken into account in the design of development. GAL considers that to properly give effect to the new guidance, the Aerodrome Safeguarding policy should be a separate and distinct policy to avoid the risk of the policy being conflated with safeguarded land policy.
27. GAL do not consider it necessary for the Aerodrome Safeguarding Map 2024 to be shown on the Policy Map (as it would be a duplication of the regulation). However, as noted above, we do consider that the key to the Policy Map should be amended from 'Gatwick Safeguarding' to 'Safeguarded Land at Gatwick Airport' which is an accurate description of what the map shows and avoids confusing interested parties and the wider public who may think the Aerodrome Safeguarding consultation zone is limited to what is shown on the Policy Map.
28. For this reason, we consider that the Gatwick Aerodrome Safeguarding Constraints Map 2024 should be submitted into the examination evidence base.

## Additional Modifications

29. GAL also wish to advise that since the publication of the Regulation 19 Submission version of the Local Plan that the Airport Operators Association (AOA) have rebranded to be known as 'Airports UK'. Advice with regards to aerodrome safeguarding and the update to the aerodrome safeguarding consultation zones can be found on the CAA website. In the interest of accuracy, GAL consider that an additional modification is required to paragraph 8.27 of the preamble as follows:

Gatwick Airport Ltd should be consulted by developers for advice on planning applications within the aerodrome safeguarding area. Developers should also refer for general awareness to **Airports UK, the Airport Operators Association** ~~the AOA (Airport Operators Association)~~ and technical aerodrome safeguarding advice notes available at **the CAA CAST website: <https://www.caa.co.uk/combined-aerodrome-safeguarding-team-cast/cast-publications/cast-advice-notes/>** ~~[www.aoa.uk/policy-campaigns/operations-safety](http://www.aoa.uk/policy-campaigns/operations-safety)~~. Where required, the Council will consult with the airport operator and/or the operator of technical sites (e.g. radar stations) on relevant proposals in the aerodrome safeguarded areas.



## Additional Comments Regarding the Evidence Base

1. It is noted that none of the following documents have been added to the Examination Library:
  - i). Gatwick Airport Surface Access Strategy 2022-2030  
[https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw1d34163e/images/Corporate-PDFs/Sustainability/Surface-access-reports/Surface\\_access\\_strategy.pdf](https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw1d34163e/images/Corporate-PDFs/Sustainability/Surface-access-reports/Surface_access_strategy.pdf)
  - ii). Gatwick Airport Masterplan 2019  
[https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw5fa1fcde/images/Corporate-PDFs/Masterplan/Gatwick\\_Airport\\_Masterplan\\_2019.pdf](https://www.gatwickairport.com/on/demandware.static/-/Sites-Gatwick-Library/default/dw5fa1fcde/images/Corporate-PDFs/Masterplan/Gatwick_Airport_Masterplan_2019.pdf)
  - iii). Report on the Examination of the Crawley Borough Local Plan 2024-2040  
<https://crawley.gov.uk/sites/default/files/2024-10/Crawley%20Borough%20Local%20Plan%20Inspectors%27%20final%20report%20September%202024.pdf>
  - iv). Gatwick Northern Runway Proposal Environmental Statement Appendix 17.9.3  
<https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR020005/TR020005-000884-5.3%20ES%20Appendix%2017.9.3%20Assessment%20of%20Population%20and%20Housing%20Effects.pdf>
  - v). Gatwick Airport Aerodrome Safeguarding Constraints Map 2024 (enclosed)
2. As GAL has referred to these documents it is considered they should be included within the evidence base for the Examination into the Horsham Local Plan. Links are included above (except for the Aerodrome Safeguarding Map which is enclosed) and it is requested these documents be added to the library.
3. The Gatwick Airport Surface Access Strategy seeks to achieve increased use of sustainable transport modes and ultra-low or zero emissions vehicles to access Gatwick airport which is in part dependent on control over parking provision and supports the approach of Policy 25.
4. The Gatwick Airport Masterplan 2019 is a material consideration in plan-making and sets out the justification for the safeguarding of land for the Southern Runway project.
5. The Examination Report into the Crawley Local Plan was issued after the Horsham Regulation 19 consultation and is helpful in understanding the position of the adjoining borough in respect of policies which cross borough boundaries and is referred to by Horsham District Council in the justification for 'suggested changes'.
6. The Gatwick Northern Runway Proposal Environmental Statement Appendix 17.9.3 reviews the impact of NRP on housing need.



7. The Gatwick Airport Aerodrome Safeguarding Map 2024 was published after the close of the Regulation 19 consultation for the Horsham Local Plan on 1<sup>st</sup> March 2024.