



Gatwick Airport Northern Runway Project

Environmental Statement

Appendix 17.2.1: Summary of Local Plan Policies – Socio-Economics

Book 5

VERSION: 1.0

DATE: JULY 2023

Application Document Ref: 5.3

PINS Reference Number: TR020005

1	Introduction	1
2	Policy Review	1
3	Other Relevant Documents	7
4	References	12

1 Introduction

1.1 General

1.1.1 This document forms Appendix 17.2.1 of the Environmental Statement (ES) prepared on behalf of Gatwick Airport Limited (GAL). The ES presents the findings of the Environmental Impact Assessment (EIA) process for the proposal to make best use of London Gatwick Airport's existing runways and infrastructure (referred to within this report as 'the Project'). The Project proposes alterations to the existing northern runway which, together with the lifting of the current restrictions on its use, would enable dual runway operations. The Project includes the development of a range of infrastructure and facilities which, with the alterations to the northern runway, would enable the airport passenger and aircraft operations to increase. Further details regarding the components of the Project can be found in the Chapter 5: Project Description.

1.1.2 This document provides the relevant socio-economic local planning policy (adopted and emerging), alongside the Economic Development Strategies in relation to the hosting authorities of the Project.

2 Policy Review

2.1 Local Planning Policy

Table 2.1.1: Local Planning Policy Review

Policy	Summary
Adopted Policy & Economic Development Strategies	
Crawley: Crawley Borough Local Plan 2030 (2015)	
<p>Policy GAT1 Development of the Airport with a Single Use Runway: <i>"Within the airport boundary as set out on the Local Plan Map, the council will support the development of facilities which contribute to the safe and efficient operation of the airport as a single runway, two terminal airport up to 45 million passengers per annum."</i></p> <p>Policy GAT4 Employment Uses at Gatwick: <i>"Permission for the loss of airport-related office floorspace within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long-term ability of the airport to meet the operational needs of the airport as it expands."</i></p> <p><i>Permission for the creation of any non-airport related commercial floorspace within the airport boundary will only be permitted if it can be demonstrated that it will not have a detrimental effect on the long term ability of the airport to meet the floorspace need necessary to meet the needs of the airport as it expands and will not have an unacceptable impact on the roles and function of Crawley Town Centre or Manor Royal."</i></p> <p>Policy EC1 Sustainable Economic Growth: <i>"Crawley's role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The council will ensure that all suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper."</i></p> <p><i>Opportunities for approximately 23ha of employment land are identified within the Borough, meeting short term economic growth needs for the town over the early part of the plan period. As a minimum, an additional 35ha of land for business uses is required to order to secure future economic growth at Crawley."</i></p>	<p>The Crawley Borough Local Plan sets out how the Council will guide development in the Borough between 2015 and 2030. The document includes several policies that are pertinent to the Project. These policies focus on how much development at Gatwick the Council will support; the principles for managing employment uses at Gatwick; and how the Borough will play its role in delivering prosperity within the Gatwick Diamond.</p>
Reigate and Banstead: Local Plan Core Strategy (2014)	
<p>Policy CS5 Valued People and Economic Development: Outlines that the Council will promote and support continued and sustainable economic growth in Reigate and Banstead. This would include through:</p>	<p>The Core Strategy outlines the spatial strategy for Reigate and Banstead from 2012-2027. Policies pertaining to the Project and the assessment of socio-economic effects from the Strategy include outlining how the Council aims to grow the local economy; and will support the development of Gatwick.</p>

Policy	Summary
<p><i>“Recognising and nurturing the distinctive economic role of different parts of the borough (in particular raising the profile of Redhill as a commercial location), and working with adjoining authorities and other partners to maximise the opportunities arising from our position within the Gatwick Diamond, the Coast to Capital Local Enterprise Partnership, Surrey Connects and our proximity to London”.</i></p> <p><i>Policy CS9 Gatwick Airport: “The Council will support the development of Gatwick Airport, within the existing airport boundary and existing legal limits, including the development of facilities that contribute to the safe and efficient operation of the airport.”</i></p>	
Reigate and Banstead: Development Management Plan 2018-2027 (2019)	
<p>Policy HOR9 Land West of Balcombe Road: <i>“The site 83ha site is allocated for “a mix of business space for strategic employment purposes and suitable for a range of occupiers within Class B1 uses. A complimentary range of commercial, retail and leisure facilities to serve and facilitate the main business use of the site. At least 5ha of new high quality public open space, including parkland and outdoor sports facilities.”</i></p> <p>Policy EMP1 Principal Employment Areas: <i>“Planning permission will be granted for change of use to offices, industrial and distribution and for the development of new, upgraded or extended floor space within these use classes.”</i></p> <p>Policy EMP2 Local Employment Areas: <i>“Planning permission will be granted for change of use to or development of new or extended accommodation for the following uses provided the proposal is of an appropriate scale for the area and does not conflict with the amenity or operation of neighboring land uses:</i></p> <ul style="list-style-type: none"> ▪ <i>Industrial and distribution uses</i> ▪ <i>Offices</i> ▪ <i>Financial and professional services</i> ▪ <i>Any other employment-generating uses.”</i> <p>Policy EMP5 Local Skills and Training Opportunities: <i>“Developers of new residential development of 25 units or more, and non-residential development in excess of 1,000sqm size (gross), will be required to agree with the council, and implement, a Training and Employment Plan demonstrating how the development will:</i></p> <ul style="list-style-type: none"> ▪ <i>Provide or enable the delivery of new construction apprenticeships and other on-site training opportunities.</i> ▪ <i>For non-residential schemes, provide or support local training and placement schemes targeted at local residents in respect of any jobs created through the end use.”</i> 	<p>The Development Management Plan provides supplementary planning policies to the Core Strategy, covering the same period from 2012-2027. Policies relevant to the Project include the designation of a large employment site within the DCO boundary and support new training and employment opportunities through development.</p>
Mole Valley: Core Strategy (2009)	
<p>Policy CS12 Sustainable Economic Development: <i>“The sustainable growth of the district’s economy will be supported through the provision of a flexible supply of land to meet the varying needs of the economic sectors by:</i></p> <ul style="list-style-type: none"> ▪ <i>Working with partners and supporting initiatives and development which assists in improving the skills base of local residents especially in those localities where there is a significant disparity in the skills of residents and the types of local jobs opportunities available.”</i> 	<p>The Core Strategy is the main planning policy document in the Mole Valley Local Development Framework. Policies pertaining to the Project include CS12, which outlines how the Council will enable economic development in a sustainable manner.</p>
Mole Valley: Local Plan (2000)	
<p>Policy E1 Existing Industrial and Commercial Land Uses: <i>“The maintenance and renewal of Mole Valley’s economy will be met primarily by encouraging the re-use of suitably located land in built-up areas already in industrial and commercial use.”</i></p>	<p>Policies from the Local Plan were saved to operate alongside the main Core Strategy. Policies that are relevant to the Project include how Mole Valley will re-use and safeguard existing commercial and industrial land.</p>

Policy	Summary
Policy E2 Safeguarding Existing Industrial and Commercial Land: <i>“The loss of existing suitably located industrial and commercial land in built-up areas to other uses will not be permitted unless its retention for industrial and/or commercial use has been fully explored without success.”</i>	
Horsham District: Planning Framework (excluding South Downs National Park) (2015)	
Policy 7 Economic Growth: Outlines that sustainable employment development within the District will be achieved through a number of measures including: <ul style="list-style-type: none"> ▪ <i>“Redevelopment, regeneration, intensification and smart growth of existing employment sites.</i> ▪ <i>Retention of key employment areas, for employment uses.</i> ▪ <i>Promotion of the district as an attractive place to stay and visit to increase the value of the tourism economy.”</i> Policy 9 Employment Development: This policy seeks to balance the need to ensure the District ensures there is a sufficient supply of employment land of businesses while enabling the redevelopment of unviable sites for other uses.	The Planning Framework represents the Council’s main existing planning policy document. Policies relevant to the Project focus on how the District will enable sustainable economic development and plan for employment land use.
Tandridge District: Core Strategy (2008)	
Policy CSP 22 The Economy: Sets out the Council will seek to develop a sustainable economy through means such as getting the best use out of existing commercial and industrial sites, encouraging working from home and supporting premises that are suitable for occupation by small businesses.	The Core Strategy is the main planning policy document for the District. Pertinent policies include how the Council will plan to develop the economy through methods like encouraging home working.
Mid Sussex: District Plan 2014- 2031 (2018)	
Policy DP1 Sustainable Economic Development: The purpose of the policy is to promote the District as a place which is attractive to all businesses, help local companies thrive and lower out-commuting. Measures to enable these factors include encouraging new high-quality development and infrastructure and drawing further inward investment.	The District Plan is the main planning policy document in the District. Policies pertaining to the Project include outlining how the Council will enable sustainable economic development.
Mid Sussex: Saved Policies from the Mid Sussex Local Plan 2004 (2004)	
Policy E1 Business: This policy allocates sites for new or extended business development which could involve an increase in the quantum of business floorspace.	Policies from the Local Plan were saved and remain in place until they are superseded by another planning policy document. Policy E1 is considered to be relevant to the Project.
Emerging Policy	
Crawley: Submission Draft Crawley Borough Local Plan 2021-2037 (2021)	
Policy SD2 Enabling Healthy Lifestyles and Wellbeing: <i>“New development must be designed to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles and address health and wellbeing needs in Crawley, as identified in the Crawley Joint Strategic Needs Assessment.”</i> Policy OS1 Open Space, Sport and Recreation: <i>“Proposals that benefit the use of existing open space, sport and recreational spaces will be supported. However, proposals that remove or affect the continued use of existing open space, sport and recreational spaces will not be permitted unless:</i> <ul style="list-style-type: none"> ▪ <i>An assessment of the needs for open space, sport and recreation clearly show the site to be surplus to requirements; or</i> ▪ <i>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</i> ▪ <i>The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.”</i> <i>Whilst a site may be surplus to requirements as open space it may still be of environmental or cultural value; or the site’s development may have unacceptable visual or amenity impact, or adversely affect its wider green infrastructure functions, including for climate change mitigation. Therefore, applicants should also carefully consider the character, landscape, biodiversity and other environmental policies in the Plan.</i>	The Draft Local Plan once adopted will replace the existing Crawley Local Plan. The Plan includes a number of policies pertinent to the assessment of socio-economic effects linked the development with regard to open space and community facilities, sustainable economic growth, provision of commercial floorspace, visitor accommodation and the future development of Gatwick.

Policy	Summary
<p>Policy OS2 Provision of Open Space and Recreational Facilities: “Where development is on existing open space which is not identified as surplus and is therefore required to be replaced through Policy OS1, a S106 agreement will also be sought to secure the replacement open space and to provide and improve the Public Rights of Way network both within the development and connecting to the surrounding countryside/open spaces.”</p> <p>Policy OS3 Rights of Way and Access to the Countryside: “Unless it can be clearly shown that a Public Right of Way is unnecessary or not needed, proposals which result in the loss of a public right of way must ensure re-provision of equal or better value.”</p> <p>Policy EC1 Sustainable Economic Growth: “Crawley’s role as the key economic driver for the Gatwick Diamond will be protected and enhanced. The council will ensure that suitable opportunities within the borough are fully explored to enable existing and new businesses to grow and prosper.”</p> <p>Policy EC2 Economic Growth in Main Employment Areas: “As a key economic driver in the sub-region, Crawley’s Main Employment Areas make a significant contribution to the economy of the town and the wider area, and are designated as a focus for sustainable economic growth.”</p> <p>The Main Employment Areas include (inter alia) Gatwick Airport.</p> <p>“Employment generating development will be supported in the Main Employment Areas where it makes for an efficient use of land or buildings and it contributes positively to sustainable economic growth in the main employment area, and to the overall economic function of Crawley.</p> <p>Development that would involve a net loss of employment land or floorspace in any Main Employment Area will only be permitted where it is demonstrated that:</p> <ol style="list-style-type: none"> i. the site is no longer suitable, nor viable, nor appropriate for employment purposes, or that a limited loss of employment floorspace will support the wider economic use of the site; and ii. the loss of any land or floorspace will result in wider social, environmental or economic benefit to the town which clearly outweighs the loss; and iii. there would be no adverse impact on the economic function of the Main Employment Area, nor the wider economic function of Crawley.” <p>Policy EC5 Employment and Skills Development: “All major developments will be required to contribute to meeting the objectives of the most up-to-date Crawley Employment and Skills Programme through:</p> <ol style="list-style-type: none"> iv. Committing at the Planning Application stage to prepare and submit a site-specific Employment and Skills Plan, the content of which must be agreed by the council prior to the commencement of development. This will detail how the development, through its construction and (for commercial development where there is a known occupier) end user phases, will support initiatives identified in the Crawley Employment and Skills Programme. This commitment will form part of the obligations on a planning permission and will be secured by way of a S106 legal agreement. v. The making of a proportionate financial contribution towards employment and skills initiatives in Crawley. <p>The requirements of parts i. and ii. above should be satisfied in accordance with the Local Plan Planning Obligations Annex”.</p> <p>Policy EC6 High Quality Office Provision: “Development that adds to the supply and variety of high-quality Grade A office space in Crawley, including the refurbishment and improvement of existing office floorspace and the provision of new office floorspace, will be supported in the Main Employment Areas.</p> <p>The sequential test will not be required where new Grade A office floorspace is proposed within the Main Employment Areas, or where it is located within 500 metres of a public transport interchange.</p> <p>At Gatwick Airport, non-airport related office development should meet the requirements of Policy GAT3”.</p>	

Policy	Summary
<p>Policy EC7 Visitor Accommodation: <i>“Where hotel and visitor accommodation is proposed within the Gatwick Airport boundary, it will be necessary to demonstrate that the development will not have a detrimental impact on the long-term ability of the airport to meet its operational land and floorspace requirements as it grows. Car parking related to on-airport hotel development must meet the requirements of Policy GAT3.</i></p> <p><i>Where hotel and visitor accommodation is proposed in Manor Royal it will be necessary to demonstrate that the development will cater specifically for the business needs of Manor Royal, including through the provision of business support facilities and staff amenities as per the requirements of Local Plan Policy EC3 (Manor Royal).”</i></p> <p>Policy EC11 Employment Development and Residential Amenity: <i>“Proposals for the development, redevelopment or change of use of sites for employment use adjacent to residential areas will be permitted where there is no adverse harm to the amenity, function and setting of nearby residential uses.”</i></p> <p>Policy EC13 Rural Economy: <i>“Beyond the Built-Up Area Boundary, development that enhances Crawley’s rural economy will be supported provided it:</i></p> <ul style="list-style-type: none"> <i>a) is of a scale and function that is appropriate to, and consistent with, the character of the countryside; and</i> <i>b) would not result in an urbanising impact that would undermine the intrinsic character and beauty of the countryside; and</i> <i>c) would not result in the loss of valued landscapes, sites of biodiversity or geological value, trees and woodland, or the best and most versatile agricultural land; and</i> <i>d) would not result in the loss of connectivity or function of the green infrastructure network and/or sites of biodiversity value.”</i> <p>Policy GAT1 Development of the Airport with a Single Runway: <i>“Within the airport boundary as set out on the Local Plan Map, the council will support the development of facilities which contribute to the sustainable growth of Gatwick Airport as a single runway, two terminal airport provided that:</i></p> <ul style="list-style-type: none"> <i>vi. The proposed use is appropriate within the airport boundary and contributes to the safe, secure and efficient operation of the airport; and</i> <i>vii. The impacts of the operation of the airport on the environment, including noise, air quality, flooding, surface access, visual impact, biodiversity and climate change, are minimised, where necessary satisfactory safeguards are in place to ensure they are appropriately mitigated and, as a last resort, fair compensation is secured; and</i> <i>viii. Adequate supporting infrastructure, particularly for surface access, can be put in place; and</i> <i>ix. Benefits to Crawley’s local economy and community are maximised.</i> <p><i>The control or mitigation of impacts, compensation, infrastructure and benefits will be secured through appropriate planning conditions and/or S106 obligations. Where development to enable sustainable growth at Gatwick Airport will be a Nationally Significant Infrastructure Project, such as the use of the northern runway, i-iv above will be expected to be met by the airport operator and secured through appropriate requirements or S106 obligations.”</i></p> <p>Policy GAT2 Safeguarding for a Second Runway: <i>“The Local Plan Map identifies land that is safeguarded from development which would be incompatible with expansion of the airport to accommodate the construction of an additional wide spaced runway (if required by national policy) together with a commensurate increase in facilities that contribute to the safe and efficient operation of the expanded airport.</i></p> <p><i>Small scale development within this area, such as residential extensions, will normally be acceptable. The airport operator will be consulted on all planning applications within the safeguarded area.</i></p> 	

Policy	Summary
<p><i>Planning applications for noise sensitive development will be considered on the basis of Air Noise Map – Additional Runway – Summer Day – 2040 as shown at Plan 31 of the Gatwick Airport Master Plan and in the Local Plan Noise Annex.”</i></p> <p>Policy GAT3 Gatwick Airport Related Parking: <i>“The provision of additional or replacement airport-related parking will only be permitted where:</i></p> <p><i>i) it is located within the airport boundary; and</i></p> <p><i>ii) it is justified by a demonstrable need in the context of proposals for achieving a sustainable approach to surface transport access to the airport.</i></p> <p>Policy GAT4 Employment Uses at Gatwick: <i>“The loss of airport-related office floorspace within the airport boundary will be permitted where it can be demonstrated that development will not have a detrimental impact on the long-term ability of the airport to meet the floorspace need necessary to meet the operational needs of the airport as it grows.</i></p> <p><i>New non-airport related commercial floorspace within the airport boundary will only be permitted where it can be demonstrated that:</i></p> <p><i>i. this will not have a detrimental effect on the long term ability of the airport to meet the land and floorspace requirements necessary to meet the needs of the airport as it grows; and</i></p> <p><i>ii. it will not have an unacceptable impact on the role and function of the other Main Employment Areas within Crawley Borough and town centres and employment areas beyond Crawley’s boundaries.”</i></p>	
<p>Horsham District Local Plan 2021-2038 Reg 19 Draft</p> <p>Strategic Policy 6 – New Employment: Sustainable economic growth will be supported through the provision of sufficient employment land to meet the needs of existing businesses and the Council's identified requirements for office, industrial, storage and distribution uses which fall within B2, and B8 and part E (formerly B1) Use Classes, together with other employment generating uses as appropriate.</p> <p>Strategic Policy 7 – Enhancing Existing Employment: Proposals for the upgrading and refurbishment of existing offices, industrial / business estates, premises and sites will be supported provided that:</p> <ul style="list-style-type: none"> ▪ they enable the facility to meet modern business standards and demonstrably enhance the attractiveness of the District as a business location; ▪ they mitigate existing amenity, highway and access issues arising from badly sited uses; and ▪ potential new impacts on amenity and on the road network are mitigated. <p>The redevelopment, regeneration, intensification and expansion of existing employment premises and sites for employment uses will be supported where it facilitates the retention of existing businesses within the District, and / or creates or protects new jobs, including green industries and social enterprises.</p> <p>Strategic Policy 11 - Tourism Facilities and Visitor Accommodation: Proposals which enhance the visitor economy through the redevelopment of an existing site, or the provision of new facilities for visitor accommodation and/or tourism facilities will be supported where it can be demonstrated that proposals:</p> <ul style="list-style-type: none"> ▪ Reinforce the local distinctiveness, and demonstrate how the District's tourist offer will be improved or enhanced. This may include the retention of heritage assets within the District, including the return of a historic property to active use; ▪ Contribute to the retention and enhancement of existing facilities; ▪ Increase accessibility to the District's tourist facilities and/or visitor accommodation through sustainable modes of travel; ▪ Relate well to their surroundings and are sensitively designed to avoid harm to the townscape or landscape character and the wider environment. 	<p>The Draft Local Plan once adopted will replace the current Horsham District Development Framework. The plan includes several relevant policies to Socio-economic effects in the context of this Project.</p>
<p>Mole Valley: Draft Reg 19 Future Mole Valley Local Plan 2020-2037</p>	

Policy	Summary
<p>Policy EC1 - Supporting the Economy: “The sustainable growth of Mole Valley’s economy will be promoted to meet the varying needs of different economic sectors by:</p> <ul style="list-style-type: none"> ▪ Supporting regeneration within the main towns ▪ Safeguarding sufficient employment sites and encouraging the recycling of land to meet the needs of the economy ▪ Supporting the creation of new employment floorspace where appropriate ▪ Safeguarding local shopping centres as well as smaller parades and individual shops that support the local needs of communities. ▪ Supporting and promoting a high-quality visitor economy. ▪ Supporting and retaining employment opportunities ▪ Supporting initiatives to improve information and communications technology connectivity.” <p>Policy EC5 - Sustainable Leisure and Tourism: “Development proposals for sport, recreation facilities and visitor attractions will be permitted where they comply with other policies in the plan and can demonstrate that:</p> <ul style="list-style-type: none"> ▪ The scale and design of the development is appropriate to its setting and does not detract from the amenity, character, landscape setting and cultural or historical significance of the area; ▪ the enjoyment of the natural, historical and cultural assets of the area is encouraged consistent with the sustainable management of those assets; ▪ The design and location of facilities 7inimizes the need to access them by private car, is acceptable in terms of the impact on the highway network, can provide a safe access to the attraction and is accessible by sustainable means of transport such as public transport, cycling and walking; ▪ Any additional pressures on the adjacent network of rights of way are mitigated; ▪ As far as reasonably possible, access to the facilities is available to the widest range of potential users, including people with disabilities; ▪ Where they are part of an agricultural enterprise, they are presented in the form of a WholeFarm Plan. 	<p>The Draft Local Plan once adopted will replace the current Mole Valley Local Plan. The plan includes several relevant policies to Socio-economic effects in the context of this Project.</p>
<p>Tandridge: Draft Reg 22 Our Local Plan 2033</p> <p>Policy TLP20 Supporting a Prosperous Economy: “<i>The council will seek to deliver sustainable growth of the local economy, supported by providing a flexible supply of employment land and premises to meet the varying needs of different economic sectors by:</i> <i>Encouraging the improvement and redevelopment of land within existing employment areas in order to enable business growth and improve the attractiveness of these areas.</i>”</p>	<p>The Plan once adopted will become the main planning policy document for the District. Policies pertaining to the Project include one which outlines how the Council will develop the economy in the future.</p>

3 Other Relevant Documents

Table 3.1.1: Economic Development Strategies

Policy	Summary
<p>“One Town” Crawley’s Economic Recovery Plan (2022-2037)</p> <p>Crawley’s “One Town” Economic Recovery Plan highlights the overall vision for Crawley up to 2050 as “A modern, vibrant and healthy exemplar digital town; transformed net zero carbon economy; the south east’s leading digitally enabled and mixed-use innovative Business Park at Manor Royal; an empowered resident workforce; high quality amenities, bustling neighbourhood parades; extensive sustainable homes, transport, business.” The Plan sets out five strategic priorities over the period 2021-2037, including:</p> <ul style="list-style-type: none"> ▪ A diverse and resilient economy: Renew Crawley as an attractive, abundant, diverse economic powerhouse, founded on “green growth” and digital innovation ▪ Green transformation: Establish Crawley at the forefront of “green growth” and as a low carbon economy where green technology businesses thrive ▪ Town centre renewal: Secure a vibrant neighbourhood and sustainable economic future for the town centre via significant qualitative investment 	<p>The Economic Strategy supplements the Local Plan and identifies the Council’s key economic objectives and priorities over the plan period.</p>

Policy	Summary
<ul style="list-style-type: none"> ▪ Skills for the future: Improve significantly overall social mobility amongst Crawley residents, creating powerful and effective skills pathways ▪ Connected Crawley: Enhance a “green” economic future for Crawley by delivering low carbon transport and hyper digital connectivity. 	
Mole Valley Economic Prosperity Strategy 2018-2028 (2018)	
<p>The Strategy states that: “By 2028, Mole Valley will be widely recognised as a prime business location attracting the most creative, entrepreneurial and innovative talent. A productive environment that is optimistic, dynamic and vibrant enabling businesses to thrive and achieve their aspirations whilst offering a great quality of life within beautiful countryside.”</p> <p>The following six economic priorities have been identified to help deliver the long term economic vision:</p> <ul style="list-style-type: none"> ▪ Retaining and growing existing businesses ▪ Encouraging a more entrepreneurial and enterprising business culture ▪ Improving the skills and education of the current and future workforce ▪ Improving the re- and inward-investment opportunities for business ▪ Improving the rural and visitor economy ▪ Improving the business infrastructure within Mole Valley 	<p>The Economic Strategy supplements the Local Plan and identifies the Council’s key economic objectives and priorities over the plan period.</p>
Horsham District Economic Strategy 2017-2027	
<p>The Economic Strategy outlines various objectives and focuses on five priority areas in order to achieve the objectives:</p> <ul style="list-style-type: none"> ▪ Priority 1 - Inward Investment: Securing economic growth and inward investment will, in part, be dependent on businesses and investors believing in the potential of Horsham’s economic locations. In the short term this will focus on the offer provided by North Horsham and Novartis. ▪ Priority 2 - Enterprise: It is essential that the district offers a range of quality commercial floorspace to ensure that these businesses have the opportunity to grow and remain here. ▪ Priority 3 - Skills and Employment: Horsham’s priority for Skills and Employment – is to develop the skills that will be needed in the future and find supportive ways of providing skills and employment opportunities to those who are finding it difficult to get jobs. ▪ Priority 4 - Infrastructure to address the barriers to economic growth: Infrastructure is vital to the continuing economic growth of the district. There needs to be active support to enable improved access to higher speed broadband and mobile coverage. ▪ Priority 5 - Promoting the District Offer: It is important that not only should we celebrate and promote the distinctiveness of the area but we should also build on our current strengths and ensure that we secure a vibrant visitor economy. 	<p>The Economic Strategy supplements the Local Plan and identifies the Council’s key economic objectives and priorities over the plan period.</p>
Mid Sussex Economic Development Strategy 2018-2031	
<p>The Strategy sets out the vision for the economy of Mid Sussex, which states “<i>Mid Sussex should be a vibrant and attractive place for businesses and people to grow and succeed.</i>”</p> <p>This vision is based on the identification of four strategic priorities, including:</p> <ul style="list-style-type: none"> ▪ Place - Ensuring that Mid Sussex attracts inward investment and delivers growth by providing the right environment for business. ▪ Premises - Ensuring that Mid Sussex has a mix of premises, with appropriate levels of parking to encourage entrepreneurship, incubation, retention, and relocation of businesses. ▪ People - Ensuring that everyone has the opportunity to benefit from economic growth. ▪ Promotion - Ensure the continued economic success of Mid Sussex by actively marketing the District’s competitive advantage for businesses and promoting the attractiveness of the Mid Sussex for residents and visitors. 	<p>The Economic Strategy supplements the Local Plan and identifies the Council’s key economic objectives and priorities over the plan period.</p>
Tandridge Economic Proposition (2017-2022)	

Policy	Summary
<p>The Economic Proposition lays out five key economic objectives for the District, including:</p> <ul style="list-style-type: none"> ▪ Support the development of higher value employment space in Tandridge ▪ Ensure our infrastructure: road, rail, housing and digital – supports our vision for economic growth ▪ Support the vitality of our town centres by helping them to adapt to market forces, embrace new opportunities and meet residents’ and businesses’ needs. Adopt good design to improve public realm to create a strong and unique sense of place ▪ Encourage and support high-value, high-skilled and high-growth businesses ▪ To provide appropriate support to our businesses to help them develop and grow. To support higher value, technology and knowledge based businesses and encourage them to locate into the District 	<p>The Economic Strategy supplements the Local Plan and identifies the Council’s key economic objectives and priorities over the plan period.</p>
Mid Sussex District Council Sustainable Economic Strategy (2022-2025)	
<p>The Sustainable Economic Strategy outlines the Council’s vision of “A vibrant District that is attractive, resilient, and innovative and balances social well-being, environmental protection and sustainable economic growth.” The Strategy also outlines fourteen key objectives in order to achieve the vision, some of which include:</p> <ul style="list-style-type: none"> ▪ Objective 1: Maintain the high employment rate in Mid Sussex and reduce out-commuting amongst working age adults. ▪ Objective 2: Ensure local residents have the opportunity to acquire the necessary skills to secure good quality jobs. ▪ Objective 4: Improve the economic and social wellbeing of our residents. ▪ Objective 6: Promote the benefits of sustainability practices and encourage action to support achievement of Carbon Net Zero. ▪ Objective 9: Provide commercial and employment space to support new and growing businesses and to attract businesses to the district. ▪ Objective 10: Facilitate the design, delivery and use of sustainable infrastructure and services. ▪ Objective 14: Ensure that Mid Sussex is an exemplar district and Council in promoting effective partnership working to support sustainable economic development, combat climate change, sustain and increase biodiversity and promote health and well-being. 	<p>The Economic Strategy supplements the Local Plan and identifies the Council’s key economic objectives and priorities over the plan period.</p>
Reigate and Banstead Borough Council Economic Framework (2021-2026)	
<p>The Economic Objective outlined in the Framework is driven by that of the Council’s Corporate Plan – “To drive the continued economic prosperity of the borough, facilitate improved business infrastructure, and confirm the Borough’s reputation as a great place to do business”. Priority actions for achieving this objective include:</p> <ul style="list-style-type: none"> ▪ Grow a healthy, resilient small business community. Provide support to start-up and micro businesses to increase business birth and survival rates. ▪ Nurture local employment and skills. Work with large employers and support them to maintain a local presence, employ local workers, build stronger relationships with local education and skills providers and support apprenticeship schemes. ▪ Future proof our towns and villages. Engage with business guilds and other similar organisations to support and retain local businesses and retailers within our town centres. Work with businesses and other organisations to enhance the environment and services in our town and village centres to make the borough a more attractive location for residents and visitors to live, work and spend time. ▪ Facilitate strategic economic development projects. Work with partners across the wider economic area to secure investment, promote the Borough, deliver business floorspace and business infrastructure, and secure a greater range of higher education provision in the local area. 	<p>The Economic Strategy supplements the Local Plan and identifies the Council’s key economic objectives and priorities over the plan period.</p>

Table 3.1.2: Regional and Subregional Initiatives

Coast to Capital Local Enterprise Partnership (LEP): Gatwick 360° Strategic Economic Plan 2018 – 2030 (2018)
<p>The Coast to Capital Strategic Economic Plan states a vision to be the most dynamic non-city region in England, centered around Gatwick Airport. The Plan focuses on the role that Gatwick Airport plays in the region, describing it as an ‘engine for growth’ that gives the region a competitive advantage.</p> <p>Business Infrastructure: Priority 2: Develop business infrastructure and support. The area already benefits from a strong base to build from in terms of demand for business space that outstrips the supply. However, the ambition is to develop more flexible, high-quality, sustainable enterprise space, to remain attractive to existing businesses and the industries of the future. The LEP has stated that to achieve this goal they will actively support the delivery of business space for the area, including statutory and market-led frameworks and incentives.</p> <p>Skills: Priority 4: Create skills for the future. The area is already one of the most skilled with 44.6% of people holding a degree-level qualification which sits at 6% above the national average. In order to maintain and improve the areas skill level the LEP aims to create a Coast to Capital Employment and Skills Board which will ‘build strong partnerships between education and skills providers and employers and to ensure that delivery matches the changing requirements of industry, with a focus on STEM (science, technology, engineering and math), digital and basic skills’.</p> <p>Innovation: Priority 5: Pioneer innovation in core strengths. The plan aims to utilise the innovative nature of the region as the South East of England is the third most innovative place in Europe.</p> <p>Profile: Priority 8: Build a strong national and international profile. There is an ambition to build a strong national and international profile, and through foreign direct investment and the visitor economy, the LEP believes that this can be achieved.</p>
Coast to Capital LEP: Local Industrial Strategy Draft Economic Profile (2019a)
<p>Coast to Capital LEP is in the process of developing a Local Industrial Strategy (LIS) and has published a Draft Economic Profile report to inform this. Relevant findings from this report are set out below:</p> <p>Gatwick Diamond: The Gatwick Diamond is an economic area comprising seven local authorities (Crawley, Horsham, Mid Sussex, Tandridge, Reigate & Banstead, Mole Valley and Epsom & Ewell). Key sectors in the Diamond include medical engineering, aerospace and service industries, particularly located at Manor Royal Business Park. However, businesses have reported difficulties recruiting for highly technical jobs, primarily due to the shortage of skills and no local higher education institution. The LEP report highlights that there is still significant potential for additional value to be added to the Coast to Capital region, with areas such as Thames Valley and Manchester managing to extract greater value and investment from their international airports.</p> <p>Offices: The Gatwick Diamond had an active office market between 2013 and 2018, with over 1,100 office lease deals and almost 400 sales being completed over the period. Office rents within the Gatwick Diamond in 2018 were some of the highest within the LEP area, with average rents exceeding £20 per sq ft in Crawley, Reigate and Banstead, Mole Valley and Epsom and Ewell. In 2019, around 7% of office space was vacant within the Gatwick Diamond which was higher than in other parts of the LEP area such as Brighton and Hove and Croydon (1% and 4% respectively).</p>

Coast to Capital Local Enterprise Partnership (LEP): Gatwick 360° Strategic Economic Plan 2018 – 2030 (2018)
Industrial:

Demand for industrial floorspace within the Gatwick Diamond remains high with around 550 industrial leases signed and nearly 250 units sold between 2013 and 2018. Industrial rents in the Gatwick Diamond in 2018 were some of the highest within the LEP area with average rents exceeding £10 per sq ft in Crawley, Reigate and Banstead, Mole Valley and Epsom and Ewell. The average industrial vacancy rate within the Gatwick Diamond during 2019 was 7%, which was higher than other parts of the LEP including Croydon and Chichester (3% and 4% respectively).

Coast to Capital LEP: Local Industrial Strategy (LIS) Evidence Base Reports

Coast to Capital LEP is in the process of developing a Local Industrial Strategy (LIS) and has published a series of supporting evidence to inform the LIS. These include:

Urban Centres Research, LIS Evidence Base (2019b)

This evidence acknowledges the important role of the urban centres as drivers of the Coast to Capital economy, and the opportunity that the process of developing the Local Industrial Strategy presents in maintaining and enhancing their strength and competitiveness. The study concludes that the area around Gatwick Airport, including Crawley and Horley urban centres, and the north of Horsham, presents arguably the greatest opportunity for 'transformational' growth within Coast to Capital's urban centres. The study supports the delivery of the 'Gatwick City' aspiration that requires a long-term strategic focus, close working with government and cross boundary collaboration.

Skills and Labour Market Study (2019c)

The Skills Advisory Panel commissioned Hatch Regeneris to prepare the Skills and Labour Market Research which follows the structure set out in the Analytical Framework and Toolkit produced by Department for Education to analyse the current skills profile of the LEP areas and identify the skills challenges faced locally. The evidence suggests that Crawley together with Adur and Arun face educational attainment and access to higher education challenges. These areas have high concentration of education deprivation with large proportions of these areas in the top 20% most deprived nationally. Moreover, over 10% of businesses report a skills shortage, with demand for specialist skills and general "work readiness". Mid-level occupation roles such as associate and technical professions, skills trades and caring, leisure and other services are the hardest occupations for employers to fill. This reflects sector strengths in construction, manufacturing, visitor economy and transport.

Commercial Property Study, LIS Evidence Base (2019d)

The Gatwick Diamond Functional Market covers the administrative areas of Crawley, Epsom and Ewell, Horsham, Mid Sussex, Mole Valley, Reigate and Banstead and Tandridge. This area concentrates on both industrial and office demand and according to the evidence Crawley is the "engine room" of this demand driven by Manor Royal Business Park and Gatwick Airport. In terms of office, the findings suggest that Gatwick Diamond has an undersupply of office space, although the average rents make commercial developments viable, highlighting the issue of constrained land. The study suggests that Gatwick Diamond concentrate demand for large office areas (1,000 sqm or above) with over 2,500 deals transacted across Gatwick Diamond between 2013 and 2018 period and the rental values at the level of £23-27/sq ft in Crawley suggest that these schemes are viable across the area. A large proportion of the transactions related to occupiers moving to higher quality premises enabling the overall stock to replenish itself either through refurbishment or redevelopment.

Industrial space and particularly warehousing and distribution premises have seen a strong demand with very low availability and vacancy rates on good-quality stock. Demand for warehousing premises outweighs supply in Crawley. The evidence suggests that there is low stock of high-quality in general, which constrains the aspirations and priorities for business growth. Evidence clearly supports the rationale for new high-quality industrial space in the right locations.

Enterprise M3 LEP: Strategic Economic Plan (2018)

The LEP sets out five priorities for growth.

- 1) High-value sectors for a Globally Facing Economy.
- 2) Enterprise and Innovation for Scaling Up High Productivity SMEs.
- 3) Skills for a High-Value Growth Economy.
- 4) Connectivity for a 21st Century Advanced Digital and Low Carbon Economy.
- 5) Dynamic Communities and Sustainable Growth Corridors.

The plan states a target for growth for the Enterprise M3 area up to 2030 of 4% Gross Value Added (GVA) growth per annum, using the above five main priorities of growth to deliver the targeted level of GVA growth.

Coast to Capital Local Enterprise Partnership (LEP): Gatwick 360° Strategic Economic Plan 2018 – 2030 (2018)
Importance of airports:

The Enterprise M3 area benefits from great international connectivity being near the country's largest airports. One of the greatest benefits from this is the high-value international export sector of the region which represented £14.6 billion worth of goods in 2015.

South East LEP Growth Deal and Strategic Economic Plan (2014)

The South East LEP Strategic Economic Plan is anchored around five main challenges and opportunities identified across the SELEP area. These include:

- 1) Building on Our Economic Strengths
- 2) Boosting Our Productivity
- 3) Improving Our Skills
- 4) Building More Houses and Re-Building Confidence
- 5) Investing in Our Growth Corridors

Ambitions for growth include enabling the creation of 200,000 sustainable private sector jobs over the decade to 2021, an increase of 11.4% since 2011; completing 100,000 new homes by 2021, which will entail, over the seven years, increasing the annual rate of completions by over 50% by comparison with recent years; and, attracting investment totaling £10 billion, to accelerate growth, jobs and homebuilding.

South East LEP Smarter Faster Together – Towards a Local Industrial Strategy

The South East LEP Economic Strategy document sets out five strategic priorities and outlines economic ambitions for the future of the region. These include:

- 1) **Priority 1 - Creating ideas and enterprise.** Creating, adapting and adopting new ideas is at the heart of our ambition for a 'smarter' economy. This means supporting our innovative capacity in our 'leading edge' businesses - but it also means increasing the opportunities for creativity across the economy, enabling businesses with the potential for growth to expand.
- 2) **Priority 2 - Developing tomorrow's workforce.** A skilled workforce will be vital in delivering the productivity gains that this strategy demands. But higher skills are also the route to better pay, better jobs, and better progression in work.
- 3) **Priority 3 - Accelerating infrastructure.** To deliver our ambitions for a 'smarter', 'faster' LEP, we must ensure that we secure the right infrastructure to support future growth. Since our first SEP was published in 2014, we have developed a strong track record, although infrastructure funding gaps remain significant.
- 4) **Priority 4 - Creating places.** The scale of growth that the South East will see over the coming decade is significant, and some of the changes facing businesses and people in work will be transformational. But greater productivity is only useful if it improves living standards and the communities within which we live: as well as delivering 'growth', we need to create places to which South East residents and businesses aspire.
- 5) **Priority 5 - Working together.** While the South East LEP covers a large and complex geography in its own right, it is by no means isolated. Our links to London and other parts of the Greater South East are vital, and we will need to build on our wider regional connections.

4 References

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

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

Coast to Capital Local Enterprise Partnership (LEP): Gatwick 360° Strategic Economic Plan 2018 – 2030 (2018)

Coast to Capital LEP: Local Industrial Strategy Draft Economic Profile (2019a)

Coast to Capital LEP: Local Industrial Strategy Evidence Base Reports (2019b, 2019c, 2019d)

Enterprise M3 LEP: Strategic Economic Plan (2018)

South East LEP Growth Deal and Strategic Economic Plan (2014)

South East LEP Smarter Faster Together – Towards a Local Industrial Strategy

“One Town” Crawley’s Economic Recovery Plan (2022-2037)

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

Horsham District Local Plan 2021-2038 Regulation 19 Draft

Horsham District Economic Strategy 2017-2027

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

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

Mid Sussex Economic Development Strategy 2018-2031

Mid Sussex District Council Sustainable Economic Strategy (2022-2025)

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

Mole Valley District Council (2009) Mole Valley Core Strategy

Mole Valley District Council (2021) Future Mole Valley 2020-2037 Reg 19 Draft

Mole Valley (2018) Economic Prosperity Strategy 2018-2038

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

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

Reigate and Banstead Borough Council Economic Framework (2021-2026)

South Downs National Park Authority (2019) South Downs Local Plan 2014 to 2033. [Online] Available at: https://www.southdowns.gov.uk/planning/south-downs-local-plan_2019/local-plan/

Tandridge District Council (2008) Tandridge District Core Strategy

Tandridge District Council (2014) Tandridge Local Plan Part 2: Detailed Policies 2014 – 2029

Tandridge District Council (2019) Our Local Plan: 2033

Tandridge Economic Proposition (2017-2022)